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寄件日期: 2024年06月24日星期一 8:02  
收件者: William Shu Tai WONG/PLAND  
副本: Johnny Chung Yin LAM/PLAND; Katie Yuet Yee LEUNG/PLAND  
主旨: Re: A/NE-TKLN/79  
附件: Response to Comments- TKLN79-5.pdf; Traffic Survey TKLN-79.pdf  
類別: Internet Email

Dear William,

Attached, please find FI to address departmental concerns. Attached are the below documents. Thanks

1. Traffic Impact Assessment: revisions to the document are noted in red
2. Response to comment

## Response to Comments

PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MATERIAL FOR A PERIOD OF THREE YEARS IN “RECREATION” ZONE

VARIOUS LOTS OF D.D. 80, TA KWU LING NORTH, NEW TERRITORIES

Departmental Comments	Applicant’s Response
<p><u>Comments from Transport Department</u></p> <ul style="list-style-type: none"> <li>• Table 2.1 The planned and committed developments has been revised, however, the reference flow in Table 2.3 should have included the sum of generation and attraction of the planned developments as two way flow <math>66 \times 1.018 + 9 + 7 = 83.2</math> (am) and <math>46 \times 1.018 + 7 + 7 = 60.8</math> (pm). Please revise the reference flow as appropriate.</li> <li>• Table 2.3 The design flow would subsequently be <math>83.2 + 3 = 87</math> (am) i.e. 0.87 and <math>60.8 + 3 = 64</math> (pm). Please revise the design flow as appropriate.</li> <li>• Since the design flow is greater =&gt; 0.85, the applicant should submit a traffic improvement scheme to eliminate or mitigate for the adverse impacts identified.</li> </ul>	<p>Noted, the reference and design flows have been revised in the attached TIA. As the noted, the design flow is greater than 0.85; To eliminate the adverse impact identified, the applicant proposes to implement a strict policy of no deliveries or pickups between 10am and 12pm every Saturday, to avoid any MGW traffic during the peak am hour, between 10:30 to 11:30am on Saturday. The estimated traffic generation and attraction from the proposed development during the period (10:30am to 11:30am) will be <math>0.25 + 0.25 = 0.5</math> from private car traffic, and the design flow would therefore be <math>83.2 + 0.5 = 84</math>, which is less than 0.85, and thus eliminating the adverse impacts identified.</p> <p>Traffic during weekdays are significantly less than the weekends due to most cross border travellers tendency to travel during the weekends and holidays, as shown in Appendix IIb, Traffic survey on February 23<sup>rd</sup>, 2024, a typical Friday (information previously submitted in the FI submitted on 04/03/2024, thus only implementing a no delivery or pickup policy around the am peak hour on Saturday should be sufficient.</p>

# 1. EXISTING TRAFFIC AND TRANSPORT CONDITIONS

## 1.1. Existing Road Network

- 1.1.1. As shown in Figure 2-1, the Application Site is located at the Eastern Portion of Lin Ma Hang Road to the West. Current condition of the connecting carriageway is described as follows:
- 1.1.2. Lin Ma Hang Road extends west from the application site to the Heung Yuen Wai Bus Terminal. This portion of Lin Ma Hang Road is a single-track rural road, acting as single carriageway with 1-lane-2-way operation, and passing areas are generally identified along the carriageway, while serving a low volume of traffic. The design capacity of 100pcu is used for this portion, based on TPDM Vol 3 Chapter 3.11.3.1.
- 1.1.3. Extending West from the Heung Yuen Wai Bus Terminal, Lin Ma Hang Road becomes a 2-lane 2-way operation, connects to the Heung Yuen Wai Highway, and all the way to Man Kam To Road. The design capacity of this portion is estimated to be 600pcu, according to the Note of Traffic Forecast Review (Western Section) dated March 2019.

