

Appendix I
Traffic Impact Assessment



**Proposed Temporary Food Industrial Park with Ancillary
Facilities and Associated Diversion of Stream for a Period
of 3 Years**

**Various Lots in D.D. 78 and D.D. 80 and Adjoining
Government Land, Heung Yuen Wai, New Territories**

**Traffic Impact Assessment
August 2026**

[REDACTED]

Section 16 Planning Application

Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Various Lots in D.D. 78 and D.D. 80 and Adjoining Government Land, Heung Yuen Wai, New Territories

**Traffic Impact Assessment
August 2026**

Contents Amendment Record

This report has been issued and amended as follows:

Revision	Description	Prepared / Date	Checked / Date	Approved / Date
R0c	TIA	16/01/2026 Various	19/01/2026 TC	19/01/2026 SC
R1c	TIA	27/08/2026 Various	27/08/2026 TC	27/08/2026 SC

Content	Page
1 INTRODUCTION.....	1
1.1 General	1
1.2 Project Descriptions	1
1.3 Study Objectives	1
1.4 Report Structure	1
2 DESCRIPTIONS OF THE APPLICATION SITE	2
2.1 Site Location	2
2.2 Development Parameters for the Application Site	2
2.3 Parking and Load/Unloading Facilities	2
2.4 Vehicular Access Arrangement.....	3
3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS.....	4
3.1 Existing Road Network	4
3.2 Traffic Surveys.....	4
3.3 Existing Vehicle Traffic Conditions	4
3.4 Weekend Assessment on Critical Road Link L4	6
4 TRAFFIC FORECAST	7
4.1 Design Year.....	7
4.2 Methodology	7
4.3 Future Year Traffic Flows.....	8
4.4 Future Year Junction Capacity Assessments	10
4.5 Future Year Link Capacity Assessments	10
4.6 Weekend Assessment on Critical Road Link L4	11
5 MIDNIGHT TRAFFIC CONDITION	12
5.1 Traffic Survey	12
6 SUMMARY AND CONCLUSION.....	13
6.1 Summary	13
6.2 Conclusion.....	13

List of Table

Page

Table 2-1	Development Traffic	2
Table 2-2	Ancillary Transport Facilities Based on User's Requirement	3
Table 3-1	Critical Junction and Link	4
Table 3-2	Passenger Car Unit Conversion Factors	4
Table 3-3	2025 Peak Hour Junction Capacity Assessment	5
Table 3-4	2025 Peak Hour Road Link Capacity Assessment	5
Table 1-5	2025 L4 Weekend Capacity Assessment	6
Table 4-1	Traffic Data from ATC in the vicinity of the site	8
Table 4-2	2021-Based TPEDM for North district	9
Table 4-3	Planned / Committed Developments in the Site Vicinity	9
Table 4-4	2030 Peak Hour Junction Capacity Assessment	10
Table 4-5	2030 Peak Hour Road Link Capacity Assessment	11
Table 4-6	2030 L4 Weekend Capacity Assessment	11
Table 5-1	Midnight Vehicular Count Results on L4 (Weekday)	12
Table 5-2	Midnight Vehicular Count Results on L4 (Weekend)	12

List of Figures

Figure 2-1	Major Ingress / Egress Route
Figure 2-2	Critical Junction and Road Links
Figure 3-1	2025 Existing Traffic Flows
Figure 4-1	2030 Reference Traffic Flows
Figure 4-2	2030 Design Traffic Flows

Appendices

Appendix A Conceptual Layout Plan and Swept Path Analysis

Appendix B 2025 Junction Calculation Sheets

Appendix C 2030 Junction Calculation Sheets

1 INTRODUCTION

1.1 General

- 1.1.1 Ozzo Technology (HK) Limited was commissioned to undertake a traffic study in support of the S16 planning application for the Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years ("Application Site").

1.2 Project Descriptions

- 1.2.1 The Application Site is located at Heung Yuen Wai, abutting an unnamed access road that can be accessed via Lin Ma Hang Road which serve as an access route of the Site.

1.3 Study Objectives

- 1.3.1 The main objectives of this traffic study are to:
- (i) evaluate the existing vehicular traffic and transport conditions of the Application site and to assess the traffic and transport implications of the development to the adjacent road network for the operation of the Application Site;
 - (ii) identify any existing and potential traffic and transport problems and to recommend possible mitigation measures and advise any necessary traffic arrangement;
 - (iii) recommend traffic improvement measures for the Application Site, as necessary.

1.4 Report Structure

- 1.4.1 Following this introductory chapter, this report is arranged as follow:
- Chapter 2 describes the Application Site;
 - Chapter 3 outlines the existing traffic conditions;
 - Chapter 4 illustrates the finding of traffic forecast;
 - Chapter 5 presents the midnight traffic condition;
 - Chapter 6 provides the conclusion of the Study.

2 DESCRIPTONS OF THE APPLICATION SITE

2.1 Site Location

- 2.1.1 The site is located in Heung Yuen Wai and can be accessed via Lin Ma Hang Road and an unnamed access road which serves as the access route of site. The site location is presented in **Figure 2-1**.

2.2 Development Parameters for the Application Site

- 2.2.1 The Application Site consisting of various Lots in D.D. 78 and D.D. 80 in Heung Yuen Wai, with a Site area of 15,370m².
- 2.2.2 The operation hours of the proposed development are Monday to Saturday from 23:00 to 08:00. No operations on Sunday and public holiday. It is anticipated to accommodate around 20-30 staffs. Visitor is not expected at the Site.
- 2.2.3 The site is a Food Industrial Park with ancillary distribution center and other facilities for storage and distribution of agricultural produce. It is expected to operate mainly during midnight (from 03:00 am to 06:00 am) in which Container Vehicles (CV) would deliver agricultural produce to the site from mainland China and the Light Goods Vehicles (LGV) would then distribute the produce to local markets for sales. Staff will be working at the site during the period of 23:00 – 08:00

2.3 Parking and Load/Unloading Facilities

- 2.3.1 Private cars are expected to be generated/ attracted by the Development for staffs and 1 LGV generation/ attraction are adopted in the assessment for conservative. **Table 2-1** presents the traffic induced by the staffs working at the Site.

Table 2-1 Development Traffic

Time Period	Trip Generation and Attraction (veh/hr)					
	PC		LGV		CV	
	In	Out	In	Out	In	Out
Trip at AM	0	7	0	1	0	0
Trip at PM	7	0	1	0	0	0

Table 2-2 summarizes the internal transport facilities to be provided in the Application Site. Ancillary transport facilities are provided based on users' requirements to meet operational needs.

Table 2-2 Ancillary Transport Facilities Based on User's Requirement

Type of Ancillary Transport Facilities	Size	Provision based on User's Requirement
PC Parking Space	2.5m (W) x 5m (L)	18
LGV Parking Space	3.5m (W) x 7m (L)	3
CV Parking Space	3.5m (W) x 16m (L)	2
Total Parking Facilities	-	23
L/UL Spaces for LGV	3.5m (W) x 7m (L)	20
L/UL Spaces for CV	3.5m (W) x 16m (L)	12
Total L/UL Facilities	-	32

2.3.2 The conceptual layout plan of the Application Site is included in **Appendix A** for easy reference.

2.4 Vehicular Access Arrangement

2.4.1 As mentioned in **Section 2.2.3**, operation would mainly take place during 03:00 – 06:00 in which CV and LGV would transport agricultural produce to/ from the site. It is expected that 2 CV and 12 LGV, for both in and out would be generated/ attracted per hour during the period.

2.4.2 The CV generated/ attracted by the development would be scheduled and managed by the applicant to ensure only one-way direction traffic travelling to/from the Site and to avoid overhead traffic (2 CV travelling both direction at the same time). In case there are overhead traffic between CV and LGV, LGV can make use of the passing bay ($\geq 7\text{m}$) along Lin Ma Hang Road as shown in **Figure 2-1** to give way to CV.

2.4.3 As CV operations (other than the Development) during midnight are not expected in the vicinity of the Application Site, CV overhead traffic along Lin Ma Hang Road would not be expected. Traffic survey conducted during midnight also reveals that the traffic along Lin Ma Hang Road near the Application Site is very minimal, with no CV is identified. Details will be shown in **Section 5.1**.

2.4.4 A part of the area near the gate within the site boundary is reserved for road widening/ vehicle maneuvering to facilitate vehicles entering and exiting the Site. Swept path analysis is also conducted for 16m container vehicle accessing/ leaving the Site. **Appendix A** presents the swept path analysis for vehicular access of the Application Site, as well as to/from the Loading/Unloading space within the site. The results indicating that sufficient spaces can be provided.

2.4.5 Staffs will be deployed to conduct traffic management/ control measures at the accesses of the site to ensure smooth maneuvering of vehicles entering/ exiting the site and to ensure no queueing of vehicles outside the site.

3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

- 3.1.1 The Site is bounded by an unnamed access road as shown in **Figure 2-1** and can be accessed via Lin Ma Hang Road. Both the unnamed access road and section of Lin Ma Hang Road connecting the access road is a single-track access road with passing bays along the road.

3.2 Traffic Surveys

- 3.2.1 Vehicular count survey was conducted on a typical weekday in September 2025 at the critical junction and links shown in **Figure 2-2** during the period of 07:00-08:30 (the period that PV/LGV leaving the site) and 22:30-00:00 (the period that PV/LGV entering the site). The details of the critical junction and links are listed in **Table 3-1** below.

Table 3-1 Critical Junction and Link

Index	Location	Type
J1	Lin Ma Hang Road/ Unnamed Access Road	Priority
L1	Lin Ma Hang Road (Tsung Yuen Ha/ Unnamed Access Road)	Road Link
L2	Unnamed Access Road	Road Link
L3	Lin Ma Hang Road (Unnamed Access Road/ Pak Fu Shan)	Road Link
L4	Lin Ma Hang Road (near Tsung Yuen Ha)	Road Link

3.3 Existing Vehicle Traffic Conditions

All vehicle flows recorded during the traffic surveys have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Table 2.3.1.1 of Volume 2 of Transport Planning and Design Manual (TPDM) as illustrated in **Table 3-2**.

