

Sha Tin District Council

Report on the Meeting of the  
Traffic and Transport Committee Resumed on 18 December 2018

- (1) The Committee discussed the following:
- (i) the motion on “Requesting Early Opening of the Section of Shatin to Central Link (Tuen Ma Line) between Sha Tin and Kowloon”, with the following provisional motion passed:

“Background

The Shatin to Central Link is now officially named Tuen Ma Line (TML) (Tai Wai to Hung Hom Section). Initially expected to commence in mid-2019, the service currently does not have a date of commissioning due to the cases of shortened steels bars at Hung Hom MTR Station. However, frequent incidents at the East Rail Line in recent years have severely affected Sha Tin residents’ commutes to and from urban areas. In order to provide residents with an alternate traffic arrangement to and from Kowloon, I propose the following motion:

Motion

The Traffic and Transport Committee of the Sha Tin District Council opines that the Government and the MTR Corporation Limited, in order to alleviate the congested urban-bound traffic from New Territories East and the Sha Tin District, should consider the early opening of the section of the TML between Hin Keng in Sha Tin and Kowloon under technically feasible and safe circumstances. A concrete timetable of the commissioning of the entire TML should also be drawn up.” (Unanimously passed);

- (ii) the motion on “Requesting Provision of Temporary Car Parks and Implementation of Other Measures to Relieve the Problem of Insufficient Parking Spaces at Shui Chuen O Estate”, with the following provisional motion passed:

“Background

There is a severe shortage of parking spaces in Shui Chuen O Estate in Sha Tin, with less than 400 parking spaces for over 11 000 housing units, representing a

ratio much lower than those of Sha Kok Estate (490 spaces) and Pok Hong Estate (423 spaces). Moreover, the sizeable population of civil servants living in the estate shows that the residents of Shui Chuen O Estate are from more diverse walks of life and hence have a higher demand for parking spaces when compared with traditional public housing communities. Several hundreds of resident-applicants are on the waiting list for the estate's parking spaces every year. To my understanding, residents who are not vehicle owners but are in possession of vehicles due to work reasons have already given up on applying, so the actual demand must be even higher. I therefore request that the Transport Department, the Housing Department and the District Lands Office/Shai Tin (DLO/ST) adopt a multi-pronged approach to alleviate the severe shortage of parking spaces in Shui Chuen O Estate, including but not limited to making good use of idle plots of land as temporary car parks, utilising spaces in business districts and underneath flyovers for overnight parking, evaluating the option of providing on-street meter parking spaces on the periphery of Shui Chuen O and building an additional level in the car park section with higher ceilings in Shui Chuen O Estate for more parking spaces.

I understand that the Highways Department will be returning a triangular plot of land at Pok Chuen Street near the Shui Chuen O Fresh Water Service Reservoir to the DLO/ST at the end of this year. I request that the Government make good use of the idle plot of land to solve community problems, immediately conduct studies, consultations and tendering exercises accordingly, and expeditiously provide more parking spaces on the premise of road safety. I therefore propose the following motion:

#### Motion

The Traffic and Transport Committee of the Sha Tin District Council requests that the Government adopt a multi-pronged approach to provide more parking spaces at the above location, and, in particular, to better utilise idle plots of land, such as expeditiously converting the plot of land adjacent to the fresh water service reservoir at Pok Chuen Street into a temporary car park, so as to alleviate the shortage of parking spaces in Shui Chuen O Estate and its neighbourhood. Also, government departments should study the option of setting up a multi-storey car park in the Sha Tin District as soon as possible." (Unanimously passed);

- (iii) the responses of the Transport Department (TD) and the Hong Kong Police Force (HKPF) to the question on "the Frequent Occurrence of Traffic Accidents at Heung Fan Liu Street in Tai Wai", with the following provisional motion passed:

“The Traffic and Transport Committee of the Sha Tin District Council strongly requests that the relevant departments increase road safety measures to ensure pedestrian safety by improving the pedestrian crossing facilities at Heung Fan Liu Street in Tai Wai, Sha Tin, including the provision of pedestrian traffic lights, zebra crossings and traffic islands, and by expeditiously studying the feasibility of widening the entire carriageway of Heung Fan Liu Street.” (Unanimously passed); and

- (iv) the responses of the TD and Long Win Bus Company Limited to the question on “Requesting Enhancement of Bus Service between Sha Tin and the Airport”, with the following 2 provisional motions passed:

“Background

The current airport bus services are severely insufficient due to the steadily increasing population in Ma On Shan.

Motion

The Traffic and Transport Committee of the Sha Tin District Council strongly requests that the frequency of airport bus Route No. A41P be increased, new ‘A’ or ‘E’ airport bus routes avoiding circuitous alignments be considered for residents in Ma On Shan to travel to and from the airport more easily and swiftly, and airport bus stops be set up at Villa Athena and Yan On Estate for the residents.” (Unanimously passed); and

“The demand for bus services to the airport and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port is increasing in the Sha Tin District due to the growing population. However, the demand cannot be met with the existing coverage and service frequency of Route Nos. A41, A41P and E42.

The Traffic and Transport Committee of the Sha Tin District Council proposes and requests that the Transport Department and Long Win Bus Company Limited meet the demand of a growing population by conducting a comprehensive evaluation of the coverage of the bus services running from the Sha Tin District to the airport and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port, studying immediately the provision of new routes and route rationalisation, improving service frequency and strengthening overnight bus services.” (Unanimously passed)

- (2) The Committee noted the following:

- (i) the progress report submitted by the TD;

- (ii) the minutes of the meeting of the Working Group on Development of Major Transport Infrastructures and Cycle Network under the Committee;
  - (iii) the report on the progress of works submitted by the Highways Department;
  - (iv) “Population of Public Housing Estates and Private Sector Participation Scheme Courts in Sha Tin” submitted by the Housing Department; and
  - (v) “Prosecution Figures on Traffic Offences in Sha Tin, Tai Wai and Ma On Shan” submitted by the HKPF.
- (3) As departments needed more time to prepare for the responses to the question on “Bus Service between the Airport and Hong Kong-Zhuhai-Macao Bridge”, the Chairman decided to postpone the handling of it to the next meeting.

Sha Tin District Council Secretariat  
STDC 13/55/30

January 2019