No.	Comments	Responses
Comments from Transport Department on 15 Oct. 2024		
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 car parks 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 single track access with traffic of both directions;	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 **Figure 3.1**. 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 **Figure 3.2**.
3	The applicant shall advise the management /control measures to be implemented to ensure no queueing of vehicles outside the subject site;	Please refer to our response to comment no. 10 in the table below.
4	In connection to the above single track access which do	A road sign (TS460) is proposed at both the site ingress and egress to alert

	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	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.
Comments from Transport Department on 2 Jan. 2025		
6	Forecast traffic generated and attracted from the proposed development should be provided and illustrated in a figure as per Figure 2.	The forecast traffic flow can be referred to **Figure 5.2** in the attachment.
7	Assessments to the road links and junctions, especially J1 and the first part of L2 for both the baseline traffic and forecast traffic situations should be performed.	Please refer to **Section 3-5** in the attached report for more details.
8	The first part of L2 presented in Figure 2 has a traffic flow of 136(118) pcu/hr (sum of the two-way traffic), while L2 is a "Single Track Access Road", please advise and substantiate how the forecast flow can comply with the relevant sections of TPDM, in particular section 3.11.3 as inserted here: "Whilst it has been found that a single track road when provided with adequate passing places can accommodate 2-way flows of 100 vehicles per hour, this should not be used as a design figure. This flow would only be acceptable as an isolated peak flow but not a	**Table 3.1** refers. The link capacity of the mentioned road section is insufficient to accommodate the observed two-way flow, the road improvement measure is committed by the Applicant to enhance the road performance.

	regular daily occurrence. The normal daily 2-way traffic flow should not exceed 500 vehicles per day. The effect of long vehicles using the road should be considered when estimating traffic flows as they tend to reduce the capacity."	
9	The roads and junctions with unacceptable capacities should be proposed with improvement measures.	The improvement measure is proposed in **Section 3.4** in the attached report.
10	Our previous comment on "the applicant shall advise the management / control measures to be implemented to ensure no queueing of vehicles outside the subject site" has not been addressed. There is no available space for queueing of vehicles outside the subject site. The applicant shall further supplement and propose additional measures to prevent queueing of traffic e.g. provision of parking information.	The following management and control measures will be implemented by the Applicant to ensure that there is no queuing of vehicles along the local track and Lin Ma Hang Road: a) Provision of parking sign (TS280) to guide motorists to the car park; b) Deployment of traffic controllers to regulate vehicle entry and exit from the application site, minimizing conflicts with road traffic; c) 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; d) Comprehensive guidelines and proper training will be provided to the patrol staff to ensure effective traffic management.
11	We may offer further comments on the application after receiving the above information.	Noted.