

香港特別行政區政府
The Government of the Hong Kong Special Administrative Region

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31 January 2013

Ms Sophie Lau
Clerk to Transport Panel
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Fax No.: 2978 7569)

Dear Ms Lau,

Coach Parking Spaces

We have received the letters from the Panel on Transport dated 17 December 2012 and 8 January 2013 and our reply is as follows.

The Government monitors and regularly reviews the supply and demand of coach parking spaces in various districts of Hong Kong and will take appropriate measures when necessary to meet demand. Coach is a type of non-franchised bus and it can use all parking spaces designated for non-franchised buses. If there is relatively high demand for parking spaces in individual districts, we will implement the following basket of measures to increase the number of parking spaces:

- providing on-street parking spaces without compromising road safety and affecting other road users;

- allocating land not planned for immediate development for use as temporary car parks;
- if the demand for parking spaces designated for non-franchised buses is particularly high for a certain district (such as popular tourist spots), we will consider designating some existing temporary car parks for the exclusive use of non-franchised buses when renewing the tenancy of the car parks; and
- requiring an appropriate number of parking spaces designated for non-franchised buses to be included in new developments where appropriate. For example, the Ocean Park has recently provided 100 parking spaces designated for non-franchised buses for coach parking in its extension works; space for 30 parking spaces designated for non-franchised buses has been reserved in the redevelopment project of the former North Point Estate to meet the long term demand of the district.

The Transport Department (“TD”) has been closely monitoring the parking spaces designated for non-franchised buses at popular tourist spots in Tsim Sha Tsui, and has provided 9 additional on-street metered parking spaces designated for non-franchised buses in the area since 2011. TD will also continue to study with the tourism industry the possibility of providing more parking spaces designated for non-franchised buses in the area. Besides, when the redevelopment of the Tsim Sha Tsui New World Centre is completed, according to the lease conditions, it will provide 3 coach parking spaces and 64 loading / unloading facilities for coaches and heavy vehicles. This will help respond to the tourism industry’s demand for related facilities.

TD previously indicated that there were approximately 80 coach parking spaces (parking spaces designated for non-franchised buses) in Tsim Sha Tsui, where on-street metered parking spaces and off-street parking spaces each accounted for about half of the parking spaces. Our Bus Terminal stated that the figure was inaccurate as it included off-street loading/unloading facilities. TD has conducted a review and confirms that the above-mentioned figure refers to parking spaces, and is obtained based on documents such as building plans and land leases. The off-street loading/unloading facilities

should be additional facilities which are not included in the above-mentioned figure.

During the gazettal period on the road design of the Tsim Sha Tsui Piazza Project in October 2012, Our Bus Terminal opposed to the project and submitted a relevant report “爭取保留尖沙咀碼頭巴士總站尖沙咀交通及旅遊規劃研究”, and the Government processed the report according to established procedures. After considering different opinions of the society, the Government announced in August 2012 that the project was shelved.

Generally, except for restricted zones, all kerbsides in Hong Kong currently allow vehicles (including coaches) to load/unload passengers and goods. There is actually no lack of loading/unloading locations. For some popular tourist spots, such as Tsim Sha Tsui, we are aware that some coach drivers sometimes do not use the proper parking spaces and choose to illegally park their vehicles near loading/unloading locations. As a result, roads near popular shopping and dining locations for tourists are often parked with coaches, and other vehicles cannot load/unload passengers and goods on these roads. To improve the situation, TD has maintained contact and cooperated with the Police to deter vehicles from parking illegally and obstructing traffic. Besides, the Government regularly communicates and has meetings with the tourism sector, and appeals to coach drivers to maintain self discipline and not to park at congested locations, and exchanges opinions on the provision of additional parking spaces designated for non-franchised buses.

Regarding the Shum Wan Pier Drive in the Southern District as mentioned in Our Bus Terminal's letter, there is currently a section of the kerbside of approximately 55 metres, which does not have any loading/unloading restriction, near the Jumbo Floating Restaurant. It is convenient for coaches to load/unload passengers there and then park at the nearby car park of the Ocean Park. To maintain smooth traffic flow, there are restricted zones in other sections of the Shum Wan Pier Drive. However, to cater for the need of several nearby shops to load/unload passengers and goods, TD has reserved a small section of the road close to Shum Wan Road, which does not have any loading/unloading restriction. Factors such as the actual traffic condition, road safety and the needs of various kinds of road users of the road concerned will be considered when designating restricted zones to regulate traffic and maintain smooth traffic.

TD has already arranged eight franchised bus routes to terminate or call at the Tsim Sha Tsui East (Mody Road) Bus Terminus since its commissioning in 2007. These franchised bus routes, originally terminating on-street or operating as circular routes in the vicinity, have been relocated to this bus terminus. Apart from improving passenger waiting environment and enhancing the reliability of bus service, this can improve the pedestrian environment and traffic. Since the design of the Tsim Sha Tsui East (Mody Road) Bus Terminus is not suitable for the operation of franchised buses and coaches at the same time as well as for parking and loading/unloading passengers of coaches, TD has no plan at this stage to open up the Bus Terminus for use by coaches.

We will continue to monitor the supply of coach parking spaces in various districts of Hong Kong and, when necessary, will take measures to increase supply.

Yours sincerely,



(Andrew Ngan)

for Secretary for Transport and Housing