

S.16 Application No A/NE-LYT/826

Proposed Temporary Private Car Park (Private Car Only)

for a Period of 3 Years in “Residential (Group C)” Zone,

Lot 807 S.E, 827 RP (Part) and 828 RP in D.D 83, Lung Yeuk Tau, Fanling, New Territories

Comments from Transport Department

1. The applicant should advise the traffic generation and attraction from and to the site at the peak hour.

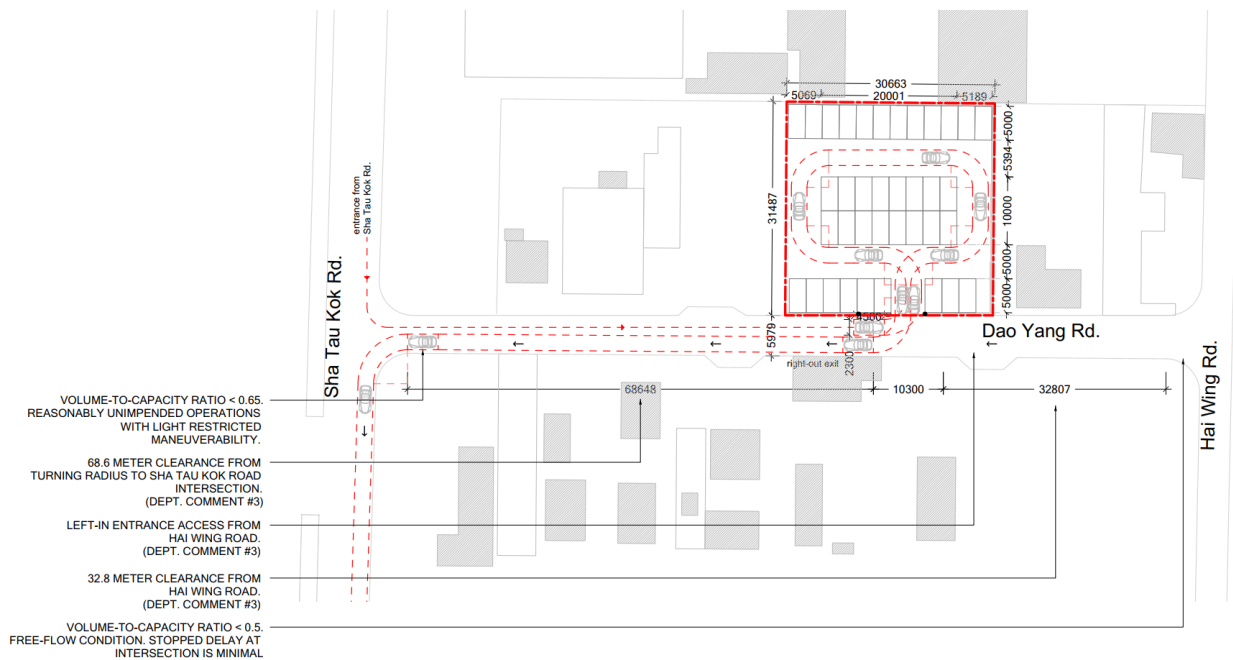
Based on typical patterns, the primary peak hours for traffic generation to and from the site are likely 7 AM - 9 AM and 5 PM - 7 PM on weekdays. Additional peaks may occur around school times and lunch hours (commercial & industrial area).

- Inward Traffic: The small number of vehicles entering the car park will likely integrate without significant disruption to the existing traffic flow.
- Outbound Traffic: Vehicles exiting the car park will have a buffer distance to the intersection, facilitating efficient merging.

2. To minimize the traffic impact to Hai Wing Road and Dao Yang Road, the applicant should adopt a left-in/right-out arrangement for the entrance of the proposed car park (i.e. ban right-in/left-out movement of vehicles to/from the proposed car park. Relevant traffic management measures should be implemented by the applicant to achieve such arrangement.

Implementation of left-in / right-out arrangement and signage on the proposed car park entrance **(see attached drawing 001)**

- Inbound Traffic: Vehicles entering the car park will predominantly arrive from Sha Tau Kok Road.
- Outbound Traffic: Vehicles leaving the car park will also predominantly exit onto Sha Tau Kok Road.

