

Traffic Impact Proposal

1. PROPOSED DEVELOPMENT

1.1 The proposed site will be temporarily used as an open-air storage area for a period of 3 years.

According to the planning outline, the operating hours for the proposed use will be from 9:00 a.m. to 5:00 p.m., Monday to Friday, and will not be operational on weekends and public holidays.

1.1 擬議項目地點將臨時用作露天存放區，為期3年。根據規劃綱領，擬議用途的營運時間為星期一至星期五上午9:00至下午5:00，週末及公眾假期不營運。

1.2 According to the planning outline, the project site covers a total area of approximately 4,682 square meters. The site includes one open-air plaza and two office areas, with a total floor area of approximately 75 square meters. The applicant intends to provide two parking spaces per day for medium-sized trucks for loading and unloading; there are no other parking spaces for private cars.

1.2 根據規劃綱領，項目用地總面積約4682平方米。用地內包括1個露天存放區及2個辦公室，總樓面面積約75平方米。申請人擬每日提供2個中型貨車裝卸泊車位，沒有其他私家車泊車位。

Key Development Parameters

Proposed Use	Proposed Temporary Open Storage of metal scaffolding with Ancillary Office for a period of three years
Total Site Area	4682 m ² (about)
Total Gross floor area	75m ² (about)
Loading & Unloading Parking Space	2
Operation Hours	9:00 a.m. to 5:00 p.m. from Mondays to Fridays, and there will be no operation on weekends and public holidays.

1.3 Vehicle Access Arrangement

There are one ingress/Egress points for accessing the application site. The ingress/Egress points will be 6 m wide, which is connected to Ping Che Road.

1.3 申請用地設有 1 個車輛進出點，進出點的寬度均為 6 米，連接坪峯路。

1.4 Swept path analysis is also conducted for the access point access road. Demonstrates that the site access and parking space arrangements is adequate for maneuvering

1.4 已就進出點及通道進行掃描路徑分析（Swept Path Analysis）。用地進出點及泊車位安排足以安全迴旋及操作。

1.5 The internal transport facilities to be provided in the project site are summarized in Table 2.3. As the proposed planning use is only for storage, ancillary transport facilities are provided based on the Applicant's requirements to meet operational needs.

1.5 項目用地內提供的內部交通設施總結於表1.1。由於擬議用途僅為儲存用途，附屬交通設施是根據申請人的要求提供，以滿足營運需要。

Table 1.1 Internal Transport Facilities

Type of Ancillary Transport Facilities	Size	Numbers
L/UL Parking Space for MGV	11 m(L) x 3.5 m(W)	2

1.6 The site is approximately 100 meters from the nearest franchised bus stop. Employees and visitors can take the 79K franchised bus at that stop and walk about 2 minutes to reach the site.

1.6 場地距離最近的專營巴士站約 100 米，場內員工及訪客可乘搭該站的 79K 專營巴士再步行約 2 分鐘到達場地。

2. DEVELOPMENT TRAFFIC GENERATION

2.1 In this application, only one open-air storage area has been designated for storing metal scaffolding materials. However, as there will be no frequent storage or retrieval of goods, the proposed two medium-sized goods vehicles (for loading and unloading) are sufficient for daily operations.

2.1 在本次申請中只設置了 1 個露天存放區存放金屬棚架物料，但不會經常存貨或取貨，所以擬議 2 個中型上落貨車是足夠日常運作。

2.2 Within 500 meters of the application site, there are the Ta Kwu Ling Police Station and the Ta Kwu Ling Ambulance Depot. The applicant will first implement a transportation arrangement plan to restrict the traffic flow generated within the site, thereby reducing the impact on nearby roads and dispersing the generated traffic flow. The two parking spaces will not be used simultaneously to avoid increasing traffic flow on nearby roads in a short period and to minimize the impact on other road users. At the same time, since the daily transportation operations are not urgent, the applicant will endeavor to schedule vehicle entry and exit during non-peak hours on the nearby roads. The anticipated traffic flow related to the proposed loading/unloading parking spaces is shown in the table below:

2.2 在申請地點 500 米內有打鼓嶺警署和打鼓嶺救護站。申請人會先實行運輸安排計劃來限制場地內的引起的交通流量以減低對附近道路的影響，分散產生的交通流量。2 個停車位不會同時使用以避免在短時間內增加附近道路的交通流量和對其他道路使用者的影響。同時因為日常的運輸作業并非迫切，所以申請人會盡量安排在附近道路的非繁忙時間安排車輛出入。擬議的上落貨停車位相關的交通流量預計表格如下：

