Proposed Temporary Public Vehicle Park (Private Car Only) with Ancillary Facilities for a period of 3 years at Lot 70 S.B ss.1 in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling North, New Territories (Planning Application No. A/NE-TKLN/97)

Response to Comments **5 June 2025**

Comments	Responses
Comments from Transport Department	
i. 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 will not cause substantial traffic impact to the surrounding road network, in particular whether there would be any issue on the road capacity of the adjacent Lin Ma Hang Road, which is a single track access with traffic of both directions	**Existing Road Conditions** At present, the subject site is located at the single track access road section of Lin Ma Hang Road and is approximately 230m to the west of the two-lanes section of Lin Ma Hang Road. In between this 230m section of Lin Ma Hang Road, there are various approved planning applications being implemented with site boundary setback for improving the traffic conditions at Lin Ma Hang Road. The information of these planning applications is marked and provided in **Figure 1** and the majority of these planning applications are temporary public vehicle park. **Traffic Count Survey** A traffic count survey is conducted at the single track access road section of Lin Ma Hang Road and it's junction with the Ta Kwu Ling (Tsung Yuen Ha) bus stop on 24 May 2025 during 09:00 – 14:00 (attraction traffic peak on Saturday noon, i.e. people park the cars and go to Shen Zhen) and on 25 May 2025 during 17:00 – 22:00 (generation traffic peak at Sunday evening, i.e. people return from Shen Zhen and get the cars). The identified peak hour is 11:45 – 12:45 and 19:15 – 20:15, respectively. The survey result is summarized in **Figure 2**. **Traffic Generation and Attraction** On Saturday noon, the proposed public vehicle park is anticipated to attract 11 private cars during the peak hour i.e. 50% of the car park capacity and will generate 5 private cars in the same peak hour, i.e. 25% of the car park capacity. On Sunday evening, it is anticipated that the proposed public vehicle park will attract 5 private cars during the peak hour, i.e. 25% of the car park capacity and will generate 11 private cars in the same hour, i.e. 50% of the car park capacity. **Traffic Assessment** Based on the above, the junction and road link capacity assessment is carried out and the results are shown in the attached **Table 1** and **2**. The results show that the concerned junction and road link are operating with spare capacities during both Saturday and Sunday peak hours after accommodating the traffic induced by the proposed temporary public vehicle park. The junction calculation sheets are attached in **Annex A** for easy reference.
ii. The applicant shall provide a proposal on the vehicular access arrangement including the run-in / out design for the vehicles leaving / entering the development.	Noted. Please refer to **Figure 3** for the run-in/out design.

Comments	Responses
iii. In connection to the above single track access which do not have any proper footpath to demarcate the vehicles and pedestrians, the applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety near their car park.	The fence of the proposed public vehicle park will be setback 5m from the southern kerb of Lin Ma Hang Road for the provision of a proper footpath for pedestrians and a wider carriageway for vehicular traffic. In addition, revolving lanterns will be provided at both sides of the vehicular access to warn the pedestrians when there is a vehicle exiting from the proposed public vehicle park.
iv. The applicant shall demonstrate the satisfactory maneuvering of the vehicles entering and exiting the subject site, maneuvering within the subject site and into / out of the parking preferably using the swept path analysis.	Noted. Swept path analysis is conducted to demonstrate the manoeuvring of vehicles entering and exiting the proposed public vehicle park as well as parking in and out of the critical parking spaces. Please refer to **Figure 4** and **5** for details.
v. The applicant shall advise the management / control measures to be implemented to ensure no queuing of vehicles outside the subject site.	When the proposed public vehicle park is full, the staff will erect a "Full" sign and the entrance. The staff will take the following actions: • inform the drivers not to wait at Lin Ma Hang Road. • provide the drivers an information card with a phone number for the drivers to call back and check the availability of the car parking spaces. • ensure no queuing of vehicles outside the subject site.
vi. The proposed 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. The applicant would seek comments from the responsible party.

