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**Date:** Tuesday, July 28, 2015 06:01AM  
**Subject:** Restrict Tour Coaches in the Bays Area 限制旅遊巴出入海灣區

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## Restrict Tour Coaches in the Bays Area

Designing Hong Kong receives ongoing complaints over traffic congestion between Stanley and Aberdeen Tunnel, and between Stanley and Shek O Road, including from the [Bays Area Concern Group](#) led by Mr. David Schaus.

Both road corridors are unable to cope with the peak traffic volume, and many sections are unsuitable for large vehicles.

The traffic congestion increases during peak commuting hours, and is worse during weekends and long holidays, especially during beach season. Large coaches, travelling in opposing directions, often need to slow down or stop in order to pass each other, aggravating traffic congestion. At times, residents may require up to 90 minutes to commute between Stanley and the north side of Hong Kong Island. Moreover, the lack of

pavements and the stone barriers which are unable to stop coaches crashing though are a safety concern along these roads.

Residents and visitors are frustrated by the inconvenience and economic damage caused by the unpredictable, long commuting times. Given the limited road capacity, priority should be given to public transport and local residents.

Tourists should be encouraged to use public transport and waterborne transport including ferries and tour boats, especially during peak traffic hours. This will improve traffic flow and reduce the risk of drivers who are unfamiliar with the local road conditions. Moreover, this measure will reduce air and noise pollution, and free up road space now taken up by idling tour coaches.

### **Join the discussion**

You can join the discussion over congestion and tour coaches in the Southside at the Bays Area Concern Group Facebook: <https://www.facebook.com/BaysArea>

### **Support the call for a permit system restricting tour coaches on old and narrow roads.**

Complete the [on-line petition](#) for a permit system for non-franchised buses to reduce non-local and non-essential traffic on Repulse Bay Road, Island Road, Stanley Gap Road, and Tai Tam Road. Preference for permits should be given to local school, residential or employee services.

### **限制海灣區旅遊巴士**

創建香港不斷接獲有關香港仔隧道／赤柱之間，以石澳道及赤柱之間的交通擠塞投訴，投訴者包括由David Schaus先生領導的[海灣區關注組](#)。

上述兩條交通走廊未能應付交通流量，很多路段並不適合大型車輛行駛。

在上下班繁忙時段，這些交通走廊的擠塞情況惡化，在周末及長假期，特別是泳季的情況更形嚴峻。當大型巴士／旅遊巴在對頭相遇時，時常要減慢車速或停車才能通過，導致交通擠塞加劇。故此，居民往返赤柱和香港島北面便可能需時長達90分鐘。此外，這些路段沿途設置的圍欄和石壘

並不能抵禦大型車輛的衝擊，安全情況備受關注。

交通時間漫長，又難以預測，引致不便及經濟損失，令居民及旅客甚表懊惱。鑑於道路容車量有限，公共交通工具及區內居民應有權優先使用道路。

政府應鼓勵旅客使用公共交通工具及水路交通（包括渡輪和觀光船），特別是在交通繁忙時段。上述安排可令交通更為暢順，並減低司機因不熟悉區內道路情況所引致的風險。此外，這項措施可減少空氣及噪音污染，亦可解決現時因旅遊巴引擎空轉阻塞路面的問題，從而騰出道路空間。

### 參與討論

你可以加入海灣區關注組Facebook，參與有關南區交通擠塞和旅遊巴士的討論。Facebook 專頁：<https://www.facebook.com/BaysArea>

支持聯署以引入許可証制度，限制旅遊巴出入海灣區老舊及狹窄的道路填寫[網上意見書](#)，促請政府引入非專營巴士許可証制度，以減少淺水灣道、香島道、赤柱峽道及大潭道（以石澳道迴旋處為起點）的非區內及非必要的交通。專為區內學校、居邨或僱員而設的交通服務應優先獲發許可證。

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