## 1.2. Traffic Surveys

- 1.2.1. As the proposed use is for temporary warehouse storage, with no outside vehicle, traffic generation is expected to be very minimal. It is anticipated that the proposed use will not incur adverse traffic impact.
- 1.2.2. In order to assess the existing traffic conditions, the key road link was identified as the portion of Lin Ma Hang Road where it is a single-track rural road, and a vehicle count survey was conducted between 7:00 to 20:00 6 April, 2024 (SAT). Flow counts are recorded at 30-minute intervals; and converted to Passenger Car Unit (pcu) values. The highest total 60 minute traffic volume is used as the peak hour traffic volume.
- 1.2.3. The location of where the vehicle count survey was conducted is shown in the map in Appendix I.
- 1.2.4. The morning and afternoon peak times for the network are determined to be 10:30am to 11:30am and 12:30pm to 1:30pm respectively.
- 1.2.5. Based on the existing traffic flows, the peak hour performances of the key road link in the vicinity of the Application Site is assessed and the results are indicated in Table 1.1. The raw data are shown in Appendix II. The Volume to Capacity (V/C) ratio represents the proportion of road capacity used by traffic flow during peak hours. Higher V/C ratios for roads indicate greater use of road connection problems. A V/C ratio of 0.85 or less indicates that there is sufficient capacity available and vehicles are not expected to experience significant queues and delays.

Table 1.1 2023 Peak hour Road Link Capacity Assessment

Location	Direction	Design <sup>(1)</sup> Capacity (Veh/hr)	Observed Flow		V/C	
			AM	PM	AM	PM
Lin Ma Hang Road (east of Heung Yuen Wai Bus Terminal)	2-way	100	65.75	46	0.66	0.46

Notes: (1) TPDM Vol 3 Chapter 3.11.3.1

- 1.2.6. The results reveal that the key road link, Lin Ma Hang Road, operates within capacity during the peak hours.

## 2. Traffic Impact Assessment

### 2.1. Design Year

2.1.1. This application is seeking temporary permission for a period of 3 years only, which targets to commence by July of 2024.

### 2.2. Methodology

2.2.1. In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:

- Historical data of the nearby Annual Traffic Census station 6533 Ping Che Road
- Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section)
- Committed and planned developments in the Study Area

2.2.2. The following steps are undertaken to derive the 2027 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site).

$$2027 \text{ Background Flow} = 2024 \text{ Observed Flow} \times \text{annual growth factors} (1 + 1.8\%)$$

$$2027 \text{ Reference Flows} = 2027 \text{ Background Flow} + \text{additional traffic by planned developments}$$

$$2027 \text{ Design Flow} = 2027 \text{ Reference Flow} + \text{Development Flow of this Application}$$

### 2.3. Future Year Reference Traffic Flows

2.3.1. According to the historical data of the nearby Annual Traffic Census station 6533 Ping Che Road, between Sha Tau Kok Road and Lin Ma Hang Road, traffic grew from 11,360 in 2017 to 11,510 in 2022, which is an average growth rate of 0.26% per annum.

2.3.2. According to the Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section), the steady traffic growth rate of 0.6% p.a. is anticipated.

Reference: <https://www.legco.gov.hk/yr18-19/chinese/fc/pwsc/papers/pwsc20190213pwsc-157-1-c.pdf>

2.3.3. Thus, the more conservative growth rate of 0.6% p.a. is adopted, and a growth rate of 1.8% is estimated over the 3 year period

### 2.4. Planned and Committed Developments

2.4.1. From the list of planned and committed developments in the vicinity confirmed by the Planning Department, A/NE-TKLN/58, A/NE-TKLN/76, and A/NE-TKLN/82, are identified in the area, as projects that have not commenced operations and makes use of the Lin Ma Hang Road. Details of the selection criteria and estimation of trip generation and attractions are detailed in Appendix III. A summary of the estimations are listed in Table 2.1.

