

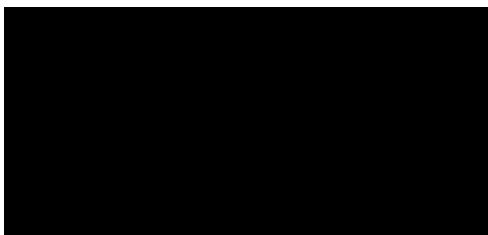
Appendix 5

Traffic Impact Assessment

Section 16 Planning Application for

**Proposed Temporary Rebar Workshop and
Warehouse for Storage of Construction Materials and
Machineries for a Period of 3 Years and Associated Filling
of Land and Pond and Excavation of Land
in “Green Belt” Zone at Various Lots in D.D. 125 and
Adjoining Government Land, Ha Tsuen, Yuen Long**

**TIA Report
August 2026**



Section 16 Planning Application for

Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land in “Green Belt” Zone at Various Lots in D.D. 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

**TIA Report
August 2026**

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Content	Page
1 INTRODUCTION	1
1.1 General	1
1.2 Study Objectives	2
1.3 Report Structure	2
2 DESCRIPTIONS OF THE APPLICATION SITE	3
2.1 Site Location	3
2.2 Development Parameters for the Application Site	3
2.3 Parking and Loading/Unloading Facilities	4
2.4 Vehicular Access Arrangement and Proposed Access Road	4
3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS	6
3.1 Existing Road Network	6
3.2 Traffic Surveys	6
3.3 Existing Vehicle Traffic Conditions	7
4 ESTIMATION OF DEVELOPMENT FLOWS	9
4.1 Traffic Generation from the Application Site	9
5 TRAFFIC IMPACT ASSESSMENT	10
5.1 Design Year	10
5.2 Methodology	10
5.3 Future Year Reference Traffic Flows	11
5.4 Future Year Design Peak Hour Traffic Flows	13
5.5 Future Road Network under HSK/HT NDA	13
5.6 Future Year Junction Capacity Assessments	14
5.7 Future Year Link Capacity Assessments	15
6 CONSTRUCTION TRAFFIC IMPACT ASSESSMENT	17
6.1 Design Year and Peak Hour Construction Traffic	17
6.2 Construction Traffic Impact Assessment	17
7 SUMMARY AND CONCLUSION	19
7.1 Summary	19
7.2 Conclusion	19

List of Table

Page

Table 2-1	Ancillary Transport Facilities Based on User's Requirement	4
Table 3-1	Summary of Comprehensive Surveys	6
Table 3-2	Passenger Car Unit Conversion Factors	7
Table 3-3	2026 Peak Hour Junction Capacity Assessment	7
Table 3-4	2026 Peak Hour Road Link Capacity Assessment	8
Table 4-2	Observed Daily Trips Generation of VSC Existing Site	9
Table 5-1	Average Annual Daily Traffic from Annual Traffic Census	11
Table 5-2	2021-Based TPEDM for Northwest New Territories	12
Table 5-3	2030 Peak Hour Junction Capacity Assessment	14
Table 5-4	2030 Peak Hour Road Link Capacity Assessment	15
Table 6-1	2027 Peak Hour Junction Capacity Assessment	17
Table 6-2	2027 Peak Hour Road Link Capacity Assessment	18

List of Figures

Figure 2-1	Site Location
Figure 2-2	Proposed Access Road
Figure 3-1	Locations of Types Traffic Surveys
Figure 3-2	2026 Observed Peak Hour Traffic Flows
Figure 5-1	2030 Reference Peak Hour Traffic Flows
Figure 5-2	Peak Hour Development Traffic Flows
Figure 5-3	2030 Design Peak Hour Traffic Flows
Figure 5-4	Proposed Access Road to P1
Figure 6-1	2027 Reference Peak Hour Traffic Flows
Figure 6-2	2027 Design Peak Hour Traffic Flows

Appendices

Appendix A	Proposed Layout Plan and Swept Path Analysis
Appendix B	2026 Junction Calculation Sheets
Appendix C	CEDD Road Works
Appendix D	2030 Junction Calculation Sheets
Appendix E	2027 Junction Calculation Sheets