2.3 Estimated traffic flow generated by the Proposed two MGV loading and unloading parking space

預估擬議的兩個MGV 上落貨位產生的交通流量。

Table 2.3. Estimated Trips Generation / Attraction

Time Period	Estimated Trips Generation / Attraction	
	MGV	
	IN	OUT
0900-1000	1	1
1000-1100	0	0
1100-1200	1	1
1200-1300	0	0
1300-1400	0	0
1400-1500	0	0
1500-1600	1	1
1600-1700	0	0
Total	2	2
Overall average per hour	0.375	0.375

Table 2.4 Current traffic flow in Ping Che Road (Survey point show in Figure 1.1)

09-01-2026 Friday

Time (Friday)	Type of Vehicle				
	Private Car/Taxi	Minibus & Franchised Bus	Light Goods	Med/Heavy Goods Vehicle	Others
0900-1000	12	5	2	3	3
1000-1100	11	5	3	2	2
1100-1200	17	5	2	4	2
1200-1300	10	5	2	2	1
1300-1400	13	5	3	2	0
1400-1500	15	6	4	4	1
1500-1600	15	6	2	2	2
1600-1700	18	6	3	2	2
Total	111	43	21	21	13
Overall	209				
Overall average hour	26.125				

10-01-2026 Saturday

Time (Saturday)	Type of Vehicle				
	Private Car/Taxi	Minibus & Franchised Bus	Light Goods	Med/Heavy Goods Vehicle	Others
0900-1000	10	5	2	2	1
1000-1100	9	5	3	2	2
1100-1200	13	5	2	2	2
1200-1300	15	5	4	3	1
1300-1400	13	5	2	2	2
1400-1500	14	6	3	2	1
1500-1600	15	6	2	3	2
1600-1700	13	6	2	1	1
Total	102	43	20	17	12
Overall	194				
Overall average hour	24.25				

2.5 Current Average Traffic Flow

Friday: Total vehicles 209 (over 8 hours), average 26.125 vehicles/hour.

Saturday: Total vehicles 194 (over 8 hours), average 24.25 vehicles/hour. Comparison: Friday traffic flow is slightly higher than Saturday (increase of approximately 7.7%), primarily due to increased commuting demand from private cars/taxis and some public transport needs on weekdays. Saturday shows a more even distribution, reflecting a more leisure-oriented usage pattern.Vehicle

Composition Analysis:

The vehicle composition is highly consistent across both days, with private cars/taxis accounting for about 53% (111 vehicles on Friday, 102 on Saturday), and minibuses/franchised buses stably occupying about 21–22% (43 vehicles on both days), totaling approximately 70–75% passenger vehicles. This indicates that Ping Che Road primarily serves local commuting, school bus/public transport, and limited weekend travel needs. Goods vehicles (light + medium/heavy) remain low in proportion (42 vehicles on Friday, 37 on Saturday, totaling about 20%), with limited freight activity, consistent with the road's role as a secondary/rural road in northern New Territories (near the border but not a major logistics route).Assessment of Proposed Development Traffic Impact:

The additional traffic increment generated by the proposed development is only about 0.75 vehicles/hour (bidirectional total, conservatively rounded to 1 vehicle/hour). Against the existing low-to-moderate flow background (26.125 vehicles/hour on Friday, 24.25 vehicles/hour on Saturday), the total flow after adding the increment would remain at a low level (approximately 25–27 vehicles/hour), with no anticipated noticeable traffic congestion, delays, or decline in service levels. Compared to the current situation, the additional traffic volume is extremely negligible (increase of less than 3–4%), and it will have no significant adverse impact on the capacity or service level of Ping Che Road itself or the nearby Lin Ma Hang Road (the connecting road at the northern end of Ping Che Road). The road is a single-lane two-way rural road with capacity far exceeding current usage; even during peak hours, the volume-to-capacity (v/c) ratio remains well below congestion thresholds.

2.3 目前平均交通流量

星期五：總車輛數 209 輛（8 小時內），平均 26.125 輛/小時。

星期六：總車輛數 194 輛（8 小時內），平均 24.25 輛/小時。比較：星期五的交通流量略高於星期六（增幅約 7.7%）。

車輛組成分析：

兩天車輛組成高度一致，其中私家車／的士佔約 53%（星期五 111 輛、星期六 102 輛），小巴及專營巴士穩定佔約 21–22%（兩天均 43 輛），合共約 70–75% 為客運車輛。這顯示 Ping Che Road 主要服務本地通勤、公共交通及少量週末出行需求。貨車（輕型 + 中／重型貨車）比例偏低（星期五 42 輛、星期六 37 輛，合共約 20%）。

擬議發展帶來的額外交通增量僅約 0.75 輛/小時，預計不會出現任何明顯交通擁擠、延誤或服務水平下降，相較現況，額外交通量極其微不足道（增幅不足 3–4%），對 Ping Che Road 本身及附近蓮麻坑路（Lin Ma Hang Road）的容量或服務水平不會造成任何顯著不利影響。