

No.	Comments	Responses
<b>Comments from Transport Department</b>		
1	With the commissioning of passenger clearance in HYWBCP since February 2023, the demand for cross-boundary parking has kept increasing, especially during the weekends and holidays, when existing carparks were fully utilized. Therefore, there is a shortfall in parking spaces in the area, and the proposed public vehicle park which is located in close proximity to the BCP, can alleviate the demand and for parking spaces in the area;	Noted.
2	The applicant should conduct traffic count surveys to the nearby road links and junctions, advise and substantiate the additional traffic flow generated/attracted by the development (including car park, eating place, shop and services in details) will not cause substantial traffic capacity of the proposed access road, which is a singletrack access with traffic of both directions;	<p>In order to evaluate the existing traffic conditions in the vicinity, the classified traffic surveys were conducted from 08:00 to 20:00 on 1 December 2024 (Sunday). The key junctions and road links of the study area are indicated <b>Figure 1</b>.</p> <p>The traffic flows collected during the traffic surveys have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Volume 2 of Transport Planning and Design Manual (TPDM).</p> <p>The results of traffic survey identified that the AM and PM peak hours occur during 09:30 to 10:30 in the morning and 17:00 to 18:00 in the evening, respectively. The 2024 observed peak hours traffic flows in the study area are presented in <b>Figure 2</b>.</p>

3	The applicant shall advise the management /control measures to be implemented to ensure no queueing of vehicles outside the subject site;	<p><b>Figure 3</b> refers. The swept path analysis demonstrates that there will be no difficulties in internal traffic circulation, as sufficient space for maneuvering vehicles is provided throughout the application site. Furthermore, the following management and control measures will be implemented by the Applicant to ensure that there is no queueing of vehicles along the local track and Lin Ma Hang Road:</p> <ul style="list-style-type: none"> <li>(a) Deployment of traffic controllers to regulate vehicle entry and exit from the application site, minimizing conflicts with road traffic;</li> <li>(b) When vehicles are anticipated to enter or leave the site, at least one traffic controller will be stationed at the access point to facilitate the smooth movement of vehicles and pedestrians, preventing clashes or congestion;</li> <li>(c) Comprehensive guidelines and proper training will be provided to the patrol staff to ensure effective traffic management.</li> </ul>
4	In connection to the above single track access which do not have any proper footpath to demarcate the vehicles and pedestrian, the applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety near their car park; and	A road sign (TS460) is proposed at both the site ingress and egress to alert pedestrians and drivers. Additionally, flashing lights will be installed at the site ingress and egress to further alert pedestrians. Light poles will be provided at the application site to ensure adequate lighting for both vehicles and pedestrians.
5	The vehicular access between Lin Ma Hang Road and the application site is not managed by TD. The applicant should seek comments from the responsible party.	Noted.