Appendix D –

Traffic Impact Assessment

asia infrastructure solutions

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Traffic Impact Assessment Report

REVISION HISTORY

Rev.	Description of Revision	Date
-	Draft – Issue 1	February 2026
A	Draft – Issue 2	June 2026

Author	Various	Various
Checker	Alex MA	
Reviewer	Sam WONG	
Approver	Charles LUK	

Report No.

Date June 2026

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1 INTRODUCTION

1.1 Background

1.1.1 The Application Site is located at Lot No. 4354 in D.D. 124, Kiu Tau Wai in Tin Shui Wai as indicated in **Figure 1.1**. It falls within the boundary of the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3 and is currently zoned "Commercial" ("C(2)"). The Application Site is subject to an approved Section 16 Application No. A/YL-PS/520 for proposed commercial development (hereinafter referred to as " Baseline Scheme").

1.1.2 The Applicant proposes to develop the site with a domestic plot ratio of 5.2 which comprises 1,140 nos. of residential units with and average flat size of about 45.3m^2. Furthermore, a non-domestic plot ratio of 2.8 is also proposed for the site (hereinafter referred to as "Proposed Scheme"). In this Proposed Scheme, the total plot ratio would be 8.0, which would not exceed the maximum plot ratio 8 under the current Outline Zoning Plan.

1.1.3 Asia Infrastructure Solutions Limited (AIS) was commissioned by the Applicant to prepare a Traffic Impact Assessment (TIA) report in support of the Section 16 Planning Application.

1.2 Objectives

1.2.1 The main objectives of this report are as follows:

- Review the current traffic condition in the vicinity of the Application Site;
- Outline the proposed development parameters;
- Estimate the potential traffic generation and attraction of the proposed development under both the Baseline Scheme and the Proposed Scheme;
- Assess traffic impact on the surrounding road network induced from the Proposed Scheme; and
- Develop traffic improvement proposal(s) if necessary.

1.3 Report Structure

1.3.1 This TIA report is organized into 6 chapters:

Chapter 1 - Introduction of the Project background;

Chapter 2 - Existing Traffic Condition - review the current traffic conditions and public transport services in the vicinity of the Application Site;

Chapter 3 - Proposed Development - present the Proposed Development schedule. The vehicular access arrangement and the provision of internal transport facilities would be discussed;

Chapter 4 - Traffic Impact Assessment – The traffic generation of the Baseline Scheme and the Proposed Scheme would be evaluated and compared;

Chapter 5 - Sensitivity Test – Hypothetically assessing the traffic impact "what-if" some mixed-use developments are pursued at surrounding commercial sites (the hypothetical scenarios are assessment for demonstration purposes only); and

Chapter 6 - Summary and Conclusion – summarize the findings of the study and present the conclusion of this TIA.

2 EXISTING TRAFFIC CONDITION

2.1 Existing Road Network

2.1.1 There are three major roads in the vicinity of the Application Site. They are Ping Ha Road, Kiu Cheong Road and Kiu Fat Street.

2.1.2 Ping Ha Road (section between Tin Ying Road and Tin Yiu Road) is a dual carriageway and is classified as a district distributor. Both eastbound and westbound consist of two lanes.

2.1.3 Kiu Cheong Road consists of two sections. The section between Ping Ha Road and access to Hyundai Service Centre is a single local road with one lane each for northbound and southbound directions, while the section between access to Hyundai Service Centre and Kiu Fat Street is a one-lane one-way single southbound local road.

2.1.4 Kiu Fat Street is majorly a two-lane one-way single eastbound local road connecting from Kiu Cheong Road to Ping Ha Road. There is an exclusive eastbound lane and westbound lane respectively near Ping Ha Road to access Kiu Fat Street Car Park.

2.2 Critical Road Junctions

2.2.1 A total of 7 existing critical junctions were identified for assessment in this TIA, as listed in **Table 2.1** and shown in **Figure 2.1**. Existing layout of the critical junctions are presented in **Figure 2.2** to **Figure 2.6** respectively.

Table 2.1 Identified Key Junctions

Index	Junctions	Type[1]	Drawing No.
J1	Ping Ha Road / Tin Ying Road	S	**Figure 2.2**
J2	Ping Ha Road / Tin Yiu Road	S	**Figure 2.3**
J3	Tin Fuk Road / Tin Shing Road	S	**Figure 2.4**
J4	Tin Fuk Road / Long Tin Road	S	**Figure 2.5**
J5	Ping Ha Road / Tsui Sing Road	S	**Figure 2.6**
J6	Ping Ha Road / Kiu Fat Street	S	**Figure 2.7**
J7	Ping Ha Road / Kiu Cheong Road	P	**Figure 2.8**

Note: [1] S: Signalised Junction; P: Priority Junction

2.3 Traffic Count Surveys

2.3.1 Manual classified traffic counts were carried out on a typical weekday in September 2025 to establish the current traffic condition in the vicinity. The surveys were undertaken during 7:30am – 9:30am and 5:00pm – 7:00pm at the

critical junctions as listed in **Table 2.1**. The identified AM and PM peak hours are 7:30am – 8:30am and 5:45pm – 6:45pm respectively.

2.3.2 The 2025 observed AM and PM peak hour traffic flows are presented in **Figure 2.9**.

2.3.3 Based on the 2025 observed traffic flows, capacity assessments were carried out in accordance with the methodology documented in Transport Planning and Design Manual (TPDM) Volume 4.

2.3.4 The existing junction performance of the critical junctions are summarized in **Table 2.2**. The detailed calculation sheets are shown in **Appendix A**.

Table 2.2 Year 2025 Performance of Critical Junctions

Index	Junctions	Indicator[1]	2025 Observed	
			AM	PM
J1	Ping Ha Road / Tin Ying Road	RC	2%	45%
J2	Ping Ha Road / Tin Yiu Road	RC	71%	83%
J3	Tin Fuk Road / Tin Shing Road	RC	50%	99%
J4	Tin Fuk Road / Long Tin Road	RC	76%	>100%
J5	Ping Ha Road / Tsui Sing Road	RC	>100%	>100%
J6	Ping Ha Road / Kiu Fat Street	RC	>100%	>100%
J7	Ping Ha Road / Kiu Cheong Road	DFC	0.04	0.05

Note: [1] RC = Reserve Capacity for signal junction; DFC = Design Flow to Capacity for non-signal junction

2.3.5 The result of junction performance shows that all assessed junctions are currently operating within capacity during the AM and PM peak hours in year 2025.

2.4 Existing Public Transport Services

2.4.1 The site is well served by numerous franchised bus and GMB services running along Ping Ha Road as listed in **Table 2.3** and **Table 2.4**. In addition, the nearest Tin Shui Wai MTR Station is less than a five-minute walk away.

Table 2.3 Existing Franchised Bus Services

Bus Route	Terminating		
269C	Tin Shui Wai Town Centre	←→	Kwun Tong Ferry
269D	Tin Fu	←→	Lek Yuen
276	Tin Tsz	←→	Sheung Shui
276C[1][2][4]	Tin Shui Wai Station	←→	Fanling (Cheung Wah)
276P	Tin Shui Wai Station	←→	Sheung Shui
53	Yoho Mall (Yuen Long)	←→	Tsuen Wan (Nina Tower)
69P[1][4]	Tin Shui Wai Station	→	Kwai Fong Station
69X	Tin Shui	←→	Jordan (West Kowloon Station)
969B[1][4]	Tin Shui Wai Town Centre	→	Wan Chai
969B[2][4]	Tin Shui Wai Town Centre	←	Wan Chai
969C[1][4]	Tin Shui Wai (Tin Shui Estate)	→	Tai Koo (Kornhill Plaza)
969C[2][4]	Tin Shui Wai (Tin Shui Estate)	←	Tai Koo (Kornhill Plaza)
969X[1][5]	Tin Shui Wai Town Centre	→	Causeway Bay (Via Tin Shui Wai South)
A37	Long Ping Station	←→	Airport (Ground Transportation Centre)
B1	Tin Tsz	←→	Lok Ma Chau Station (Futian)
B2P	Tin Shui Wai (Tin Tsz Estate)	←→	Shenzhen Bay Port
E36A	Yuen Long (Tak Yip Street)	←→	Tung Chung (Yat Tung)
E37C[1]	Tin Shui Wai Town Centre	→	Aircraft Maintenance Area
E37C[2]	Tin Shui Wai Town Centre	←	Aircraft Maintenance Area
K65	Yuen Long Station	←→	Lau Fau Shan
K65A[1][2][4]	Tin Shui Wai Station	←→	Lau Fau Shan
K75A	Tin Shui Wai Station	↻	Hung Shui Kiu
K75P	Tin Shui	↻	Hung Shui Kiu
K75S[1][2][4]	Tin Shui Wai Station	↻	Hung Fuk Estate
K76	Tin Heng	←→	Tin Shui Wai Station
K76S[1][4]	Wetland Park Road (Near Tin Kwai Road)	→	Tin Shing Court
K76S[2][4]	Wetland Park Road (Near Tin Kwai Road)	←	Tin Shui Wai Station
N30[3]	Yuen Long Station	←→	Airport (Cheong Tat Road)
NA37[3]	Tin Shui Wai Town Centre	←→	Cathay City

Note:

[1] Limited services during AM peak hours
[2] Limited services during PM peak hours
[3] Limited services during overnight time
[4] Services on Monday to Friday only
[5] Services on Monday to Saturday only

Table 2.4 Existing GMB Services

Bus Route	Terminating		
33	Yuen Long (Tai Fung Street)	←→	Ha Pak Nai
34A	Ha Tsuen	←→	Lau Fau Shan
35	Yuen Long (Tai Fung Street)	←→	Sha Kiu
621	Hung Fuk Estate	↻	Tin Shui Wai North

3 PROPOSED DEVELOPMENT

3.1 Proposed Development Schedule & Vehicular Access

3.1.1 In the Baseline Scheme, the Application Site is planned for non-domestic uses only. In the Proposed Scheme, the Application Site is planned for mixed domestic and non-domestic uses. The total GFA will remain the same and would provide 1,140 residential units with an average flat size of about 45.3m^2. Both the development schedules of Baseline Scheme and Proposed Scheme are summarised in **Table 3.1**.

Table 3.1 Development Schedule of the Baseline and Proposed Development Schemes

Type		Baseline Scheme	Proposed Scheme
		Total	Total
Development Site Area		9,946m^2	9,946m^2
Domestic	GFA	Nil	51,697m^2
	No. of Blocks		2
	No. of Units		1,140
	Average Flat Size		45.3m^2
	Population		3,192
Non-domestic	Retail	46,500m^2	9,290m^2
	Office	33,068m^2	18,581m^2

3.1.2 The master layout plan (MLP) of the Proposed Scheme is shown in **Figure 3.1**. As shown in **Figure 3.1**, the vehicular access in the form of run in/out is proposed to be located at Kiu Cheong Road frontage**.**

3.2 Internal Transport Facilities

3.2.1 The internal transport facilities provision for the Proposed Scheme will follow the requirements as given in the Hong Kong Planning Standards and Guidelines (HKPSG). The required parking provision as given in the Proposed Scheme under HKPSG are summarized in **Table 3.2**.

Table 3.2 Parking Provision in the Proposed Scheme

Component		HKPSG Requirements	No. of Units / Blocks / GFA	Proposed Scheme	
				Required	Proposed Provision
Residential					
Private Car Parking Spaces	Residents	Global Parking Standard (GPS) x R1 x R2 x R3 = 1 car space per 4-7 flats x R1 (0.5 or 1.2) x 0.75 x 0.9	1,140	123 - 214(1)	**143**(1)(2)
	Visitors	5 spaces per residential block	2	10	**10**
			Total:	133 - 224	**153**
Motorcycle Parking Spaces		1 space per 100-150 flats	1,140	8 - 12	**8**(3)
Loading/Unloading Bay for Goods Vehicles		Min. 1 bay for each block	2	2	**2**
Bicycle Parking Spaces		1 space per every 15 flats	1,140	76	**76**

Component	HKPSG Requirements	No. of Units / Blocks / GFA	Proposed Scheme	
			Required	Proposed Provision
Office				
Private Car Parking Spaces	First 15,000m^2, 1 space per 150 – 200m^2	15,000	75 – 100	**75**(4)
Private Car Parking Spaces	Above 15,000m^2, 1 space per 200 - 300m^2	3,581	12 - 18	**12**(5)
Loading/Unloading Bay for Goods Vehicles	1 bay for every 2,000-3,000m^2 GFA	18,581	7 - 10	**7**(6)
Lay-by for Taxis/Private Car	At least 5,000m^2 net site area, 1 lay-by for every 20,000m^2	18,581	1	**1**
Retail				
Private Car Parking Spaces	1 car park space per 150-300m^2 GFA	9,290	31 – 62	**47**(7)
Loading/Unloading Bay for Goods Vehicles	1 bay for every 800-1,200m^2 GFA	9,290	8 – 12	**8**(8)
Motorcycle Parking (for Office + Retail)				
Motorcycle Parking Spaces	5-10% of Total Provision for Private Car Parking	134	7 - 14	**7**(9)

Notes:
(1) There are 152 units of flat sizes (FS) ≤ 40m^2 and 988 units of 40m^2 < FS ≤ 70m^2. 0.5 and 1.2 are taken as R1 respectively according to HKPSG.
(2) Global Parking Standard (GPS) of 6 is adopted, i.e., 1 car park space per 6 flats.
(3) 1 space per 150 flats is adopted.
(4) 1 space per 200m^2 GFA is adopted.
(5) 1 space per 300m^2 GFA is adopted.
(6) 1 bay per 3000m^2 GFA is adopted.
(7) 1 space per 200m^2 GFA is adopted.
(8) 1 space per 1200m^2 GFA is adopted.
(9) 5% of total provision for private car parking is adopted.

3.2.2 As shown in **Table 3.2**, the provision of private car parking spaces for office uses and retail uses in the Proposed Scheme are 87 and 47 respectively, which correspond to a total of 7 motorcycle parking spaces, complying with HKPSG. There will be a provision of 7 loading/unloading bays for office uses and 8 loading/unloading bays for retail uses.

3.2.3 As for residential uses, there will be a total provision of 153 private car parking spaces including 10 visitor spaces, which Global Parking Standard (GPS) = 6, i.e. 1 car space per 6 flats are adopted. There will be a provision of 2 loading/unloading bays for residential uses.

3.3 Proposed Transport Facilities

3.3.1 Two footbridges (Footbridges 1 – 2) are also proposed to enhance the pedestrian connectivity and walkability of the neighbourhood. The bus laybys at Ping Ha

Road westbound are connected to the Application Site via Footbridge 2 across the existing nullah, as shown in **Figure 3.2**.

4 TRAFFIC IMPACT ASSESSMENT

4.1 Design Year

4.1.1 The proposed development is tentatively to be completed before year 2030. According to Guidelines and Requirements of Traffic Impact Assessment (TIA) Studies, the TIA should assess at least 3 years after the planned completion of the proposed development. Hence, Year 2033 is adopted as the design year for this TIA.

4.2 Future Road Network

4.2.1 Under Hung Shui Kiu and Ha Tsuen Outline Development Plan No. S/HSK/3, new roads and junctions would be formed by Civil Engineering and Development Department (CEDD) in the vicinity of the Site.

4.2.2 New local road L9 would be constructed by CEDD adjacent the Site, it would connect with existing Kiu Cheong Road at its western tip. The relevant road works has been gazetted as shown in **Appendix B**.

4.3 Trip Generation of Proposed Scheme

4.3.1 The Application Site falls within the boundary of the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3. The trip rates and the specific trip ends adopted in the Baseline Scheme are summarised in **Table 4.1** with reference to the development schedule in **Table 3.1**.

Table 4.1 Development Trip Rates & Trip End Summary (Baseline Scheme)

Land Use	Unit	Trip Rates			
		AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Retail	pcu/hr/100m^2 GFA	0.2296	0.2434	0.31	0.3563
Office	pcu/hr/100m^2 GFA	0.1703	0.2452	0.1573	0.1175
		Trip End			
Retail	46,500m^2 GFA	107	113	144	166
Office	33,068m^2 GFA	56	81	52	39
Total		**163**	**194**	**196**	**205**

4.3.2 The trip rates and the specific trip ends under the Proposed Scheme are summarised and compared to the Baseline Scheme in **Table 4.2** with reference to the development schedule in **Table 3.1**.