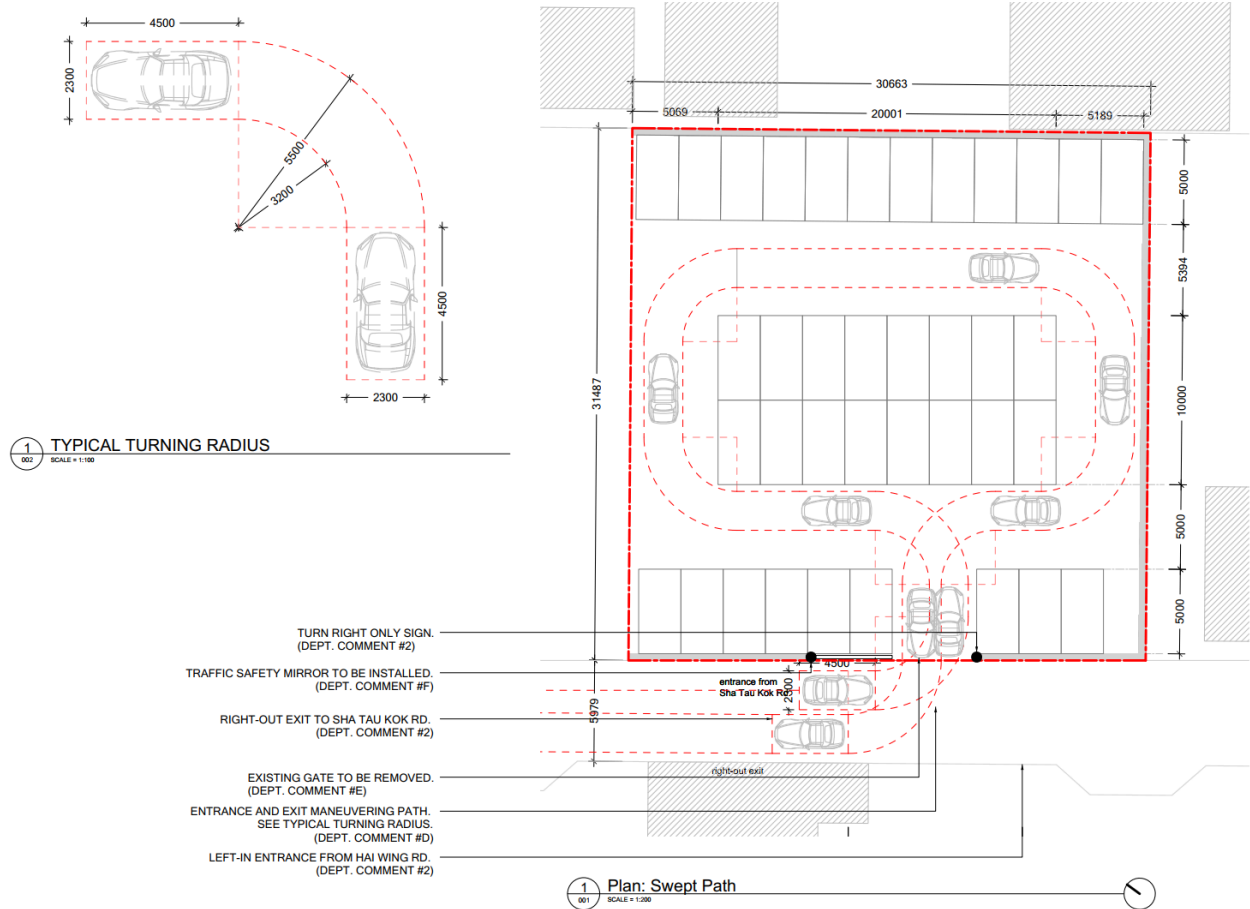


Traffic management measures:

- **Signage:**
 - Install clear signage indicating the allowed movements (right-out) at the entrance and nearby intersections.
- **Road Markings:**
 - Use road markings to guide drivers and reinforce the traffic management plan.
- **Traffic Control Devices:**
 - Installation of traffic signals or stop signs if necessary, to facilitate safe entry and exit.

3. Please carry out a traffic impact assessment to evaluate the reserve capacities of Sha Tau Kok Road-Lung Yeuk Tau and Dao Yang Road, as well as the design flow/capacity ratio of the junction of Dao Yang Road/Sha Tau Kok Road-Lung Yeuk Tau.

(see attached drawing 000)



Parking Capacity

- Total Parking Spaces: 38
- Type of Parking: Long-term occupancy, implying lower turnover rates.

