

Appendix III
Traffic Management Plan

**S16 Planning Application for Renewal of Temporary
Concrete Batching Plant at Tsing Yi Town Lot 98,
Nos. 14-18 Tsing Tim Street, Tsing Yi
For a Period of 5 Years**

Transport Management Plan

June 2026



CTA Consultants Limited

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1. INTRODUCTION

1.1 Background

- 1.1.1 The concrete batching plant of the captioned Planning Approval is located at Tsing Yi Town Lot No. 98, Nos. 14-18 Tsing Tim Street, Tsing Yi and shown in **Figure 1.1**.
- 1.1.2 All the approval conditions of the previous planning applications have been complied with. No complaints received and no adverse impact was induced to the surrounding area since its commencement of operation.
- 1.1.3 The last captioned Planning Approval (Planning Application No. A/TY/145) was granted in 2021 and will expire on 15 October 2026. The Applicant would like to submit a renewal planning application for another 5 years.

1.2 Objectives

- 1.2.1 The objective of this paper is to prepare the transport management plan, contingency plan and associated mitigation measures at traffic facilities, collectively named “Transport Plan”.
- 1.2.2 The main scope of this Transport Plan are as follows:
- ◆ Based on the machinery and equipment requirements, and the layout arrangement of the plant, to identify the internal transport routing of the concrete trucks;
 - ◆ Develop a Transport Management Plan based on the operation time for each activity and the expected number of concrete trucks under this planning application; and
 - ◆ Formulate a Contingency Plan based on the information under this planning application.



2 TRANSPORT MANAGEMENT PLAN

2.1 Parking and Loading/ Unloading Provision

2.1.1 Based on the planning submission, the following types of parking spaces will be provided within the plant to facilitate the operation of the proposed Concrete Batching Plant:

- ◆ 9 nos. of Private Car Parking Spaces;
- ◆ 1 no. of Trailer Parking Space;
- ◆ 6 nos. of Parking Spaces for concrete mixer trucks; and
- ◆ 3 nos. of Loading/ Unloading Spaces (including 2 under the production bays)

2.1.2 The layout showing the internal transport facilities of the plant is shown in **Figure 2.1**.

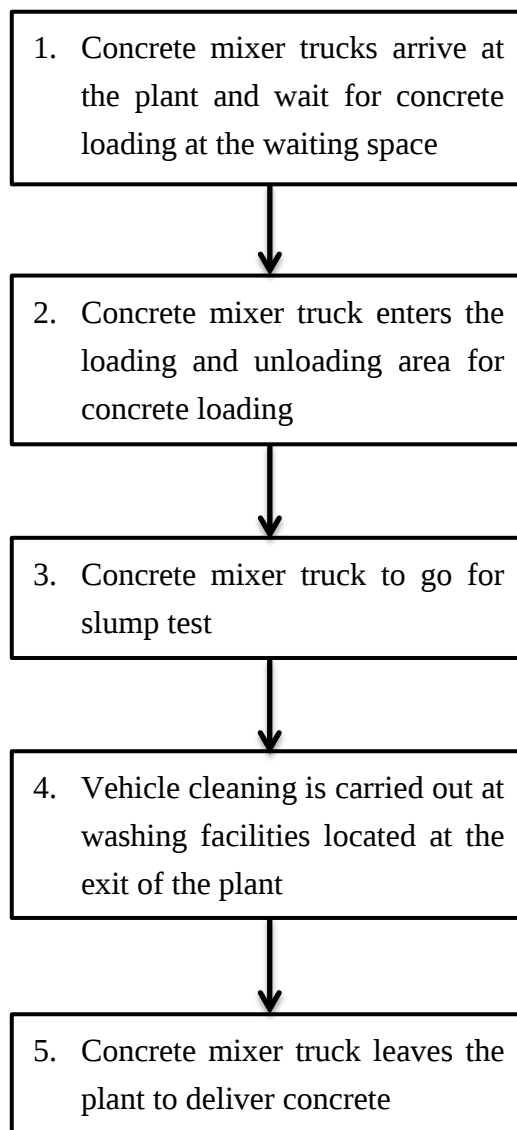
2.2 Internal Traffic Arrangement

2.2.1 **Figure 2.2** shows the proposed vehicular circulation arrangement and correspondent road markings/ traffic signs within the plant.

