

Appendix III
Proposed Traffic Management Measures

Technical Note



Project	<u>Section 16 Planning Application [A/NE-FTA/238]</u>	Date	07 November 2025
Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land, Various Lots in D.D. 89 and Adjoining Government Land, Fu Tei Au, Sheung Shui, New Territories			
Note	Traffic Management Measures and Temporary Traffic Implementation Scheme	Page	1 of 3

1 Introduction

- 1.1 This Technical Note presents the drawings for the proposed traffic management measures for Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land, Various Lots in D.D. 89 and Adjoining Government Land, Fu Tei Au, Sheung Shui, New Territories.
- 1.2 The primary goal of this submission is to provide design of traffic management measures (including temporary traffic implementation scheme) based on the proposal from the approved planning application (A/NE-FTA/238) to smoothen the traffic and transport operations for vehicles entering/ leaving the application site, enhance safety and minimize the impact of public road. The layout of the site is presented in **Figure TN1**.

2 Management Measures

- 2.1 To ensure no queuing of vehicles outside the subject site, management / control measures are to be implemented as the followings:
 - Staffs will be deployed to conduct traffic management/ control measures at the accesses of the site to ensure smooth manoeuvring of vehicles entering/ exiting the site and to ensure no queueing of vehicles outside the site.

- According to the Planning Statement, only 1-way traffic are expected to/from the site for AM and PM peak period (9 vehicles entering the site during AM and 9 vehicles leaving the site during PM). Therefore, overlapping traffic (e.g. vehicles entering/ exiting the site at the same time) is not expected. However, in case overlapping traffic happens (e.g. during non-peak period), the staff at the entrance will make sure traffic entering the site will have priority over the leaving traffic (the leaving traffic will be instructed by the staff to wait within the site) in order to minimize the impact to public road.
- To avoid queuing at the public road, physical gate and drop barrier would not be proposed nor installed at the access of the site from public road to facilitate smooth entry and exit from/to the site.
- The staffs at the entrance will manage to prevent on street illegal parking to avoid affecting vehicles accessing/ leaving the site.

2.2 As the site is a privately operated warehouse with no shopfront, no visitor would be expected, only staffs and company fleets are allowed to enter/exit the site. The vehicular trips would be strictly controlled by the applicant in order to smoothen the traffic operations of the site.

2.3 To ensure pedestrian safety, the deployed staff will direct vehicles entering / exiting the site and assist pedestrians crossing by the access of the site. A pair of lanterns with amber revolving lights and alarm systems will be set at the entrance of the Application Site, whenever vehicles are to be accessed to / exit from the Application Site, the light and alarm will work immediately to alert the pedestrians.

2.4 To minimize the impact to the adjacent junction/ traffic light system and to prevent vehicles entering the site queuing back on to the adjacent Man Kam To Road, “Keep Clear” (RM1140) road marking is proposed to be placed outside the site access to alert road users and avoid vehicles that awaiting at the junction blocking the access of the site.

2.5 A 12 meters wide ingress/egress gate within the site with vehicle detection sensors will be implemented to initiate the pre-opening sequence based on the detection of the approaching vehicles to smoothen the ingress/egress of vehicles to/from the site.

2.6 The design drawing for the proposed traffic management measures mentioned above is supplemented in **Figure TN2**.

2.7 As shown in the swept path assessment in **Figure TN3**, there are sufficient space for vehicles to access and leaving the site.

Staff Training and Awareness

2.8 Regular safety training sessions will be conducted for staffs, to introduce them with the car park layout and traffic management measures, to familiarize them the procedure to handle emergency events, to handle the drivers' queries and to provide assistance as needed.

2.9 In addition, a feedback mechanism for drivers and staff to identify areas for improvement will be implemented, necessary adjustment will be made upon regular review on the operation situations.

3 Temporary Traffic Implementation Scheme

3.1 To carry out the proposed "Keep Clear" (RM1140) road marking, a Temporary Traffic Implementation Scheme would be required as presented in **Figure TN 4**. As only 1 lane would be maintained at the unnamed access road fronting the Site during the work for the "Keep Clear" road marking, portable light signal would be proposed to perform traffic control.

3.2 The work is proposed to be conducted in night time period (approximately 3 hours), no vehicle would enter/ exit the site, impacted to the junction is also expected to be minimal.