Table 1 - Existing Junction Capacity Assessment at J/O Lin Ma Hang Road near Ta Kwu Ling (Tsung Yuen Ha) Bus Stop

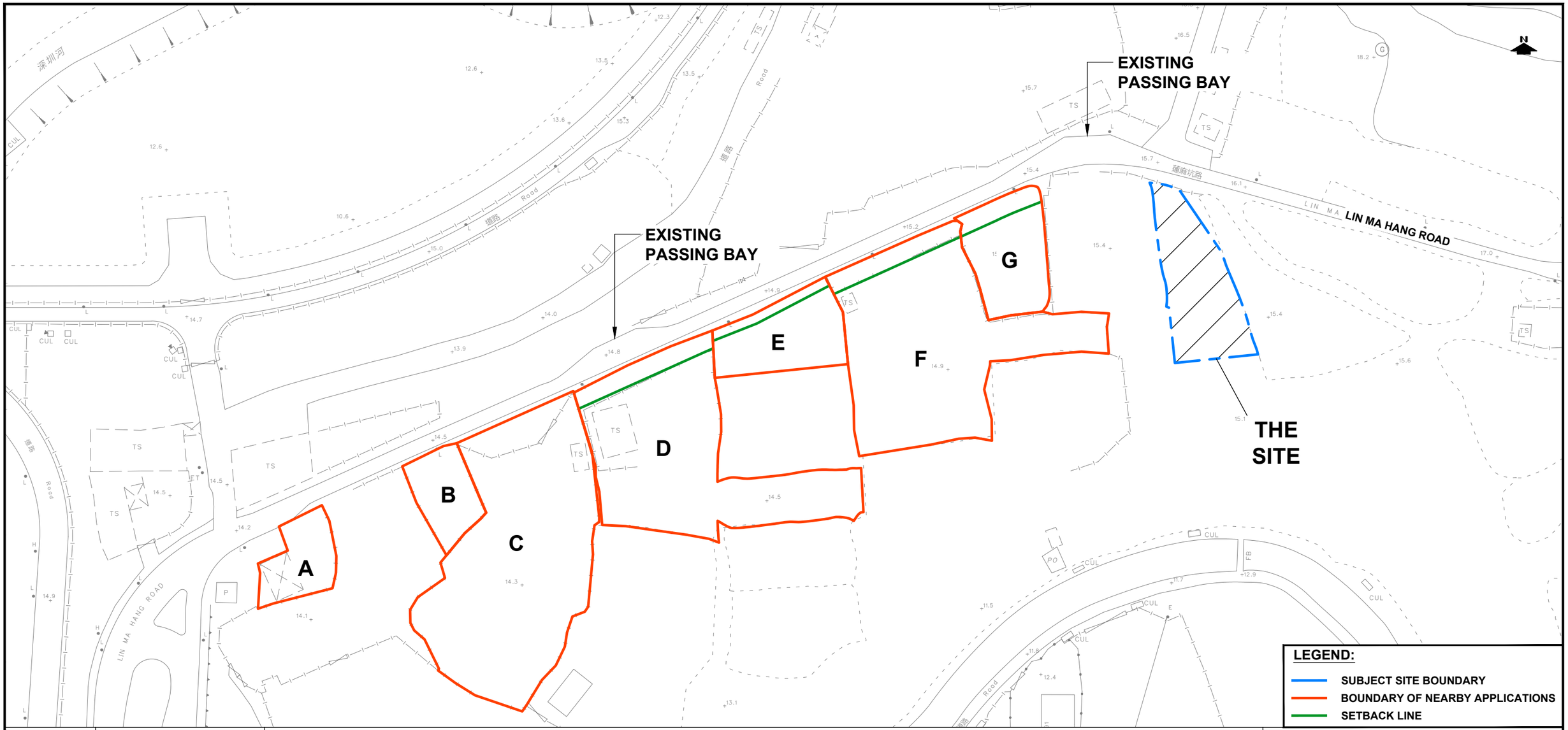
Scenario	Type/ Capacity Index(1)	Saturday Peak	Sunday Peak
Without the proposed temporary public vehicle park	Priority/DFC	0.28	0.06
With the proposed temporary public vehicle park	Priority/DFC	0.30	0.07

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

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

Scenario	Capacity (veh/hr) [See Note 1]	Peak Hour Traffic Flow (veh/hr) [volume/capacity ratio]	
		Saturday Peak	Sunday Peak
Without the proposed temporary public vehicle park			
Lin Ma Hang Road western section	300	218 [0.73]	150 [0.50]
Lin Ma Hang Road eastern section	300	79 [0.26]	58 [0.19]
With the proposed temporary public vehicle park			
Lin Ma Hang Road western section	300	234 [0.78]	166 [0.55]
Lin Ma Hang Road eastern section	300	95 [0.32]	74 [0.25]

Note 1: According to the TPDM Vol 2, Section 2.11.3.1, a single track road when provided with adequate passing places (normally 60m spacing) can accommodate a 2-way flows of 100 vehicles per hour. For local roads, a 2-lane single carriageway can accommodate a 2-way flows of 800 veh/hr as mentioned in Section 2.4.1.1. For the concerned section of the 230m Lin Ma Hang Road, over 180 m in length is wider than 5.5m which can serve as the function of the passing bays, the capacity is anticipated to be significantly higher than 100 vehicles per hour but of course not up to 800 vehicles per hour. In the assessment, a capacity of 2-way flows of 300 vehicles per hour is adopted.