2.2.2 The key procedures of the loading/unloading activities for the proposed Concrete Batching Plant are listed below:

- Concrete mixer trucks arrive at the plant and wait for concrete loading at the waiting space by their assigned schedule/appointment in advance. They are all equipped with walkie-talkie system to ensure good communication between the management of the plant and drivers of concrete mixer trucks;
- Concrete mixer truck enters the loading and unloading area for concrete loading. Loading of concrete from the silo to concrete mixer truck at the loading/unloading space;
- Concrete mixer truck to go for slump test;
- Vehicle cleaning is carried out at washing facilities within the plant before leaving the plant;
- Concrete mixer trucks depart from the plant to deliver concrete to the construction sites.

2.2.3 The operating procedure is summarized in the flow chart below and presented in **Figure 2.3.**





3 CONTINGENCY PLAN

3.1 Introduction

3.1.1 In case of malfunction of the system in the plant, the production of the plant will be reduced and the trip generation of the concrete mixer trucks will be different. Therefore, 2 contingency plans are derived as follows:

3.1.2 The operation consists of 2 different scenarios:

- i) Normal Operation
- ii) Contingency Situation when the Plant is Suspended
 - (a) Scheduled Suspension
 - (b) Unscheduled Suspension

3.2 Normal Operation

2.1.2 Equating the maximum production rate and the capacity of the cartage truck, it will require 12 no. of trucks per hour

$$= 88.8 / 7.4 = 12 \text{ truck/hr}$$

2.1.3 For a round trip of 90 minutes, it will require a fleet size of 18 trucks for serving the maximum output of 240 m³ per hour.

$$= 12/60 \times 90 = 18 \text{ trucks}$$

2.1.4 As advised by the operator, the operator will direct own a **maximum 20 trucks** for this plant. Any shortage will be covered by hiring from other parties, which will not stack in the plant beyond the operation period.

2.1.5 As the truck will stay at the plant for 15 minutes, the queue space required for the dump truck for serving the maximum output will be 3 truck (= 18 / 90 x 15) waiting space.



2.1.6 The plant layout as shown in **Figure 2.1** will give 9 truck spaces which is more than sufficient to meet the operation need for vehicle operation. Therefore, no additional spaces outside the plant are required for meeting the operational need when running at the approved maximum production rate.

3.3 Proposed Plant Operation Under Contingency Plans

3.3.1 Scheduled Suspension

- (a) When the plant is under scheduled suspension (e.g. maintenance), there will not be any truck arranged to collect concrete.
- (b) Therefore, no gathering of vehicles is expected during scheduled suspension.

3.3.2 Unscheduled Suspension

- (a) When the plant is under unscheduled suspension (e.g. equipment failure), the Emergency Plan of the Concrete Batching Plant will then be activated.
- (b) The Emergency Plan
 - Trucks at the plant will be diverted to go to specified backup concrete batching plant(s) for obtaining the contracted concrete supply and deliver to the work sites. The backup plants are shown in **Figure 3.3**.
 - If the plant resumes operational within workable time frame, some trucks may be informed to return to the plant and some may not be, depending on the delivery schedule of the construction sites.
- (c) When all the production legs are suspended, the parking spaces within the plant site is able to accommodate **20 truck spaces** as shown in **Figure 3.2**.
- (d) In case of system failure, the production of the plant will be affected and the fleet size of concrete mixer trucks required will be different. The fleet size of concrete mixer truck required for different cases is shown below.



Case 1: Half Production of Concrete

- 3.3.3 In case if one loading/ unloading bay is malfunctioned within the plant, the production rate of concrete will be reduced by half.
- 3.3.4 The parking arrangement of the plant for half concrete production scenario is detailed as follows:
- 10 nos. of idled truck space;
 - 9 nos. of private car parking space;
 - 1 no. of trailer parking space;
 - 4 nos. of Parking Spaces for concrete mixer trucks; and
 - 2 nos. of loading/ unloading area (including 1 under the production bay).
- 3.3.5 The internal transport arrangement of the plant under half concrete production scenario is shown in **Figure 3.1**.

Case 2: Nil Production of Concrete

- 3.3.6 In case if two loading/ unloading bays are malfunctioned, the production rate of concrete will be reduced to 0. Under this circumstance, the plant will not operate and 20 idled trucks will stack in the plant during the malfunctioning period. The parking arrangement is detailed as follows:
- 20 nos. of idled truck space;
 - 9 nos. of private car parking space; and
 - 1 no. of trailer parking space.
- 3.3.7 The internal transport arrangement of the plant under no concrete production scenario is shown in **Figure 3.2**.