Table 4.2 Development Trip Rates & Trip End Summary (Proposed Scheme)

Land Use	Unit	Trip Rates			
		AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Retail	pcu/hr/100m^2 GFA	0.2296	0.2434	0.31	0.3563
Office	pcu/hr/100m^2 GFA	0.1703	0.2452	0.1573	0.1175

Residential (FS=45.3m^2)	pcu/hr/flat	0.0718[(1)]	0.0425[(1)]	0.0286[(1)]	0.0370[(1)]
		Trip End			
Retail	9,290m^2 GFA	21	23	29	33
Office	18,581m^2 GFA	32	46	29	22
Residential (FS=45.3m^2)	1,140 units	82	48	33	42
Total		**135**	**117**	**91**	**97**
Proposed Scheme – Baseline Scheme		**-28**	**-77**	**-105**	**-108**

Note:
(1) As a conservative approach, mean trip rates of Private Housing (flat size of 60m^2 GFA) as stated in TPDM are adopted.

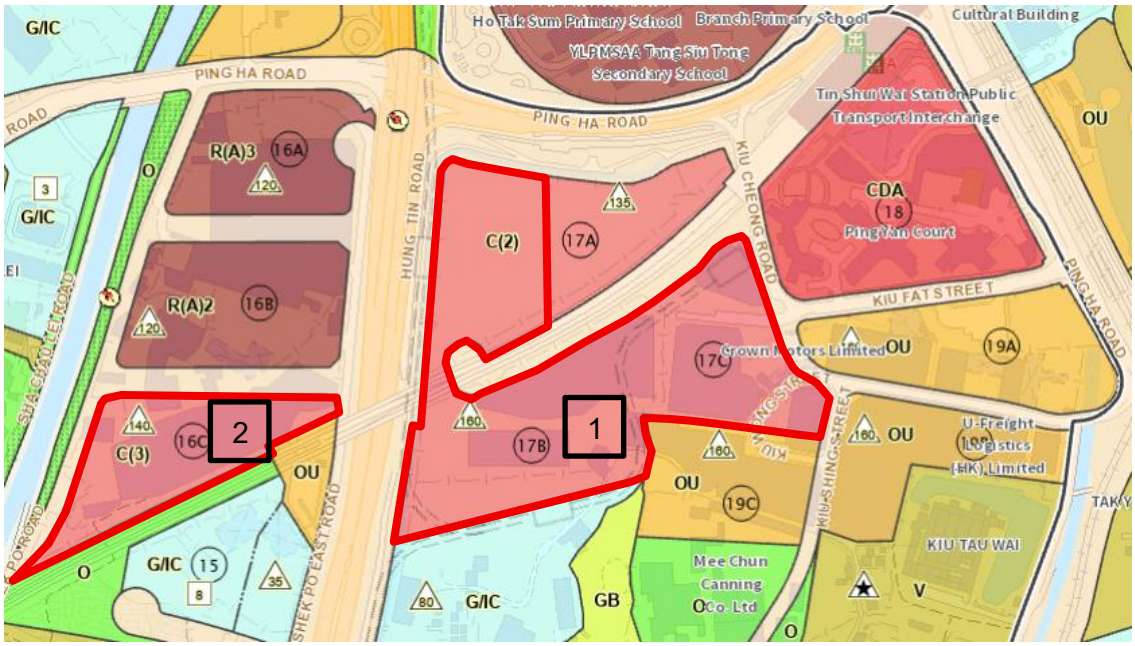
4.3.3 As shown in **Table 4.2**, the Proposed Scheme would result in a reduction of traffic to the road network in the vicinity of the Application Site as compared to the Baseline Scheme. The anticipated traffic flows of Baseline Scheme and Proposed Scheme in design year are also shown in **Appendix C**. In view of the above, the Proposed Scheme would induce no significant traffic impacts.

5 SENSITIVITY TEST

5.1 Other Planned Commercial Developments in the Vicinity of the Application Site

5.1.1 A sensitivity test has been carried out to hypothetically assess “what-if” some mixed-use developments are pursued at surrounding commercial sites. The hypothetical scenarios are assessment for demonstration purposes only.

5.1.2 Two other commercial sites (i.e. "C(2)" and "C(3)" zones) are identified in the vicinity of the Application Site. **Table 5.1** summarizes the trip rates and the specific trip ends of the planned developments.



Source: Town Planning Board Statutory Planning Portal 3 (https://www.ozp.tpb.gov.hk/)

Table 5.1 Development in the Vicinity (Reference Scenario)

No.	Land Use	Unit	Trip Rates			
			AM Peak		PM Peak	
			Gen.	Att.	Gen.	Att.
Retail		pcu/hr/100m^2 GFA	0.2296	0.2434	0.31	0.3563
Office		pcu/hr/100m^2 GFA	0.1703	0.2452	0.1573	0.1175
			Trip End			
1	Retail	116,761m^2 GFA	268	284	362	416
	Office	272,442m^2 GFA	464	668	429	320
		Total	**732**	**952**	**791**	**736**
2	Retail	71,692m^2 GFA	**165**	**174**	**222**	**255**

5.2 The Mixed-Use Scenario of Other Commercial Sites

5.2.1 Under the mixed-use scenario, 65% of the total GFA is assumed to be allocated for domestic use (flat size of 40m^2). **Table 5.2** shows the trip rates and the specific trip ends for the sensitivity test, as well as their comparisons with the reference scenario.

Table 5.2 Development in the Vicinity (Sensitivity Test)

No.	Land Use	Unit	Trip Rates			
			AM Peak		PM Peak	
			Gen.	Att.	Gen.	Att.
Retail		pcu/hr/100m^2 GFA	0.2296	0.2434	0.31	0.3563
Office		pcu/hr/100m^2 GFA	0.1703	0.2452	0.1573	0.1175
Private Residential (FS=40m^2)		pcu/hr/flat	0.0718(1)	0.0425(1)	0.0286(1)	0.0370(1)
			Trip End			
1	Retail	40,866m^2 GFA	94	99	127	146
	Office	95,355m^2 GFA	162	234	150	112
	Residential	252,982m^2 GFA	454	269	181	234
Total			**710**	**602**	**458**	**492**
Sensitive Scenario – Reference Scenario			**-22**	**-350**	**-333**	**-244**
2	Retail	25,092m^2 GFA	58	61	78	89
	Residential	46,600m^2 GFA	84	50	33	43
Total			**142**	**111**	**111**	**132**
Sensitive Scenario – Reference Scenario			**-23**	**-63**	**-111**	**-123**

Note:
(2) As a conservative approach, mean trip rates of Private Housing (flat size of 60m^2 GFA) as stated in TPDM are adopted.

5.2.2 As shown in **Table 5.2**, the sensitive scenario would result in a reduction of traffic to the road network in the vicinity of the Application Site as compared to the reference scenario for each identified commercial site. The anticipated traffic flows of Proposed Scheme in design year with sensitivity test is also shown in **Appendix C**. In view of the above, there is no significant traffic impact for the sensitivity test.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 The Application Site is located at Lot No. 4354 in D.D. 124, Kiu Tau Wai in Tin Shui Wai as indicated in **Figure 1.1**. It falls within the boundary of the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3 and is currently zoned "Commercial" ("C(2)"). The Application Site is subject to an approved Section 16 Application No. A/YL-PS/520 for proposed commercial development (hereinafter referred to as " Baseline Scheme").

6.1.2 The Applicant proposes to develop the site with a domestic plot ratio of 5.2 which comprises 1,140 nos. of residential units with and average flat size of about 45.3m^2. Furthermore, a non-domestic plot ratio of 2.8 is also proposed for the site (hereinafter referred to as "Proposed Scheme"). In this Proposed Scheme, the total plot ratio would be 8.0, which would not exceed the maximum plot ratio 8 under the current Outline Zoning Plan.

6.1.3 A total of 7 existing critical junctions were identified for assessment in this TIA. Manual classified traffic counts were carried out on a typical weekday in September 2025 to establish the current traffic condition in the vicinity. The surveys were undertaken during 7:30am – 9:30am and 5:00pm – 7:00pm at the critical junctions. The identified AM and PM peak hours are 7:30am – 8:30am and 5:45pm – 6:45pm respectively.

6.1.4 The result of junction performance shows that all assessed junctions are currently operating within capacity during the AM and PM peak hours in year 2025.

6.1.5 The master layout plan (MLP) of the Proposed Scheme is shown in **Figure 3.1**. As shown in **Figure 3.1**, the vehicular access in the form of run in/out is proposed to be located at Kiu Cheong Road frontage**.**

6.1.6 The internal transport facilities provision for the Proposed Scheme will follow the requirements as given in the Hong Kong Planning Standards and Guidelines (HKPSG). The provision of private car parking spaces for office uses and retail uses in the Proposed Scheme are 87 and 47 respectively, which correspond to a total of 7 motorcycle parking spaces, complying with HKPSG. There will be a provision of 7 loading/unloading bays for office uses and 8 loading/unloading bays for retail uses. As for residential uses, there will be a total provision of 153 private car parking spaces including 10 visitor spaces, which Global Parking Standard (GPS) = 6, i.e. 1 car space per 6 flats is adopted.

6.1.7 Two footbridges (Footbridges 1 – 2) are also proposed to enhance the pedestrian connectivity and walkability of the neighbourhood. The bus laybys at Ping Ha

Road westbound are connected to the Application Site via Footbridge 2 across the existing nullah, as shown in **Figure 3.2**.

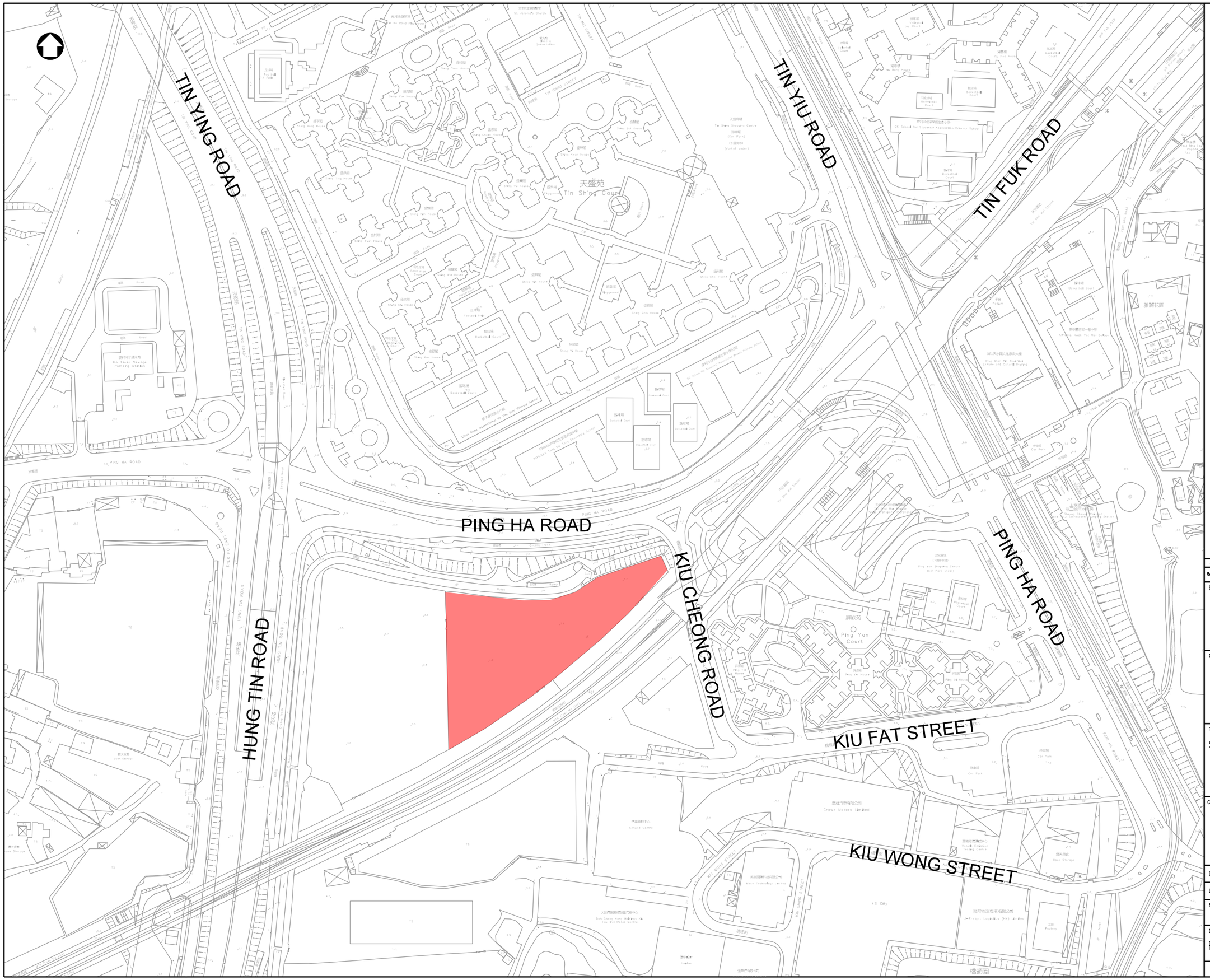
6.1.8 The Proposed Scheme would result in a reduction of traffic to the road network in the vicinity of the Application Site as compared to the Baseline Scheme. Therefore, the Proposed Scheme would be acceptable in traffic terms.

6.1.9 A sensitivity test has been carried out to hypothetically assess “what-if” some mixed-use developments are pursued at surrounding commercial sites. The hypothetical scenarios are assessment for demonstration purposes only. The sensitive scenario would result in a reduction of traffic to the road network in the vicinity of the Application Site as compared to the reference scenario for each identified commercial site. Therefore, there is no significant traffic impact for the sensitivity test.

6.2 Conclusion

6.2.1 In light of the findings of this TIA, it is concluded that the Proposed Scheme would induce no significant traffic impacts on the surrounding local road network. Therefore, the Proposed Scheme is considered acceptable from traffic point of view.

Drawings



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Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

SITE LOCATION PLAN

Consultant

asia infrastructure solutions

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1 : 2500	A3	DESIGN DRAWING	–

Drawing No.

FIGURE 1.1

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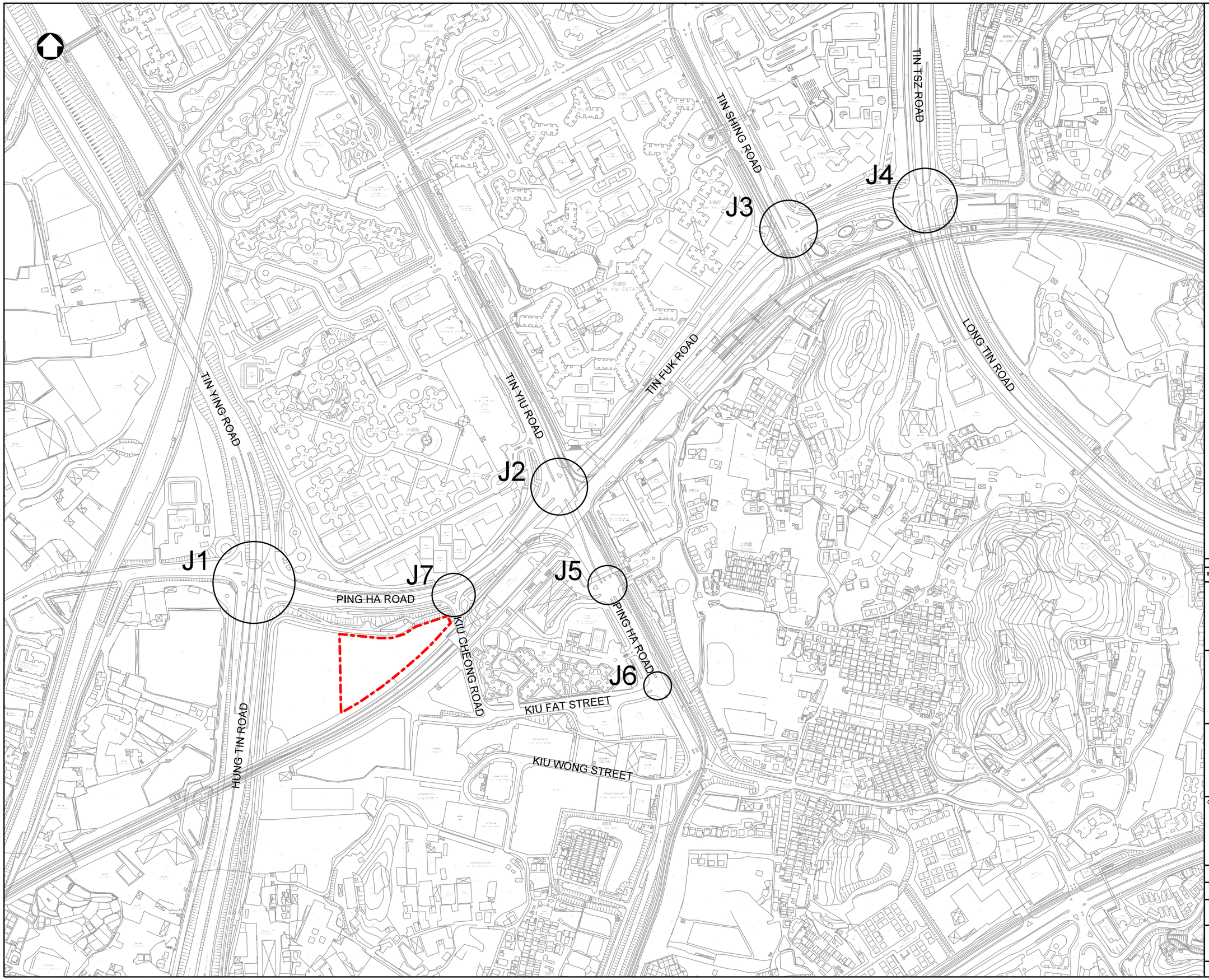

