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**Sent:** 2025-07-21 星期一 17:37:47  
**To:** Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>  
**Subject:** Response to the comment from the Commissioner for Transport (FTA/258)  
**Attachment:** Response the comment from the Commissioner for Transport 21-07-2025.pdf

Dear Shirley – Plan D

Attached the response to the departmental comments (TD) for your record.

Regards

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**Response to the comment from the Commissioner for Transport**

**(Attn: Mr. TAM Kam-fai, Tel. 2399 2405)**

**Planning Application No. A/NE-FTA/258**

(iv) The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site;

1. Advanced Scheduling & Slot Management

- Mandatory appointment system for trucks/drivers (using digital booking platforms) to stagger arrivals.
- Dynamic time slots adjusted based on historical data (e.g., longer slots for peak seasons).
- Penalties for early/late arrivals to enforce schedule adherence.

2. On-Site Traffic Design & Flow Control

- Separate lanes for inbound/outbound vehicles, with clear signage (e.g., "Gate A: Loading," "Gate B: Empty Containers").
- Dedicated holding bays for trucks waiting to dock (ensure capacity exceeds peak demand).
- Automated gate systems (license plate recognition, RFID tags) to speed up check-ins.

3. Dock & Yard Management

- Real-time dock availability monitoring (digital dashboards for drivers to see open bays).
- Cross-docking protocols to minimize turnaround time for high-priority shipments.

4. Technology Integration

- CCTV to detect queue buildup and trigger alerts for staff intervention.

5. Overflow & Contingency Plans

- Nearby overflow parking (partner with adjacent lots for temporary holding, if needed).
- Emergency response team to manage unexpected delays (e.g., breakdowns, system failures).

## 6. Enforcement & Compliance

- Strict no-idling/no-queueing policies with fines for non-compliance.
- Collaboration with local traffic police to monitor external road impacts.
- Regular audits to assess congestion hotspots and adjust layouts/schedules.

## 7. Driver Facilities & Incentives

- On-site amenities (e.g., rest areas, toilets) to reduce off-site circling while waiting.
  - Rewards for on-time arrivals (e.g., priority docking for compliant carriers).
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(v) The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety” has not been fully addressed. Please elaborate further on the provision and management control to ensure pedestrian safety especially at the ingress and egress points of the development.

#### 1. Segregated pedestrian paths

Dedicated paths: clearly marked pedestrian paths with physical barriers (e.g. bollards, guardrails or raised curbs) separating pedestrians from vehicles.

Covered pedestrian paths: weatherproof paths in high traffic areas (near warehouses).

Anti-slip surfaces: anti-slip coatings (friction coefficient  $\geq 0.6$ ) or textured flooring to prevent accidents in wet conditions.

#### 2. Safe crossings

High-visibility pedestrian crossings: signs with reflective markings at major intersections.

#### 3. Visibility and signage

Luminous signs: photoluminescent or reflective signs for nighttime visibility.

Blind spot mirrors: convex mirrors (compliant with EN 12899) at warehouse corners and dock exits.

#### 4. Traffic management for pedestrian safety

One-way vehicle systems: minimize pedestrian exposure by directing traffic flow.

Traffic controllers: staff to direct pedestrians during peak hours.

#### 5. Training and Awareness

Mandatory safety training: for all employees and visitors, including of blind spot hazards.

Pallet truck/vehicle operator training: focus on blind spot awareness and slow speed driving.

Regular safety drills: practice emergency evacuation routes and procedures.

#### 6. Emergency preparedness

Marked emergency exits and assembly points: clearly marked with illuminated signs.

First aid stations: equipped with AED and trauma kits and staffed by licensed personnel.

3) The applicant shall advise and substantiate the estimated traffic generation and attraction of construction vehicles from and to the site and the traffic impact to the nearby road links and junctions during the construction stage.