4 MITIGATION MEASURES

4.1 Incident Investigation

- i) Non-Conformance (NC) Report will be issued to investigate the case if the truck driver violated from the traffic management requirement. Control mechanism will be carried out if necessary. The NC record will be considered as one of the evaluation item in the next deliver contract.

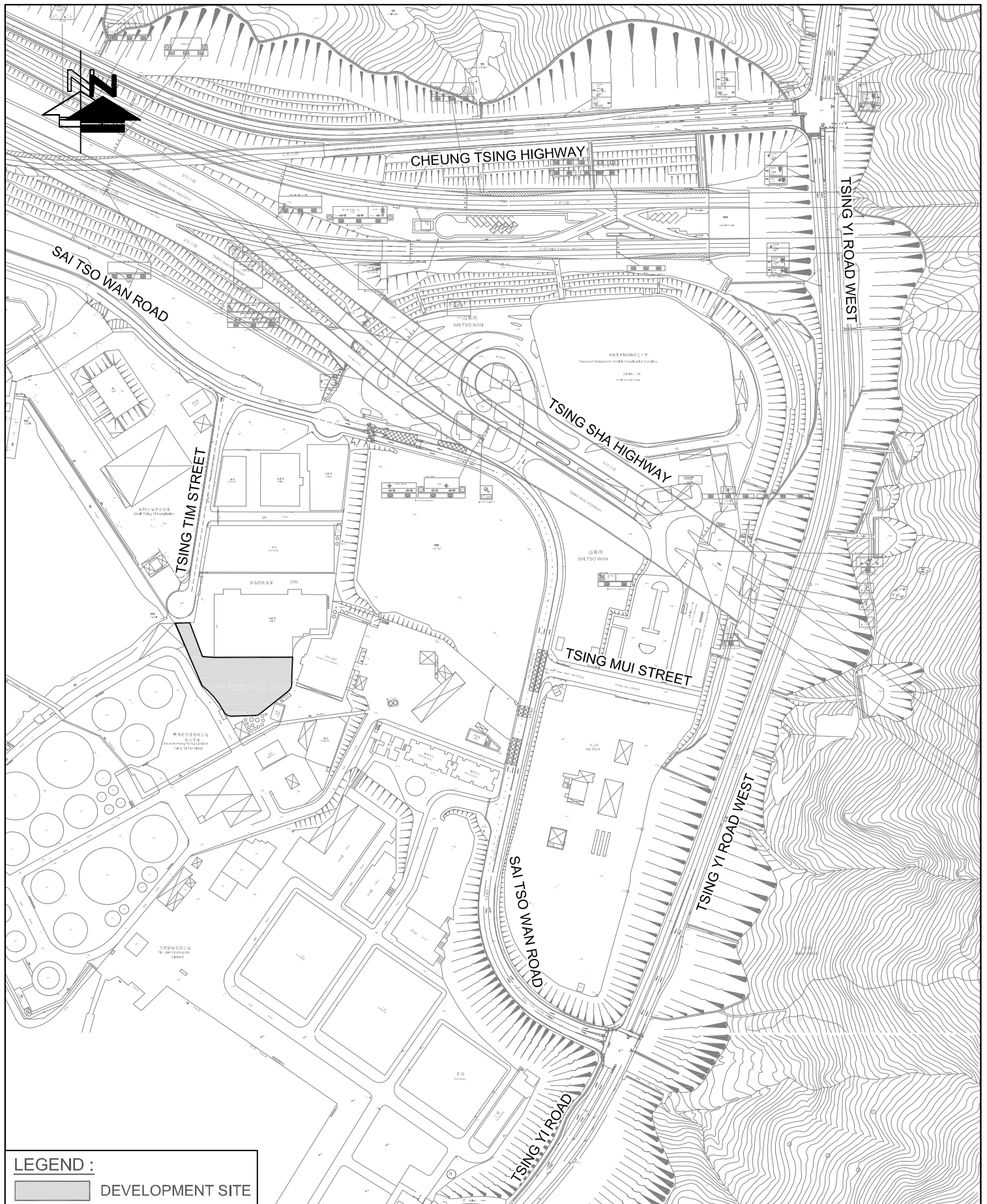
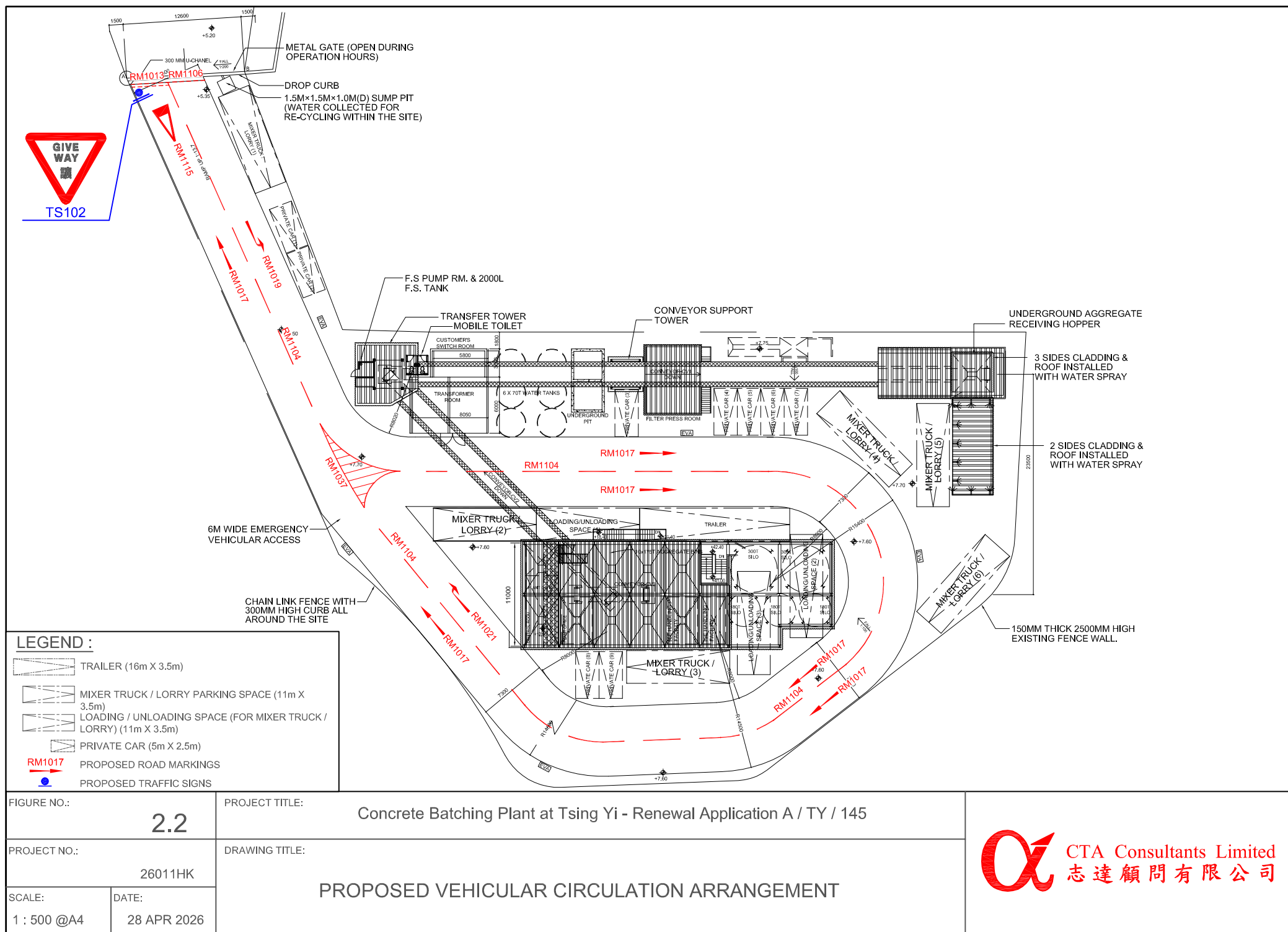