Table 3-2 Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor ⁽¹⁾
Car / Taxi	1.00
Public Light Bus / Minibus / Light Goods Vehicle	1.50
Medium Goods Vehicle	2.00
Heavy Goods Vehicle	2.50
Bus / Coach	2.50

Notes: (1) Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2025

- 3.3.1 By applying the above PCU factors, vehicular traffic flows in PCUs are calculated and the peak hour in the specified period (07:00-08:30 and 22:30-00:00) is identified to occur at 07:30-08:30 and 22:30-23:30 for AM and PM respectively. The 2025 observed Weekday traffic flows for AM and PM in the vicinity of the Application Site are presented in **Figure 3-1**.
- 3.3.2 Based on the existing traffic flows, the performances of the key junction for AM and PM are assessed. The assessment results are indicated in **Table 3-3** and detailed junction calculation sheets are given in **Appendix B**.

Table 3-3 2025 Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2025	
				AM (07:30-08:30)	PM (22:30-23:30)
J1	Lin Ma Hang Road/ Unnamed Access Road	Priority	DFC	0.01	0.01

Notes:

(1) Refer to Figure 2-2 for junction locations

(2) DFC = Design Flow to Capacity for priority junction and roundabout

- 3.3.3 The results reveal that the assessed key junction is operated satisfactorily during the AM and PM period.
- 3.3.4 Based on the existing traffic flows, the performances of the key road links for AM and PM outside the Application Site are also assessed and the results are indicated in **Table 3-4**.

Table 3-4 2025 Road Link Capacity Assessment

No.	Location ⁽¹⁾	Direction	Design ⁽²⁾ Capacity (veh/hr)	AM (07:30-08:30)		PM (22:30-23:30)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Lin Ma Hang Road (Tsung Yuen Ha/ Unnamed Access Road)	2-way	100	31	0.31	9	0.09
L2	Unnamed Access Road	2-way	100	7	0.07	1	0.01
L3	Lin Ma Hang Road (Unnamed Access Road/ Pak Fu Shan)	2-way	100	26	0.26	8	0.08
L4	Lin Ma Hang Road (near Tsung Yuen Ha)	2-way	100	63	0.63	19	0.19

Notes: (1) Refer to Figure 2-2 for road link locations

(2) TPDM Vol 2 Chapter 3.11.3.1

(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

- 3.3.5 The results reveal that the key road links outside the Application Site operate within capacity during the AM and PM period.

3.4 Weekend Assessment on Critical Road Link L4

- 3.4.1 It is observed that the cross-boundary activity occurs during weekend at Heung Yuen Wai Boundary Control Point would increase the traffic to the nearby car parks, affecting part of Lin Ma Hang Road near Tsung Yuen Ha (L4) which is a single-track access road.
- 3.4.2 Further assessments have been carried out to assess the traffic impact induced by the Development during weekend on L4.
- 3.4.3 Vehicular count survey was conducted on a typical weekend in September 2025. It is observed that the peak period occurs at 11:30-12:30 and 20:30-21:30 in which the cross-boundary activity mainly take place. However, as no traffic would be induced by the Development during that period, the same approach described in **Section 3.3.1** is used for assessment and the AM PM period are identified as 07:30-08:30 and 22:30-23:30 respectively.
- 3.4.4 Based on the existing traffic flows in the weekend, the performance of L4 is assessed and the results are indicated in **Table 3-5**.

Table 3-5 2025 L4 Weekend Capacity Assessment

No.	Location ⁽¹⁾	Direction	Design ⁽²⁾ Capacity (veh/hr)	AM (07:30-08:30)		PM (22:30-23:30)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L4	Lin Ma Hang Road (near Tsung Yuen Ha)	2-way	100	51	0.51	34	0.34

Notes: (1) Refer to Figure 2-2 for road link locations

(2) TPDM Vol 2 Chapter 3.11.3.1

(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

- 3.4.5 The result reveals that L4 operates within capacity during the AM and PM period in the weekend.

4 TRAFFIC FORCAST

4.1 Design Year

- 4.1.1 According to current programme, the proposed food industrial park will commission in the year of 2027 and last for 3 years, the design year for traffic forecast is therefore set to be 2030.

4.2 Methodology

- 4.2.1 In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:

- Historical traffic data from Annual Traffic Census (ATC) published by Transport Department;
- The forecasted population and employment from the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department;
- Committed and planned developments in the Study Area.

- 4.2.2 The following steps are undertaken to derive the 2030 Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site) for the AM and PM period.

2030 Background Flows = 2025 Flows x annual growth factors

2030 Reference Flows = 2030 Background Flows + additional traffic by
planned and committed developments

2030 Design Flows = 2030 Reference Flows + development traffic

- 4.2.3 The traffic impact to be induced by the Development is assessed by comparing the Reference Traffic Flows against the Design Traffic Flows for the Design Year for the AM and PM period.

4.3 Future Year Traffic Flows

Historical Traffic Growth

- 4.3.1 To gain an understanding of the historical trends of traffic growth on the nearby road network, relevant traffic data over the 5-year period of 2020 to 2024 are extracted from the Annual Traffic Census (ATC) 2024 for the ATC stations in the vicinity the Application Site. **Table 4-1** describes the locations of the nearby ATC stations and provide the corresponding traffic data.

Table 4-1 Traffic Data from ATC in the vicinity of the site

Stn	Road	Between		2020	2021	2022	2023	2024	Average Annual Growth 2020-2024
6653	Ping Che Rd	Sha Tau Kok Rd	Lin Ma Hang Rd	11,030	11,870	11,510	12,150	10,440	-1.36%
5660	Sha Tau Kok Rd	Ping Che Rd	Sha Ho Rd	23,740	22,980	22,280	22,810	22,870	-0.93%
5860	Sha Tau Kok Rd	Ping Che Rd	Ma Sik Rd	6,300	5,970	4,900	5,010	5,020	-5.52%
Total				41,070	40,820	38,690	39,970	38,330	-1.71%

- 4.3.2 As indicated in **Table 4-1**, the traffic on the road network in the vicinity of the Application Site has a negative growth of -1.71% p.a. on average over the period from 2020 – 2024.

2021-Based TPEDM

- 4.3.3 Reference is made to the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department (North District)
- 4.3.4 Although Kwu Tung New Development Area (KTN NDA) is part of North District, it is far away from the application site. To better reflect the growth trend in the application area, the population and employment of KTN NDA is excluded from the North District Data. **Table 4-2** presents the forecast population and employment data from 2021 to 2031.

Table 4-2 2021-Based TPEDM for North district

Category	2021	2026	2031 ⁽¹⁾	2021-2031 Average Growth (% p.a.)
Population	309,650	352,000	303,950	-0.19%
Employment	84,150	104,050	106,150	2.35%
Total	393,800	456,050	410,100	0.41%

Source: 2021-based TPEDM open version available from the website of Planning Department

Note (1): 131,600 population and 38,700 employments of KTN NDA is excluded.

(Source: https://www.ktnfln-ndas.gov.hk/en/2-1-3-about_project.php).

- 4.3.5 As shown in **Table 4-2**, an average annual growth of 0.41% per annum was recorded over the period of 2021 – 2031

Agreement No. CE 51/2013 (HY)

Apart from ATC and TPEDM, a steady traffic growth rate of 0.6% per annum is anticipated according to the Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section).

Source: <https://www.legco.gov.hk/yr18-19/chinese/fc/pwsc/papers/pwsc20190213pwsc-157-1-c.pdf>

- 4.3.6 Taking into account the above factors, it is proposed to adopt an average growth rate of +1% per annum from a conservative approach to estimate the 2030 Background Traffic Flows.

Planned and Committed Developments

- 4.3.7 By referring to the TPB website, it is known that there would be a planned developments commissioned in the vicinity of the application site which would affect the assessed links and junction, as listed in **Table 4-3**.

Table 4-3 Planned / Committed Developments in the Site Vicinity

Application No.	Location	Land Use	Site Area (m ²)	Application Status
A/NE-TKLN/89	Various Lots in D.D. 80 and Adjoining Government Land, Ta Kwu Ling North, New Territories	Proposed Temporary Warehouse (Timber and Other Associated Materials) for a Period of 3 Years	18,500	Approved (02/05/2025)
A/NE-TKLN/87	Lot 387 S.B ss.2 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories	Temporary Retail Shop, Canteen and Ancillary Office for a Period of 3 Years	271	Approved (20/09/2024)
A/NE-TKLN/84	Lot 37 (Part) in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling North, New Territories	Proposed Temporary Eating Place for a Period of Three Years	93	Approved (05/07/2024)
A/NE-TKLN/82	Lots 75 RP and 78 in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling North, New Territories	Proposed Temporary Eating Place and Petrol Filling Station (Charging Only) for a Period of 3 Years	960	Approved (16/08/2024)
A/NE-TKLN/76	Lot 384 S.B RP in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories	Proposed Temporary Shop and Services (Real Estate Agency) for a Period of 3 Years	350	Approved (05/04/2024)

A/NE-TKLN/ 53	Various Lots in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories	Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of 3 Years	2,530	Approved (23/06/2023)
------------------	--	--	-------	--------------------------

2030 Reference Flows

- 4.3.8 By incorporating the planned development traffic and annual growth mentioned in **Section 4.3.7** and **Section 4.3.6** respectively, the 2030 Reference Traffic Flow are presented in **Figure 4-1**.

2030 Design Flows

- 4.3.9 The additional development traffic mentioned in **Section 2.3** is then assigned onto the nearby road network in addition to the Reference Traffic Flow presented in **Figure 4-1**. The resulting 2030 Design Traffic Flow are shown in **Figure 4-2**.

4.4 Future Year Junction Capacity Assessments

- 4.4.1 The critical road junctions as identified in **Section 3.2** are assessed in the light of traffic forecast for the design year 2030 defined in **Section 4.1**. The results are shown in **Table 4-4** with detailed junction calculation sheets provided in **Appendix C**.

Table 4-4 2030 Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2030 Reference Scenario		2030 Design Scenario	
				AM (07:30-08:30)	PM (22:30-23:30)	AM (07:30-08:30)	PM (22:30-23:30)
J1	Lin Ma Hang Road/ Unnamed Access Road	Priority	DFC	0.01	0.01	0.01	0.01

Notes:

(1) Refer to Figure 2-2 for junction locations

(2) DFC = Design Flow to Capacity for priority junction and roundabout

- 4.4.2 It is indicated in the above **Table 4-4** that the identified critical junction would operate satisfactorily during the AM and PM period in the design years of 2030 without and with the Development in place, taking account of the known planned/committed major developments in the vicinity of the Application Site.