1 INTRODUCTION

1.1 General

- 1.1.1 First Champion Limited (“The Applicant”) intends to seek approval from the Town Planning Board (“TPB”) for the proposed temporary rebar workshop and warehouse for storage of construction materials and machineries for a period of 3 years and associated filling of land and pond and excavation of land at various lots in DD125 and Adjoining Government Land, Ha Tsuen, Yuen Long (“The Application Site”). The Site falls within an area zoned “Green Belt” on the Approved Ha Tsuen Fringe Outline Zoning Plan No. S/YL-HTF/12.
- 1.1.2 The Application Site is the subject of previous planning application no. A/YL-HTF/1183 approved by the Rural and New Town Planning Committee (“RNTPC”) of TPB for temporary warehouse for storage of construction materials and machineries, parking of special purpose vehicles and rural workshop with ancillary facilities for a period of 3 years and associated filling of land and pond and excavation of land. The present application is submitted by the same Applicant, with a minor revision of the approved use for another operator, VSC Construction Steel Solution Limited, to facilitate the relocation of its steel rebar prefabrication yard at Tsing Yi.
- 1.1.3 VSC Construction Steel Solutions Limited (hereafter called as “VSC”) has operated a Rebar Workshop under a Short Term Tenancy (STT) at 17 Tsing Keung Street in Tsing Yi South for over a decade. To accommodate the government's development of the Advanced Construction Industry Building (ACIB), the Development Bureau (DevB) will terminate the existing STT at 17 Tsing Keung Street.
- 1.1.4 Therefore, VSC has actively sought a suitable site, which is the Application Site, to relocate its operation to ensure an uninterrupted supply of prefabricated steel reinforcement to support Hong Kong's construction industry.
- 1.1.5 Ozzo Technology (HK) Limited was commissioned to undertake a Traffic Impact Assessment (TIA) Study in support of this S16 planning application of the Application Site.

1.2 Study Objectives

- 1.2.1 The main objectives of this Traffic Impact Assessment (“TIA”) 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.

1.3 Report Structure

- 1.3.1 Following this introductory chapter, this report is arranged as follow:
- Chapter 2 describes the Application Site;
 - Chapter 3 summarizes the existing traffic conditions in the vicinity of the Application Site;
 - Chapter 4 describes the methodology for estimating the amount of vehicular traffic to be induced by the development;
 - Chapter 5 details the traffic forecast and the results of traffic impact assessment;
 - Chapter 6 undertakes the construction traffic impact assessment;
 - A summary of the findings and conclusion of this TIA study are given in Chapter 7.

2 DESCRIPTONS OF THE APPLICATION SITE

2.1 Site Location

- 2.1.1 **Figure 2-1** shows the location of the Application Site, located at the west of Kong Sham Western Highway and adjacent to Ling To Tsz. The Application Site is accessible from Kong Sham Western Highway and via a local access road. To enhance the connectivity, a new access road is also proposed parallel to the local access road.

2.2 Development Parameters for the Application Site

- 2.2.1 Based on the latest information, the Application Site area is around 42,497m² with a total of GFA of about 14,199m². The Application Site involves 9 temporary structures for rebar workshop and warehouse uses for storage of construction materials / machineries. The remaining area are designated for vehicle parking and loading/unloading (L/UL) spaces, circulation area and landscape area.
- 2.2.2 The Application Site consists of 3 portions, **Figure 2-1** presents the locations for each portion:
- Northern Portion:** The larger area, situated to the north of the existing access road;
- Eastern Portion:** A smaller area located to the south of the existing access road;
- Southern Portion:** Located further south within the Application Site, which will share vehicular access with the Northern Portion.
- 2.2.3 The Application Site will be shared between VSC and another operator (hereafter referred to as “Tenant A”).
- 2.2.4 Previously, planning permission under Application No. A/YL-HTF/1183 was granted to relocate Tenant A and others, who was affected by the land resumption under Phase 2 Development of the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA). Tenant A has subsequently moved into the Application Site.
- 2.2.5 Following the approval of Application No. A/YL-HTF/1183, the entry of VSC as a new tenant necessitates modifications to the site boundaries, proposed land uses, and spatial layout.
- 2.2.6 Under the updated layout scheme, VSC will occupy the **Northern Portion** and **Eastern Portion** (in total around 23,335 m²) for its rebar workshop and storage operations, while Tenant A will be relocated to and operate within the **Southern Portion**.
- 2.2.7 The operation hours of the Site are from 09:00 to 19:00. As no shopfront is proposed at the Site, no visitor is anticipated.