Trip Generation Rates

- Estimated Trip Generation Rate: For long-term parking, the trip generation rate is typically lower than for short-term parking. An estimate might be around 0.05 trips per space during peak hours.
- Total Estimated Trips:
 - $38 \text{ spaces} \times 0.05 \text{ trips/space} = 1.9 \text{ trips}$ (approximately 2 trips)

V/C Ratio

- Formula $V/C \text{ Ratio} = \text{Traffic Volume} / \text{Road Capacity}$
- Estimated Sha Tau Kok Road capacity: 1200 vehicle/hour
- V/C low estimate: $(4 \text{ trips} / (1200 \text{ vehicle/hour})) = 0.0033$
- V/C high estimate: $(8 \text{ trips} / (1200 \text{ vehicle/hour})) = 0.0067$
- Both ratios indicate that the traffic generated by the proposed car park is significantly lower than the road capacity, suggesting minimal impact on traffic flow on Sha Tau Kok

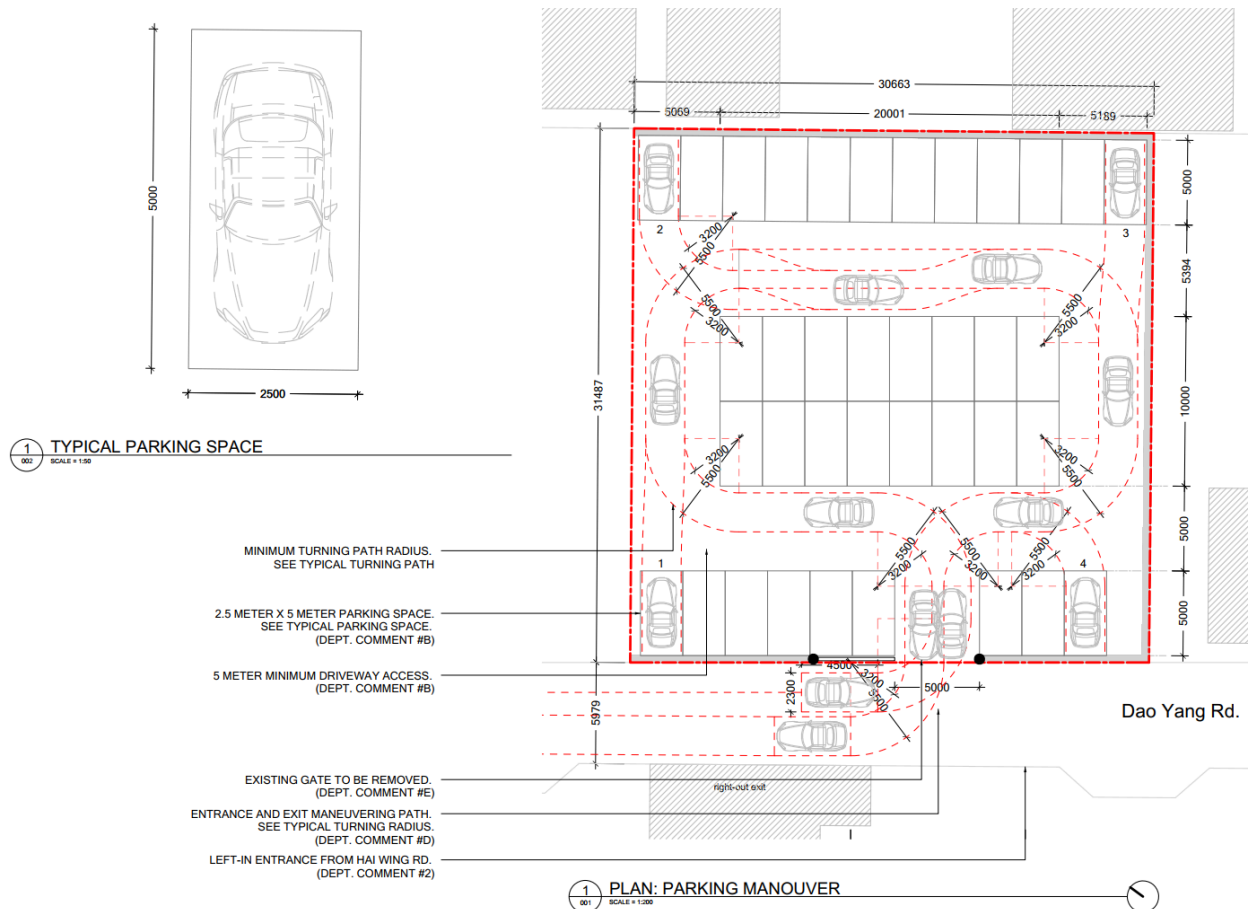
Road. A V/C ratio below 0.1 is typically considered acceptable, indicating that the proposed car park will not create congestion.