LEGEND:

SITE BOUNDARY

J1 CRITICAL JUNCTION

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SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

EXISTING ROAD NETWORK AND CRITICAL JUNCTIONS

Consultant

asia infrastructure solutions

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FIGURE 2.1

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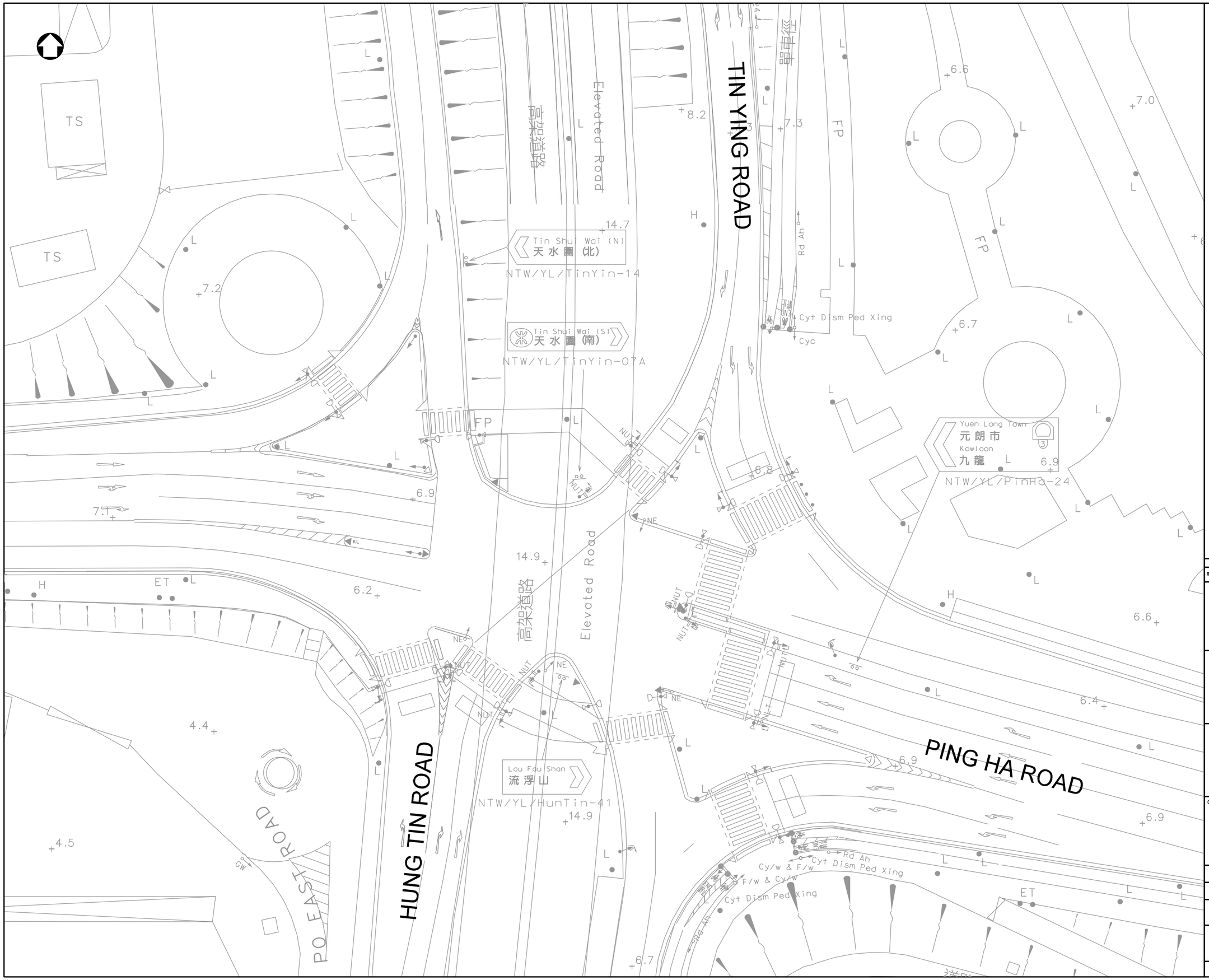

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SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

EXISTING JUNCTION LAYOUT OF PING HA ROAD / TIN YING ROAD (J1)

Consultant

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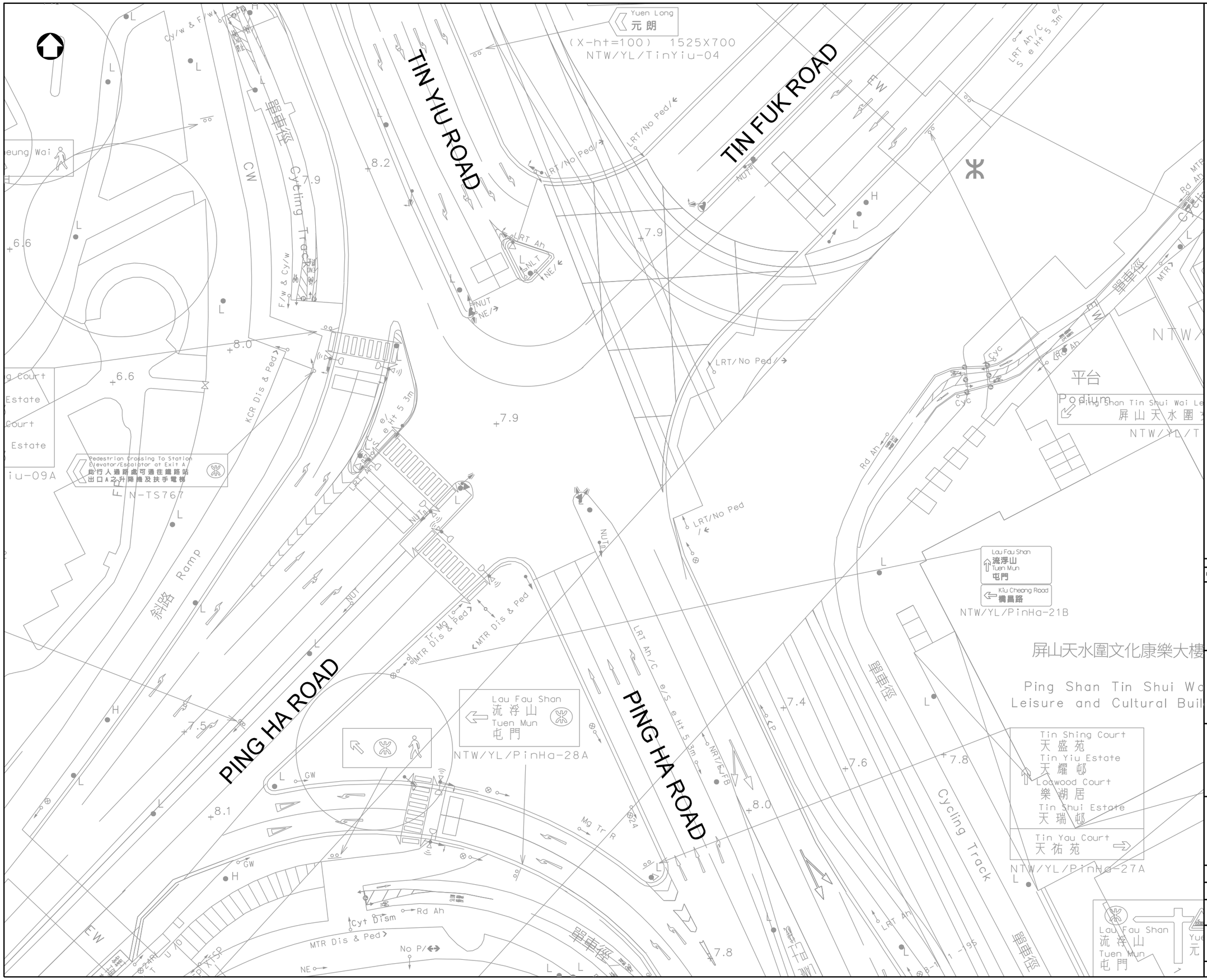
Scale	A3	Status	Rev
1 : 500		DESIGN DRAWING	–

Drawing No.

FIGURE 2.2

A3 420x297



LEGEND:

Rev.	Date	Drawn	Description	Checked	Approved
–	JAN 2026	AN	FIRST ISSUE	AM	SW

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Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

EXISTING JUNCTION LAYOUT OF PING HA ROAD / TIN YIU ROAD (J2)

Consultant

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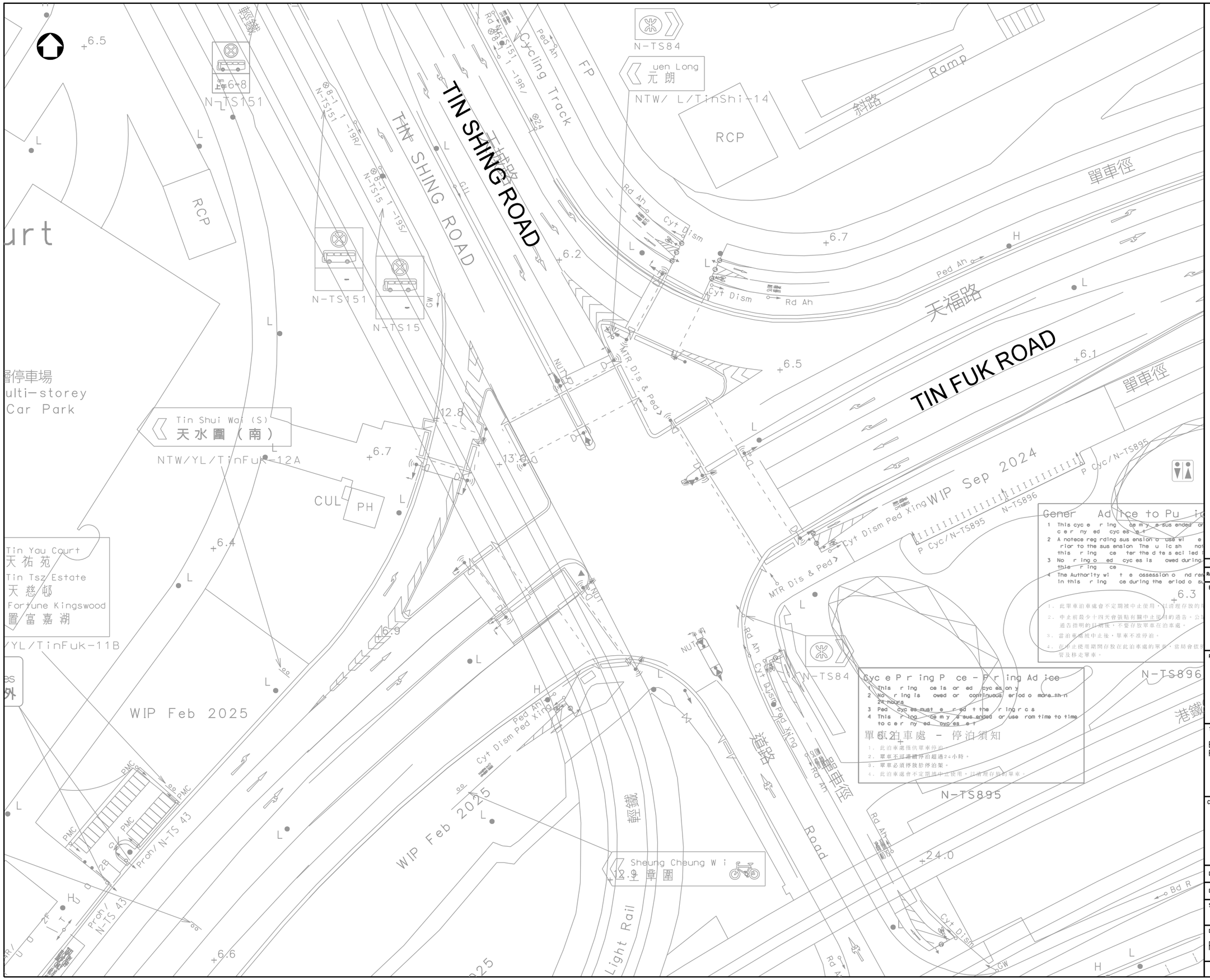
Drawn	AN	Approved	SW

Scale	A3	Status	Rev
1 : 500		DESIGN DRAWING	–

Drawing No.

FIGURE 2.3

A3 420x297



LEGEND:

Rev.	Date	Drawn	Description	Checked	Approved
–	JAN 2026	AN	FIRST ISSUE	AM	SW

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

EXISTING JUNCTION LAYOUT OF TIN FUK ROAD / TIN SHING ROAD (J3)

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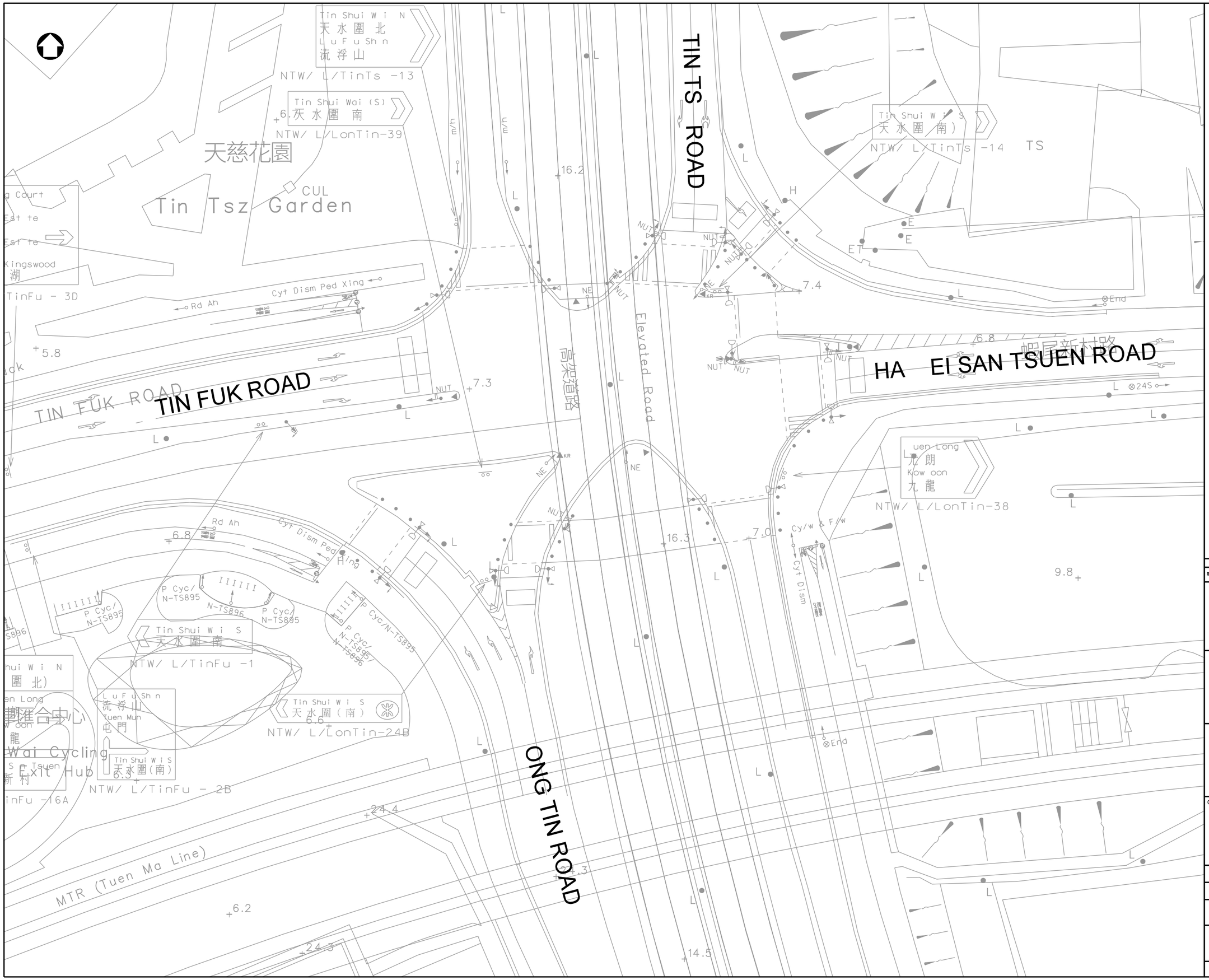
Drawn	AN	Approved	SW
Scale 1 : 500	A3	Status DESIGN DRAWING	Rev –

Drawing No.