Table 2.1 Planned and Committed Developments

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3
A/NE-TKLN/76	1	1	1	1
A/NE-TKLN/82	4	3	3	3
Total	9	7	7	7

## 2.5. Development Flow of this Application

- 2.5.1. The operation is expected to remain the same at the application site. Thus, the traffic generation and attraction is estimated based on the operations at the applicant's previous location at Ma Tso Lung is shown Table 2.2.

Table 2.2 Expected Trip Generation and Attraction

Time Period	Trip Generation and Attraction				2- Way Total
	PC		MGV		
	In	Out	In	Out	
Trips at AM peak per hour (08:00-10:00)	2	0	1	0	3
Trips at PM peak per hour (17:00-19:00)	0	2	0	1	3
Traffic trip per hour (average) (10:00-17:00)	0.25	0.25	1	1	2.5

## 2.6. Future Year Link Capacity Assessment

- 2.6.1. The link capacity assessment results under the 2027 reference and design scenarios are summarised in Table 2.3

Table 2.3 2027 Traffic Assessment

Road Link	Link Capacity (veh/hr)	Reference Flow (veh/hr)		Reference V/C Ratio		Design Flow (veh/hr)		Design V/C Ratio	
		AM	PM	AM	PM	AM	PM	AM	PM
Lin Ma Hang Raod	100	66 x 1.018 + 9 +7 = 83.2	46 x 1.018 + 7 +7 = 60.8	0.83	0.61	83 + 2.5 = 86	61 + 2.5 = 64	0.86	0.64

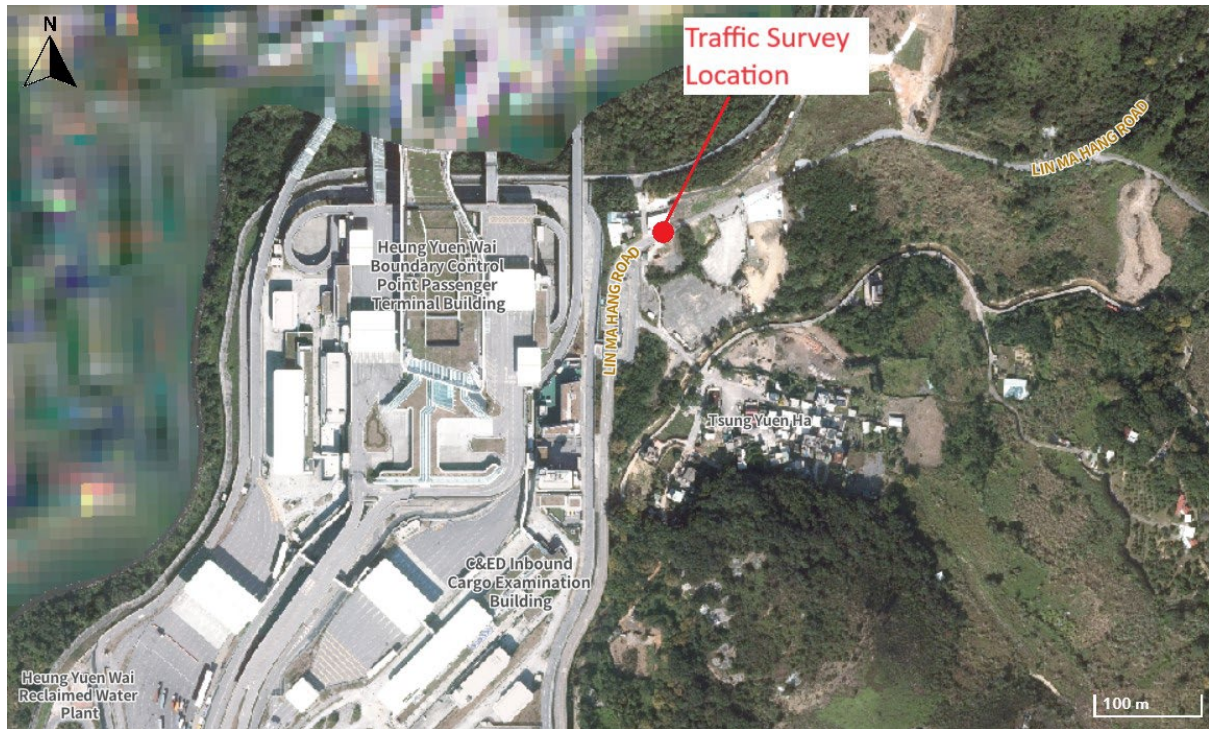
- 2.6.2. As shown in the table above, the capacity of the key road link would be performing satisfactorily during the PM peak period for both Reference and Design Scenarios. However, the Design flow would at 86, V/C 0.86, would be slightly above the capacity.
- 2.6.3. To eliminate the adverse impact identified, the applicant proposes to implement a strict policy of no deliveries or pickups between 10am and 12pm every Saturday, to avoid any MGV traffic during the peak am hour, between 10:30 to 11:30am on Saturday. The estimated traffic generation and attraction from the proposed development will be  $0.25 + 0.25 = 0.5$  from private car traffic during this period, and the design flow would therefore be  $83.2 + 0.5 = 84$ , which is less than 0.85, and thus mitigating the adverse impacts identified.