4.5 Future Year Link Capacity Assessments

- 4.5.1 The critical road link as identified in **Section 3.2** are also assessed based on the future year traffic flow derived in **Section 4.3** and the results are presented in **Table 4-5**.

Table 4-5 2030 Road Link Capacity Assessment

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2030 Reference Scenario AM (07:30-08:30)		2030 Reference Scenario PM (22:30-23:30)		2030 Design Scenario AM (07:30-08:30)		2030 Design Scenario PM (22:30-23:30)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Lin Ma Hang Road (Tsung Yuen Ha/ Unnamed Access Road)	2-way	100	35	0.35	11	0.11	43	0.43	19	0.19
L2	Unnamed Access Road	2-way	100	8	0.08	1	0.01	16	0.16	9	0.09
L3	Lin Ma Hang Road (Unnamed Access Road/ Pak Fu Shan)	2-way	100	29	0.29	10	0.10	29	0.29	10	0.10
L4	Lin Ma Hang Road (near Tsung Yuen Ha)	2-way	100	72	0.72	26	0.26	80	0.80	34	0.34

Notes: (1) Refer to Figure 2-2 for road link locations
(2) TPDM Vol 2 Chapter 3.11.3.1 and
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

4.5.2 The results in the above **Table 4-5** indicate that the key road links would be operating within their capacity in the design year of 2030.

4.6 Weekend Assessment on Critical Road Link L4

4.6.1 Similar to **Section 3.4**, assessment on L4 during weekend is carried out by incorporating the planned development traffic and annual growth mentioned in **Section 4.3.7** and **Section 4.3.6** respectively and the result is shown the **Table 4-6**.

Table 4-6 2030 L4 Weekend Capacity Assessment

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2030 Reference Scenario (07:30-08:30)		2030 Reference Scenario (22:30-23:30)		2030 Design Scenario (07:30-08:30)		2030 Design Scenario (22:30-23:30)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L4	Lin Ma Hang Road (near Tsung Yuen Ha)	2-way	100	58	0.58	40	0.40	66	0.66	48	0.48

Notes: (1) Refer to Figure 2-2 for road link locations
(2) TPDM Vol 2 Chapter 3.11.3.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

4.6.2 The result reveals that L4 operates within capacity for the AM and PM period in the weekend for both Reference and Design cases.

5 MIDNIGHT TRAFFIC CONDITION

5.1 Traffic Survey

- 5.1.1 As mentioned in **Section 2.2.3**, the Development will be operating mainly during midnight of 03:00am to 06:00am, vehicular count survey was conducted on critical road link L4 both on a typical weekday and weekend in September 2025 during the period and the results are shown in **Table 5-1** and **Table 5-2** respectively below.

Table 5-1 Midnight Vehicular Count Results on L4 (Weekday)

Period	Direction	PV (veh/hr)	LGV (veh/hr)	MGV/HGV/CV (veh/hr)
03:00 - 04:00	2-way	0	0	0
04:00 - 05:00	2-way	0	0	0
05:00 - 06:00	2-way	9	1	0

Table 5-2 Midnight Vehicular Count Results on L4 (Weekend)

Period	Direction	PV (veh/hr)	LGV (veh/hr)	MGV/HGV/CV (veh/hr)
03:00 - 04:00	2-way	0	0	0
04:00 - 05:00	2-way	2	0	0
05:00 - 06:00	2-way	2	0	0

- 5.1.2 As shown in the above **Table 5-1** and **Table 5-2**, the traffic along Lin Ma Hang Road on L4 is minimal (≤ 10 veh during the whole period of 03:00 – 06:00). It is anticipated that the impact of the development traffic would be insignificant during the period of 03:00 – 06:00.

6 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 Ozzo Technology (HK) Limited is commissioned to undertake this traffic study to assess the traffic impact to be induced by the Application Site on the nearby road links and junction.
- 6.1.2 Capacity assessments are undertaken to reveal the traffic conditions during the AM and PM period for year 2025 and 2030 on the critical links and junction. The assessment results indicate that the critical links and junction perform satisfactorily during the AM and PM period on a normal weekday for both the Reference and Design scenarios in the year of 2030. The impact of the development is considered to be minimal.
- 6.1.3 Additional assessments are conducted to assess the performance of the critical road link L4 on weekend due to observed high volume of cross-boundary activities. The results show that the traffic impact of the Development is acceptable.
- 6.1.4 Vehicular count survey was also conducted during midnight (03:00-06:00) on the critical link L4. Survey results indicated that the existing traffic is minimal along the road and adverse traffic impact from the Development is not anticipated.
- 6.1.5 A part of the area near the gate will be reserved for road widening works in order to provide more space for vehicle maneuvering and facilitate vehicular movement at the unnamed access road.

6.2 Conclusion

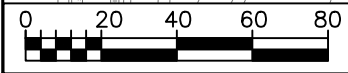
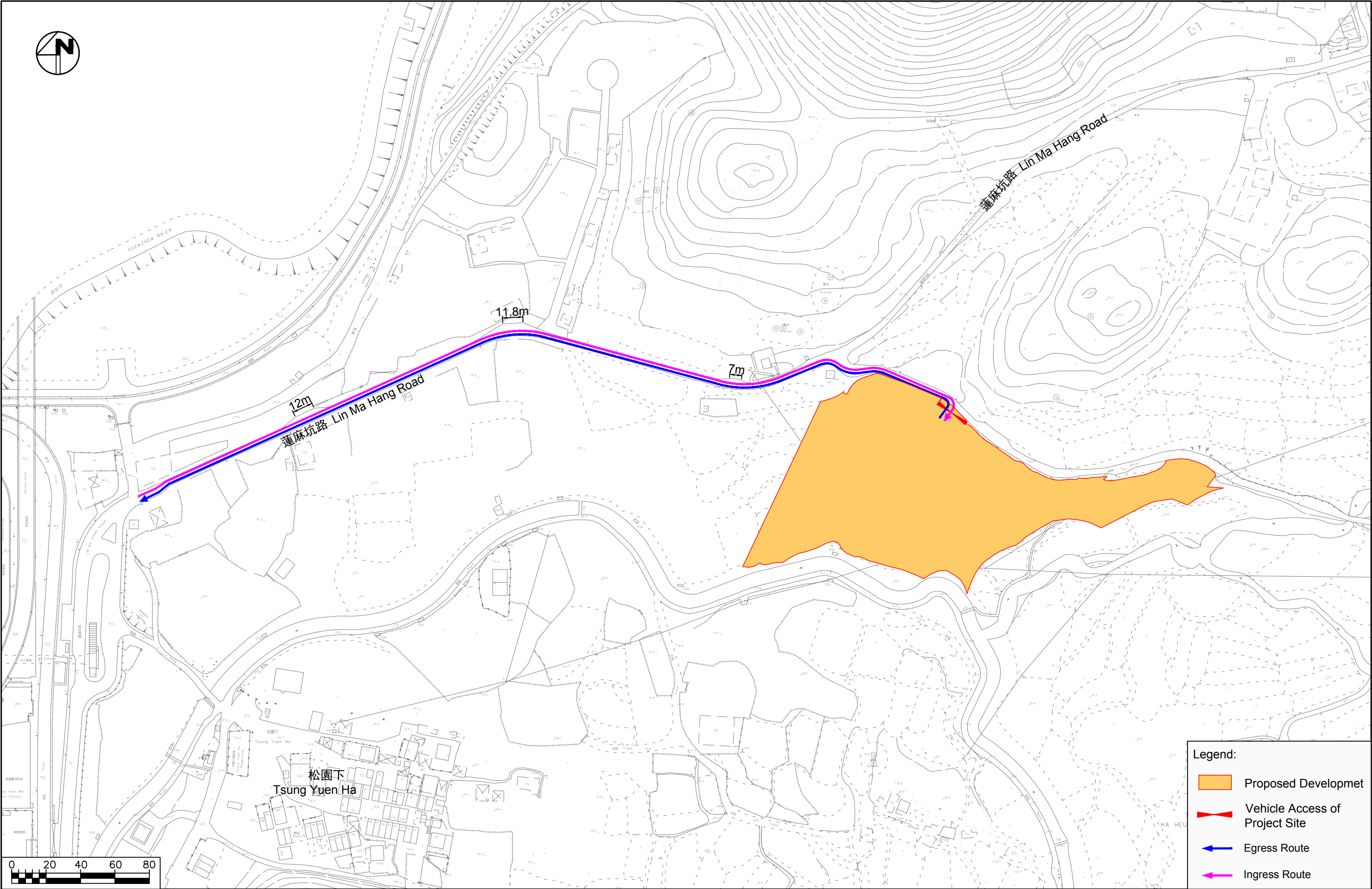
- 6.2.1 The impact assessment results indicate that the Application Site would not induce significant traffic impacts and considered acceptable from traffic engineering viewpoint.

Proposed Temporary Food Industrial Park with Ancillary Facilities and
Associated Diversion of Stream for a Period of 3 Years

