Estimated Traffic Generation

1. The ingress/egress of the application site is abutting Lin Ma Hang Road (Plan 1)
2. The average and peak trip rates generated from and attracted to the site are shown below.

Days	Average Traffic Generation Rate (pcu/hr)	Average Traffic Attraction Rate (pcu/hr)	Traffic Generation Rate at Peak Hours (pcu/hr)	Traffic Attraction Rate at Peak Hours (pcu/hr)
Monday to Friday	2.625	2.625	3	7
Saturday, Sundays and Public Holidays	5	5	8	15

Note 1: The opening hour of the proposed development is 24 hours Mondays to Sundays including public holidays.

Note 2: The pcu of private car is taken as 1; and

Note 3: Morning peak is defined as 10:00am to 11:00am whereas afternoon peak is defined as 3:00pm to 4:00pm.

3. Adequate space for maneuvering is provided in the proposed plan

1. Traffic Survey

1.1. Existing Road Network

1.1.1. As shown in Figure 2-1, the Application Site is located at the Eastern Portion of Lin Ma Hang Road to the West. Current condition of the connecting carriageway is described as follows:

1.1.2. Lin Ma Hang Road extends west from the application site to the Heung Yuen Wai Bus Terminal. This portion of Lin Ma Hang Road is a single-track rural road, acting as single carriageway with 1-lane-2-way operation, and passing areas are generally identified along the carriageway, while serving a low volume of traffic. The design capacity of 100pcu is used for this portion, based on TPDM Vol 3 Chapter 3.11.3.1.

1.1.3. Extending West from the Heung Yuen Wai Bus Terminal, Lin Ma Hang Road becomes a 2-land 2-way operation, connects to the Heung Yuen Wai Highway, and all the way to Man Kam To Road. The design capacity of this portion is estimated to be 600pcu, according to the Note of Traffic Forecast Review (Western Section) dated March 2019.

1.1.4. 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.

1.2. Traffic Surveys

1.2.1. 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 July 12th and 13th, 2025 during 09:00 – 19:00. The identified AM and PM peak hours are 10:00 – 11:00 and 15:00 – 16:00 on Saturdays, and 10-11:00 and 14:00-15:00, on Sunday respectively.

1.2.2. In order to assess the existing traffic conditions, the key road link was identified as the portion of Lin Ma Hang Road where it is a single-track rural road, and a vehicle count survey was conducted between 9:00am to 19:00 on July 12, 2025 (Sat) and July 13, 2025 (Sun). Flow counts are recorded at 30-minute intervals; and converted to Passenger Car Unit (pcu) values. The highest total 60 minute traffic volume is used as the peak hour traffic volume.

1.2.3. The location of where the vehicle count survey was conducted is shown in the map in Appendix I.

1.2.4. Based on the existing traffic flows, the peak hour performances of the key road link in the vicinity of the Application Site is assessed and the results are indicated in Table 1.1. The raw data are shown in Appendix II. The Volume to Capacity (V/C) ratio represents the proportion of road capacity used by traffic flow during peak hours. Higher V/C ratios for roads indicate greater use of road connection problems. A V/C ratio of 0.85 or less indicates that there is sufficient capacity available and vehicles are not expected to experience significant queues and delays.

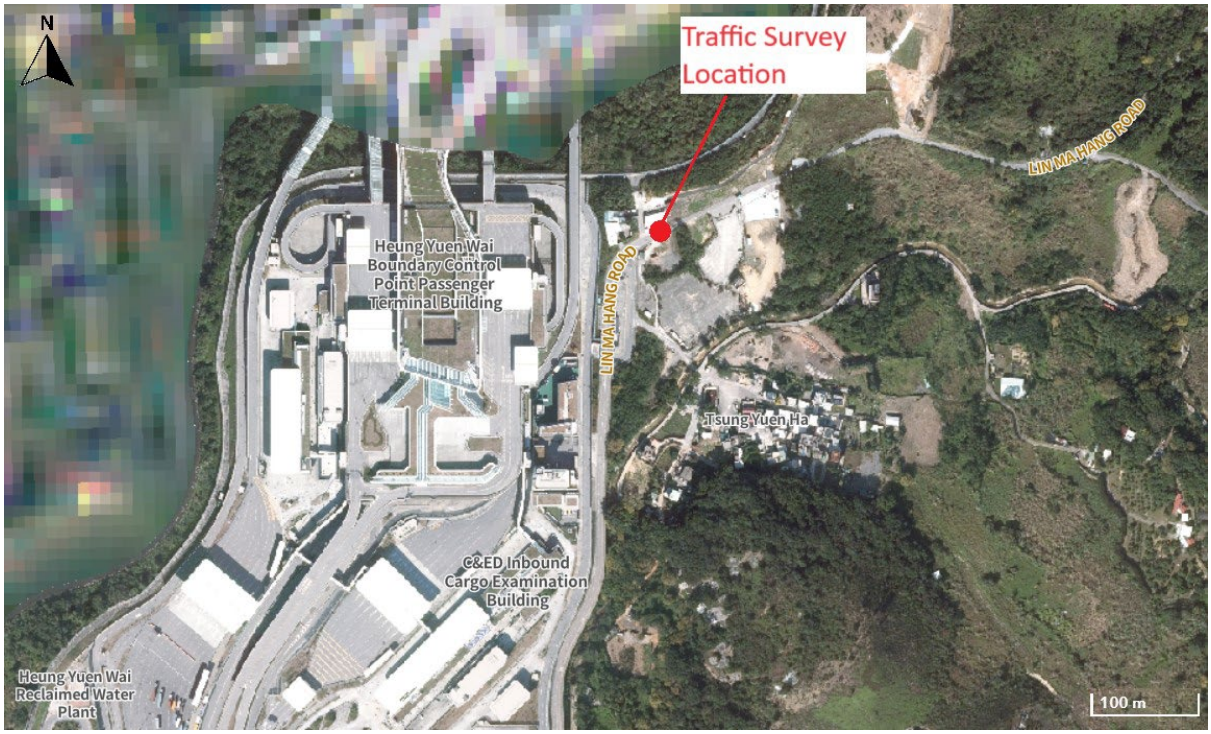
Table 1.1 2023 Pak hour Road Link Capacity Assessment