FIGURE 2.4

A3 420x297



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Rev.	Date	Drawn	Description	Checked	Approved
–	JAN 2026	AN	FIRST ISSUE	AM	SW

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Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

EXISTING JUNCTION LAYOUT OF TIN FUK ROAD / LONG TIN ROAD (J4)

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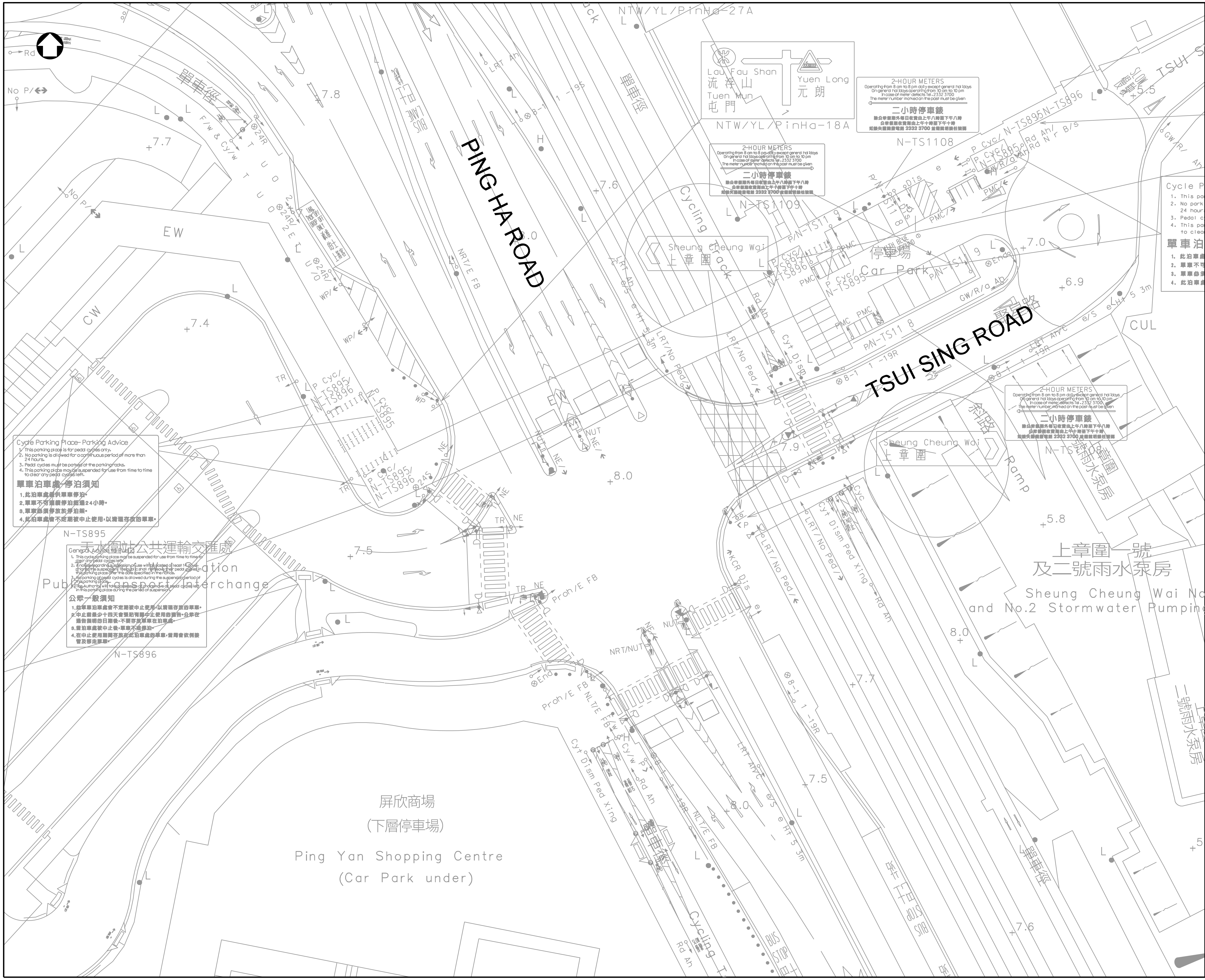
Drawn	AN	Approved	SW

Scale		Status	Rev
1 : 500	A3	DESIGN DRAWING	–

Drawing No.

FIGURE 2.5

A3 420x297



LEGEND:

Rev.	Date	Drawn	Description	Checked	Approved
–	JAN 2026	AN	FIRST ISSUE	AM	SW

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Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

EXISTING JUNCTION LAYOUT OF PING HA ROAD / TSUI SING ROAD (J5)

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Drawn	AN	Approved	SW

Scale: 1 : 500 (A3)

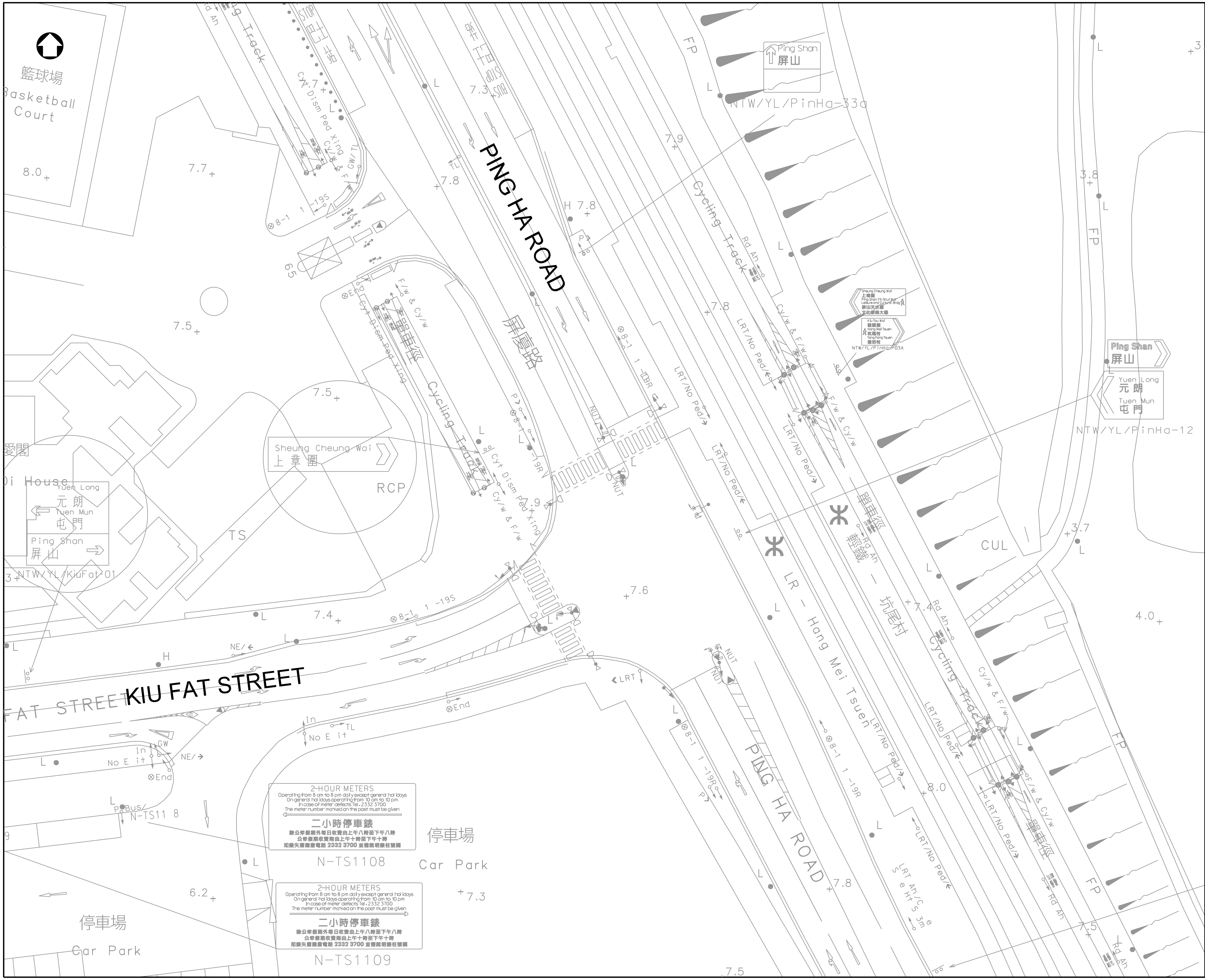
Status: DESIGN DRAWING

Rev: –

Drawing No.

FIGURE 2.6

A3 420x297



LEGEND:

Rev.	Date	Drawn	Description	Checked	Approved
–	JAN 2026	AN	FIRST ISSUE	AM	SW

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Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

EXISTING JUNCTION LAYOUT OF PING HA ROAD / KIU FAT STREET (J6)

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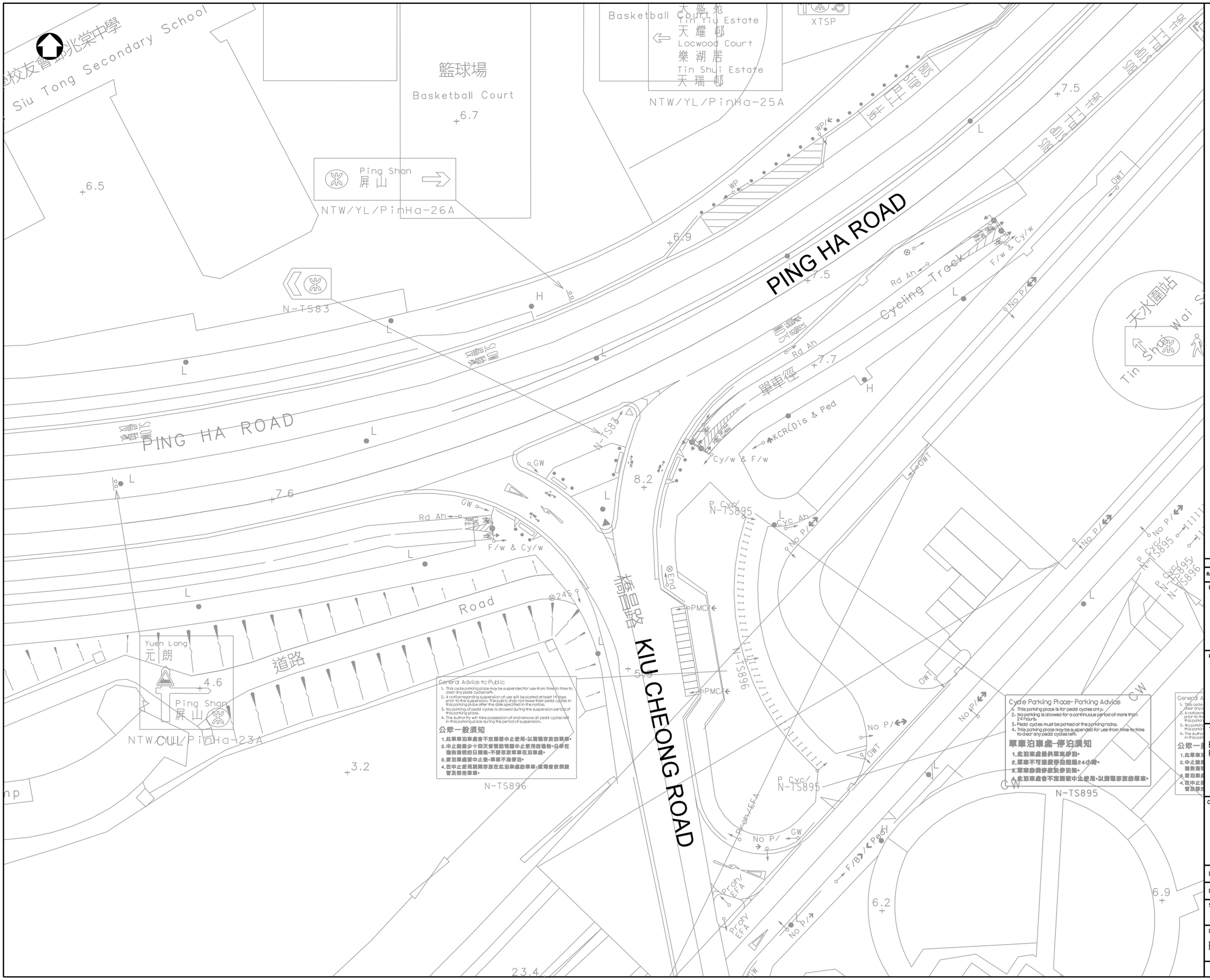
Designed	–	Checked	AM
Drawn	AN	Approved	SW
Scale 1 : 500	A3	Status DESIGN DRAWING	Rev –

Drawing No.

FIGURE 2.7

A3 420x297



LEGEND:

Rev.	Date	Drawn	Description	Checked	Approved
–	JAN 2026	AN	FIRST ISSUE	AM	SW

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Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

EXISTING JUNCTION LAYOUT OF PING HA ROAD / KIU CHEONG ROAD (J7)

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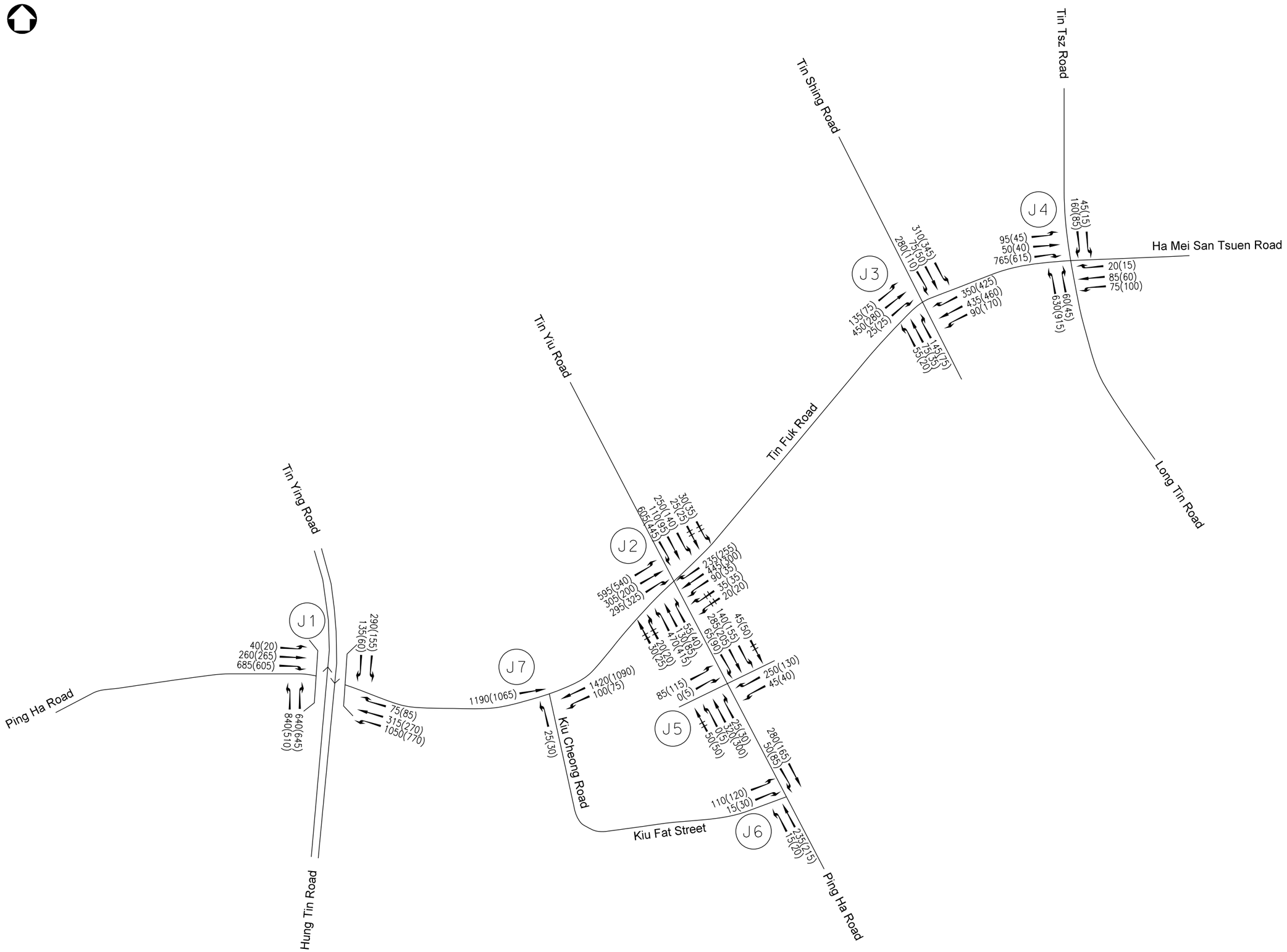
Designed	–	Checked	AM
Drawn	AN	Approved	SW

Scale	A3	Status	Rev
1 : 500		DESIGN DRAWING	–

Drawing No.