Traffic Impact Assessment

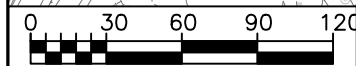
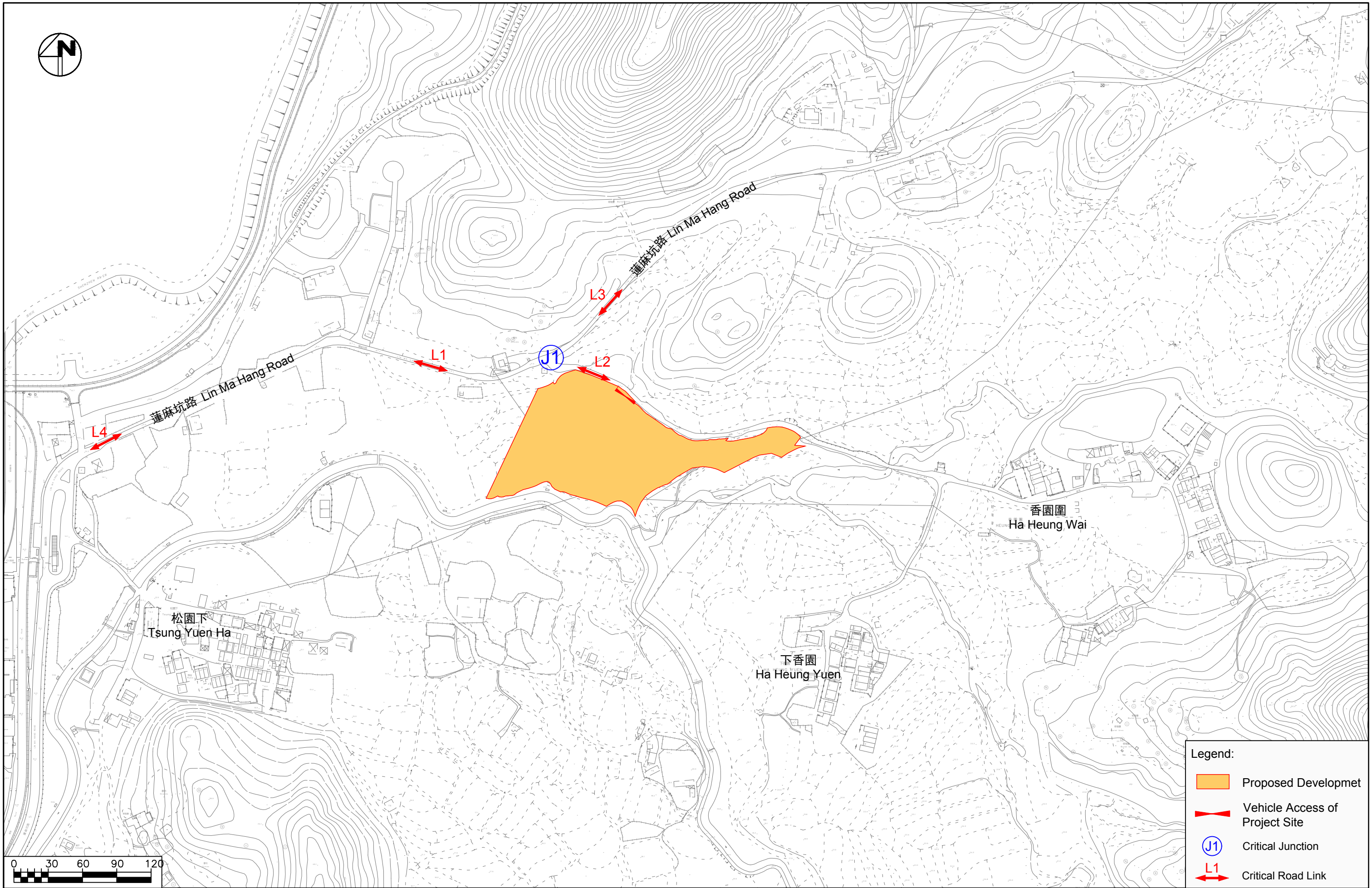


Figures



Project Title	<u>Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years</u>		
	Major Ingress / Egress Route		

X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Data\Dwg\83303_Figure 2-2A.dwg 2026/08/27 13:50:08



Project Title

Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

Scale
1:3000

Critical Junctions and Road Links

Legend:

- Proposed Developmet
- Vehicle Access of Project Site
- Critical Junction
- Critical Road Link



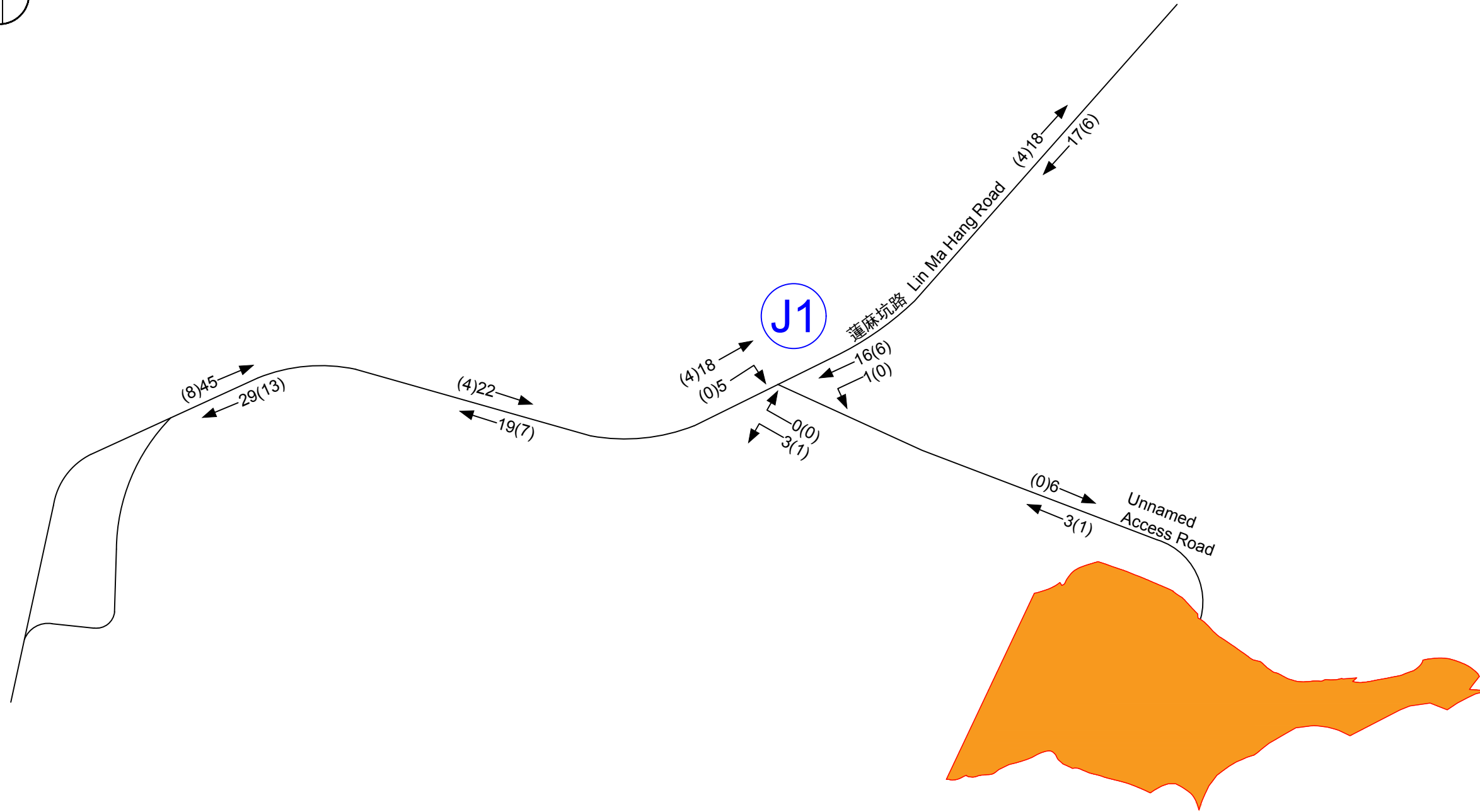
Project No. 83303

Dwg No. Figure 2-2

Rev.

A

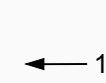
X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Drawings\83303_Figure 3-1A.dwg 2026/08/27 13:50:41



Legend:

 Proposed Developmet

 Critical Junction

 AM Traffic Flow
123(123) — PM Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road Link not shown for clarity

Project Title

Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

Scale
NTS

2025 Existing Traffic Flows

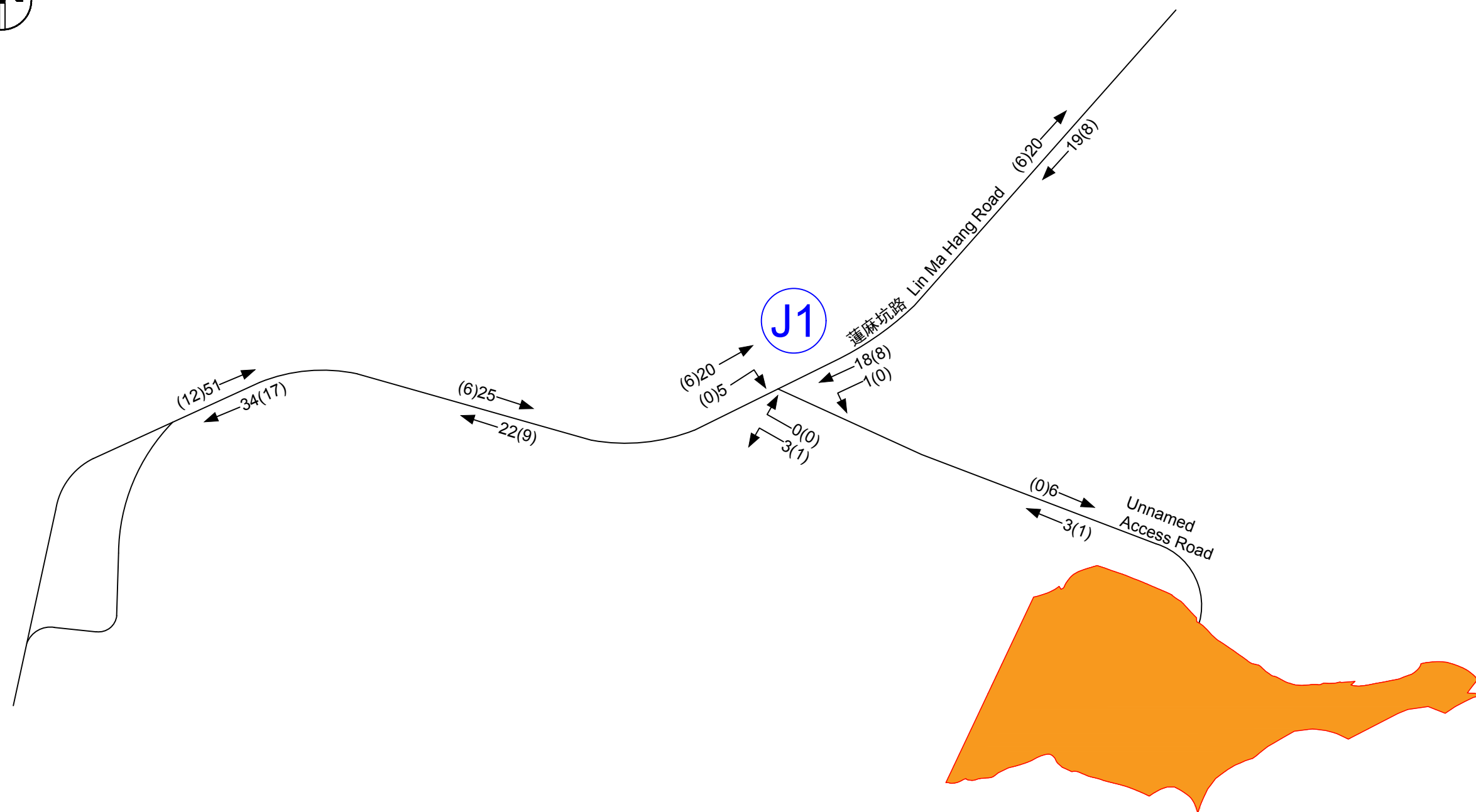


Project No. 83303

Dwg No. Figure 3-1

Rev.