Location	Direction	Design[(1)] Capacity (Veh/hr)	Saturday Peak		Sunday Peak	
			AM	PM	AM	PM
Without the proposed development	2-way	300	93.5 [0.31]	108 [0.36]	140.5 [0.47]	101 [0.34]
With the Proposed development	2-way	300	116.5 [0.39]	131 [0.44]	163.5 [0.55]	124 [0.41]

Notes: According to the TPDM Vol 2, Section 3.11.3.1, a single track road when provided with adequate passing places 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 Lin Ma Hang Road, over 180m of the 230m distance is wider than 5.5m which can serve as the function of the passing bays. The design capacity of the road is thus estimated between the lower bound of 100 vehicles per hour and the upper bound of 800 vehicles per hour. In this assessment, a capacity of 2-way flows of 300 vehicles per hour is adopted

1.2.5. The results reveal that the key road link, Lin Ma Hang Road, operates within capacity during the peak hours.

Appendix I: Location of Traffic Survey



Appendix II: Traffic Survey Raw Data 12th July, 2025 (SAT)

Time	Private Car 私家車	Mini Bus 小巴	LGV 輕型貨車	MGV/HGV 中型貨車/重型貨車	PCU	
9:00-9:30	26	2	5	0	36.5	
9:30-10:00	35	3	2	0	42.5	
10:00-10:30	36	2	1	2	45.5	
10:30-11:00	41	2	1	1	48	93.5
11:00-11:30	38	2	3	0	45.5	
11:30-12:00	38	2	0	0	41	
12:00-12:30	36	2	0	0	39	
12:30-13:00	41	2	1	1	48	
13:00-13:30	38	2	1	0	42.5	
13:30-14:00	41	2	3	1	51	
14:00-14:30	50	2	1	0	54.5	
14:30-15:00	46	2	1	0	50.5	
15:00-15:30	45	2	1	0	49.5	
15:30-16:00	50	2	2	1	58.5	108
16:00-16:30	31	2	1	1	38	
16:30-17:00	35	2	2	0	41	
17:00-17:30	38	2	0	0	41	
17:30-18:00	37	2	1	1	44	
18:00-18:30	37	2	1	0	41.5	
18:30-19:00	40	2	0	0	43	

Appendix IIb: Traffic Survey Raw Data 13 July, 2025 (SUN)

Time	Private Car 私家車	Mini Bus 小巴	LGV 輕型貨車	MGV/HGV 中型貨車/重型貨車	PCU	
9:00-9:30	35	2	1	0	39.5	
9:30-10:00	47	2	1	0	51.5	
10:00-10:30	58	2	0	0	61	
10:30-11:00	71	2	2	1	79.5	140.5
11:00-11:30	32	2	1	0	36.5	
11:30-12:00	34	2	0	0	37	
12:00-12:30	40	2	1	0	44.5	
12:30-13:00	43	2	0	2	48.5	
13:00-13:30	32	2	0	1	37.5	
13:30-14:00	37	2	1	1	44	
14:00-14:30	39	2	2	1	47.5	
14:30-15:00	42	2	4	1	53.5	101
15:00-15:30	41	2	0	0	44	
15:30-16:00	33	2	1	0	37.5	
16:00-16:30	29	2	1	0	33.5	
16:30-17:00	26	2	0	0	29	
17:00-17:30	35	2	0	0	38	
17:30-18:00	29	2	0	1	34.5	
18:00-18:30	33	2	1	1	40	
18:30-19:00	40	2	0	0	43	