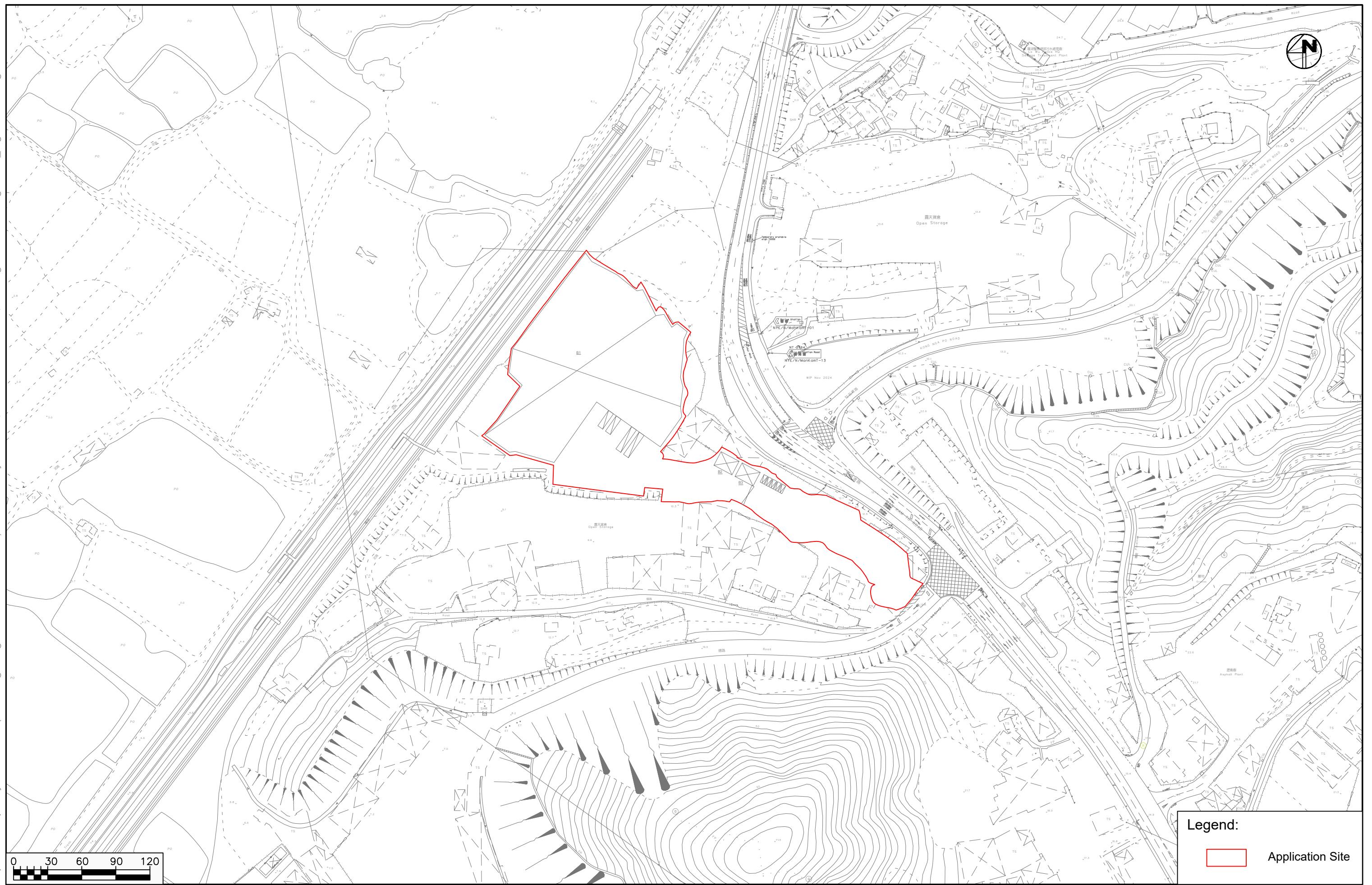
3.3 A detailed TTM (Temporary Traffic Management) plan shall be submitted for approval in later stage by the contractor to carry out the "Keep Clear" (RM1140) road marking.