Site Ref.	Application No.	Use	Traffic Proposal
A	A/NE-TKLN/55-4	Temporary Shop and Services (Real Estate Agency) with Ancillary Site Office	Setback 1.5m for footpath
B	A/NE-TKLN/76-2	Temporary Shop and Services (Real Estate Agency)	-
C	A/NE-TKLN/53-1	Temporary Car Park (Private Cars and Light Goods Vehicles)	-
D	A/NE-TKLN/57-5	Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) with Ancillary Office	6m setback from road kerb of Lin Ma Hang Road
E	A/NE-TKLN/67-4	Proposed Temporary Public Vehicle Park (Private Car Only)	Setback 2.5m for making of pavement
F	A/NE-TKLN/58-5	Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) with Ancillary Office	6m setback from road kerb of Lin Ma Hang Road
G	A/NE-TKLN/70-4	Proposed Temporary Public Vehicle Park (Private Cars Only)	Setback 5.0m for making of pavement

PROJECT NO. 40994

PROJECT TITLE: PROPOSED TEMPORARY PUBLIC VEHICLE PARK (PRIVATE CAR ONLY) WITH ANCILLIARY FACILITIES FOR A PERIOD OF 3 YEARS AT LOT. 70 S.B SS.1 IN D.D. 80. LIN MA HANG ROAD, TA KWU LING NORTH, NEW TERRITORIES