2.3 Parking and Loading/Unloading Facilities

2.3.1 **Table 2-1** summarizes the internal transport facilities to be provided in the Application Site. As there are no specific parking and loading/unloading requirements for temporary warehouse development in accordance to HKPSG, ancillary transport facilities are provided based on users’ requirements to meet operational needs.

Table 2-1 Ancillary Transport Facilities Based on User’s Requirement

Type of Ancillary Transport Facilities		Size	Provision based on User’s Requirement
Parking Spaces	Tenant A		
	Private Car Parking Space	2.5m (W) x 5m (L)	14
	Special Purpose Vehicle Parking Space	3.5m (W) x 11m (L)	13
	VSC		
	Private Car Parking Space	2.5m (W) x 5m (L)	4
	Heavy Goods Vehicle Parking Space	3.5m (W) x 11m (L)	12
	Total Parking Facilities	-	43
L/UL Spaces	Tenant A		
	L/UL Spaces for MGW	3.5m (W) x 11m (L)	6
	VSC		
	L/UL Spaces for LGV	3.5m (W) x 7m (L)	3
	L/UL Spaces for MGW	3.5m (W) x 11m (L)	7
	Total L/UL Facilities	-	16

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

2.4 Vehicular Access Arrangement and Proposed Access Road

2.4.1 Individual site accesses are proposed for Northern Portion and Eastern Portion. Southern Portion will share vehicular access with Northern Portion. The development traffic to/from Eastern Portion will travel via the existing access road, the operation traffic covers private cars and light goods vehicles only.

2.4.2 To minimize the traffic impact to the existing single track access road, an access road with a single-2 configuration connecting Northern Portion is proposed. Layout of the proposed access road is also presented in **Figure 2-2**.

- 2.4.3 Swept path analysis is also conducted for the vehicular accesses and the proposed access road, indicating sufficient turning spaces for goods vehicles. **Appendix A** also presents the swept path analysis for the access points and the access road.

3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

3.1.1 As shown in **Figure 2-1**, the Application Site is currently connecting to a local access road, with further connection to Kong Sham Western Highway. Current condition of the connecting carriageways are summarized as follows:

3.1.2 The connecting access road (Unnamed Road A) is a single track rural road connecting Ling To Tsz and in the west and access road underneath Kong Sham Western Highway in the east. Acting as single carriageway with 1-lane-2 way operation, passing bays are generally identified along the carriageway, while serving a low volume of traffic.

3.1.3 The access road underneath Kong Sham Western Highway (KSWH) is a current connecting road between local storage area / concrete plant and KSWH. The northern section of the access road is a single-2 carriageway (with no loading activities, standing vehicles and pedestrian crossings identified along the northern section) while the southern section of the access road is a single carriageway with 1-lane-2-way operation. Passing bays are generally identified the single carriageway section, while serving a low volume of traffic.

3.2 Traffic Surveys

3.2.1 To assess the existing traffic condition, vehicular traffic count surveys were conducted on 20 August 2026 (Thursday) between 07:00 and 19:00. The traffic in the vicinity is predominantly driven by constructions and commercial logistics related operations, which remain consistent throughout the year regardless of school holidays. In addition, the surrounding area is neither a school zone nor a recognized tourist destination, thus seasonal variations due to school holidays are considered minimal for this area.

3.2.2 A summary of the types of surveys being undertaken and the survey locations are shown in **Figure 3-1** and **Table 3-1**.