FIGURE 2.8

A3 420x297



LEGEND:

Peak hour vehicular traffic flow in PCUs/Hr (rounded to nearest 5)

100 (100)

- Turning Movement (LRT)
- Turning Movement
- PM
- AM

Rev.	Date	Drawn	Description	Checked	Approved
–	JAN 2026	AN	FIRST ISSUE	AM	SW

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Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

YEAR 2025 OBSERVED TRAFFIC FLOWS

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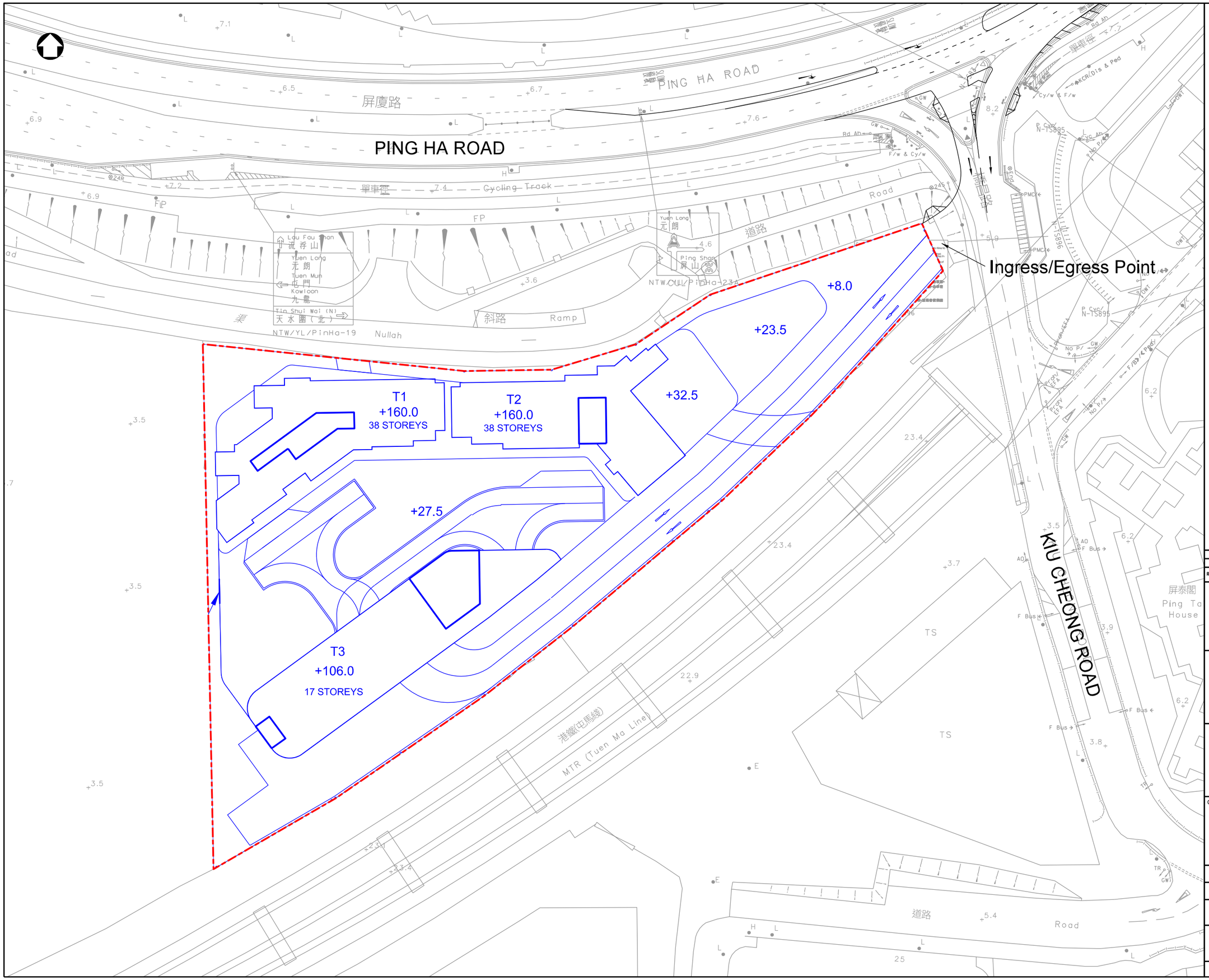
Drawn	AN	Approved	SW

Scale	A3	Status	Rev
–		DESIGN DRAWING	–

Drawing No.

FIGURE 2.9

A3 420x297



LEGEND:

- SITE BOUNDARY
- PLANNED IMPROVEMENT SCHEME
- SITE MASTER LAYOUT

Rev.	Date	Drawn	Description	Checked	Approved
A	MAY 2026	AN	MINOR AMENDMENT	AM	SW
-	JAN 2026	AN	FIRST ISSUE	AM	SW

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Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

MASTER LAYOUT PLAN

Consultant

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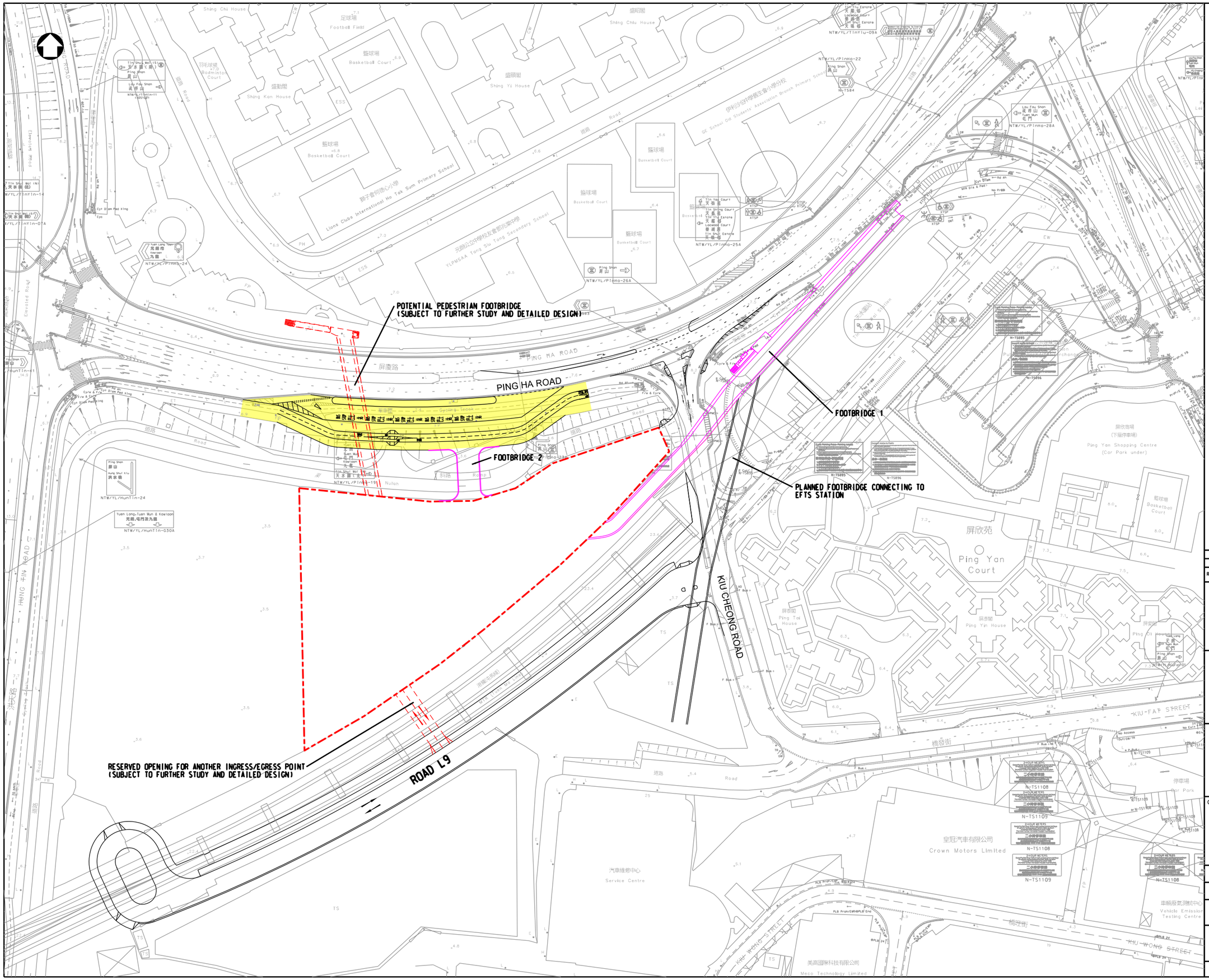
Designed	-	Checked	AM
Drawn	AN	Approved	SW

Scale	A3	Status	Rev
1 : 750		DESIGN DRAWING	A

Drawing No.

FIGURE 3.1

A3 420x297



LEGEND:

- SITE BOUNDARY
- PLANNED IMPROVEMENT SCHEME
- PROPOSED LAYOUT
- POTENTIAL LAYOUT
- TRAFFIC FACILITIES TO BE HANDED OVER TO THE GOVERNMENT

Rev.	Date	Drawn	Description	Checked	Approved
A	MAY 2026	AN	RESPONSE TO COMMENTS	AM	SW
–	JAN 2026	AN	FIRST ISSUE	AM	SW

Employer

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SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

PROPOSED TRANSPORT FACILITIES

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Designed	–	Checked	AM
Drawn	AN	Approved	SW

Scale	A3	Status	Rev
1 : 1500		DESIGN DRAWING	A

Drawing No.

FIGURE 3.2

A3 420x297

Appendix A
Junction Calculation Sheets

TRAFFIC SIGNALS CALCULATION SHEET

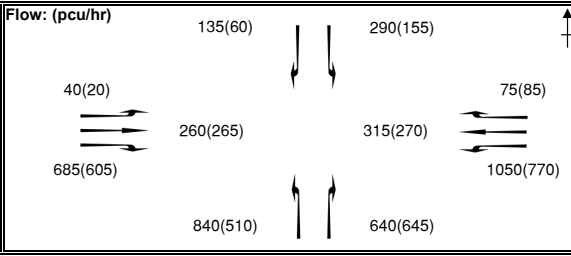
Junction: Ping Ha Road / Hung Tin Road Junction No.: J01

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tin Ying Road SB																
↳	F	1	3.5	40					1935	1935	290	0.15	0.15	155	0.08	
↲	G	3	3.5		40				2030	2030	135	0.07		60	0.03	
Ping Ha Road WB																
↰	A	1,3	4.0	25					1900	1900	507	0.27		372	0.20	
↰	A	1,3	4.0	25					2035	2035	543	0.27		398	0.20	
←	B	1	3.4						2095	2095	157	0.07		135	0.06	0.06
←	B	1	3.5						2105	2105	158	0.08		135	0.06	
↰	B	1	3.6		30				2015	2015	75	0.04		85	0.04	
Hung Tin Road NB																
↰	C	2	5.0	20					1965	1965	840	0.43	0.43	510	0.26	0.26
↱	D	3	3.5		30				2005	2005	320	0.16	0.16	323	0.16	0.16
↱	D	3	3.5		30				2005	2005	320	0.16		322	0.16	
Ping Ha Road EB																
↱	E	2	4.0	30					1920	1920	40	0.02		20	0.01	
→	E	2	3.5						2105	2105	260	0.12		265	0.13	
↱	E	2	3.5		30		100%	100%	2005	2005	342	0.17		302	0.15	
↴	E	2	3.5		30				2005	2005	343	0.17		303	0.15	
Pedestrian Crossing																
	Hp	1,4	MIN GREEN + FLASH =			5	+	8	=	13						
	Ip	1,2	MIN GREEN + FLASH =			5	+	8	=	13						
	Jp	2,3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Kp	2	MIN GREEN + FLASH =			5	+	8	=	13						
	Lp	1,3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Mp	1	MIN GREEN + FLASH =			5	+	8	=	13						
	Np	1,2,3	MIN GREEN + FLASH =			5	+	5	=	10						
	Op	1,3,4	MIN GREEN + FLASH =			5	+	5	=	10						

NOTES:

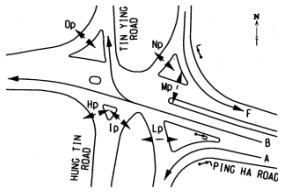
Flow: (pcu/hr)



Group		F,C,D	Group		B,C,D
Sum of Critical *y* ***Y***		0.74	Sum of Critical *y*		0.49
Lost Time ***L*** (sec)		20	Lost Time ***L*** (sec)		26
Cycle Time ***c*** (sec)		120	Cycle Time ***c*** (sec)		120
Practical *Y* ***Ypr***		0.75	Practical *Y* ***Ypr***		0.71
Reserve Capacity ***RC***		2%	Reserve Capacity ***RC***		45%

Stage / Phase Diagrams

1.



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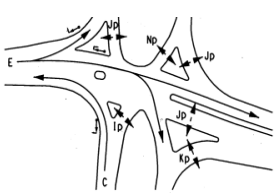
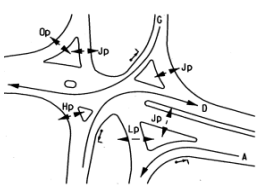


3.



4.

5.

I/G= 13		I/G= 5		I/G= 5		I/G=	I/G=
I/G= 13		I/G= 11		I/G= 5		I/G=	I/G=

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Junction: Ping Ha Road / Hung Tin Road

Junction No.: J01

TRAFFIC SIGNALS CALCULATION SHEET

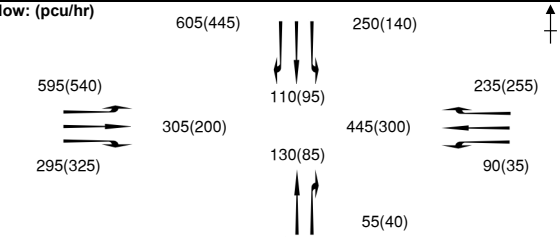
Junction: Ping Ha Road / Tin Yiu Road Junction No.: J02

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m)		Gradient in %	Proportion Turning (%)		Saturation Flow (pcu/hr)		AM Peak			PM Peak		
				Left	Right		AM	PM	AM	PM	Design Flow (pcu/hr)	Flow Factor y	Critical y	Design Flow (pcu/hr)	Flow Factor y	Critical y
Tin Yiu Road SB																
	D	2	3.5	9					1685	1685	120	0.07		67	0.04	
	D	2	3.5	10					1830	1830	130	0.07		73	0.04	
	C	1,5	3.5		25		70%	65%	2020	2025	362	0.18		274	0.14	0.14
	C	1,5	3.5		22				1970	1970	353	0.18		266	0.14	
Tin Fuk Road WB																
	E	2	3.6	30					1880	1880	90	0.05		35	0.02	
	E	2	3.6						2115	2115	237	0.11		196	0.09	
	E	2	3.6		12		11%	44%	2085	2005	234	0.11		186	0.09	
	E	2	3.6		11				1860	1860	209	0.11	0.11	173	0.09	0.09
Ping Ha Road NB																
	F	3	3.4						1955	1955	63	0.03	0.03	41	0.02	
	F	3	3.3						2085	2085	67	0.03		44	0.02	0.02
	F	3	3.3		24				1960	1960	55	0.03		40	0.02	
Ping Ha Road EB																
	B	1,4,5	4.0	61					1965	1965	595	0.30	0.30	540	0.27	
	A	4	3.6						2115	2115	211	0.10		187	0.09	0.09
	A	4	3.6		15		53%	92%	2010	1935	200	0.10		171	0.09	
	A	4	3.6		13				1895	1895	189	0.10		167	0.09	
Pedestrian Crossing																
	G(LRT)	1	MIN GREEN + FLASH =			5	+	4	=	9						
	H(LRT)	1	MIN GREEN + FLASH =			5	+	4	=	9						
	I(LRT)	2,3,4,5	MIN GREEN + FLASH =			5	+	6	=	11						
	J(LRT)	5	MIN GREEN + FLASH =			5	+	6	=	11						
	K(LRT)	1,5	MIN GREEN + FLASH =			5	+	4	=	9						
	L(LRT)	2,3,4	MIN GREEN + FLASH =			5	+	5	=	10						
	M(LRT)	1	MIN GREEN + FLASH =			5	+	4	=	9						
	Pp	1,2,3,5	MIN GREEN + FLASH =			9	+	9	=	18						
	Qp	2,3	MIN GREEN + FLASH =			7	+	7	=	14						
	Rp	3,4	MIN GREEN + FLASH =			8	+	8	=	16						

NOTES:

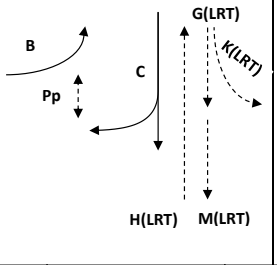
Flow: (pcu/hr)



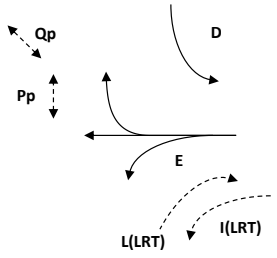
Group		B,E,F	Group		C,E,F,A
Sum of Critical *y* ***Y***		0.45	Sum of Critical *y*		0.34
Lost Time ***L*** (sec)		24	Lost Time ***L*** (sec)		50
Cycle Time ***c*** (sec)		160	Cycle Time ***c*** (sec)		160
Practical *Y* ***Ypr***		0.77	Practical *Y* ***Ypr***		0.62
Reserve Capacity ***RC***		71%	Reserve Capacity ***RC***		83%

Stage / Phase Diagrams

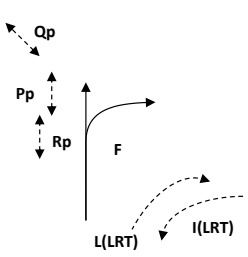
1.