Table 2.4 2027 Traffic Assessment (No deliveries or pickups 10am to 12pm every Saturday)

Road Link	Link Capacity (veh/hr)	Reference Flow (veh/hr)		Reference V/C Ratio		Design Flow (veh/hr)		Design V/C Ratio	
		AM	PM	AM	PM	AM	PM	AM	PM
Lin Ma Hang Raod	100	66 x 1.018 + 9 +7 = 83.2	46 x 1.018 + 7 +7 = 60.8	0.83	0.61	83 + 0.5 = 84	61 + 2.5 = 64	0.84	0.64

- 2.6.4. With the implementation of the above policy, the capacity of the key road link would be performing satisfactorily during the peak periods for both Reference and Design Scenarios. No adverse traffic impact is anticipated.

## Appendix I: Location of Traffic Survey



**Appendix II: Traffic Survey Raw Data 6 April, 2024 (SAT)**

Time	Private Car 私家車	Mini Bus 小巴	LGV 輕型貨車	MGV/HGV 中型貨車/ 重型貨車	PCU	
7:00-7:30	3	2	0	0	6	
7:30-8:00	2	2	1	0	6.5	
8:00-8:30	6	2	2	0	12	
8:30-8:00	5	2	3	0	12.5	
9:00-9:30	12	2	3	1	21.25	
9:30-10:00	10	2	3	1	19.25	
10:00-10:30	17	2	0	0	20	
10:30-11:00	20	2	3	1	29.25	
11:00-11:30	27	3	1	2	36.5	65.75
11:30-12:00	12	2	1	2	20	
12:00-12:30	13	2	2	1	20.75	
12:30-13:00	11	2	3	3	23.75	
13:00-13:30	11	2	2	3	22.25	46
13:30-14:00	11	2	2	2	20.5	
14:00-14:30	10	2	0		13	
14:30-15:00	6	2	0	1	10.75	
15:00-15:30	5	2	0		8	
15:30-16:00	6	2	0		9	
16:00-16:30	4	2	1		8.5	
16:30-17:00	5	2	0	1	9.75	
17:00-17:30	3	2	0		6	
17:30-18:00	5	2	0		8	
18:00-18:30	6	2	1		10.5	
18:30-19:00	10	2	0	2	16.5	
19:00-19:30	11	2	0		14	
19:30-20:00	5	2	0		8	