Table 3-1 Summary of Comprehensive Surveys

Survey Type	Location	Figure	Survey Date	Data Collected
Vehicular Count Surveys	J1 to J4	Figure 3-1	2026-08-20 (Thursday)	Manual count in 15 min intervals
	L1 to L4	Figure 3-1	2026-08-20 (Thursday)	Manual count in 15 min intervals

3.3 Existing Vehicle Traffic Conditions

- 3.3.1 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) and shown in **Table 3-2**.

Table 3-2 Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor ⁽¹⁾
	Priority junction/ Roundabout
Car / Taxi	1.00
Public Light Bus / Minibus	1.50
Light Goods Vehicle	1.50
Medium/ Heavy Goods Vehicle	2.80
Bus / Coach	2.80

Notes: (1) Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2026

- 3.3.2 By applying the above PCU factors, vehicular traffic flows in PCUs are calculated and the AM and PM peak hour is identified to occur at 11:15-12:15 and 15:45-16:45 for AM peak and PM peak respectively. **Figure 3-2** presents the 2026 observed Weekday AM and PM peak hour traffic flows on the road network in the vicinity of the Application Site.
- 3.3.3 Based on the existing traffic flows, the peak hour performance of the key junctions in the vicinity of the Application Site is assessed. The assessment results are indicated in **Table 3-3** and detailed junction calculation sheets are given in **Appendix B**.

Table 3-3 2026 Peak Hour Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2026 Weekday	
				AM Peak	PM Peak
J1	Unnamed Road A / Access to Existing Fish Farm	Priority	DFC	0.01	0.00
J2	Unnamed Road A / Access Road underneath KSWH	Priority	DFC	0.02	0.07
J3	Access Road underneath KSWH / Ha Tsuen Road	Priority	DFC	0.12	0.20
J4	KSWH Roundabout	Roundabout	DFC	0.30	0.30

Notes:

(1) Refer to **Figure 3-1** for junction locations

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

- 3.3.4 The results reveal that all the assessed key junctions are operated satisfactorily during the peak hours.
- 3.3.5 Based on the existing traffic flows, the peak hour performances of the key road links in the vicinity of the Application Site are also assessed and the results are indicated in **Table 3-4**.

Table 3-4 2026 Peak Hour Road Link Capacity Assessment

No.	Location ⁽¹⁾	Direction	Design ⁽²⁾ Capacity (veh/hr)	Weekday AM Peak		Weekday PM Peak	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Unnamed Road A	2-way	100	6	0.06	1	0.01
L2	Access Road underneath KSWH (Section south of Ha Tsuen Road)	2-way	100	28	0.28	52	0.52
L3	Access Road underneath KSWH (Section north of Ha Tsuen Road)	NB	850	248	0.29	245	0.29
		SB	850	199	0.23	231	0.27

Notes: (1) Refer to Figure 3-1 for road link locations
(2) TPDM Vol 2 Chapter 2.4.1.1 and TPDM Vol 3 Chapter 3.11.3.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

- 3.3.6 The results reveal that all the key road links in the vicinity of the Application Site operate within capacity during the peak hours.

4 ESTIMATION OF DEVELOPMENT FLOWS

4.1 Traffic Generation from the Application Site

Traffic Generation from Tenant A

- 4.1.1 As Tenant A is currently in operation, its traffic flow has been reflected in the recent traffic counts and no separate trip generation is to be added for further assessment.

Traffic Generation from VSC

- 4.1.2 For the traffic generations from VSC, the trips are obtained based on the actual operational data on a typical working day provided by the operator at its existing site in Tsing Yi. Goods vehicle traffic at the existing facility is strictly confined to Medium Goods Vehicles (MGVs) and Heavy Goods Vehicles (HGVs) with a maximum overall length of 11 metres. The proposed operation at the Application Site will not involve the use of 16-metre articulated vehicles.
- 4.1.3 The details are presented in the following table.