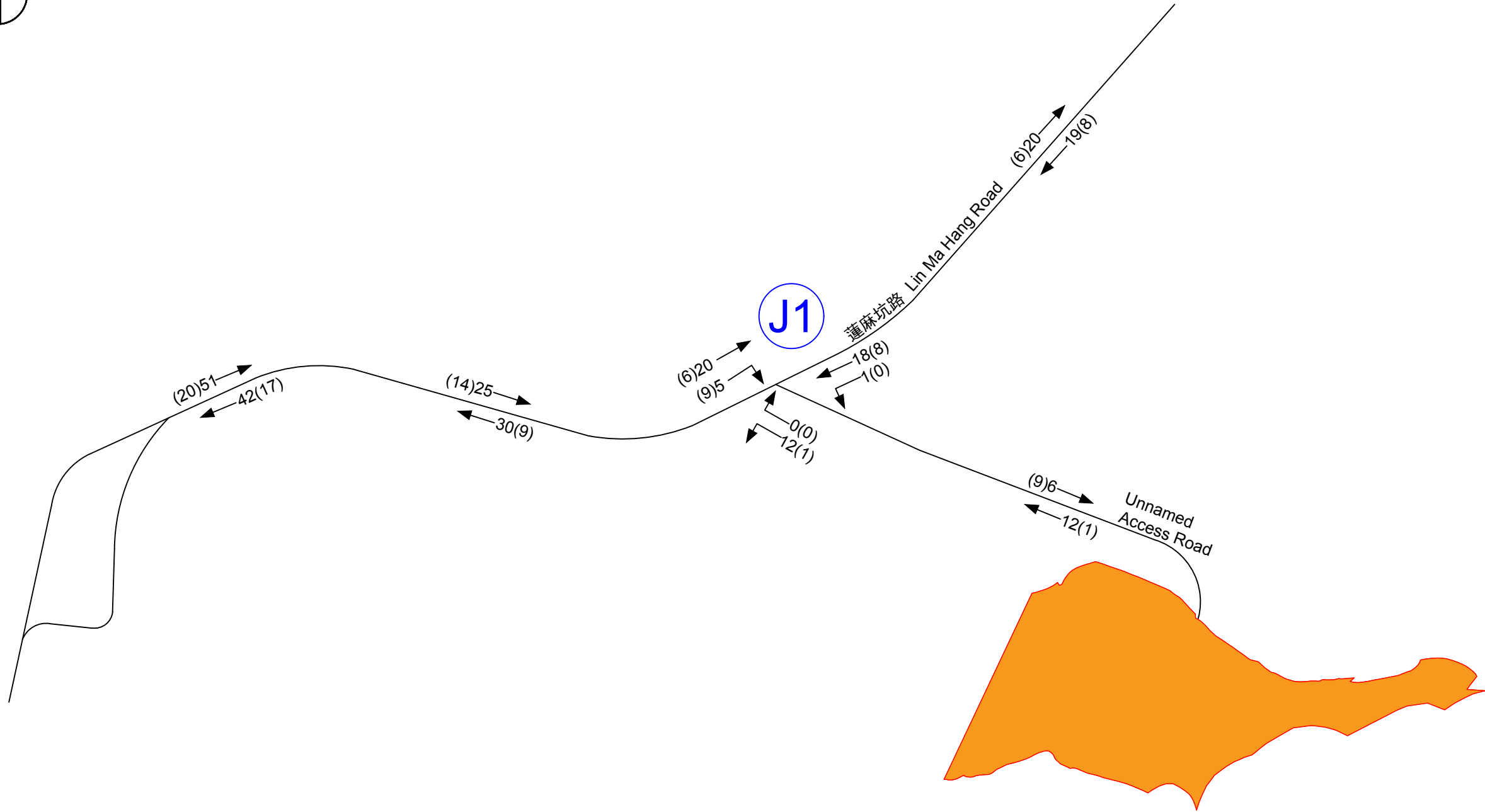
A



Note: All Traffic Flows in PCU Values
Minor Road Link not shown for clarity

		Project Title		
		<u>Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years</u>		
Date 27/08/2026	Scale NTS	2030 Reference Traffic Flows		Project No. 83303 Dwg No. Figure 4-1
				Rev. A

X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Drawings\83303_Figure 4-2A.dwg 2026/08/27 13:51:33



Legend:

- Proposed Developmet
- Critical Junction
- AM Traffic Flow
- 123(123) PM Traffic Flow

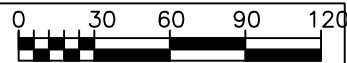
Note: All Traffic Flows in PCU Values
Minor Road Link not shown for clarity

Project Title		Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years		OZZO TECHNOLOGY	
Date	27/08/2026	Scale	NTS	Project No.	83303
2030 Design Traffic Flows				Dwg No.	Figure 4-2
				Rev.	A