**Appendix IIb: Traffic Survey Raw Data 23 February, 2024 (FRI)**

Time	Private Car 私家車	Mini Bus 小巴	LGV 輕型貨車	MGV/HGV 中型貨車/ 重型貨車	
7:00-7:15	0	2	1	0	
7:15-7:30	0	0	0	0	
7:30-7:45	1	1	1	1	
7:45-8:00	2	1	1	1	
8:00-8:15	3	1	2	2	29.5
8:15-8:30	0	1	1	0	
8:30-8:45	4	1	0	0	
8:45-9:00	4	1	3	0	
9:00-9:15	5	1	0	0	
9:15-9:30	2	1	1	1	
9:30-9:45	0	1	0	0	
9:45-10:00	0	1	0	0	
16:00-16:15	4	1	1	1	22.5
16:15-16:30	1	1	1	0	
16:30-16:45	0	1	1	0	
16:45-17:00	2	1	1	1	
17:00-17:15	2	1	0	1	
17:15-17:30	2	1	0	0	
17:30-17:45	2	1	1	0	
17:45-17:00	0	1	0	0	
18:00-18:15	1	1	1	0	
18:15-18:30	2	1	0	0	
18:30-18:45	1	1	0	0	
18:45-19:00	0	1	0	0	



### Appendix III: Planned and Committed Developments

Application	Date Approved	Meeting Date	Commenced Operation	Notes
A/NE-TKLN/23	5/2/2021		No	Same location as TKLN/68
A/NE-TKLN/37	28/5/2021		Yes	
A/NE-TKLN/39	28/5/2021		Yes	
A/NE-TKLN/40	25/6/2021		Yes	
A/NE-TKLN/53	23/6/2023		Yes	
A/NE-TKLN/55	22/9/2023		Yes	
A/NE-TKLN/57	22/9/2023		Yes	
A/NE-TKLN/58	22/9/2023		No	
A/NE-TKLN/61	Not yet approved	10/5/2024	No	Uses unnamed road, not Lin Ma Hang Road
A/NE-TKLN/67	27/10/2023		Yes	
A/NE-TKLN/68	5/4/2024		No	Uses unnamed road, not Lin Ma Hang Road
A/NE-TKLN/70	27/10/2023		Yes	
A/NE-TKLN/75	15/3/2024		Yes	
A/NE-TKLN/76	5/4/2024		No	
A/NE-TKLN/80	15/3/2024		Yes	
A/NE-TKLN/82	Not yet approved	Deferred, TBD	No	

- Based on photos taken on April 5<sup>th</sup>, 2024 (Figure B and C), the above referenced applications that have commenced operations will not be counted in the planned and committed developments, as the numbers are already counted towards the traffic count taken on April 6<sup>th</sup>, 2024, and adding their estimates will duplicate the results.
- Based on the applications information of A/NE-TKLN/23, A/NE-TKLN/61, and A/NE-TKLN/68, these sites will be accessed via “unnamed road” and will generate additional traffic towards the concerned section of Lin Ma Hang Road, and thus will not be counted in our analysis. Photo of the project site is shown in Figure D.
- Project A/NE-TKLN/58  
Making reference to A/NE-TKLN/58, the trip generation and attraction are listed below.

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3

- Project A/NE-TKLN/76  
Making reference to A/NE-TKLN/76, the average and peak trip generation and attraction are listed below. Thus, the peak hour trip generation of 1pcu/hour is adopted in our study

	Average (pcu/hour)		Peak (pcu/hour)	
	Generation	Attraction	Generation	Attraction
A/NE-TKLN/76	0.17	0.17	1	1

- Project A/NE-TKLN/82

As of this submission, April 8<sup>th</sup>, 2024, the project has not been approved, and the planning meeting date is not scheduled, and there are no public trip generation and attraction information available in their application. The application is for a proposed temporary eating place and petrol filling station (for charging only) for a period of 3 years, with 25 parking spaces with charging stations, and a site area of 960m<sup>2</sup>. The eating place and charging is aimed primarily at servicing the visitors at nearby parking lots, and thus should not generate significant additional traffic to the area.