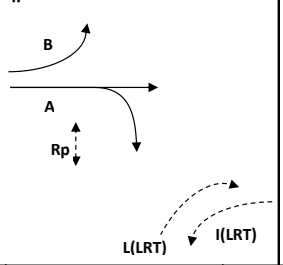
2.



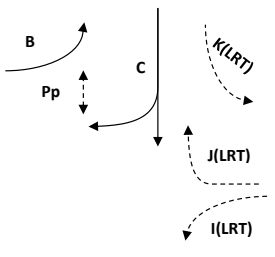
3.



4.



5.



I/G=		I/G= 5		I/G= 13		I/G= 9		I/G=	
I/G=		I/G= 26		I/G= 13		I/G= 6		I/G= 9	

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Junction: Ping Ha Road / Tin Yiu Road

Junction No.: J02

TRAFFIC SIGNALS CALCULATION SHEET

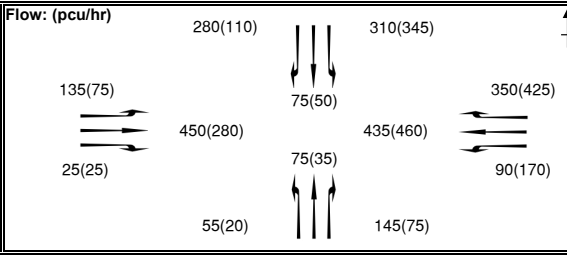
Junction: Tin Fuk Road / Tin Shing Road Junction No.: J03

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tin Shing Road SB																
	A	1,2	3.8	43					1930	1930	149	0.08		166	0.09	
	A	1,2	4.0	45					2085	2085	161	0.08		179	0.09	
	B	2	3.5		15		59%	40%	1990	2025	183	0.09		83	0.04	
	B	2	3.5		12				1870	1870	172	0.09	0.09	77	0.04	
Tin Fuk Road WB																
	E	1	3.5	15			36%	57%	1895	1860	249	0.13		296	0.16	
	E	1	3.4						2095	2095	276	0.13	0.13	334	0.16	0.16
	E	1	3.4		15				1905	1905	176	0.09		213	0.11	
	E	1	3.4		14				1890	1890	174	0.09		212	0.11	
Access Road NB																
	J	4	3.6	13	11		20% / 53%	15% / 58%	1805	1800	275	0.15	0.15	130	0.07	0.07
Tin Fuk Road EB																
	C	3	4.0	19					1870	1870	135	0.07		75	0.04	
	D	3	3.7						2125	2125	240	0.11	0.11	155	0.07	0.07
	D	3	3.7		9		11%	17%	2090	2070	235	0.11		150	0.07	
Pedestrian Crossing																
	Fp	2	MIN GREEN + FLASH =			14	+	13	=	27						*
	Gp	1,2,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Hp	3,4	MIN GREEN + FLASH =			5	+	8	=	13						
	Ip	3	MIN GREEN + FLASH =			8	+	10	=	18						
	Kp	1,2,4	MIN GREEN + FLASH =			5	+	7	=	12						
	Lp	3	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

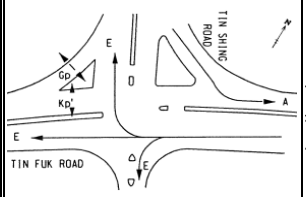
Flow: (pcu/hr)



Group		E,B,D,J	Group		E,Fp,D,J
Sum of Critical *y* ***Y***		0.49	Sum of Critical *y*		0.30
Lost Time ***L*** (sec)		24	Lost Time ***L*** (sec)		42
Cycle Time ***c*** (sec)		128	Cycle Time ***c*** (sec)		128
Practical *Y* ***Ypr***		0.73	Practical *Y* ***Ypr***		0.60
Reserve Capacity ***RC***		50%	Reserve Capacity ***RC***		99%

Stage / Phase Diagrams

1.



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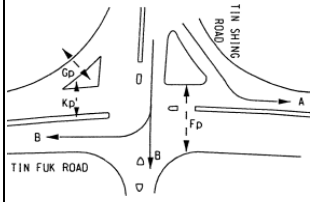

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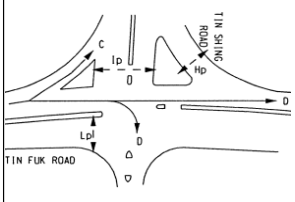

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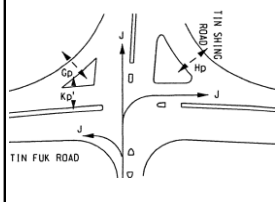


5.

I/G= 5		I/G= 6		I/G= 11		I/G= 6		I/G=	
I/G= 5		I/G= 5	27	I/G= 2		I/G= 6		I/G=	

asia infrastructure solutions

Junction: Tin Fuk Road / Tin Shing Road

Junction No.: J03

TRAFFIC SIGNALS CALCULATION SHEET

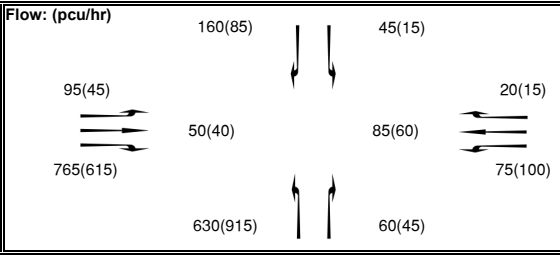
Junction: Tin Fuk Road / Long Tin Road Junction No.: J04

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tin Tsz Road SB																
	D	3	3.5	31	30		45% / 55%	31% / 69%	1875	1870	99	0.05		48	0.03	
	D	3	3.5		26				1990	1990	106	0.05	0.05	52	0.03	0.03
Ha Mei San Tsuen Road WB																
	E	4	3.5	14			89%	100%	1795	1775	84	0.05	0.05	100	0.06	0.06
	E	4	3.5		16		21%	20%	2065	2065	96	0.05		75	0.04	
Long Tin Road NB																
	A	1,2	3.9	48					1945	1945	304	0.16		442	0.23	
	A	1,2	3.9	50					2085	2085	326	0.16		473	0.23	
	B	2	3.3		23				1955	1955	60	0.03	0.03	45	0.02	0.02
Tin Fuk Road EB																
	C	1	3.4	15					1775	1775	95	0.05		45	0.03	
	C	1	3.4		20		88%	88%	1965	1965	410	0.21		330	0.17	0.17
	C	1	3.4		19				1940	1940	405	0.21	0.21	325	0.17	
Pedestrian Crossing																
	Fp	3,4	MIN GREEN + FLASH =			5	+	7	=	12						
	Gp	1,3,4	MIN GREEN + FLASH =			5	+	6	=	11						
	Hp	2,3	MIN GREEN + FLASH =			5	+	10	=	15						
	Ip	1,2,3	MIN GREEN + FLASH =			6	+	12	=	18						
	Jp	3,4	MIN GREEN + FLASH =			5	+	7	=	12						
	Kp	1,2,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Lp	1,2,4	MIN GREEN + FLASH =			5	+	10	=	15						
	Mp	2,3	MIN GREEN + FLASH =			7	+	13	=	20						

NOTES:

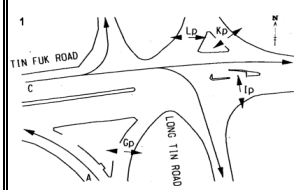
Flow: (pcu/hr)



Group		C,B,D,E	Group		C,B,D,E
Sum of Critical *y* ***Y***		0.34	Sum of Critical *y*		0.27
Lost Time ***L*** (sec)		43	Lost Time ***L*** (sec)		43
Cycle Time ***c*** (sec)		128	Cycle Time ***c*** (sec)		128
Practical *Y* ***Ypr***		0.60	Practical *Y* ***Ypr***		0.60
Reserve Capacity ***RC***		76%	Reserve Capacity ***RC***		>100%

Stage / Phase Diagrams

1.



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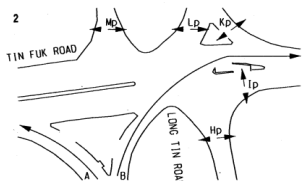

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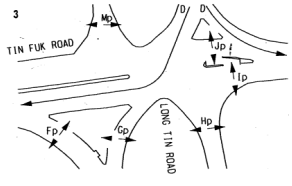

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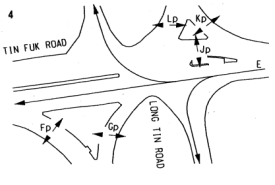


5.

I/G= 12		I/G= 15		I/G= 13		I/G= 7		I/G=	
I/G= 12		I/G= 15		I/G= 13		I/G= 7		I/G=	

asia infrastructure solutions

Junction: Tin Fuk Road / Long Tin Road

Junction No.: J04

TRAFFIC SIGNALS CALCULATION SHEET

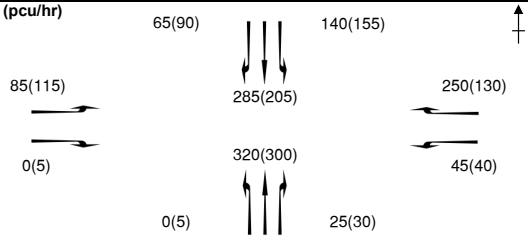
Junction: Ping Ha Road / Tsui Sing Road Junction No.: J05

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Ping Ha Road SB																
L→	D	4	4.0	15					1960	1960	140	0.07		155	0.08	
↓	B	1,2	4.0						2155	2155	142	0.07		102	0.05	
↓	B	1,2	4.1						2165	2165	143	0.07	0.07	103	0.05	
↳	A	2,3	4.0		16				1970	1970	65	0.03		90	0.05	0.05
Tsui Sing Road WB																
↓←	D	4	4.5	10	15		15% / 85%	24% / 76%	1865	1855	295	0.16	0.16	170	0.09	0.09
Ping Ha Road NB																
←↑	F	1	3.5	10			0%	3%	1965	1955	154	0.08		147	0.08	0.08
↑	F	1	3.5						2105	2105	166	0.08		158	0.08	
↱	E	3	3.5		19				1950	1950	25	0.01		30	0.02	
Tsui Sing Road EB																
→↑	H	2,3,5	5.0	12					1880	1880	85	0.05		115	0.06	
→	G	5	5.0		18				2080	2080	0	0.00	0.00	5	0.00	
Pedestrian Crossing																
	I(LRT)	1,2,5	MIN GREEN + FLASH =			5	+	4	=	9						
	Jp	1,4	MIN GREEN + FLASH =			5	+	6	=	11						
	Kp	4,5	MIN GREEN + FLASH =			5	+	9	=	14						
	Lp	2,4,5	MIN GREEN + FLASH =			5	+	10	=	15						
	Mp	3	MIN GREEN + FLASH =			5	+	7	=	12						
	Np	1,2,5	MIN GREEN + FLASH =			5	+	8	=	13						
	O(LRT)	1,2,5	MIN GREEN + FLASH =			7	+	7	=	14						

NOTES:

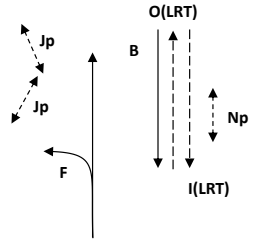
Flow: (pcu/hr)



Group		B,E,D,G	Group		F,A,D,G
Sum of Critical *y* ***Y***		0.22	Sum of Critical *y*		0.21
Lost Time ***L*** (sec)		42	Lost Time ***L*** (sec)		32
Cycle Time ***c*** (sec)		99	Cycle Time ***c*** (sec)		99
Practical *Y* ***Ypr***		0.52	Practical *Y* ***Ypr***		0.61
Reserve Capacity ***RC***		>100%	Reserve Capacity ***RC***		>100%

Stage / Phase Diagrams

1.



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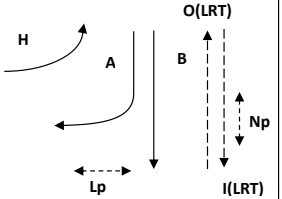
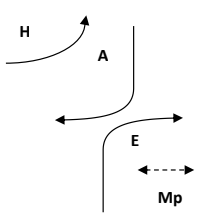
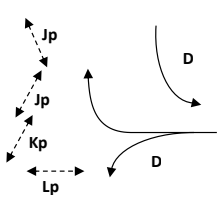


3.



4.



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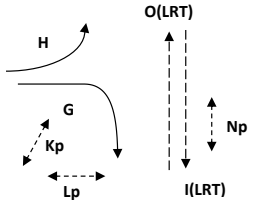


I/G= 5		I/G=		I/G= 13		I/G= 9		I/G= 12	
I/G= 5		I/G= 5		I/G=		I/G= 8		I/G= 12	

asia infrastructure solutions

Junction: Ping Ha Road / Tsui Sing Road

Junction No.: J05

TRAFFIC SIGNALS CALCULATION SHEET

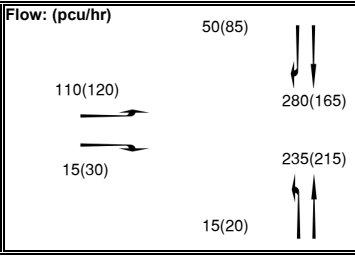
Junction: Ping Ha Road / Kiu Fat Street Junction No.: J06

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Ping Ha Road SB																
↓	E	1,4	3.8						1995	1995	280	0.14	0.14	165	0.08	
↲	C	1	3.6		18				1950	1950	50	0.03		85	0.04	0.04
Ping Ha Road NB																
↰	D	4	3.7	15			13%	18%	1960	1950	120	0.06		112	0.06	
↑	D	4	3.7						2125	2125	130	0.06		123	0.06	0.06
Kiu Fat Street EB																
→	A	1,2	3.5	10					1710	1710	110	0.06		120	0.07	
↴	B	2	3.5		13				1885	1885	15	0.01		30	0.02	
Pedestrian Crossing																
	Fp	3	MIN GREEN + FLASH =			10	+	9	=	19			*			*
	Gp	3	MIN GREEN + FLASH =			10	+	9	=	19						

NOTES:

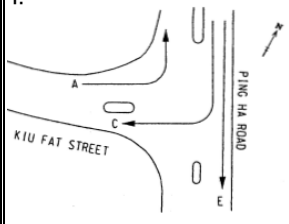
Flow: (pcu/hr)



Group		E,B,Fp	Group		C,B,Fp,D
Sum of Critical *y* ***Y***		0.14	Sum of Critical *y*		0.10
Lost Time ***L*** (sec)		40	Lost Time ***L*** (sec)		44
Cycle Time ***c*** (sec)		80	Cycle Time ***c*** (sec)		80
Practical *Y* ***Ypr***		0.45	Practical *Y* ***Ypr***		0.41
Reserve Capacity ***RC***		>100%	Reserve Capacity ***RC***		>100%

Stage / Phase Diagrams

1.



