

Responses to Comments from Transport Department (E/YLS, TE(NTW) – Mr Louis IP) – August 2026

Application: Temporary Driving School at Shan Ha Road, Yuen Long (31073 / Ankor Driving School)

No.	Transport Department's Comments	Responses																																																
TD Comment (1)	The TIA report should reflect the traffic flow generated by driving school operations, taking into account that learner vehicles will repeatedly traverse key junctions and road links during training periods. In addition, the wire diagram showing the traffic flow generated from the development solely should be presented in the report.	Noted. A sensitivity test has been undertaken to address the repeated traversal of key junctions / road links by learner vehicles during on-street training, for the worst-case weekday full-cap assessment periods under the proposed operation schedule: • AM: 10:30–11:30 (22 learner vehicles) • PM: 20:30–21:30 (22 learner vehicles) Methodology (i) Consistent with the previously agreed approach, a PCU factor of 2.0 is adopted for learner vehicles to reflect the influence of slow-moving learner drivers on the local traffic stream (22 veh × 2.0 = 44 pcu/hr per assigned movement unit). (ii) Separately, to allow for repeated traversal of key training-route junctions / links within the assessment hour (beyond a single assignment), an additional factor of 2 is applied to the learner-vehicle component on training-route movements → 88 pcu/hr per movement. (iii) On Shan Ha Road (site access / egress), learner traffic is taken to pass once only (44 pcu/hr; no multi-pass multiplier). (iv) Background / reference traffic is unchanged; only the Driving School (learner) component is adjusted. Design flow = Reference + planned development + learner component. (v) Wire diagrams showing (a) development-generated traffic solely and (b) the sensitivity design flows for the two weekday full-cap periods are enclosed. Sensitivity junction results (Year 2029) — Weekday Full Cap <table><tr><th>Junction</th><th>Index</th><th>Base AM</th><th>Sens AM</th><th>Base PM</th><th>Sens PM</th></tr><tr><td>A Town Park Road South / Town Park Road North</td><td>DFC</td><td>0.27</td><td>0.44</td><td>0.20</td><td>0.36</td></tr><tr><td>B Lam Hau Tsuen Road / Lam Yu Road</td><td>DFC</td><td>0.14</td><td>0.14</td><td>0.14</td><td>0.14</td></tr><tr><td>C Lam Hau Tsuen Road / Shap Pat Heung Road</td><td>DFC</td><td>0.18</td><td>0.16</td><td>0.15</td><td>0.13</td></tr><tr><td>D Town Park Road South / Lam Hau Tsuen Road</td><td>RC</td><td>23.9%</td><td>10.1%</td><td>60.9%</td><td>38.4%</td></tr><tr><td>E Town Park Road South / Ma Tin Road / Town Park Road North</td><td>DFC</td><td>0.36</td><td>0.37</td><td>0.26</td><td>0.27</td></tr><tr><td>F Ma Tin Road / Yuen Long Tai Yuk Road</td><td>RC</td><td>61.6%</td><td>57.1%</td><td>>100%</td><td>>100%</td></tr><tr><td>G Shap Pat Heung Road / Yuen Long Tai Yuk Road</td><td>DFC</td><td>0.48</td><td>0.48</td><td>0.29</td><td>0.29</td></tr></table>	Junction	Index	Base AM	Sens AM	Base PM	Sens PM	A Town Park Road South / Town Park Road North	DFC	0.27	0.44	0.20	0.36	B Lam Hau Tsuen Road / Lam Yu Road	DFC	0.14	0.14	0.14	0.14	C Lam Hau Tsuen Road / Shap Pat Heung Road	DFC	0.18	0.16	0.15	0.13	D Town Park Road South / Lam Hau Tsuen Road	RC	23.9%	10.1%	60.9%	38.4%	E Town Park Road South / Ma Tin Road / Town Park Road North	DFC	0.36	0.37	0.26	0.27	F Ma Tin Road / Yuen Long Tai Yuk Road	RC	61.6%	57.1%	>100%	>100%	G Shap Pat Heung Road / Yuen Long Tai Yuk Road	DFC	0.48	0.48	0.29	0.29
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		Under this sensitivity test, all assessed junctions continue to operate within the relevant DFC / reserved-capacity criteria during both weekday full-cap periods. The base Design assessment in the submitted TIA remains the design case. The Applicant will continue to enforce the approved hourly fleet caps and staggered on-street dispatch. Encl.: FIGURE SENS-DES (sensitivity design flow wire diagram); FIGURE SENS-DEV (development traffic solely); sensitivity junction calculation sheets.
TD Comment (2)	Please assess and review whether Ma Tin Road, Kuk Yuk Road and Yuen Long Tai Yuk Road (section between Ma Tin Road and Kuk Yuk Road) are suitable for learner training routes.	Noted. The external on-street training / testing routes remain those previously approved under Planning Application Nos. A/YL-TYST/1084 and A/YL-TYST/1237 and the prevailing Transport Department learner-driver / designated driving school arrangements (see TIA Table 2.2 and Figure 2.2). The approved learner routes cannot be readily changed, having regard to the established TD testing circuit, licensing requirements and the School's operational approvals. The Applicant will continue to operate strictly on the approved routings and does not propose any amendment to the learner training routes under this renewal application.