Table 4-1 Observed Daily Trips Generation of VSC Existing Site

Time Period	No. of Trips – IN (in Veh)		No. of Trips – OUT (in Veh)		Hourly Vehicle Trips (two-way)
	Private Car	All Others	Private Car	All Others	
0900-1000	8	14	1	12	35
1000-1100	7	3	4	4	18
1100-1200	5	13	4	8	30
1200-1300	14	7	9	3	33
1300-1400	7	3	3	8	21
1400-1500	13	4	4	6	27
1500-1600	7	9	5	5	26
1600-1700	7	8	7	4	26
1700-1800	10	6	11	2	29
1800-1900	2	2	2	1	7
Total	80	69	50	53	252

- 4.1.4 In fact, as the relocation site area for VSC is smaller than the one in existing Tsing Yi site, adopting the current operational trip generations for the assessment represents a very conservative approach.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Design Year

- 5.1.1 The Application Site intends to be in use by first quarter of 2027, the “Design Year” for this TIA study is set as 2030, i.e. 3 years after year 2027.

5.2 Methodology

- 5.2.1 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 forecast population and employment from the 2021-based Territorial Population and Employment Data Matrix (TPEDM) planning data published by Planning Department;
 - Committed and planned developments in the Study Area.
- 5.2.2 The following steps are undertaken to derive the 2030 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site).
- 2030 Background Flows = 2026 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
- 5.2.3 The traffic impact to be induced by the Development is assessed by comparing the Peak Hour Reference Traffic Flows against the Design Traffic Flows for both Design Years.

5.3 Future Year Reference Traffic Flows

Historical Traffic Growth

- 5.3.1 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 2013 to 2018 are extracted from the Annual Traffic Census (ATC) Reports for the ATC stations within the Study Area. The traffic data in 2019 and 2021 are excluded from the analysis due to social activities and outbreak of COVID-19 respectively. **Table 5-1** describes the location of the nearby available ATC station and provides the corresponding traffic data.

Table 5-1 Average Annual Daily Traffic from Annual Traffic Census

Station	Road	Between		2013	2014	2015	2016	2017	2018	Average Annual Growth
5907	KSWH	KSWH nr Yick Yuen Road	Shenzhen Bay Bridge (HK Section)	18,410	18,290	19,140	19,470	19,080	19,690	1.35%
				-	-0.65%	4.65%	1.72%	-2.0%	3.2%	
TOTAL				18,410	18,290	19,140	19,470	19,080	19,690	1.35%
				-	-0.65%	4.65%	1.72%	-2.0%	3.2%	

Source: 2013-2018 Annual Traffic Census (ATC) Reports published by Transport Department

- 5.3.2 The historical traffic data of ATC station 5907 between year 2017-2022 have also been reviewed, with a negative annual growth rate identified. Thus, the annual traffic growth rate on the road network within the Study Area of year 2013 to 2018 of 1.35%, as indicated in **Table 5-1**, will be more conservative.

2021-Based Territorial Population and Employment Data Matrix (TPEDM)

- 5.3.3 **Table 5-2** presents the population and employment data in Northwest New Territories for 2021, 2026 and 2031 from the 2021-based Territorial Population and Employment Data Matrix (TPEDM) planning data provided by Planning Department.

Table 5-2 2021-Based TPEDM for Northwest New Territories

Category	2021	2026	2030 ⁽¹⁾	2031	2026-2030 Average Growth (% p.a.)
Population	1,176,050	1,243,650	1,326,970	1,347,800	1.63%
Employment	286,800	372,750	405,230	413,350	2.11%
Total	1,462,850	1,616,400	1,732,200	1,761,150	1.74%

Source: 2021-based TPEDM published by Planning Department

Note (1): 2030 population and employment places are calculated by interpolation between 2026 and 2031.

- 5.3.4 It is anticipated that the population and employment places in Northwest New Territories would be increased by 1.63% and 2.11% p.a. respectively, i.e. an overall increase of 1.74% per annum.
- 5.3.5 For conservative, annual growth rate derived from 2021-Based TPEDM of 1.74% will be adopted in the Study.

Planned and Committed Developments

- 5.3.6 Based on the published information from Town Planning Board, no planned/committed developments in the site vicinity are identified in design year 2030 in the site vicinity.