FIGURE NO.: 1.1		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	
PROJECT NO.: 26011HK		DRAWING TITLE: SITE LOCATION PLAN	
SCALE: 1:4000 @A4	DATE: 08 APR 2026		



Operating Procedures :

- ① Concrete mixer truck arrives the plant and wait for concrete loading at the parking space.
- ② Concrete mixer truck enters the loading and unloading area for concrete loading.
- ③ Concrete mixer truck to go for slump test.
- ④ Vehicle cleaning is carried out at washing facilities located at the exit of the plant.
- ⑤ Concrete mixer truck leaves the plant for delivery of concrete.

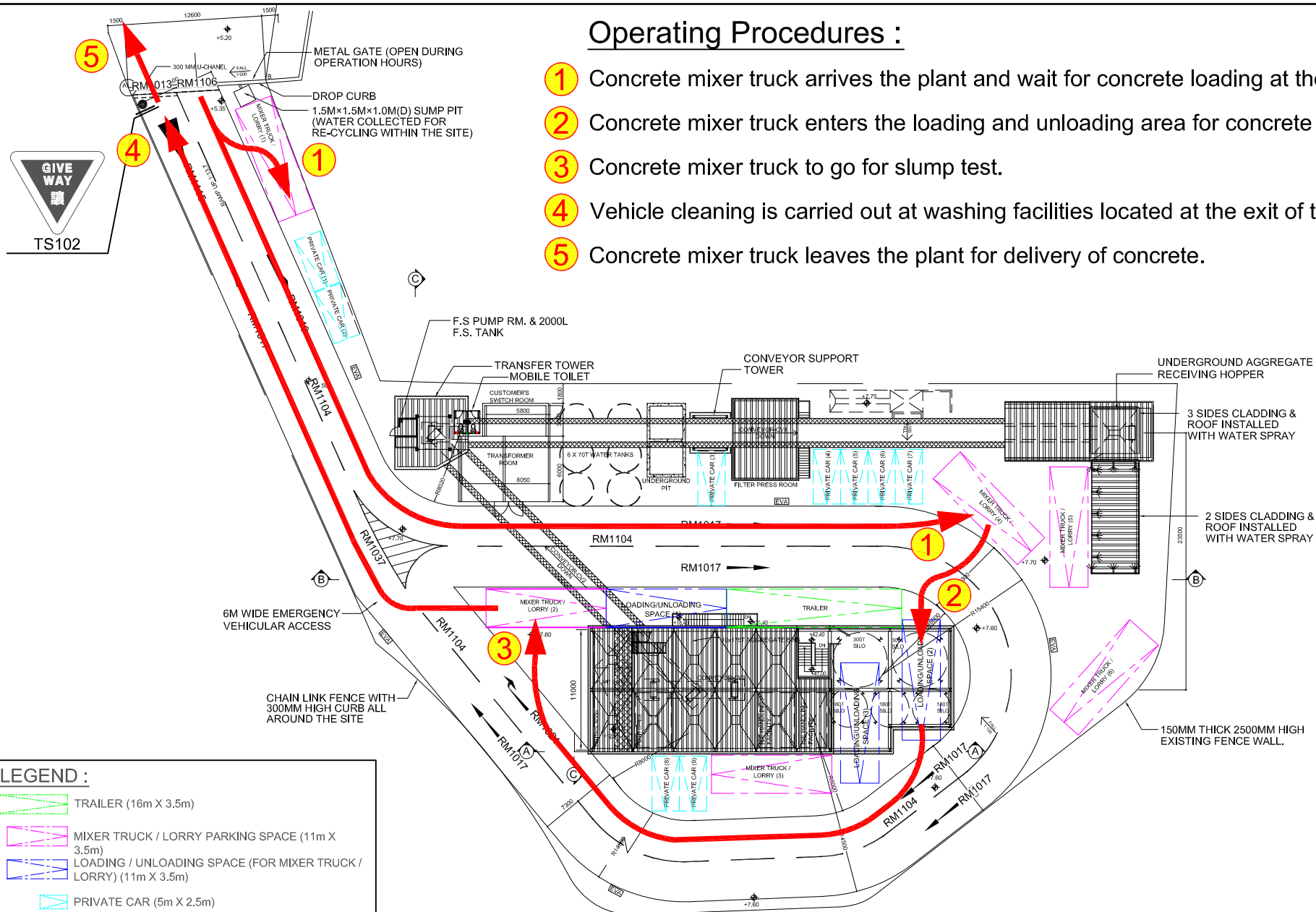
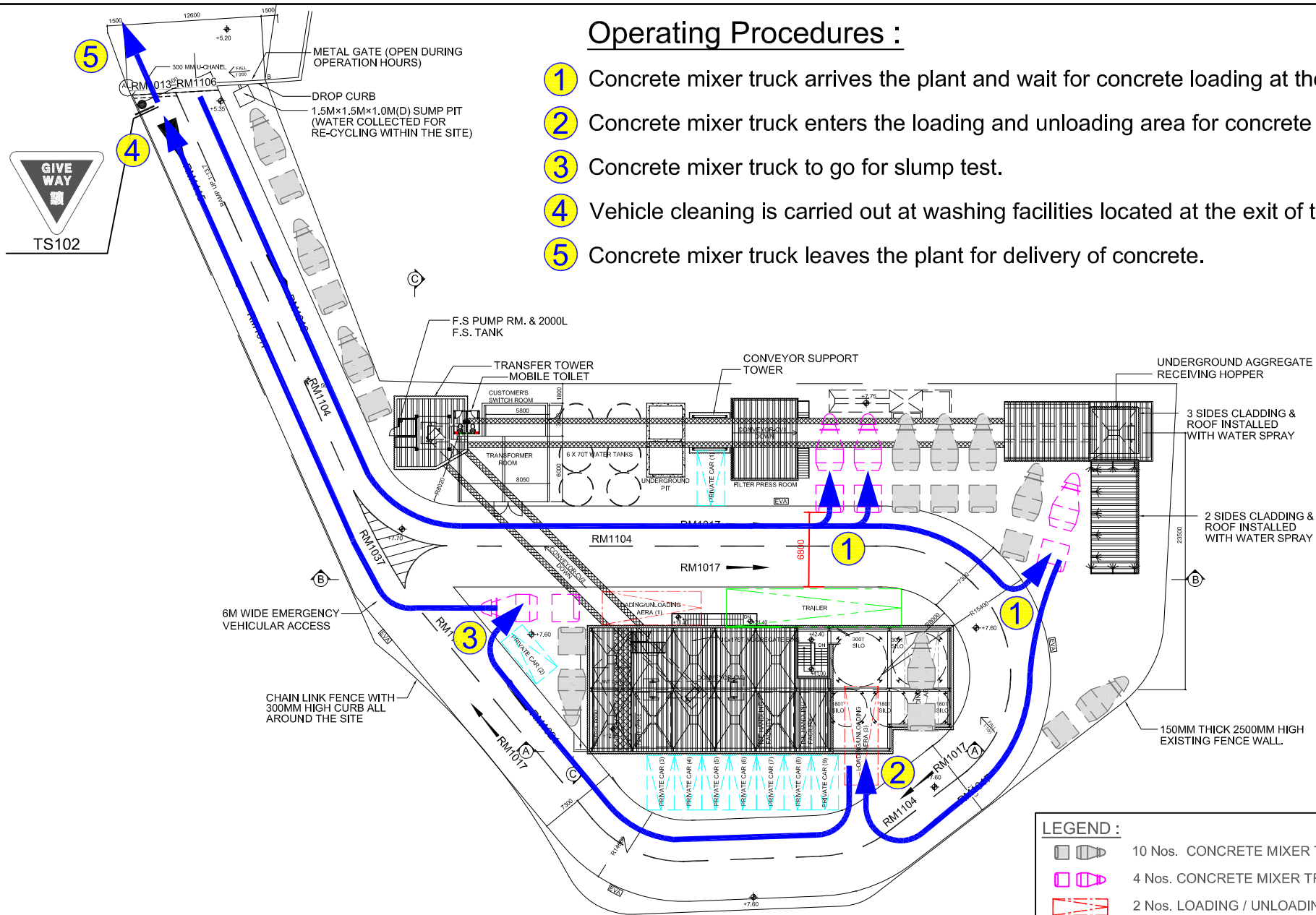


