

Harbourfront Commission Meeting

Coach and Goods Vehicle Parking at the Harbourfront

Update

June 2016



Background

- THB/TD briefed Harbourfront Commission on 23 Mar 2015:
 - Illegal parking of Coach/Goods Vehicle; and
 - Measures to address parking demand

Outline

- Current Coach/Goods Vehicle (“GV”) Parking Situations
- Measures to Tackle Illegal Parking
- Genuine Need for Parking Spaces for Coach/GV
- Measures to Address Parking Needs of Coach/GV

CURRENT COACH/ GV PARKING SITUATIONS

Three Districts with most Shortfall



Termination of STT parking sites at the Harbourfront

▼ 3 STTs terminated in 2015 in Kai Tak
(300 nos. coach/GV spaces lost)

○ 12 STTs to be terminated
in five years
(1400 nos. coach/GV
spaces will be lost)



Illegal Parking



Illegal Parking



MEASURES TO TACKLE ILLEGAL PARKING

Measures to Tackle Illegal Parking

- The Police's enforcement
 - ◆ **STEP 2016** – to adopt a multi-aspect approach to achieve “Zero Accidents on the Road, Hong Kong's Goal”.
 - ◆ Territory-wide operation targeting illegal parking and congestion related moving offences, issuing a total of 40,762 fixed penalty tickets in the first week of June 2016.
 - ◆ The Police to continue to take stringent enforcement actions against illegal parking and offences causing obstruction/congestion.



Measures to Tackle Illegal Parking

- Have regular meetings / site inspections with the police on illegal parking hotspots at the harbourfront area



Measures to Tackle Illegal Parking

- Impose no-stopping restrictions



Cheong Tung Road South, Hung Hom



Sa Po Road, Kowloon City

- Liaise with the tourism trade to encourage coach drivers to be self-disciplined

GENUINE NEED FOR PARKING SPACES FOR COACH/ GV

Why Parking Spaces are needed for coach/GV?

- Commercial vehicles like coach and GV play an important role in the logistics industry, tourism industry, as well as the overall economy.
- The number of coach/ GV over the past 10 years has remained at a relatively stable level of 80,000.
- DC's support on more parking spaces for commercial vehicles (e.g. Kowloon City District Council's support on using unallocated Government land at Wa Shun Street and Bailey Street at Hung Hom for coach parking).

MEASURES TO ADDRESS PARKING NEED OF COACH/GV

Measures to Address Parking Need

- Incorporate off-street coach/ GV parking in planned developments at the harbourfront
 - List of harbourfront developments which will provide extra coach and GV parking spaces :

Development	Extra parking spaces
Wan Chai North Redevelopment	33 (for coaches)
Kennedy Town Redevelopment	25 (for LGVs)
Ex-North Point Estate Redevelopment	30 (for coaches)
West Kowloon Cultural District	43 (for coaches)
Comprehensive Development Area at Yan	24 (for LGVs)
Yue Wai, Yau Tong	25 (for coaches/HGVs)
Total	180

- Exploring opportunities in projects under planning, e.g. Sai Yee Street GIC site development, Kowloon Bay and Kwun Tong Action Areas

Measures to Address Parking Need

- More on-street parking / L/UL spaces for coaches and GV's



Examples:

District	Vehicle Type	Street Name	No.	Year
Central & Western	GV	Fung Mat Road	9	2015
Wong Tai Sin	GV	Sze Mei Street	2	2015
Eastern	GV/Coach (night time)	Tung Hei Road	20	2016
Tsim Sha Tsui	Coach	Salisbury Road	3	2016

Measures to Address Parking Need

- More night-time on-street parking and L/UL spaces for coaches and GV's
 - Site searches at Kwai Tsing, Hung Hom and Kwun Tong underway
 - Started consultation with concerned District Councils
 - Need to take into account local factors, e.g. traffic flow, road safety, impact on other road users and local views

Measures to Address Parking Need

- Parking Policy Review
 - To commence in 2016/17
 - Priority accorded to considering and meeting the parking need of commercial vehicles
 - In light of review findings, examine improvement measures including updating HKPSG

Measures to Address Parking Need

- Other on-going efforts at the harbourfront
 - TD to continue to monitor parking situation of coaches and GVs at the harbourfront.
 - Provide more parking facilities at suitable sites without compromising road safety, affecting other road users or interfering with the enjoyment of the harbourfront.

Thank You