2030 Reference Flows

- 5.3.7 Taking into account of the above factors, to summarize, the following steps are undertaken to derive the 2030 Reference Traffic Flows (i.e. without Application Site):
- 2030 Background Flows = 2026 Flows x annual growth factors (+1.74% p.a.)
- 2030 Reference Flows = 2030 Background Flows + Planned / Committed Development Traffic (refer to **Section 5.3.6**)
- 5.3.8 The 2030 Reference Traffic Flows (i.e. without Application Site) are presented in **Figure 5-1**.

5.4 Future Year Design Peak Hour Traffic Flows

- 5.4.1 The additional development traffic in **Table 4-1** is then assigned onto the nearby road network with reference to the existing traffic distribution pattern in the Study Area. The resulting peak hour development flows are shown in **Figure 5-2**.
- 5.4.2 By adding the development flows in **Figure 5-2** to the 2030 Reference Peak Hour Flows (i.e. without Application Site) in Figure 5-1, the 2030 Design Peak Hour Flows (i.e. with Application Site) are derived and shown in **Figure 5-3**.

5.5 Future Road Network under HSK/HT NDA

- 5.5.1 The Application Site is currently accessed by an existing local access road, which connects to a vehicular road underneath Kong Sham Western Highway bridge. This route serves as a primary access corridor connecting the Application Site to the road network, including Kong Sham Western Highway.
- 5.5.2 A section of this access corridor falls within the Civil Engineering and Development Department’s (CEDD) road improvement works for HSK/HT NDA Stage 2, which is scheduled for completion in year 2030. Upon completion, the Application Site can be connected via the new Road P1, a primary distributor featuring dual two-lane slip road. The sounding road network and relevant detailed plans of the CEDD road works are attached in **Appendix C**. This upgrade will significantly enhance the local road network and provide sufficient traffic capacity for the area.
- 5.5.3 As VSC aims to commence operation at the Application Site in Q1 2027, a transitional traffic arrangement is required to support site operations during interim period between 2027 and 2030 prior to the completion of the CEDD infrastructure works.
- 5.5.4 Furthermore, as shown in **Figure 2-2**, a new access road with a single-2-configuration parallel to the local access road is proposed to support the connection of the Application Site to/ from the road underneath Kong Sham Western Highway bridge during the interim period between 2027 and 2030. For the future connection arrangement, the preliminary illustrative arrangement of the proposed access road connection to P1 is shown in **Figure 5-4**, the detailed design will be submitted to relevant authorities for approval at a later stage.

5.6 Future Year Junction Capacity Assessments

- 5.6.1 Based on the discussion in Section 5.5, a worst-case scenario is established based on the Design year 2030, representing the interim period immediately prior to the completion of the CEDD infrastructure works. The detailed traffic impact assessment for this scenario is presented in the subsequent sections of this report.
- 5.6.2 Based on the Reference Flows (i.e. without Application Site) and Design Flows (i.e. with Application Site) for the Design Year, junction capacity assessment is undertaken and the results shown in **Table 5-3** with detailed calculation sheets provided in **Appendix D**.

Table 5-3 2030 Peak Hour Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2030 Reference Scenario		2030 Design Scenario	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Unnamed Road A / Proposed Access Road ⁽³⁾	Priority	DFC	0.01	0.00	0.01	0.01
J2	Unnamed Road A / Access Road underneath KSWH	Priority	DFC	0.03	0.08	0.07	0.11
J3	Access Road underneath KSWH / Ha Tsuen Road	Priority	DFC	0.14	0.23	0.18	0.28
J4	KSWH Roundabout	Roundabout	DFC	0.32	0.32	0.33	0.33

Notes:

(1) Refer to **Figure 3-1** for junction locations

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

(3) With the Proposed Access Road in place, geometry of J1 has also been modified.

- 5.6.3 It is indicated in **Table 5-3** that all the key junctions in the vicinity of the Application Site will operate within capacity during peak hours for both the Reference (without Application Site) and Design (with Application Site) scenarios.

5.7 Future Year Link Capacity Assessments

5.7.1 Based on the Reference Flows (i.e. without Application Site) and Design Flows (i.e. with Application Site), link capacity assessments for Design Year 2030 are carried out and the results are presented in **Table 5-4**.

