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Timothy Wai Pui WU/PLAND

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Dear Sir,

We are glad to submit the attached response in order to address the comments of the Transport Department. Thank you.

Best regards,

Patrick Tsui

[redacted]

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)

11 November 2026

Response to TD Comments

Comments	Responses
1. The traffic flow recorded in December 2025 is significantly higher than the survey results from August 2026, as August is not considered part of the peak season. The applicant should adopt the higher survey result to accurately reflect the peak season conditions and demonstrate the design traffic flow at the concerned junctions during the peak season.	Noted. The traffic assessment results based on the traffic flow recorded in December 2025 are presented in the following **Table 1** and **2**. The results indicated that the junction and road link will performed satisfactory. It is understood that the widening of the section of the single-track access road to two-way traffic near it's junction with Lin Ma Hang Road is critical. So, the applicant will start the operation of the temporary public vehicle park after the completion of the road widening works.

Table 1 - Junction Capacity Assessment

Location	Type/ Capacity Index(1)	Peak Hour Junction Performance			
		Weekday AM	Weekday PM	Sunday Noon	Sunday PM
Without the proposed temporary public vehicle park					
J1 – Lin Ma Hang Road Northern Junction	Priority/DFC	0.14	0.20	0.35	0.21
J2 – Lin Ma Hang Road U-turn	Priority/DFC	0.05	0.23	0.11	0.23
J3 – Lin Ma Hang Road/ Access Road to the PVPs	Priority/DFC	0.29	0.44	0.59	0.34
J4 – Lin Ma Hang Road Southern Junction	Priority/DFC	0.12	0.16	0.21	0.18
With the proposed temporary public vehicle park					
J1 – Lin Ma Hang Road Northern Junction	Priority/DFC	0.14	0.20	0.35	0.21
J2 – Lin Ma Hang Road U-turn	Priority/DFC	0.08	0.28	0.13	0.27
J3 – Lin Ma Hang Road/ Access Road to the Parking Sites	Priority/DFC	0.32	0.50	0.61	0.38
J4 – Lin Ma Hang Road Southern Junction	Priority/DFC	0.14	0.21	0.22	0.20

Note: (1) DFC = Design Flow to Capacity ratio for priority junction.

Table 2 - Road Link Capacity Assessment at Lin Ma Hang Road

Scenario	Capacity (veh/hr) [See Note 1]	Peak Hour Traffic Flow (veh/hr) [See Note 2] [volume/capacity ratio]			
		Weekday AM	Weekday PM	Sunday Noon	Sunday PM
Without the proposed temporary public vehicle park					
Lin Ma Hang Road northbound	400	151 [0.38]	208 [0.52]	298 [0.75]	164 [0.41]
Lin Ma Hang Road southbound	400	49 [0.12]	189 [0.47]	84 [0.21]	156 [0.39]
Local Access Road to Tsung Yuen Ha (Existing Bridge)	100	28 [0.28]	36 [0.36]	65 [0.65]	45 [0.45]
With the proposed temporary public vehicle park					
Lin Ma Hang Road northbound	400	165 [0.41]	231 [0.58]	307 [0.77]	181 [0.45]
Lin Ma Hang Road southbound	400	63 [0.16]	211 [0.53]	93 [0.23]	171 [0.43]
Local Access Road to Tsung Yuen Ha (Existing Bridge)	100	56 [0.56]	81 [0.81]	83 [0.83]	77 [0.77]

Note 1: According to the TPDM Vol 2, Section 2.4, the capacity for 2-lane single carriageway is 800 veh/hr, 2-way. The capacity for single track access road is 100 veh/hr, 2-way.
Note 2: For conservative assessment purpose, 1 pcu equivalent to 1 vehicle is adopted.