DRAWING NO. FIGURE 1

REV. -

DESIGNED SLN | DATE JUN 2025

DRAWN CLL | SCALE 1:1000 @ A3

CHECKED SLN

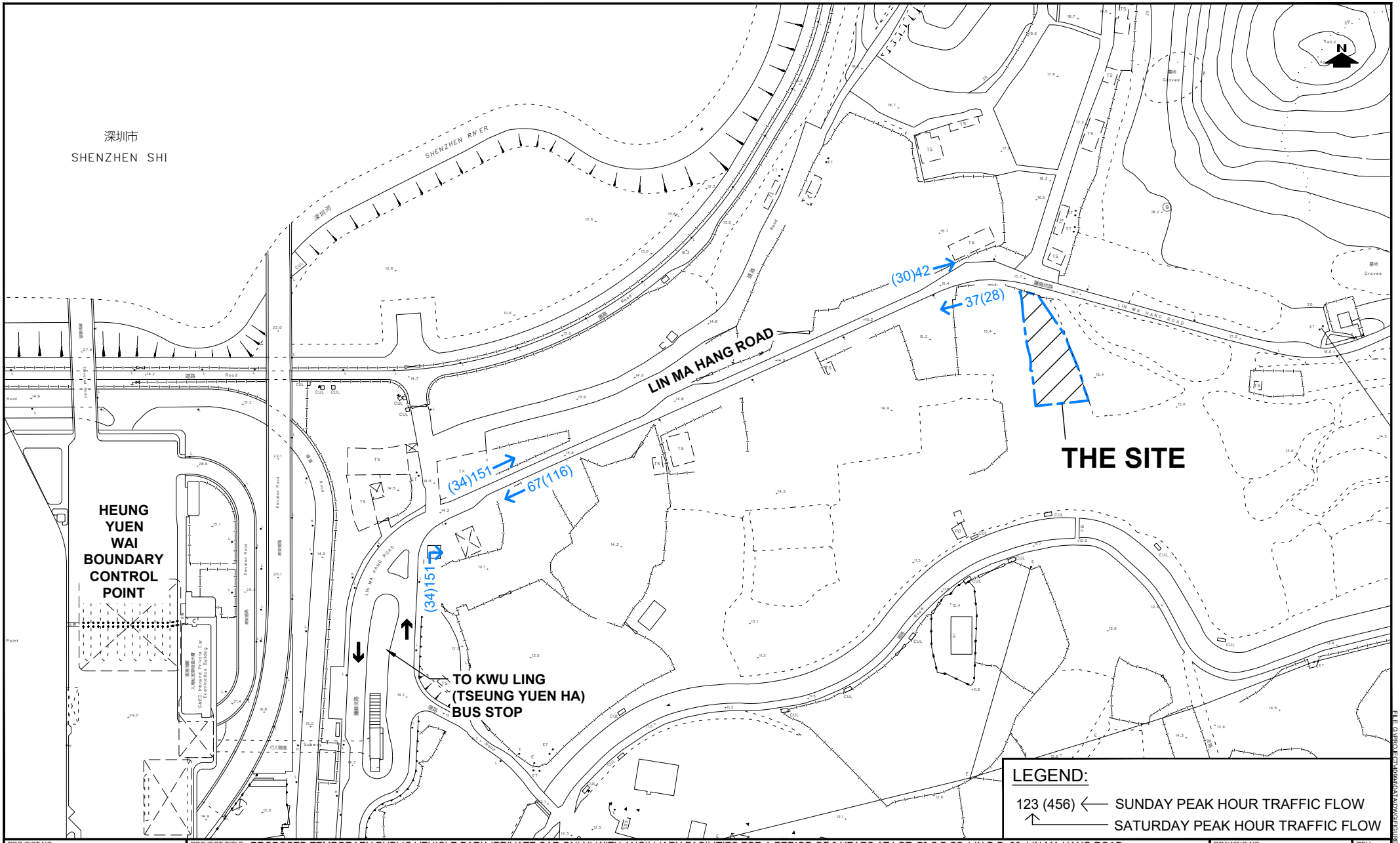
DRAWING TITLE

APPROVED PLANNING APPLICATIONS IN THE VICINITY AND SETBACKS

LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40994\DATA\DWG\FIGURE1.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\40994\DATA\DWG\FIGURE1.DWG PLOT SCALE : 1 = 1

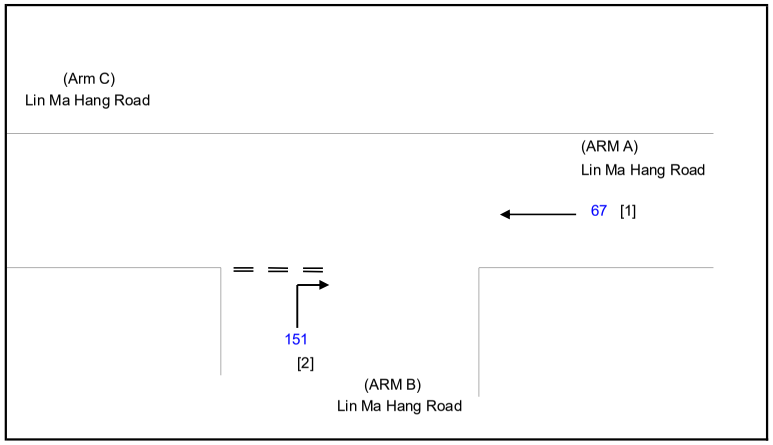


PROJECT NO. 40994	PROJECT TITLE PROPOSED TEMPORARY PUBLIC VEHICLE PARK (PRIVATE CAR ONLY) WITH ANCILLIARY FACILITIES FOR A PERIOD OF 3 YEARS AT LOT. 70 S.B SS.1 IN D.D. 80. LIN MA HANG ROAD, TA KWU LING NORTH, NEW TERRITORIES	DRAWING NO. FIGURE 2	REV. ·
DESIGNED SLN / DRAWN CLL / CHECKED SLN	DATE JUN 2025 / SCALE 1:2000 @ A4	DRAWING TITLE EXISTING TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40994\DATA\DWG\FIGURE2.DWG PLOT SCALE : 1 = 1

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park (Private Car Only) with Ancillary Facilities for a period of 3 years at Lot 70 S.B ss.1 in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling North, New Territories (Planning Application No. A/NE-TKLN/97)	**2025 Existing Saturday**	PROJECT NO.: 40994	PREPARED BY:	SKL	Jun-25
		FILENAME : J1_LMHR.xlsx	CHECKED BY:	SLN	Jun-25
J1 Lin Ma Hang Road near Ta Kwu Ling (Tsung Yuen Ha) Bus Stop		REFERENCE NO.:	REVIEWED BY:	SLN	Jun-25

ANNEX A



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	67	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.30	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	47	(metres)
Vr b-c	=	0	(metres)
q b-a	=	151	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

Q b-a	=	546		
Q b-c	=	424	Q b-c (O) =	394.7
Q c-b	=	424		
Q b-ac	=	546		
TOTAL FLOW	=	218	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2766
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.2766