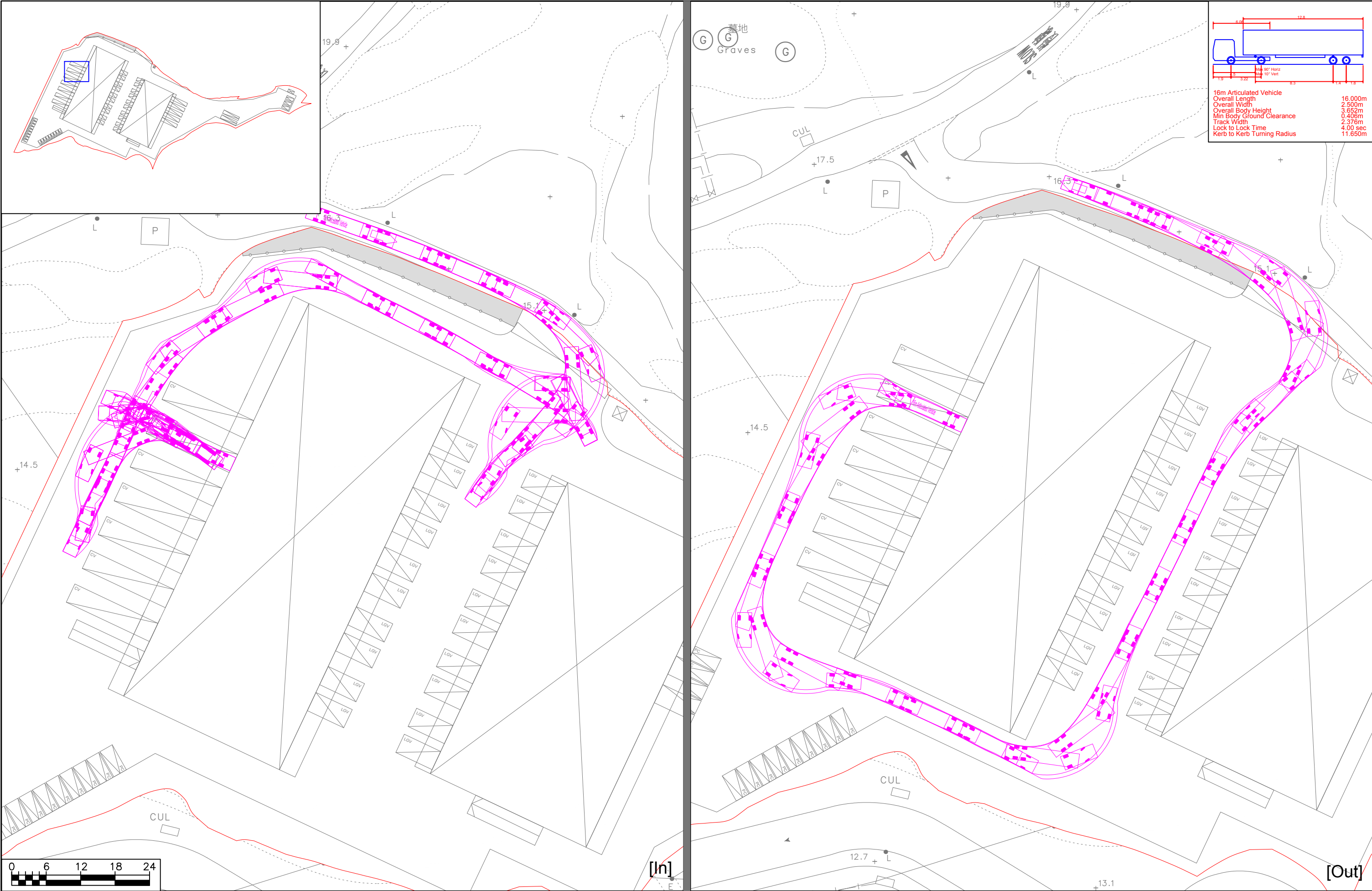


Appendix A

Conceptual Layout Plan and Swept Path Analysis

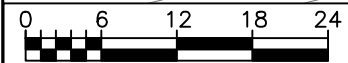
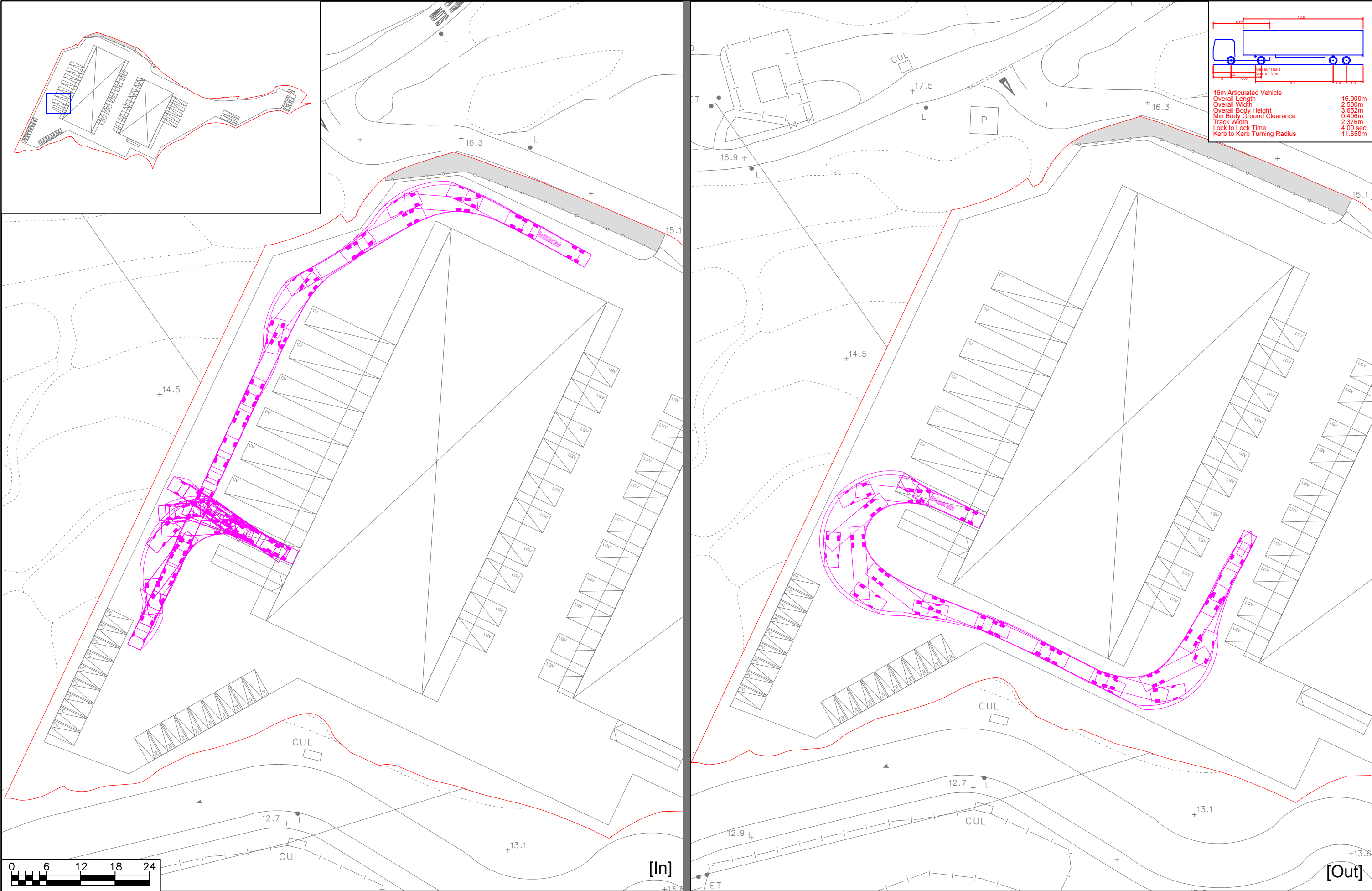


X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Data\Dwg\83303_0817-SP.dwg 2026/08/27 13:55:48



Project Title		Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years			
Date	27/08/2026	Scale	1:600	Project No.	83303
		16m Articulated Vehicle Swept Path Assessment		Dwg No.	SP-1
				Rev.	
				-	

X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Data\Dwg\83303_0817-SP.dwg 2026/08/27 13:55:53



Project Title
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

Scale
1:600

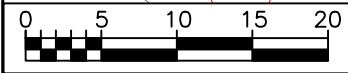
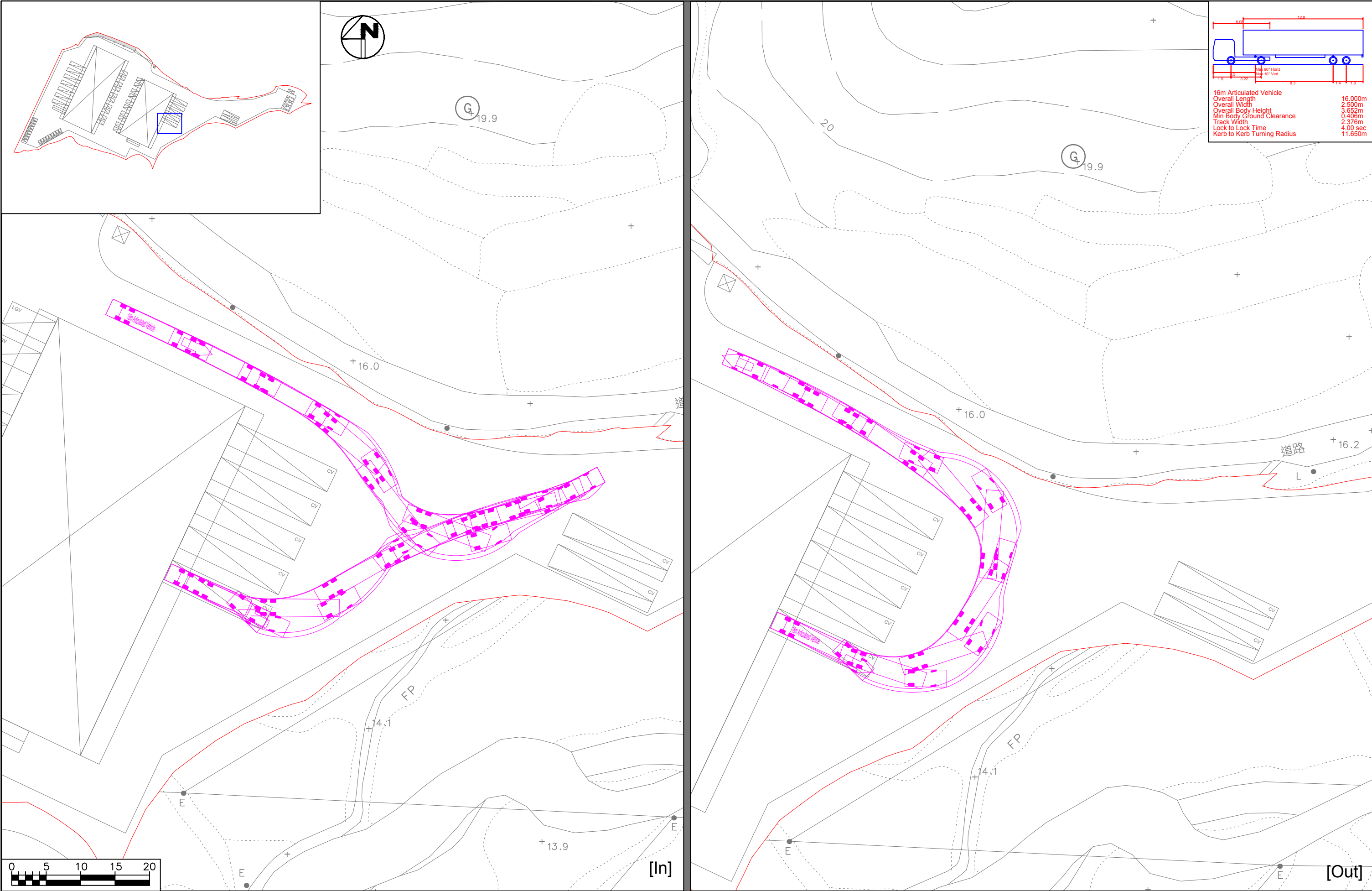
16m Articulated Vehicle Swept Path Assessment



Project No. 83303
Dwg No. SP-2

Rev.
-

X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Data\Dwg\83303_0817-SP.dwg 2026/08/27 13:55:58



Project Title
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

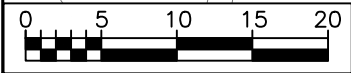
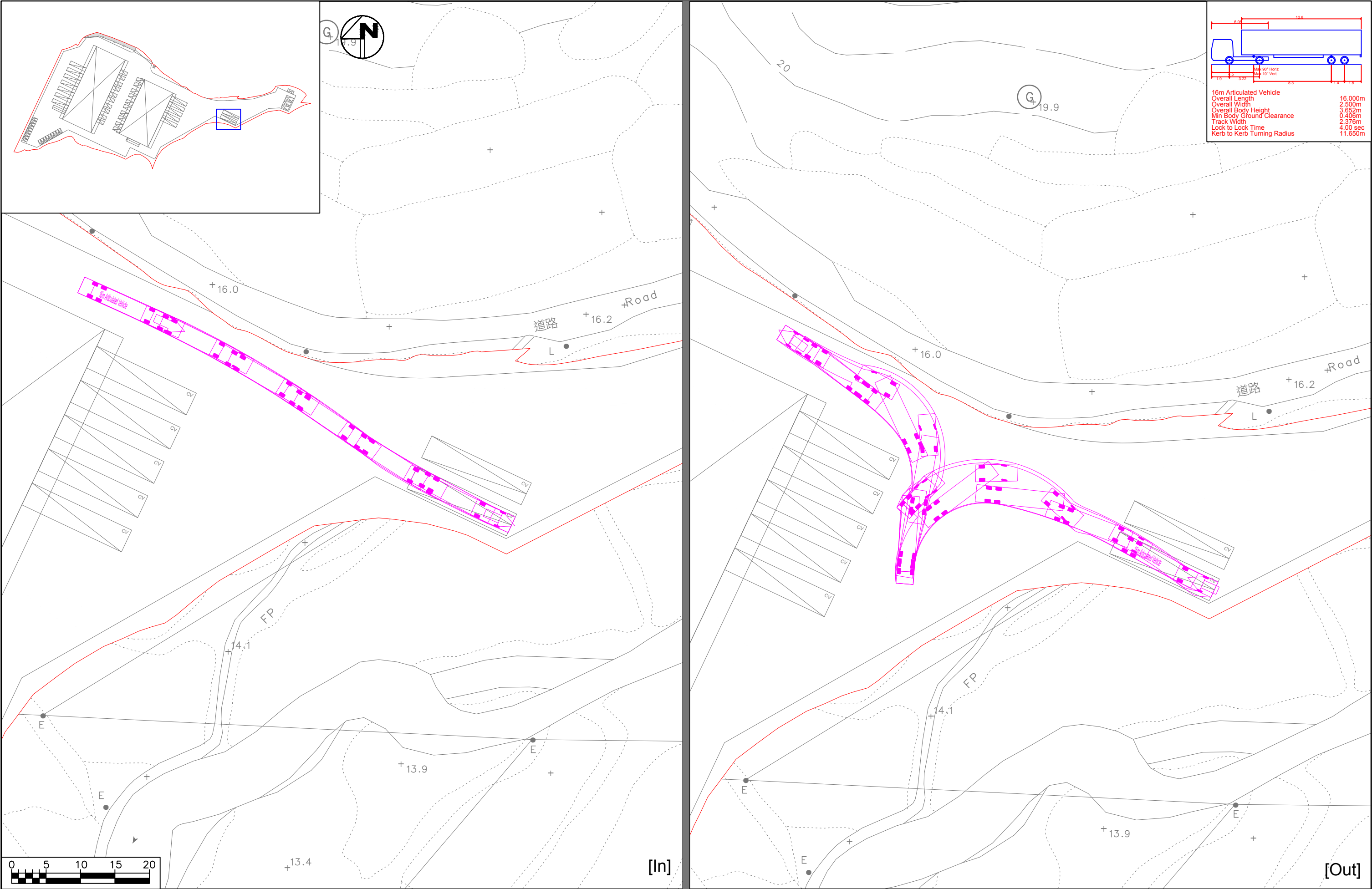
Scale
1:500