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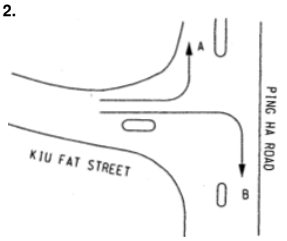

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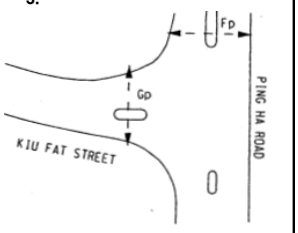
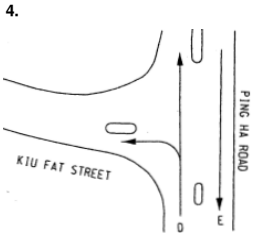


4.



5.

I/G=		I/G= 6		I/G= 8	19	I/G= 3		I/G=	
I/G= 5		I/G= 6		I/G= 8	19	I/G= 3		I/G=	

asia infrastructure solutions

Junction: Ping Ha Road / Kiu Fat Street

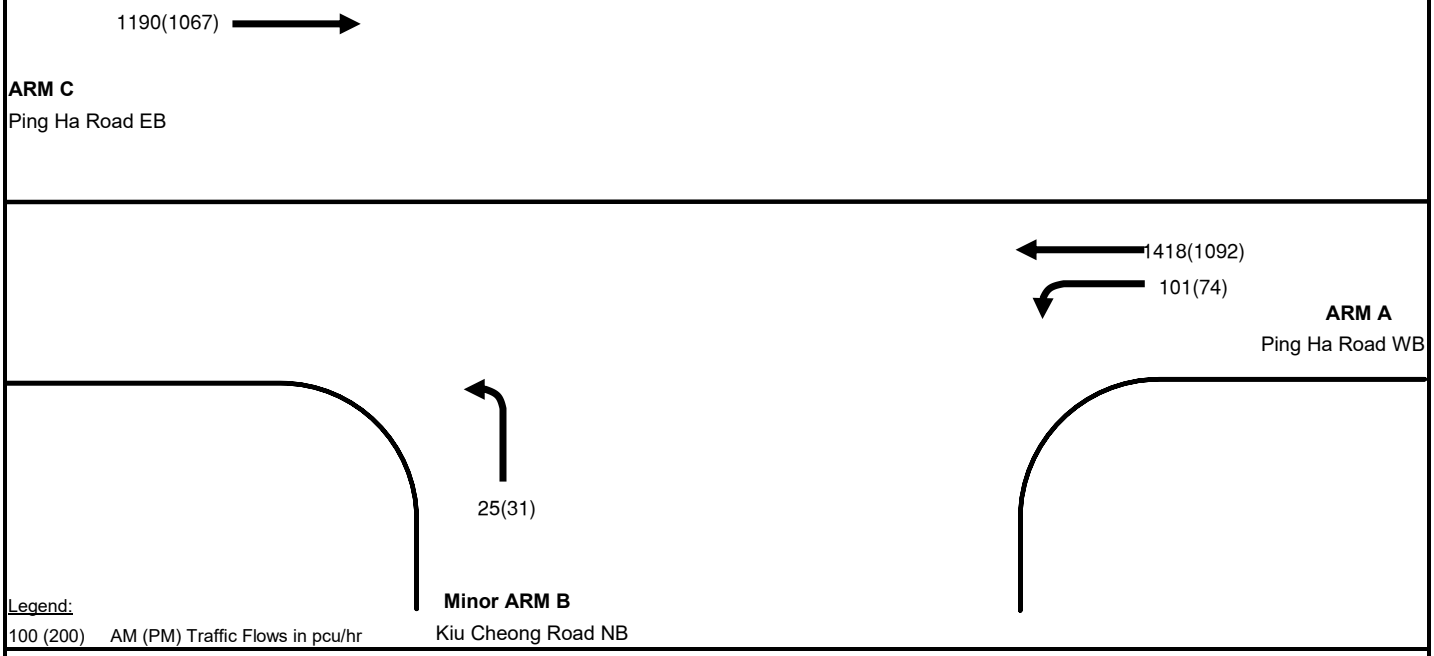
Junction No.: J06

Priority Junction Capacity Calculation

asia infrastructure solutions

Junction: Ping Ha Road / Kiu Cheong Road — Junction No.: J7

Scenario: Observed — Design Year: 2025



Legend:
100 (200) AM (PM) Traffic Flows in pcu/hr

GEOMETRY

Major road width	W	14.8 m	Lane widths	w(b-a)	0.0 m
Central Reserve width	Wcr	0.0 m		w(b-c)	4.7 m
2 Lane Minor Arm (Y/N)		N		w(c-b)	0.0 m
Visibilities	Vr(b-a)	0 m	Calculated	D	0.53
	Vl(b-a)	0 m		E	1.18
	Vr(b-c)	200 m		F	0.59
	Vr(c-b)	0 m		Y	0.49

ANALYSIS

		AM	PM
Traffic Flows	q(c-a)	1190	1067
	q(c-b)	0	0
	q(a-b)	101	74
	q(a-c)	1418	1092
	q(b-a)	0	0
	q(b-c)	25	31
	f	1.00	1.00
Capacities	Q(b-a)	124	163
	Q(b-c)	570	641
	Q(c-b)	277	314
	Q(b-ac)	570	641
Design Flow to Capacity (DFC)	b-a	0.00	0.00
	b-c	0.04	0.05
	c-b	0.00	0.00
	b-ac	0.04	0.05
Critical DFC		**0.04**	**0.05**

Where Vl and Vr are visibility distances to the left or right of the respective streams

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))

E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))

F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))

Y = 1-0.0345W

f = proportion of minor traffic turning left

Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)

TPDM Vol 2.4
Appendix 1

Appendix B

Gazetted Road Works under HSK/HT NDA near Application Site

北

818000 E

818200 E

834200 N

834000 N

833800 N

PING HA ROAD 屏廈路

HUNG TIN ROAD 洪天路

HUNG TIN ROAD 洪天路

KIU CHEONG ROAD 橋昌路

+3.5

+8.0

+7.0

港鐵（屯馬綫）MTR (TUEN MA LINE)

ROAD L9 L9路

行人天橋高架部分的展示可參見圖則
編號 278463/RD/GZ/117之插圖 'J'
FOR ELEVATED PORTION OF FOOTBRIDGE,
SEE INSET 'J' ON PLAN NO.
278463/RD/GZ/117

插圖 'J'
INSET 'J'

SHEK PO EAST ROAD 石坡東路

連接線
CUT LINE
PLAN NO. 278463/RD/GZ/117
圖則編號

連接線
CUT LINE
PLAN NO. 278463/RD/GZ/119
圖則編號

連接線 B
CUT LINE B
SEE INSET B PLAN NO. 278463/RD/GZ/107
見插圖 B 圖則編號

插圖 'B'
INSET 'B'

816600 E

816800 E

832600 N

832400 N

832200 N

連接線 D
CUT LINE D
SEE INSET B PLAN NO. 278463/RD/GZ/115
見插圖 B 圖則編號

連接線 C
CUT LINE C
SEE INSET B PLAN NO. 278463/RD/GZ/108
見插圖 B 圖則編號

D6 路 隧道部分
UNDERPASS PORTION FOR ROAD D6

比例 SCALE 1:1000 @ A1

註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.

3. 如有需要，施工區界限內之部分現有地面／高架行車道、行人路、單車徑、美化市容地帶／路旁帶及中央分隔帶／安全島／交通島的部分路段／範圍或其部分或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, AMENITY AREAS/VERGES, CENTRAL RESERVES/ REFUGE ISLANDS/TRAFFIC ISLANDS OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

5. 圖例載於圖則第278463/RD/GZ/LEG號。
LEGEND IS SHOWN ON PLAN NO. 278463/RD/GZ/LEG.

工程名稱 PROJECT TITLE
工務計劃項目第7787CL號(部分)及第7829CL號
洪水橋／厦村新發展區
前期工程第三期及第二階段工程－工地平整和基礎設施
PWP ITEM NOS. 7787CL (PART) AND 7829CL
HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS - SITE FORMATION AND ENGINEERING INFRASTRUCTURE

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

十九張之第十八張
SHEET 18 OF 19

圖則編號 PLAN NO. 278463/RD/GZ/118

比例 SCALE 1:1000 @ A1

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Filename : J:\278000\278463 CE 1-2020 HSK-HT NDA-DC\05_Int_Proj_Data\05-03_BIM\02-Drawing\Civil\Sketch\Gazette\278463_RD_GZ_118.dgn

圖例:
LEGEND:

施工區界限
LIMIT OF WORKS AREA

擬建地面行車道
PROPOSED AT-GRADE CARRIAGEWAY

擬建高架行車道
PROPOSED ELEVATED CARRIAGEWAY

擬建低於地面行車道
PROPOSED DEPRESSED CARRIAGEWAY

擬建行車隧道
PROPOSED VEHICULAR UNDERPASS

擬建地面行人路
PROPOSED AT-GRADE FOOTPATH

擬建高架行人路
PROPOSED ELEVATED FOOTPATH

擬建行人天橋
PROPOSED FOOTBRIDGE

擬建行人隧道
PROPOSED PEDESTRIAN SUBWAY

擬建地面單車徑
PROPOSED AT-GRADE CYCLE TRACK

擬建高架單車徑
PROPOSED ELEVATED CYCLE TRACK

擬建單車徑隧道
PROPOSED CYCLE TRACK SUBWAY

擬建單車停泊處
PROPOSED CYCLE PARKING AREA

擬建車輛進出口通道
PROPOSED RUN-IN/RUN-OUT

擬建行人過路處
PROPOSED PEDESTRIAN CROSSING

擬建中央分隔帶／安全島／交通島
PROPOSED CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

擬建行車隧道中央分隔帶
PROPOSED VEHICULAR UNDERPASS
CENTRAL RESERVE

擬建美化市容地帶／路旁帶
PROPOSED AMENITY AREA/VERGE

擬建重置通道
PROPOSED REPROVISIONED ACCESS

擬建升降機
PROPOSED LIFT

擬建樓梯
PROPOSED STAIRCASE

擬建隔音屏障
PROPOSED NOISE BARRIER

擬建斜坡
PROPOSED SLOPE

擬建擋土牆
PROPOSED RETAINING WALL

現有地面／高架行車道將永久封閉並改建為行人路
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND CONVERTED
INTO FOOTPATH

現有地面／高架行車道將永久封閉並改建為單車徑
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND CONVERTED
INTO CYCLE TRACK

現有地面／高架行車道將永久封閉並改建為單車停泊處
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE
PERMANENTLY CLOSED AND CONVERTED INTO
CYCLE PARKING AREA

現有地面／高架行車道將永久封閉並改建為
中央分隔帶／安全島／交通島
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND CONVERTED
INTO CENTRAL RESERVE/REFUGE ISLAND/
TRAFFIC ISLAND

現有地面／高架行車道將永久封閉並改建為
美化市容地帶／路旁帶
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND CONVERTED
INTO AMENITY AREA/VERGE

現有地面／高架行車道將永久封閉並改建為重置通道
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND CONVERTED
INTO REPROVISIONED ACCESS

現有行人路將永久封閉並改建為地面行車道
EXISTING FOOTPATH TO BE PERMANENTLY
CLOSED AND CONVERTED INTO AT-GRADE
CARRIAGEWAY

現有行人路將永久封閉並改建為單車徑
EXISTING FOOTPATH TO BE PERMANENTLY
CLOSED AND CONVERTED INTO CYCLE TRACK

現有行人路將永久封閉並改建為單車停泊處
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CYCLE PARKING AREA

現有行人路將永久封閉並改建為中央分隔帶／
安全島／交通島
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

現有行人路將永久封閉並改建為美化市容地帶／路旁帶
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED
AND CONVERTED INTO AMENITY AREA/VERGE

現有行人路將永久封閉並改建為低於地面行車道
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED
AND CONVERTED INTO DEPRESSED CARRIAGEWAY

現有通道將永久封閉並改建為地面行車道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有通道將永久封閉並改建為行人路
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO FOOTPATH

現有通道將永久封閉並改建為單車徑
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CYCLE TRACK

現有通道將永久封閉並改建為單車停泊處
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CYCLE PARKING AREA

現有通道將永久封閉並改建為中央
分隔帶／安全島／交通島
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

現有通道將永久封閉並改建為美化市容地帶／路旁帶
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO AMENITY AREA/VERGE

現有通道將永久封閉並改建為重置通道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO REPROVISIONED ACCESS

現有通道將永久封閉並改建為低於地面行車道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO DEPRESSED CARRIAGEWAY

現有單車徑將永久封閉並改建為地面行車道
EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED
AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有單車徑將永久封閉並改建為行人路
EXISTING CYCLE TRACK TO BE PERMANENTLY
CLOSED AND CONVERTED INTO FOOTPATH

現有單車徑將永久封閉並改建為美化市容地帶／路旁帶
EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED
AND CONVERTED INTO AMENITY AREA/VERGE

現有單車徑將永久封閉並改建為中央
分隔帶／安全島／交通島
EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

現有中央分隔帶／安全島／交通島將永久封閉並
改建為地面行車道
EXISTING CENTRAL RESERVE/REFUGE ISLAND/
TRAFFIC ISLAND TO BE PERMANENTLY CLOSED AND
CONVERTED INTO AT-GRADE CARRIAGEWAY

現有中央分隔帶／安全島／交通島將永久封閉並
改建為美化市容地帶／路旁帶
EXISTING CENTRAL RESERVE/REFUGE ISLAND/
TRAFFIC ISLAND TO BE PERMANENTLY CLOSED AND
CONVERTED INTO AMENITY AREA/VERGE

現有美化市容地帶／路旁帶將永久封閉並改建為地面行車道
EXISTING AMENITY AREA/VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有美化市容地帶／路旁帶將永久封閉並改建為行人路
EXISTING AMENITY AREA/VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO FOOTPATH

現有美化市容地帶／路旁帶將永久封閉並改建為單車徑
EXISTING AMENITY AREA/VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO CYCLE TRACK

現有美化市容地帶／路旁帶將永久封閉並改建為單車停泊處
EXISTING AMENITY AREA/VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO CYCLE PARKING AREA

現有美化市容地帶／路旁帶將永久封閉並改建為中央分隔帶／
安全島／交通島
EXISTING AMENITY AREA/VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

現有港鐵屯馬綫緊急救援入口將永久封閉並改建為行車道
EXISTING MTR TUEN MA LINE EMERGENCY ACCESS
POINT TO BE PERMANENTLY CLOSED AND CONVERTED
INTO CARRIAGEWAY

現有港鐵屯馬綫緊急救援入口將永久封閉並改建為行人路
EXISTING MTR TUEN MA LINE EMERGENCY ACCESS
POINT TO BE PERMANENTLY CLOSED AND CONVERTED
INTO FOOTPATH

現有港鐵屯馬綫緊急救援入口將永久封閉並改建為
中央分隔帶/安全島/交通島
EXISTING MTR TUEN MA LINE EMERGENCY ACCESS
POINT TO BE PERMANENTLY CLOSED AND CONVERTED
INTO CENTRAL RESERVE/REFUGE ISLAND/TRAFFIC
ISLAND

現有港鐵屯馬綫緊急救援入口將永久封閉並改建為
美化市容地帶／路旁帶
EXISTING MTR TUEN MA LINE EMERGENCY ACCESS
POINT TO BE PERMANENTLY CLOSED AND CONVERTED
INTO AMENITY AREA/VERGE

現有斜坡將拆卸並改建為地面行車道
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO AT-GRADE CARRIAGEWAY

現有斜坡將拆卸並改建為行人路
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO FOOTPATH

現有斜坡將拆卸並改建為單車徑
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO CYCLE TRACK

現有斜坡將拆卸並改建為中央分隔帶／
安全島／交通島
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

現有斜坡將拆卸並改建為美化市容地帶／路旁帶
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO AMENITY AREA/VERGE

現有斜坡將拆卸並改建為重置通道
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO REPROVISIONED ACCESS

現有地面／高架行車道將永久封閉並拆卸
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有行人路將永久封閉並拆卸
EXISTING FOOTPATH TO BE PERMANENTLY
CLOSED AND DEMOLISHED

現有通道將永久封閉並拆卸
EXISTING ACCESS ROAD TO BE PERMANENTLY
CLOSED AND DEMOLISHED

現有中央分隔帶／安全島／交通島將永久封閉並拆卸
EXISTING CENTRAL RESERVE/REFUGE ISLAND/
TRAFFIC ISLAND TO BE PERMANENTLY CLOSED
AND DEMOLISHED

現有地面／高架行車道將暫時封閉並重建
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有行人路將暫時封閉並重建
EXISTING FOOTPATH TO BE TEMPORARILY
CLOSED AND RECONSTRUCTED

現有單車徑將暫時封閉並重建
EXISTING CYCLE TRACK TO BE TEMPORARILY
CLOSED AND RECONSTRUCTED

現有中央分隔帶／安全島／交通島將暫時封閉並重建
EXISTING CENTRAL RESERVE/REFUGE ISLAND/
TRAFFIC ISLAND TO BE TEMPORARILY CLOSED
AND RECONSTRUCTED

現有美化市容地帶／路旁帶將暫時封閉並重建
EXISTING AMENITY AREA/VERGE TO BE TEMPORARILY
CLOSED AND RECONSTRUCTED

行車線（每一箭嘴表示一條行車線）
TRAFFIC LANE (ONE ARROW REPRESENTS ONE LANE)

+8.8 行人路／隧道／地面／高架行車道之建議路面水平（約數）
PROPOSED ROAD LEVEL OF FOOTPATH/UNDERPASS/
AT-GRADE/ELEVATED CARRIAGEWAY (APPROXIMATE)

註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES
UNLESS OTHERWISE STATED.