For our calculations, we can only make reference to the similar or nearby projects. A/YL-KTS/968, which is a similar type, scale, size, 1,065.59m<sup>2</sup>, and 31 parking spaces with charging stations. And their trip generation and attraction is only about 15-20 vehicles per day.

A/NE-TKLN/58, a proposed temporary public vehicle park with (private cars only) and Shop and Services (Convenience Store) which is closest to the referenced project, in location and scale, Although A/NE-TKLN/58 is much bigger in size, 2,058m<sup>2</sup>, it has similar number of parking spaces of 26.

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3

As the proposed A/NE-TKLN/82 project is aimed primarily at servicing visitors from nearby developments, we can only infer that the project will not draw significant additional traffic to the area. Comparing to A/YL-KTS/968, which is similar in use, size, and number of spaces, the charging stations does not draw significantly higher traffic compared to the nearby parking lots in the area. Thus, without additional public data, as of April 8<sup>th</sup>, 2024, we can only take into account the more conservative number from the referenced A/NE-TKLN/58 in our calculations.

Figure A Map of listed developments

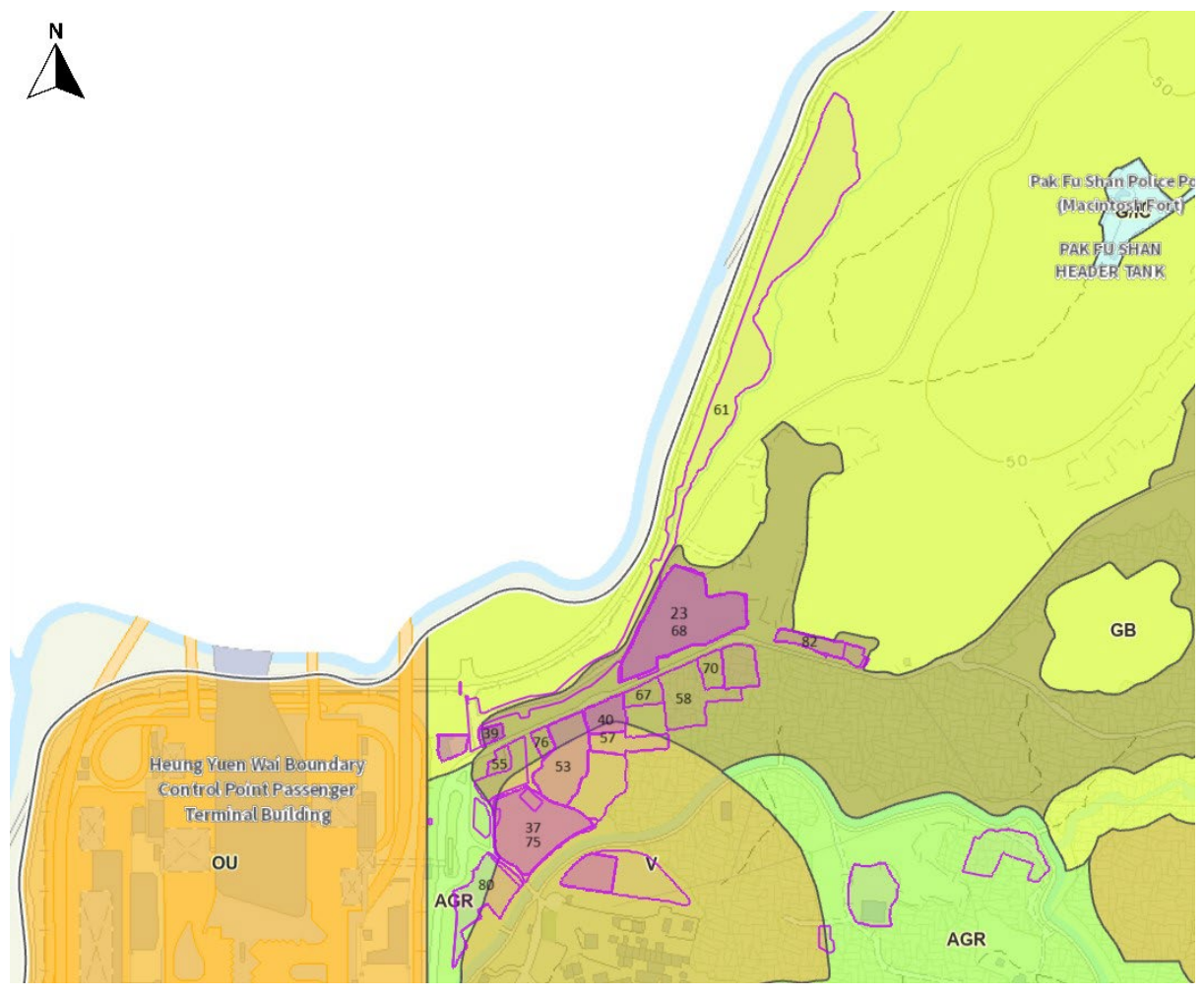


Figure B Photo of Commenced Projects





Figure C Photo of Commenced Projects

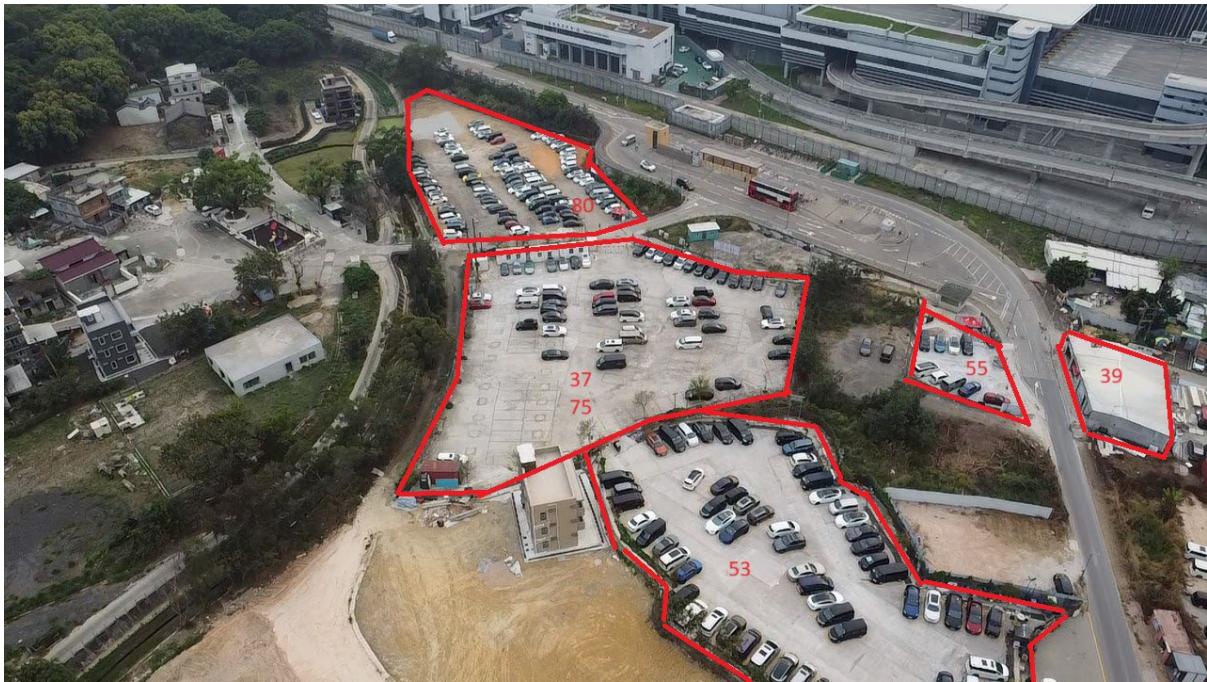


Figure D Projects accessed via “unnamed road”