3.4 Swept path analysis for the temporary traffic implementation scheme is also presented in **Figure TN 5**.

4 Conclusion

4.1 Implementing these traffic management measures will significantly enhance the operations efficiency and safety of the Application Site, and impact to public road users will be minimized.

Figures



0 30 60 90 120

Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) With Ancillary Facilities, Various Lot in DD 89, Sheung Shui

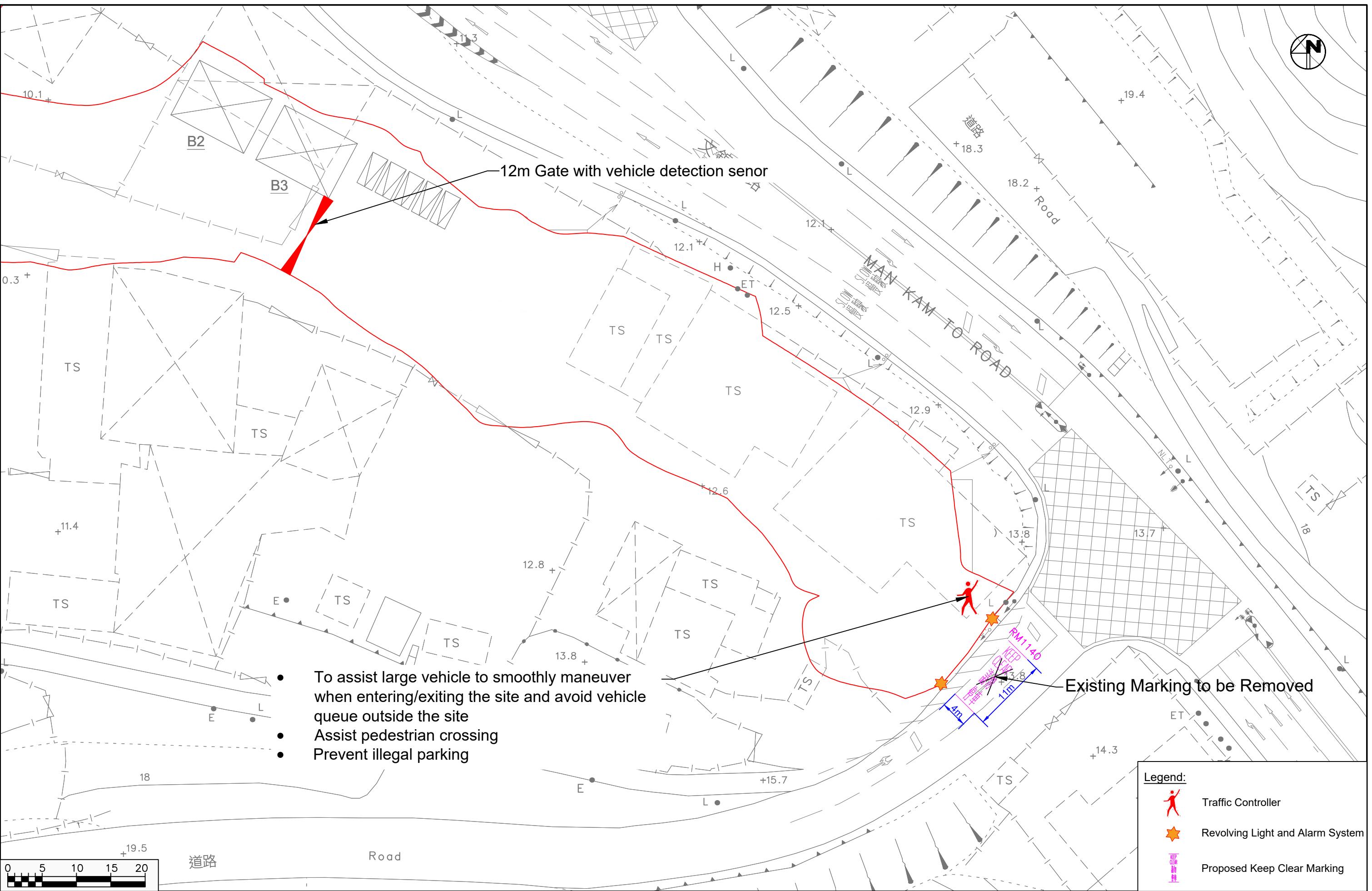
Layout Plan

Date 12/12/2024 Scale 1:3000

Legend:
 Application Site

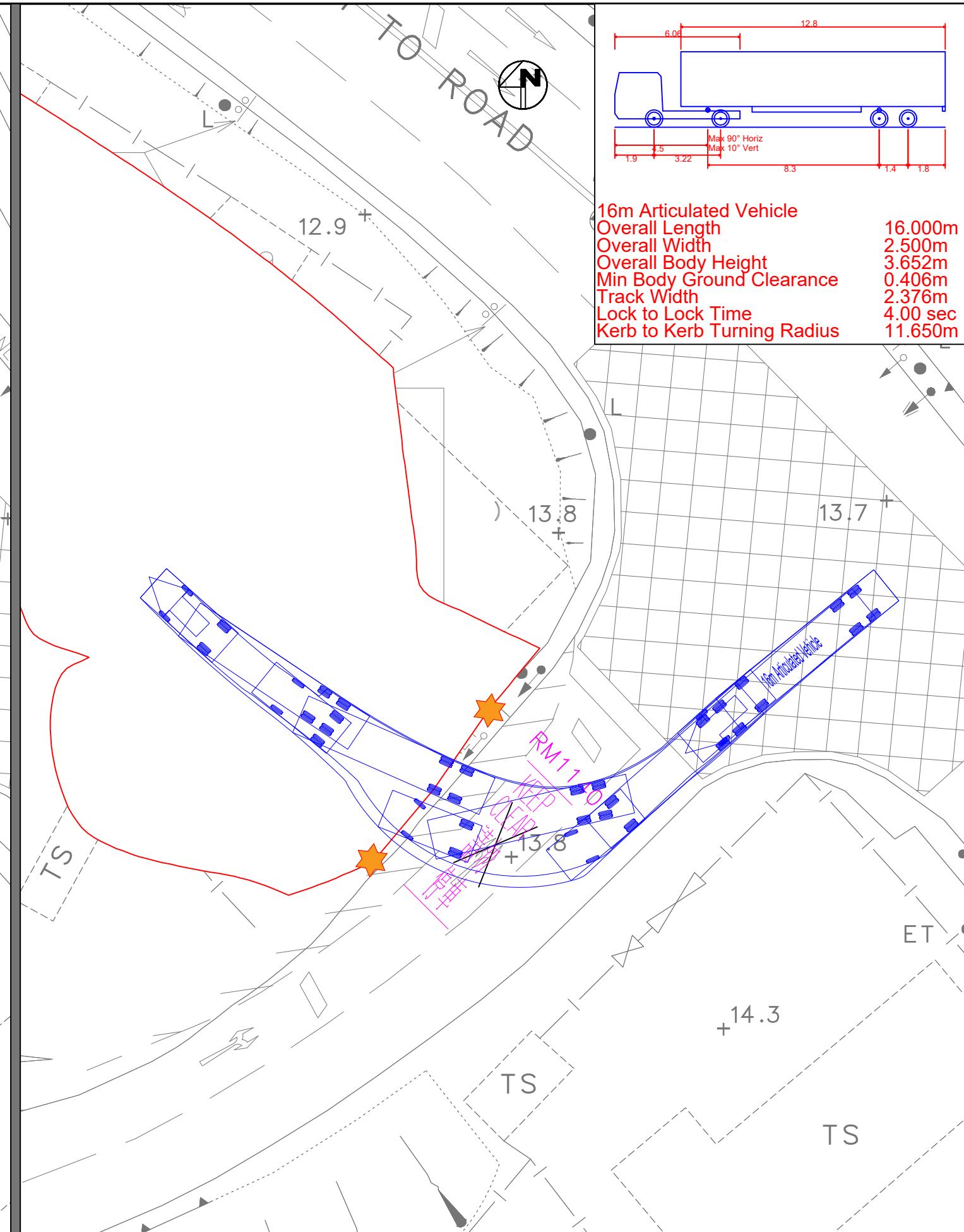
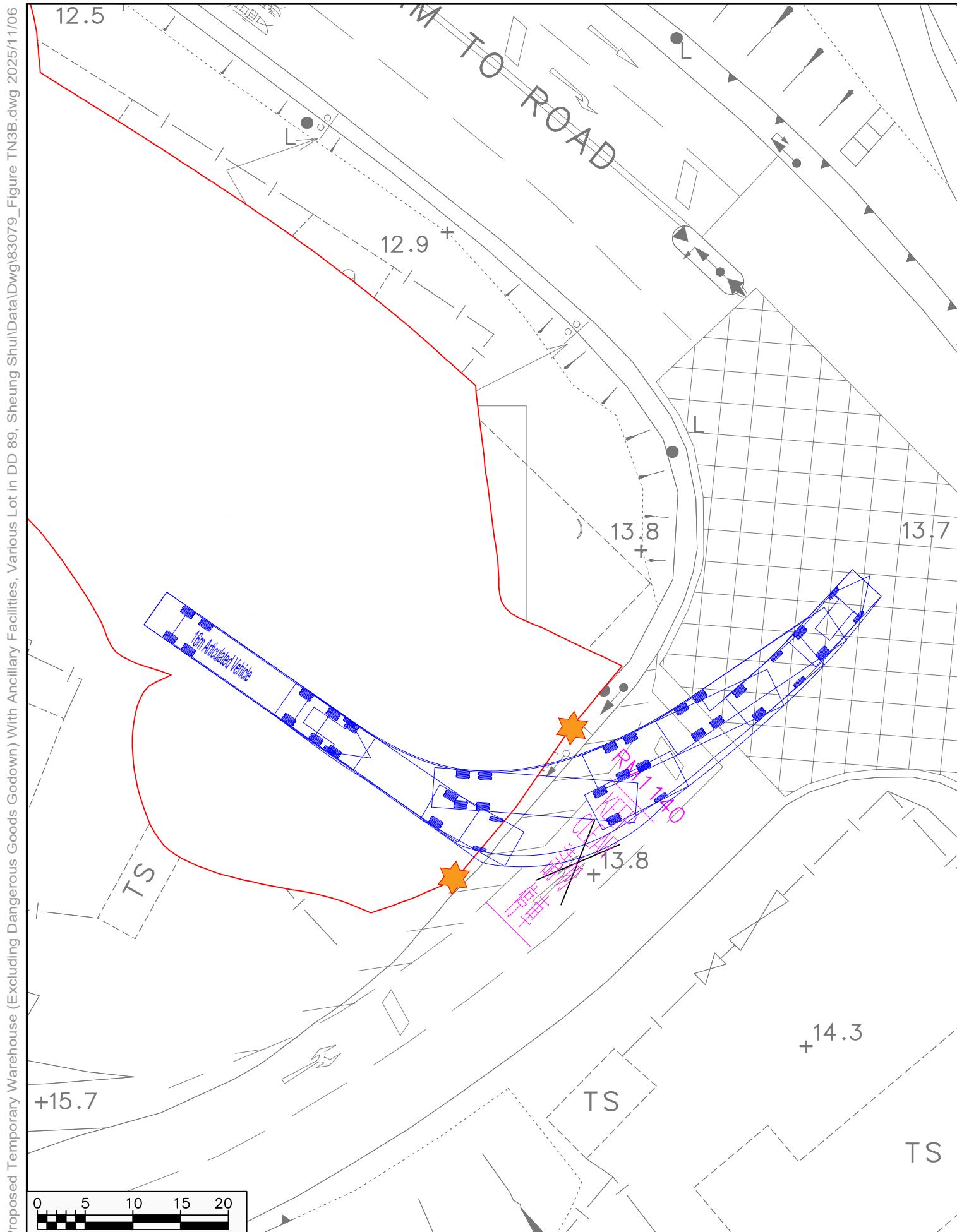
Project No. 83079 **Rev.**
Dwg No. TN1