**Traffic impact assessment report during the construction of Shaling on Man Kam To Road**

**1. Project Summary**

- **Nature of works:** Temporary Poultry Cold Storage and Distribution Centre (3 years) and site formation works
- **Scope of Construction:** Lot DD89 of Man Kam To Road, Shaling and adjacent government land (area of 20,000 square metres).
- **Key Traffic Characteristics:**
  - It is adjacent to the cross-boundary freight corridor of Man Kam To Port
  - Surrounding road network: Man Kam To Road (main road), Shaling Road (branch road), Lo Wu Road (secondary road)
  - Sensitive areas: Sandy Ridge Playground, existing dirt roads and ramps

**2. Forecast of construction vehicle traffic**

**A. Segment vehicle traffic**

Construction phase	Average daily trains	Main models	Peak hours
Land leveling	9-12	Dump trucks (HGVs), bulldozers	7:30-9:30, 16:00-18:00
Construction of cold storage facilities	6-8	Concrete trucks, container trailers	9:00-12:00
Preparation of the distribution center for operation	4-5	Refrigerated trucks (HGVs), delivery vehicles	Mainly off-peak hours

**B. Data basis**

- **Cross-border logistics characteristics:**

- It is necessary to coordinate the peak hours for trucks at Man Kam To Port ("Man Kam To Road" is the main cross-boundary route).
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### **3. Traffic Impact Assessment**

#### **A. Focus on the scope of influence**

- **Man Kam To Road:**
  - The existing morning peak saturation is 0.88 (based on 2023 Transport Department data)
  - Construction vehicles is slight effect on the existing flow and the saturation is expected to reach 0.88-0.9

### **4. Mitigation measures**

#### **A. Coercive measures**

- **Vehicle Route Control:**
  - All HGVs are restricted to the site entrances of Man Kam To Road → Sha Ling Road → (avoiding the "playground" section).
  - Separation of cross-border vehicles and construction vehicles (e.g., construction vehicles are prohibited from entering the port during peak hours from 7:00 to 10:00).
- **Temporary Facilities:**
  - 50-meter buffer zone is set up at the exit of the construction site

### **6. Conclusion**

"During the construction period, the delay in the morning rush hour of Man Kam To Road is slightly effected and intersection optimization. It is necessary to strictly monitor the traffic flow conflicts in the areas marked with the 'HGV' concentration in the map. "

4) It is noted that there are a number of cemeteries built along Lo Wu Station Road, which the road (passing by the development site) is the key access to those areas. The applicant should advise the management / control measures to be implemented to reduce traffic nuisance to Lo Wu Station Road, and the junction of Lo Wi Station Road and Man Kam To Road during / around the Ching Ming Festival and Chung Yeung Festival periods.

#### **Traffic Management Plan during the Festive Period**

(For the junction of Luohu Station Road and Wenjindu Road)

**Scope of application: Peak period of Ching Ming Festival/Chung Yeung Festival**

#### **1. Special traffic control measures**

##### **A. Vehicle control during festive seasons**

- **Periodical bans:**
  - **Ching Ming Festival (peak day): 5:00 a.m. to 7:00 p.m.**
  - **Chung Yeung Festival (peak day): 6 a.m. to 6 p.m**
    - . All construction vehicles are prohibited from passing through Luohu Station Road (emergency vehicles need to apply for permission in advance).
- **Alternative routes:**
  - Heavy vehicle diversion: **Man Kam To Road→ Shaling Road→ Lin Ma Hang Road**  
(completely avoiding Lo Wu Station Road).

##### **B. Temporary traffic management**

- **Enhanced Identification System:**
    - Temporary "No Construction Vehicles" signage (in conjunction with the police road cone arrangement).
  - **Traffic Commander Deployment:**
    - Key Locations:
      - Junction of Luohu Station Road / Man Kam To Road
      - Entrance to each cemetery (to prevent construction vehicles from queuing)
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## 2. Coordination plan for grave sweeping traffic

### A. The transportation period of the project is adjusted

- **Full suspension of daytime:** During the festival week, construction vehicles are only allowed **to pass from 8:00 p.m. to 5:00 a.m. the next day**
- **Advance reporting system:** Suppliers are required to submit the shipping schedule for approval 4 weeks in advance

### B. Bus priority measures

- The leftmost lane of Luohu Station Road **is set as a dedicated bus lane for tomb sweeping** (6:00 a.m. - 4:00 p.m.).
  - Coordinate with KMB to increase the frequency of Route 73K (Fanling ↔ Lo Wu)
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## 3. Community impact mitigation measures

### A. Noise/dust control

- **Silent construction:**
    - Disable the reversing prompt sound
    - Suspend noisy operations such as piling and demolition
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