Impact on Sha Tau Kok Road

- Distance to Intersection: 70 meters from the exit to the intersection provides a buffer, allowing for smooth merging and minimal disruption to the existing traffic flow.
- Traffic Impact: With low trip generation rates, the impact on Sha Tau Kok Road during peak hours is expected to be minimal, resulting in negligible congestion.

4. Please advise the dimensions of the vehicle used in the swept path analysis. Please show the outline of the vehicle at different moments of the movement in the swept path analysis. Please demonstrate the satisfactory maneuvering of the vehicles into/out of the 4 parking spaces at the 4 corners of the subject site from/to Sha Tau Kok Road-Lung Yeuk Tau.

(see attached drawing 002)



申請地點設有 34 個私家車泊車位 (每個面積 5 米 x 2.5 米) ，申地點內設有迴旋交通線路，供車輛迴旋找停泊位置。除了上述用途，申請地點並無其他運輸工作。出現的汽車流量都在預計之內。車次流量有限，對附近交通不會構成壓力。總括而言，車輛流量穩定，不會有其他運輸工作，故此車輛流量都可在預計之內。以下是

申請地點的交通流量預算，詳細如下：

| 時段 | 沙頭角公路 (往香園圍方向) | 沙頭角公路 (往聯和墟方向) | 道揚路 (出：沙頭角公路) | 沙頭角公路 (入：道揚路) |
|---------------|-------------------|-------------------|------------------|------------------|
| 00:00 - 01:00 | 0 | 0 | 0 | 0 |
| 01:00 - 02:00 | 0 | 0 | 0 | 0 |
| 02:00 - 03:00 | 0 | 0 | 0 | 0 |
| 03:00 - 04:00 | 0 | 0 | 0 | 0 |
| 04:00 - 05:00 | 0 | 0 | 0 | 0 |
| 05:00 - 06:00 | 0 | 0 | 0 | 0 |
| 06:00 - 07:00 | 0 | 0 | 0 | 0 |
| 07:00 - 08:00 | 165 | 142 | 10 | 8 |
| 08:00 - 09:00 | 235 | 246 | 19 | 16 |
| 09:00 - 10:00 | 241 | 265 | 17 | 23 |
| 10:00 - 11:00 | 262 | 259 | 16 | 17 |
| 11:00 - 12:00 | 281 | 278 | 14 | 19 |
| 12:00 - 13:00 | 0 | 0 | 0 | 0 |
| 13:00 - 14:00 | 0 | 0 | 0 | 0 |
| 14:00 - 15:00 | 0 | 0 | 0 | 0 |

| 時段 | 沙頭角公路 (往香園圍方向) | 沙頭角公路 (往聯和墟方向) | 道揚路 (出：沙頭角公路) | 沙頭角公路 (入：道揚路) |
|---------------|-------------------|-------------------|------------------|------------------|
| 15:00 - 16:00 | 0 | 0 | 0 | 0 |
| 16:00 - 17:00 | 259 | 261 | 18 | 16 |
| 17:00 - 18:00 | 252 | 245 | 17 | 18 |
| 18:00 - 19:00 | 246 | 250 | 15 | 21 |
| 19:00 - 20:00 | 0 | 0 | 0 | 0 |
| 20:00 - 21:00 | 0 | 0 | 0 | 0 |
| 21:00 - 22:00 | 0 | 0 | 0 | 0 |
| 22:00 - 23:00 | 0 | 0 | 0 | 0 |
| 23:00 - 24:00 | 0 | 0 | 0 | 0 |

以上數字為目測及預算車輛進出場地記錄，

假設當天附近地區沒有交通事故，進出場地車輛數量正常。

申請地點設有 34 個私家車泊車位，主要供馬料水新村及附近道揚路的住戶使用，他們一般都有特定的進出時間，例如：上班 / 下班 / 上學 / 放學時段。按實際情況估計，有 駕次 的時段每小時實際只會有 16 - 23 駕次私家車汽車流量，主要集中於 07:00-12:00、16:00-19:00，車輛流量極為穩定，絕對不會出現同一時段有 34 輛車進出的情況。