CRITICAL DFC = 0.28

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
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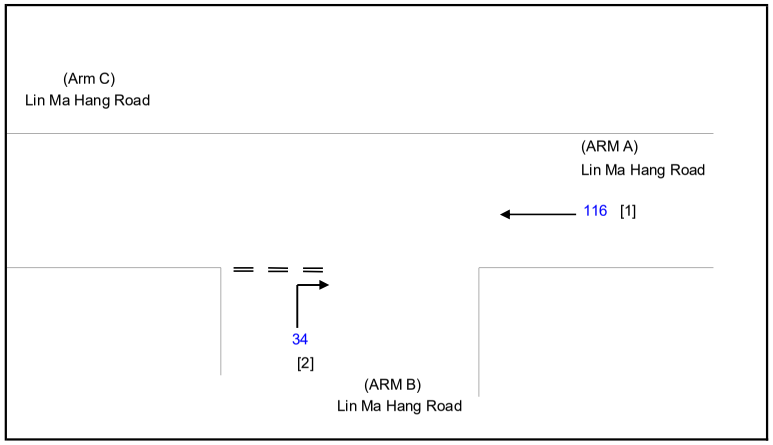
		FILENAME : J1_LMHR.xlsx	CHECKED BY:	SLN	Jun-25
J1 Lin Ma Hang Road near Ta Kwu Ling (Tsung Yuen Ha) Bus Stop		REFERENCE NO.:	REVIEWED BY:	SLN	Jun-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	116	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.30	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	47	(metres)
Vr b-c	=	0	(metres)
q b-a	=	34	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

Q b-a	=	532		
Q b-c	=	415	Q b-c (O) =	408.4
Q c-b	=	415		
Q b-ac	=	532		
TOTAL FLOW	=	150	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0639
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0639

CRITICAL DFC = 0.06

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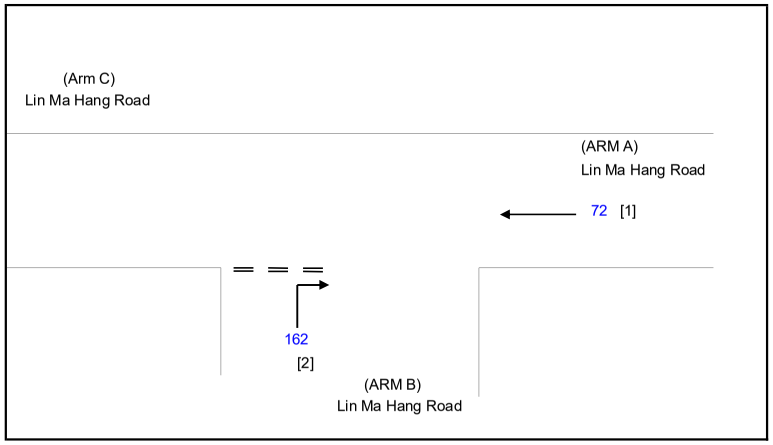

NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	72	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.30	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	47	(metres)
Vr b-c	=	0	(metres)
q b-a	=	162	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

Q b-a	=	545		
Q b-c	=	423	Q b-c (O) =	391.6
Q c-b	=	423		
Q b-ac	=	545		
TOTAL FLOW	=	234	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2972
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.2972

CRITICAL DFC = 0.30

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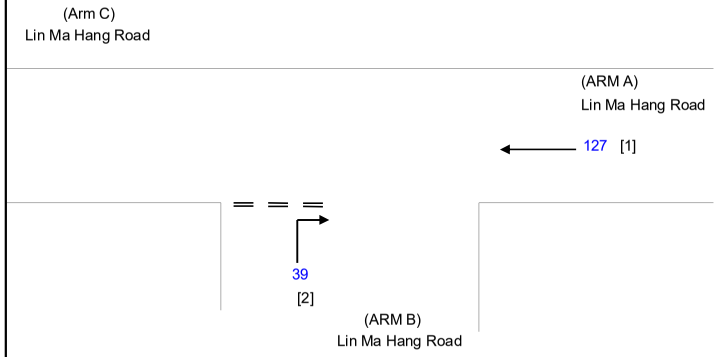

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W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	127	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.30	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	47	(metres)
Vr b-c	=	0	(metres)
q b-a	=	39	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

Q b-a	=	529		
Q b-c	=	413	Q b-c (O) =	405.4
Q c-b	=	413		
Q b-ac	=	529		
TOTAL FLOW	=	166	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0737
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0737

CRITICAL DFC = 0.07