2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND
IN METRES ABOVE HONG KONG PRINCIPAL DATUM.

3. 如有需要，施工區界限內之部分現有地面／高架行車道、行人路、單車徑、美化市容地帶／路旁帶及中央分隔帶／安全島／交通島的部分路段／範圍或其部分或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE/ELEVATED
CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS,
AMENITY AREAS/VERGES, CENTRAL RESERVES/
REFUGE ISLANDS/TRAFFIC ISLANDS OR PARTS
THEREOF WITHIN THE LIMIT OF WORKS AREA MAY
BE TEMPORARILY CLOSED IN PHASES AS AND WHEN
REQUIRED.

4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED
OUT WITHIN THE LIMIT OF WORKS AREA AS AND
WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第7787CL號(部分)及
第7829CL號
洪水橋／厦村新發展區
前期工程第三期及第二階段工程－
工地平整和基礎設施
PWP ITEM NOS. 7787CL (PART) AND
7829CL
HUNG SHUI KIU / HA TSUEN
NEW DEVELOPMENT AREA ADVANCE WORKS
PHASE 3 AND STAGE 2 WORKS -
SITE FORMATION AND ENGINEERING
INFRASTRUCTURE

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》
(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

圖則編號 PLAN NO.
278463/RD/GZ/LEG

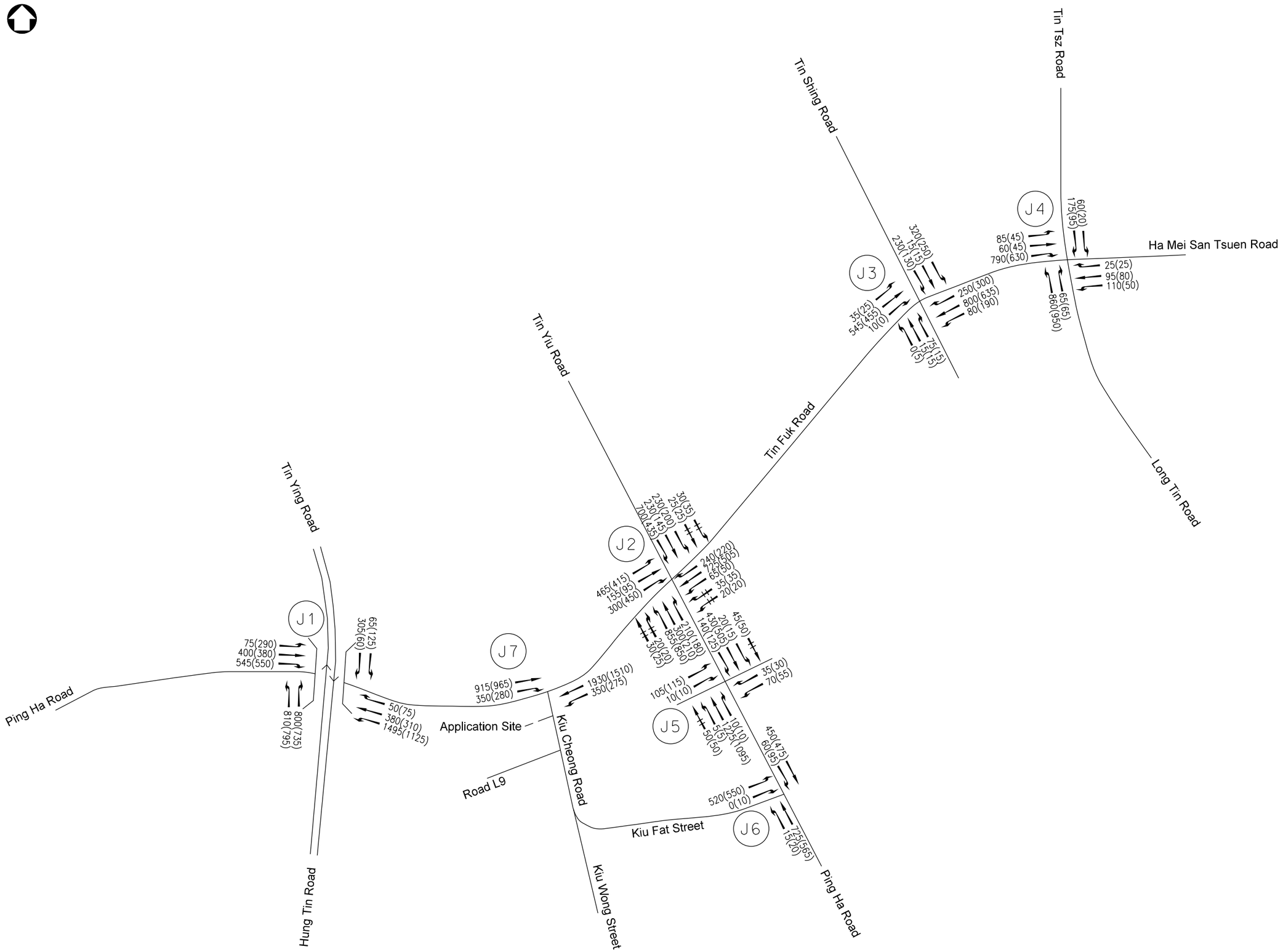
比例 SCALE
-

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

Filename : J:\278000\278463_CE_1-2020_HSK-HT_NDA-DC\05_Int_Proj_Data\05-03_BIM\02-Drawing\Civil\Sketch\Gazette\278463_RD_GZ_LEG.DGN

Appendix C
Anticipated Traffic Flows in Design Year (Year 2033)



LEGEND:

Peak hour vehicular traffic flow in PCUs/Hr (rounded to nearest 5)

100 (100)

Turning Movement (LRT)

Turning Movement

PM

AM

Rev.	Date	Drawn	Description	Checked	Approved
–	APR 2026	AN	FIRST ISSUE	AM	SW

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

YEAR 2033 TRAFFIC FLOWS – BASELINE SCHEME

Consultant

asia infrastructure solutions

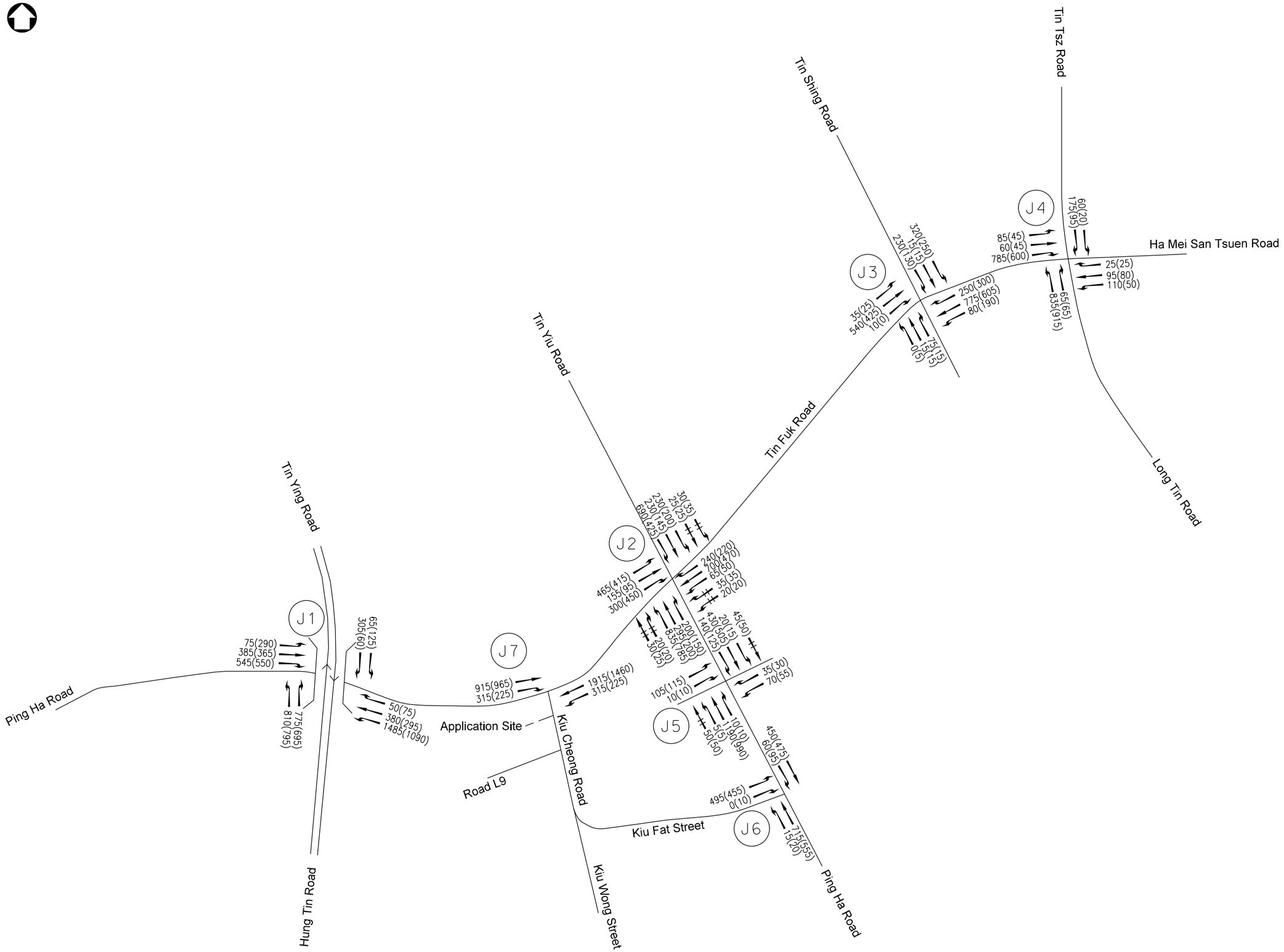
Designed	–	Checked	AM
Drawn	AN	Approved	SW

Scale	A3	Status	Rev
–		DESIGN DRAWING	–

Drawing No.

FIGURE 1

A3 420x297



LEGEND:

Peak hour vehicular traffic flow in PCUs/Hr (rounded to nearest 5)

100 (100) → Turning Movement (LRT); Turning Movement; PM; AM

Rev.	Date	Drawn	Description	Checked	Approved
–	APR 2026	AN	FIRST ISSUE	AM	SW

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

YEAR 2033 TRAFFIC FLOWS – PROPOSED SCHEME

Consultant

asia infrastructure solutions

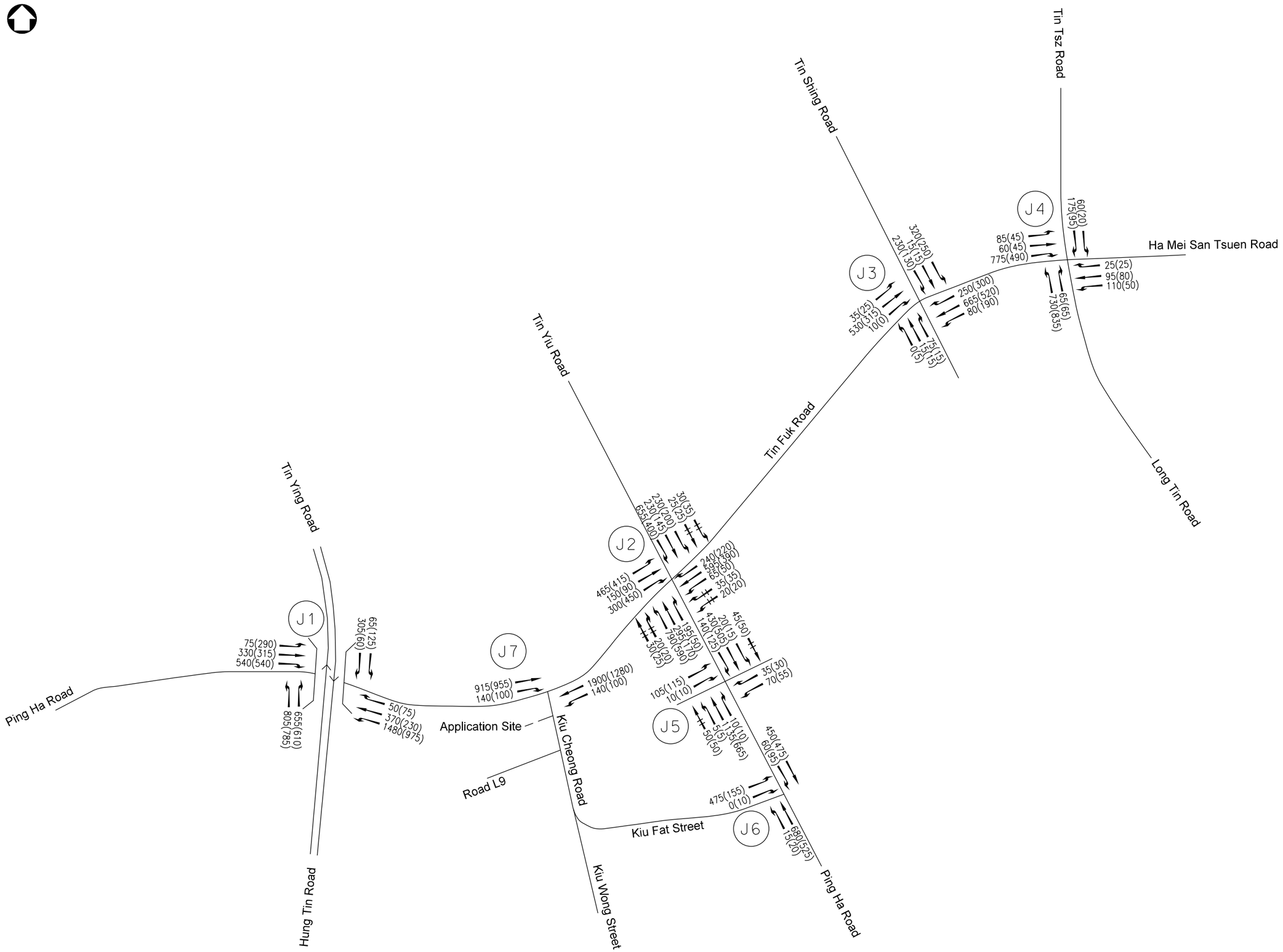
Designed	–	Checked	AM
Drawn	AN	Approved	SW

Scale	A3	Status	Rev
–		DESIGN DRAWING	–

Drawing No.

FIGURE 2

A3 420x297



LEGEND:

Peak hour vehicular traffic flow in PCUs/Hr (rounded to nearest 5)

100 (100) → ⫽→

- Turning Movement (LRT)
- Turning Movement
- PM
- AM

Rev.	Date	Drawn	Description	Checked	Approved
–	APR 2026	AN	FIRST ISSUE	AM	SW

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

YEAR 2033 TRAFFIC FLOWS – PROPOSED SCHEME WITH SENSITIVITY TEST

Consultant

asia infrastructure solutions

Designed	–	Checked	AM
Drawn	AN	Approved	SW

Scale	A3	Status	Rev
–		DESIGN DRAWING	–

Drawing No.

FIGURE 3

A3 420x297