16m Articulated Vehicle Swept Path Assessment



Project No. 83303	Rev. -
Dwg No. SP-3	

X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Data\Dwg\83303_0817-SP.dwg 2026/08/27 13:56:02



Project Title
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date
27/08/2026

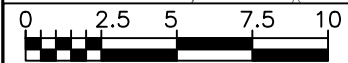
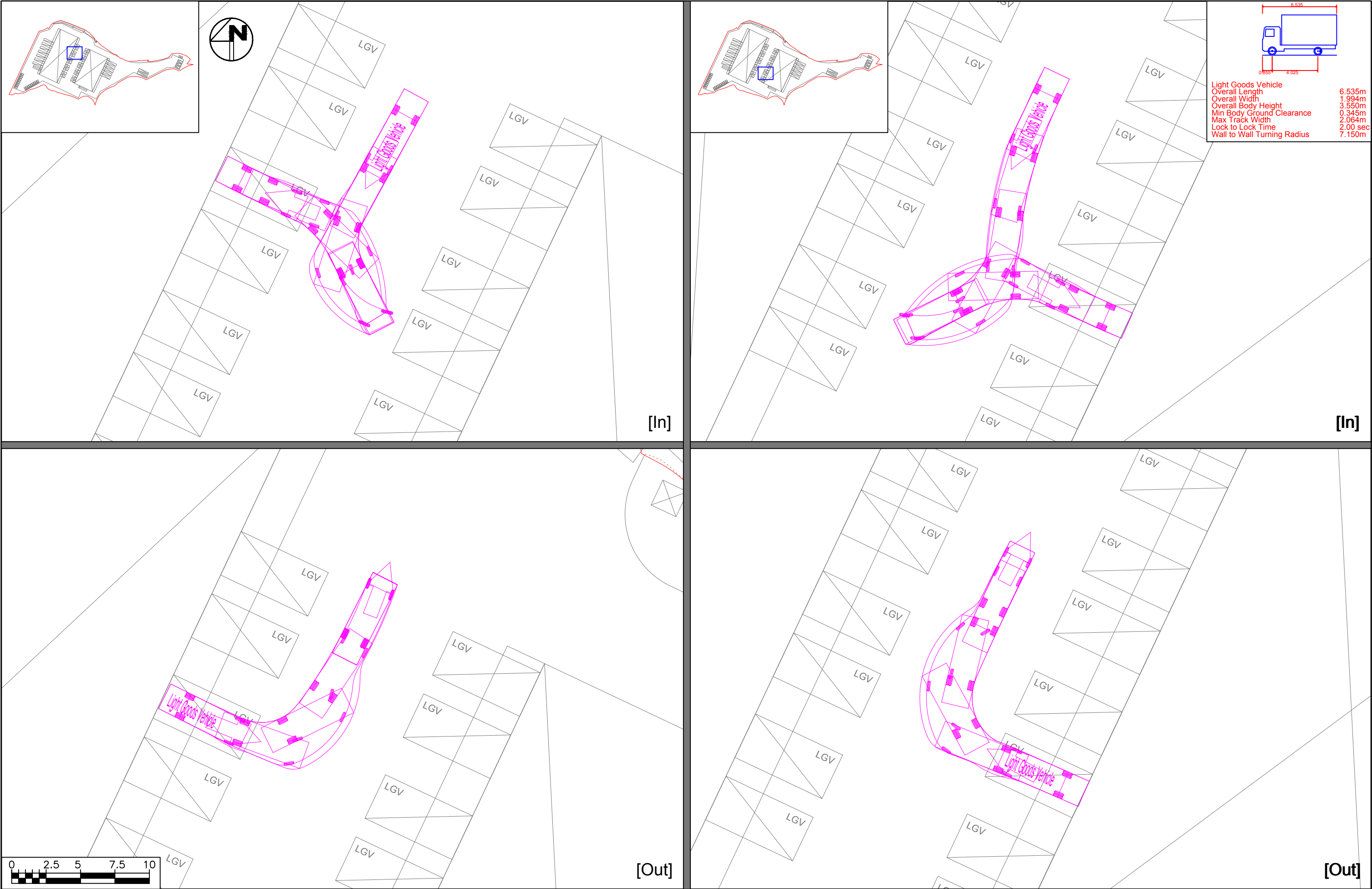
Scale
1:500

16m Articulated Vehicle Swept Path Assessment



Project No. 83303	Rev. -
Dwg No. SP-4	

X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Data\Dwg\83303_0817-SP.dwg 2026/08/27 13:56:14



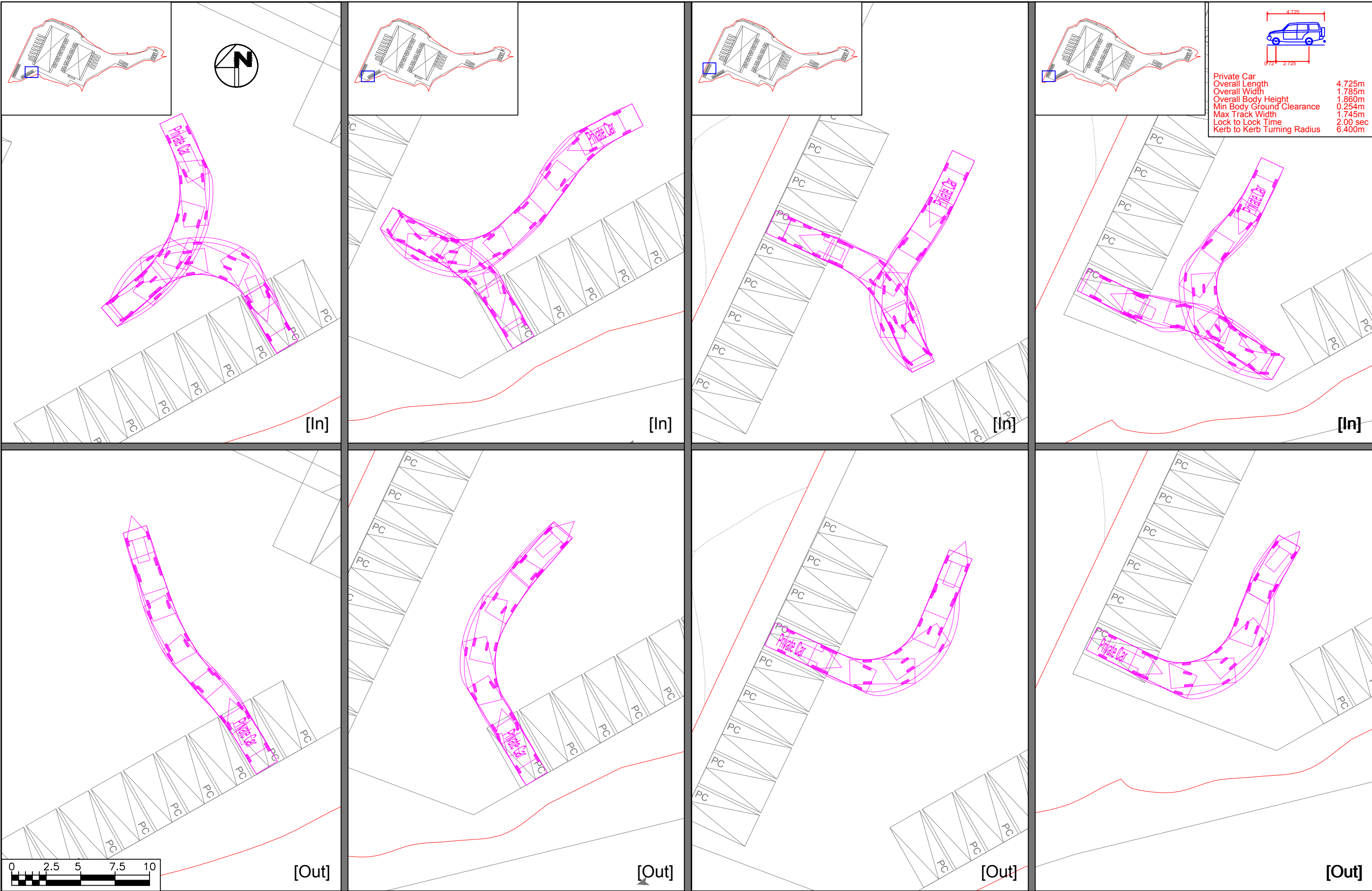
Project Title	
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years	
Date	Scale
27/08/2026	1:250

Project Title	
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years	
Light Goods Vehicle Swept Path Assessment	

Project No. 83303		Rev.
Dwg No. SP-5		-



X:\Ozzo\83303_Proposed Temporary Agricultural Produce Distribution Centre with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years\Drawings\83303_0817-SP.dwg 2026/08/27 13:56:49



