

Response-to-Comments

	Departmental Comments	Responses																																							
	<u>Highways Department (HyD)</u>																																								
(1)	The application has not provided the highway design for the run-in/out and relevant drainage proposal to prevent surface water running from the application site to nearby public road and drains.	Noted. The Applicant is willing to provide the highway standard run-in/out proposal and the drainage proposal for approval under planning approval condition(s) upon obtaining the planning permission for the proposed temporary use.																																							
	<u>Transport Department (TD)</u>																																								
(a)	Please provide an hourly breakdown for the estimated trip generation and attraction on a typical day.	<p>It is estimated that the hourly breakdown for the trip generation and attraction is as follows:</p> <table border="1" data-bbox="740 1099 1469 1563"> <thead> <tr> <th rowspan="2">Time</th> <th colspan="3">No. of vehicles</th> </tr> <tr> <th>IN</th> <th>OUT</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td colspan="4"><u>AM Peak</u></td> </tr> <tr> <td>07:30 – 08:30</td> <td align="center">0</td> <td align="center">4</td> <td align="center">4</td> </tr> <tr> <td>08:30 – 09:30</td> <td align="center">0</td> <td align="center">2</td> <td align="center">2</td> </tr> <tr> <td>09:30 – 10:30</td> <td align="center">2</td> <td align="center">1</td> <td align="center">3</td> </tr> <tr> <td colspan="4"><u>PM Peak</u></td> </tr> <tr> <td>16:00 – 17:00</td> <td align="center">0</td> <td align="center">2</td> <td align="center">2</td> </tr> <tr> <td>17:00 – 18:00</td> <td align="center">2</td> <td align="center">2</td> <td align="center">4</td> </tr> <tr> <td>18:00 – 19:00</td> <td align="center">4</td> <td align="center">1</td> <td align="center">5</td> </tr> </tbody> </table>	Time	No. of vehicles			IN	OUT	Total	<u>AM Peak</u>				07:30 – 08:30	0	4	4	08:30 – 09:30	0	2	2	09:30 – 10:30	2	1	3	<u>PM Peak</u>				16:00 – 17:00	0	2	2	17:00 – 18:00	2	2	4	18:00 – 19:00	4	1	5
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(b) Please advise whether the nearby road links and junctions have sufficient capacity for the additional vehicular flow caused by the proposed temporary private car park.

Please note that traffic count survey (**Appendix 1**) is conducted at key junctions and road links in the vicinity on 10 May 2024 during the AM and PM peak hours.

The results of junction and road link capacity assessment is shown below. The junction calculation sheets are also attached for easy reference.

No.	Junction Location	Type/ Capacity Index ⁽¹⁾	AM Peak	PM Peak
J1	Sha Tau Kok Road / Heung Yuen Wai Highway	Roundabout/DFC	0.50	0.43
J2	Sha Tau Kok Road / Ping Che Road	Roundabout/DFC	0.43	0.41

Direction	Capacity (pcu/hr) ⁽¹⁾	Traffic Flow (pcu/hr)		V/C Ratio	
		AM	PM	AM	PM
Sha Tau Kok Road (between Ping Che Road and Heung Yuen Wai Highway)	2,250 ⁽²⁾	1,389	1,370	0.62	0.61
Sha Tau Kok Road (between Lau Shui Heung Road and Ping Che Road)	6,300 ⁽²⁾	1,738	1,779	0.28	0.28

Notes:
 (1) Capacity refers to TPDM Vol.2 Ch. 2.4. A factor of 1.25 is adopted to convert the capacity from veh/hr to pcu/hr.
 (2) The capacity of each carriageway is reduced by 10% due to the high proportion of heavy vehicles.

The results show that the concerned junctions and road links

		are operating with spare capacity during both AM and PM peak hours. Since the development traffic of the proposed temporary private car park has been reflected in the existing traffic flows, it can be concluded that the proposed temporary private car park would not induce additional traffic impact onto the nearby road networks.
(c)	Please also carry out swept path analysis for entry/exit of vehicles from/to the southbound of Sha Tau Kok Road – Ma Mei Ha.	Please refer to the Swept Path Analysis at Appendix 2 for details.
(d)	Please advise whether there would be any gates at the entrance, which might cause queuing of vehicles outside the site.	Please be clarified that there would be no gates at the entrance.