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Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) With Ancillary Facilities, Various Lot in DD 89, Sheung Shui

Proposed Traffic Management Measures

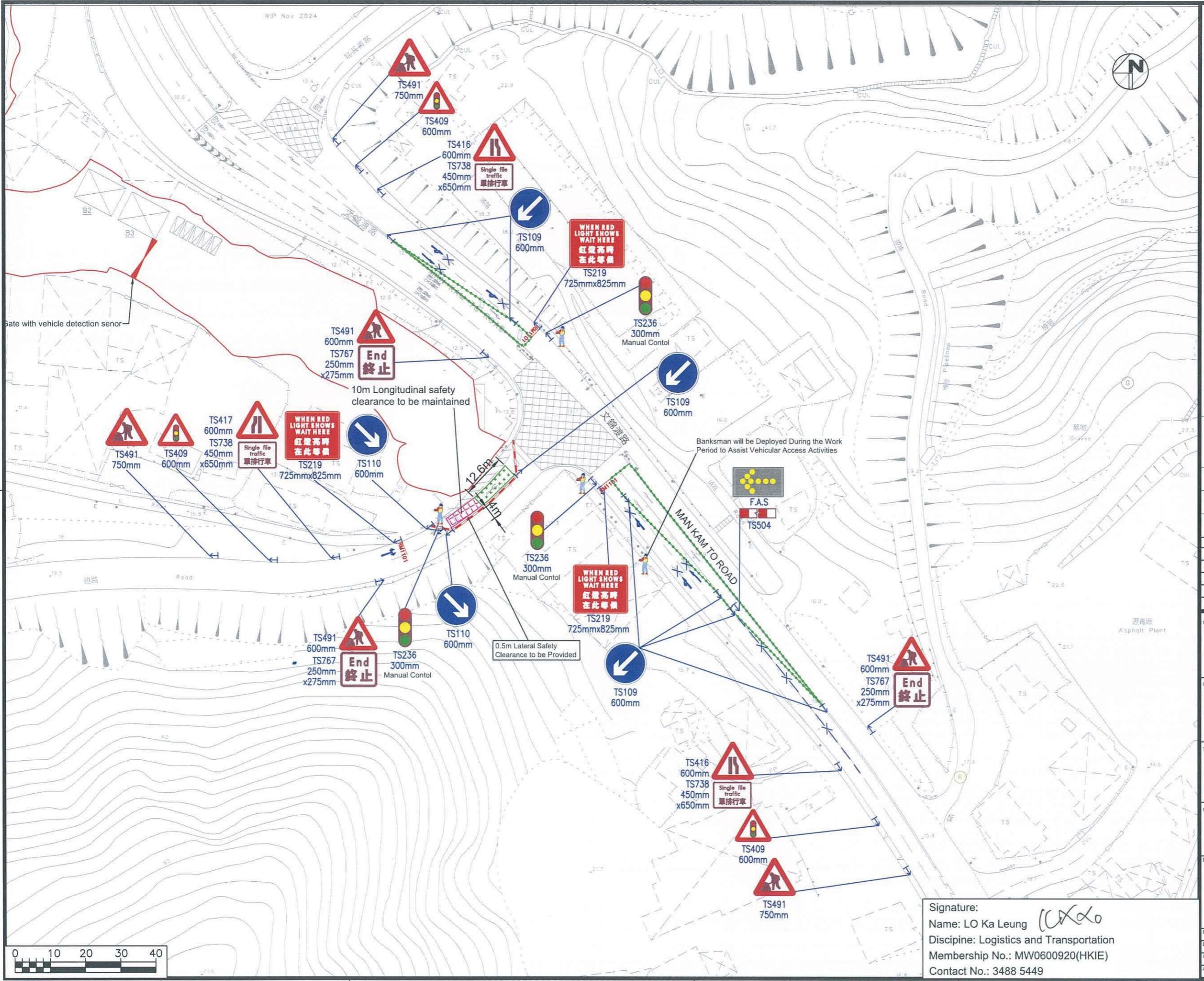


Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) With Ancillary Facilities, Various Lot in DD 89, Sheung Shui

16m Articulated Vehicle Swept Path Demonstration

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Project No. 83079	Rev. B
Dwg No. TN3	



NOTES :

- ALL TRAFFIC DIVERSION WORKS SHOULD BE CARRIED OUT IN ACCORDANCE WITH THE "CODE OF PRACTICE FOR THE LIGHTING, SIGNING AND GUARDING OF ROAD WORKS" BY HIGHWAYS DEPARTMENT.