FIGURE NO.: 2.3	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: OPERATION OF THE TEMPORARY CONCRETE BATCHING PLANT	
SCALE: 1 : 500 @A4	DATE: 28 APR 2026	

Operating Procedures :

- ① Concrete mixer truck arrives the plant and wait for concrete loading at the parking space.
- ② Concrete mixer truck enters the loading and unloading area for concrete loading.
- ③ Concrete mixer truck to go for slump test.
- ④ Vehicle cleaning is carried out at washing facilities located at the exit of the plant.
- ⑤ Concrete mixer truck leaves the plant for delivery of concrete.



LEGEND :

-  10 Nos. CONCRETE MIXER TRUCKS (IDLING)
-  4 Nos. CONCRETE MIXER TRUCKS (IN OPERATION)
-  2 Nos. LOADING / UNLOADING AREA

FIGURE NO.: 3.1	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: CONTINGENCY PLAN 1 : HALF PRODUCTION WITH 1 LOADING / UNLOADING BAY	
SCALE: 1 : 500 @A4	DATE: 28 APR 2026	

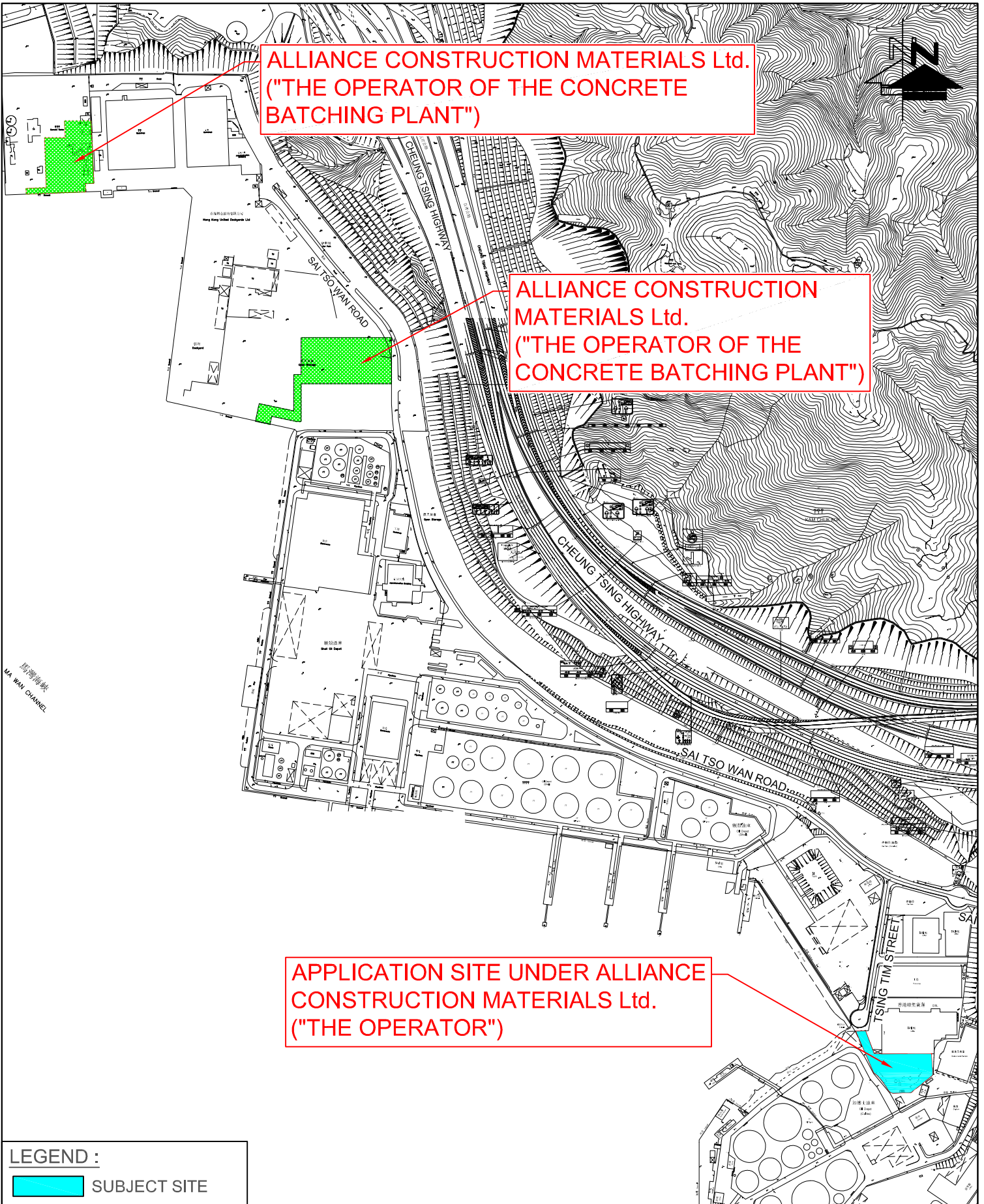


FIGURE NO.: 3.3		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	
PROJECT NO.: 26011HK		DRAWING TITLE: BACK-UP PLANTS	
SCALE: 1 : 6000@A4	DATE: 10 JUN 2026	 CTA Consultants Limited 志達顧問有限公司	