Project Title
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

Date 27/08/2026	Scale 1:250
--------------------	----------------

Private Car Swept Path Assessment

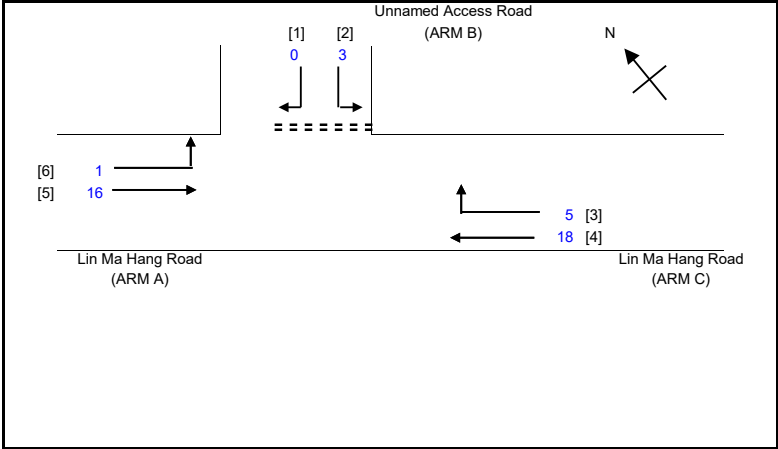


Project No. 83303	Rev. -
Dwg No. SP-6	



Appendix B

2025 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years		PROJECT NO.: 83303		PREPARED BY:	TC Jan-26
J1: Lin Ma Hang Road/ Unnamed Access Road	2025 AM	FILENAME :	CHECKED BY:	TC	Jan-26
2025 Observed AM Traffic Flows		J1_Lin Ma Hang Rd_Access Rd_R0c.xls	REVIEWED BY:	SC	Jan-26
		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 1 (pcu/hr) q a-c = 16 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 18 (pcu/hr) q c-b = 5 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 3 (pcu/hr) GEOMETRIC FACTORS : D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 652 Q b-c = 833 Q c-b = 749 Q b-ac = 833 Q b-c (O) = 833 TOTAL FLOW = 43 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0036 DFC c-b = 0.0067 DFC b-ac = 0.0036 CRITICAL DFC = 0.01					

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years		PROJECT NO.: 83303	PREPARED BY: TC		Jan-26
J1: Lin Ma Hang Road/ Unnamed Access Road		2025 PM	FILENAME : J1_Lin Ma Hang Rd_Access Rd_R0c.xls		CHECKED BY: TC
2025 Observed PM Traffic Flows			REVIEWED BY: SC		Jan-26

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 6 (pcu/hr)	D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475	Q b-a = 660 Q b-c = 836 Q c-b = 752 Q b-ac = 836	DFC b-a = 0.0000 DFC b-c = 0.0012 DFC c-b = 0.0000 DFC b-ac = 0.0012
MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 4 (pcu/hr) q c-b = 0 (pcu/hr)	F for (Qb-ac) = 1	TOTAL FLOW = 11 (PCU/HR)	
MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr)			
CRITICAL DFC = 0.01			



Appendix C

2030 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years

PROJECT NO.: 83303

PREPARED BY: TC

Jan-26

J1: Lin Ma Hang Road/ Unnamed Access Road

2030 Ref_AM

FILENAME : J1_Lin Ma Hang Rd_Access Rd_R0c.xls

CHECKED BY: TC

Jan-26

2030 Reference AM Traffic Flows

REVIEWED BY: SC

Jan-26

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 4.5 (metres)

W cr = 0 (metres)

q a-b = 1 (pcu/hr)

q a-c = 18 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 4.5 (metres)

Vr c-b = 50 (metres)

q c-a = 20 (pcu/hr)

q c-b = 5 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 6.1 (metres)

W b-c = 6.1 (metres)

Vi b-a = 50 (metres)

Vr b-a = 25 (metres)

Vr b-c = 25 (metres)

q b-a = 0 (pcu/hr)

q b-c = 3 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0576028

E = 1.1251094

F = 1.0118663

Y = 0.84475

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 651

Q b-c = 832

Q c-b = 748

Q b-ac = 832

Q b-c (O) = 832

TOTAL FLOW = 47 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000

DFC b-c = 0.0036

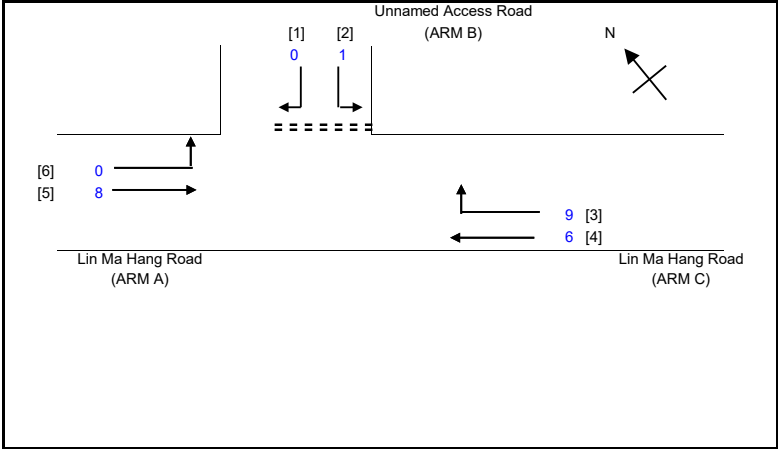
DFC c-b = 0.0067

DFC b-ac = 0.0036

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE								
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years		PROJECT NO.: 83303		PREPARED BY: TC	Jan-26								
J1: Lin Ma Hang Road/ Unnamed Access Road		2030 Ref_PM		CHECKED BY: TC	Jan-26								
2030 Reference PM Traffic Flows				REVIEWED BY: SC	Jan-26								
		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)											
<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">GEOMETRIC DETAILS:</th> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">GEOMETRIC FACTORS :</th> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">THE CAPACITY OF MOVEMENT :</th> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">COMPARISON OF DESIGN FLOW TO CAPACITY:</th> </tr> <tr> <td style="vertical-align: top; font-size: 0.8em;"> MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 8 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 6 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr) </td> <td style="vertical-align: top; font-size: 0.8em;"> D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1 </td> <td style="vertical-align: top; font-size: 0.8em;"> Q b-a = 659 Q b-c = 835 Q b-c (O) = 835 Q c-b = 751 Q b-ac = 835 TOTAL FLOW = 15 (PCU/HR) </td> <td style="vertical-align: top; font-size: 0.8em;"> DFC b-a = 0.0000 DFC b-c = 0.0012 DFC c-b = 0.0000 DFC b-ac = 0.0012 CRITICAL DFC = 0.01 </td> </tr> </table>						GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:	MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 8 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 6 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr)	D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1	Q b-a = 659 Q b-c = 835 Q b-c (O) = 835 Q c-b = 751 Q b-ac = 835 TOTAL FLOW = 15 (PCU/HR)	DFC b-a = 0.0000 DFC b-c = 0.0012 DFC c-b = 0.0000 DFC b-ac = 0.0012 CRITICAL DFC = 0.01
GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:										
MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 8 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 6 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr)	D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1	Q b-a = 659 Q b-c = 835 Q b-c (O) = 835 Q c-b = 751 Q b-ac = 835 TOTAL FLOW = 15 (PCU/HR)	DFC b-a = 0.0000 DFC b-c = 0.0012 DFC c-b = 0.0000 DFC b-ac = 0.0012 CRITICAL DFC = 0.01										

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE								
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years		PROJECT NO.: 83303		PREPARED BY: TC	Jan-26								
J1: Lin Ma Hang Road/ Unnamed Access Road		2030 Des_AM		CHECKED BY: TC	Jan-26								
2030 Design AM Traffic Flows				REVIEWED BY: SC	Jan-26								
		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)											
<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">GEOMETRIC DETAILS:</th> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">GEOMETRIC FACTORS :</th> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">THE CAPACITY OF MOVEMENT :</th> <th style="text-align: left; font-weight: normal; font-size: 0.8em;">COMPARISON OF DESIGN FLOW TO CAPACITY:</th> </tr> <tr> <td style="vertical-align: top; font-size: 0.8em;"> MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 1 (pcu/hr) q a-c = 18 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 20 (pcu/hr) q c-b = 5 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 12 (pcu/hr) </td> <td style="vertical-align: top; font-size: 0.8em;"> D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1 </td> <td style="vertical-align: top; font-size: 0.8em;"> Q b-a = 651 Q b-c = 832 Q b-c (O) = 832 Q c-b = 748 Q b-ac = 832 TOTAL FLOW = 56 (PCU/HR) </td> <td style="vertical-align: top; font-size: 0.8em;"> DFC b-a = 0.0000 DFC b-c = 0.0144 DFC c-b = 0.0067 DFC b-ac = 0.0144 CRITICAL DFC = 0.01 </td> </tr> </table>						GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:	MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 1 (pcu/hr) q a-c = 18 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 20 (pcu/hr) q c-b = 5 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 12 (pcu/hr)	D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1	Q b-a = 651 Q b-c = 832 Q b-c (O) = 832 Q c-b = 748 Q b-ac = 832 TOTAL FLOW = 56 (PCU/HR)	DFC b-a = 0.0000 DFC b-c = 0.0144 DFC c-b = 0.0067 DFC b-ac = 0.0144 CRITICAL DFC = 0.01
GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:										
MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 1 (pcu/hr) q a-c = 18 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 20 (pcu/hr) q c-b = 5 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 12 (pcu/hr)	D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1	Q b-a = 651 Q b-c = 832 Q b-c (O) = 832 Q c-b = 748 Q b-ac = 832 TOTAL FLOW = 56 (PCU/HR)	DFC b-a = 0.0000 DFC b-c = 0.0144 DFC c-b = 0.0067 DFC b-ac = 0.0144 CRITICAL DFC = 0.01										

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Food Industrial Park with Ancillary Facilities and Associated Diversion of Stream for a Period of 3 Years		PROJECT NO.:	83303	PREPARED BY:	TC Jan-26
J1: Lin Ma Hang Road/ Unnamed Access Road	2030 Des_PM	FILENAME :		CHECKED BY:	TC Jan-26
2030 Design PM Traffic Flows		J1_Lin Ma Hang Rd_Access Rd_R0c.xls	REVIEWED BY:	SC Jan-26	
		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 4.5 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 8 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.5 (metres) Vr c-b = 50 (metres) q c-a = 6 (pcu/hr) q c-b = 9 (pcu/hr) MINOR ROAD (ARM B) W b-a = 6.1 (metres) W b-c = 6.1 (metres) Vi b-a = 50 (metres) Vr b-a = 25 (metres) Vr b-c = 25 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr) GEOMETRIC FACTORS : D = 1.0576028 E = 1.1251094 F = 1.0118663 Y = 0.84475 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 655 Q b-c = 835 Q c-b = 751 Q b-ac = 835 Q b-c (O) = 835 TOTAL FLOW = 24 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0012 DFC c-b = 0.0120 DFC b-ac = 0.0012 CRITICAL DFC = 0.01					