Legend:

- Works Area
- Longitudinal Clearance Zone
- Temporary Traffic Sign with its Facing Direction
- Traffic Cones and Barriers with Flashing Lights
- Water-filled barriers
- Existing Marking to be Covered Temporarily
- Banksmen

Date: 07/11/2025

WORKING HOURS :

00:00 - 03:00

TENT. COMMENCEMENT DATE :

Within 6 months

TTM PERIOD :

00:00 - 03:00

TTM DURATION :

1 night

B	TD Comments Dated 06 Nov 25	07/11	TC
A	TD Comments Dated 24 Feb 25	23/10	TC
Rev	Description	Date	Dgn Chk App

Client

Contractor

Traffic Consultant

OZZOTEC
Ozzo Technology (HK) Ltd

Contract Title

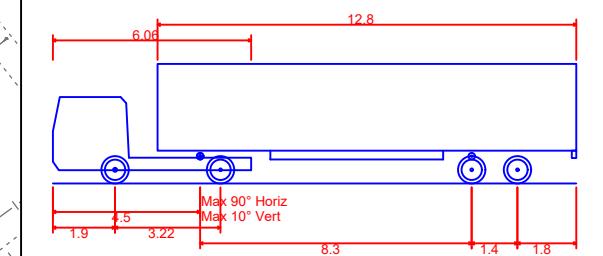
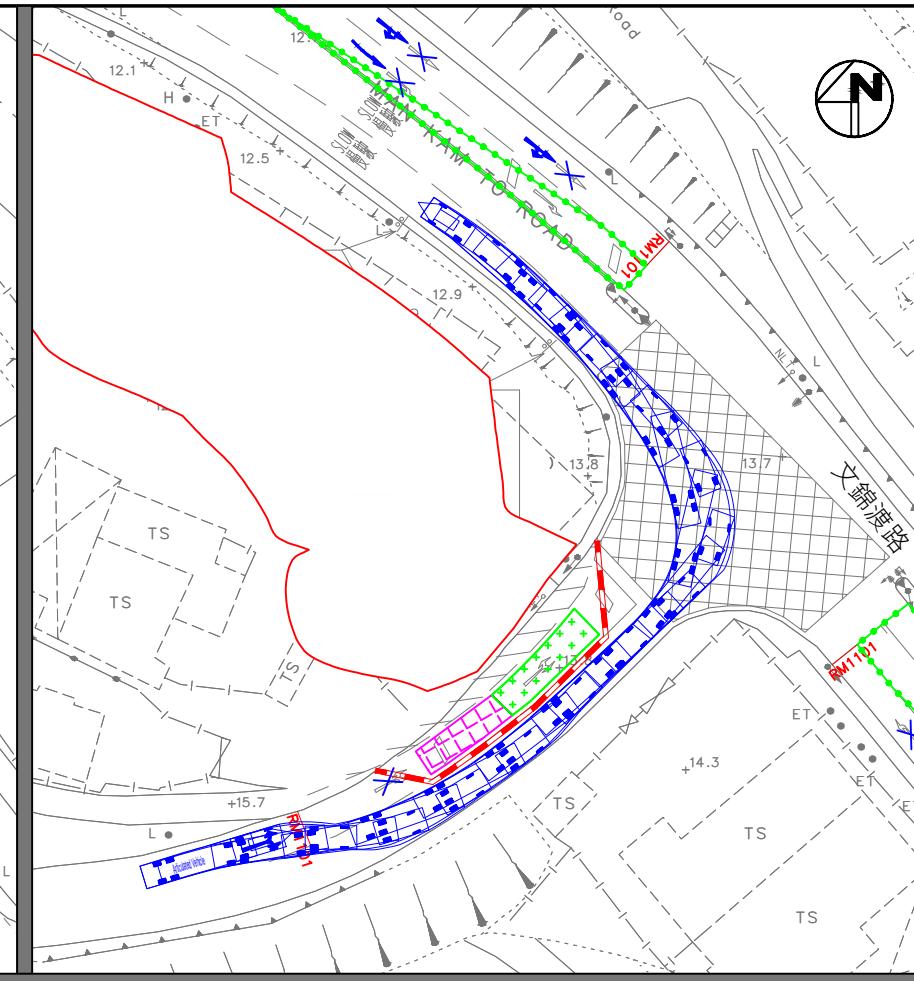
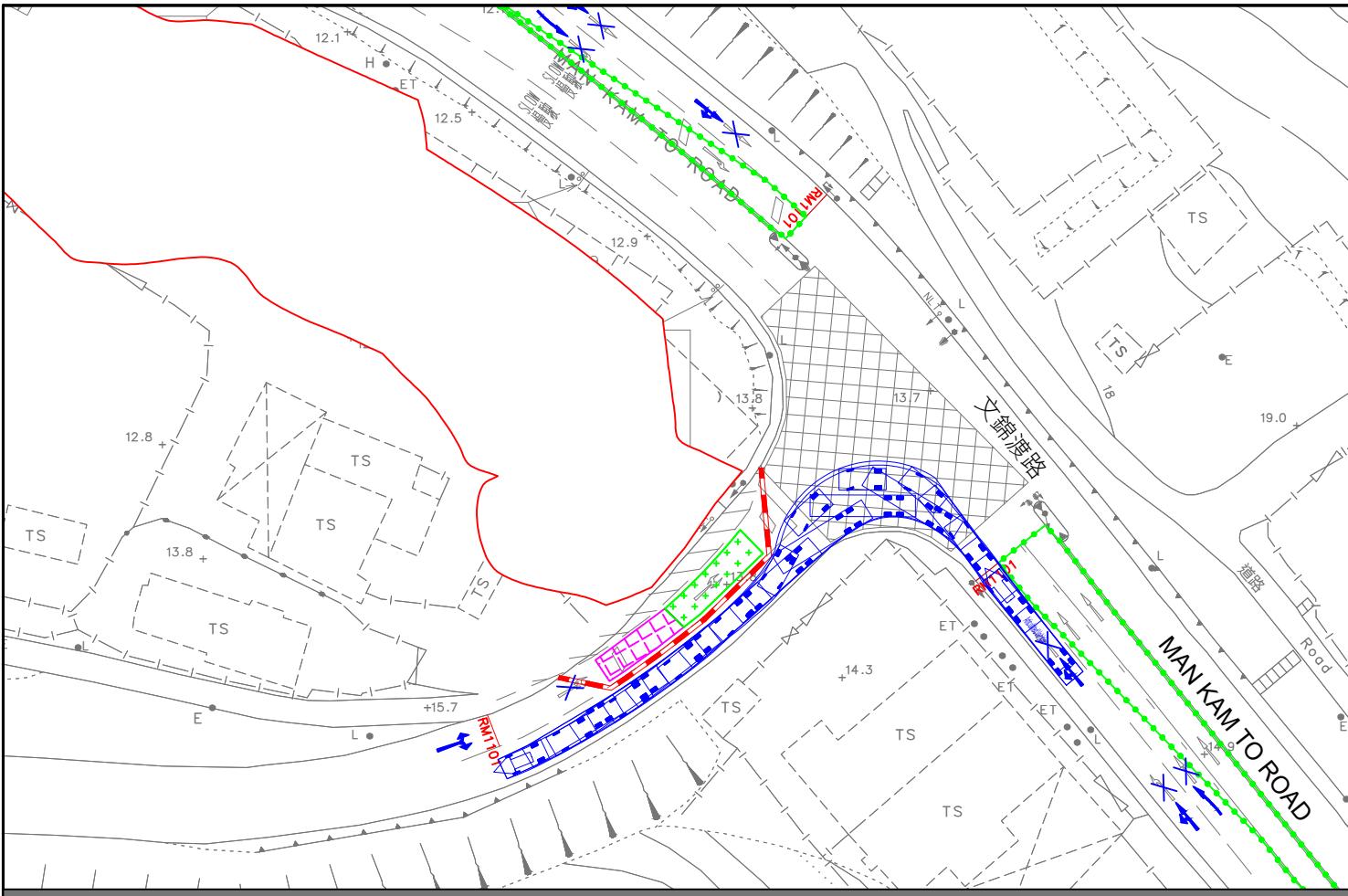
Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) With Ancillary Facilities, Various Lot in DD 89, Sheung Shui

Drawing Title

Temporary Traffic Implementation Scheme

Signature:
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Contact No.: 3488 5449

Drawn	WZH	Scale	1:1000 In A3
Designed	WZH		
Checked	JZ	Drawing No.	TN4
Approved	CPS	Rev	B



16m Articulated Vehicle
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

16.000m
2.500m
3.652m
0.406m
2.376m
4.00 sec
11.650m