Table 5-4 2030 Peak Hour Road Link Capacity Assessment

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2030 Reference Scenario (AM Peak)		2030 Reference Scenario (PM Peak)		2030 Design Scenario (AM Peak)		2030 Design Scenario (PM Peak)	
				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	Unnamed Road A	2-way	100	8	0.08	2	0.02	13	0.13	7	0.07
L2	Access Road underneath KSWH (Section south of Ha Tsuen Road)	2-way	100	32	0.32	58	0.58	67	0.67	93	0.93
L3	Access Road underneath KSWH (Section north of Ha Tsuen Road)	NB	850	266	0.31	263	0.31	279	0.33	276	0.32
		SB	850	214	0.25	248	0.29	236	0.28	270	0.32
L4	Proposed Access Road	EB	400	0	0.00	0	0	11	0.03	11	0.03
		WB	400	0	0.00	0	0	19	0.05	19	0.05

Notes: (1) Refer to Figure 3-1 for road link locations
(2) TPDM Vol 2 Chapter 2.4.1.1 and TPDM Vol 3 Chapter 3.11.3.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

5.7.2 The results in the table indicate that all the key road links in the Study Area will operate within capacity during the peak hours for both Reference scenario (i.e. without Application Site) and Design scenario even with the Application Site in place.

5.7.3 Even with the VSC operational trip generations added onto the baseline, the V/C ratio of existing access road L2 is 0.93, which is still within capacity to cope with the traffic. For conservative arrangement, stagger delivery schedules will be arranged to avoid peak traffic hours traffic.

5.7.4 With the implementation of road improvement works carried out by CEDD under Stage 2 of HSK/HT NDA, the new dual two-lane Road P1 will replace the existing access road L2. As the link capacity will be further enhanced, traffic conditions to / from the Application Site will be significantly improved after 2030.

- 5.7.5 Furthermore, temporary haul road will be provided by CEDD to facilitate access during the interim period. Further arrangements regarding the shared use of the temporary haul road will be negotiated with CEDD, which is expected to further ease the traffic conditions.

6 CONSTRUCTION TRAFFIC IMPACT ASSESSMENT

6.1 Design Year and Peak Hour Construction Traffic

- 6.1.1 Under current programme, the construction works will be completed in year 2027. Thus 2027 will be adopted as the design year for construction traffic impact assessment.
- 6.1.2 The construction traffic mainly consists of concrete delivery and dump trucks. To limit the construction traffic onto nearby road network (particularly for the Access Road underneath KSWH), construction traffic for the Application Site during peak hour is limited to 8 veh/hr, which is equivalent to 16 pcu/hr.
- 6.1.3 The same approach in forecasting the 2030 Design Peak Hour Traffic is adopted to forecast the 2027 Design Peak Hour Traffic as summarized below:
- $$\begin{aligned} 2027 \text{ Background Flows} &= 2026 \text{ Flows} \times \text{annual growth factors} \\ 2027 \text{ Reference Flows} &= 2027 \text{ Background Flows} + \text{additional traffic by} \\ &\quad \text{planned and committed developments} \\ 2027 \text{ Design Flows} &= 2027 \text{ Reference Flows} + \text{construction traffic} \end{aligned}$$

6.2 Construction Traffic Impact Assessment

- 6.2.1 The 2027 Peak Hour Traffic Flows during construction period are shown in **Figure 6-1** and **Figure 6-2** respectively. Based on the traffic forecasts, results of the junction and link capacity assessments during the construction year are presented in **Table 6-1** and **Table 6-2** respectively. Detailed calculation sheets of the junction assessment are provided in **Appendix E**.

Table 6-1 2027 Peak Hour Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2027 Reference Scenario		2027 Design Scenario	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Unnamed Road A / Proposed Access Road ⁽³⁾	Priority	DFC	0.01	0.00	0.01	0.01
J2	Unnamed Road A / Access Road underneath KSWH	Priority	DFC	0.03	0.08	0.05	0.10
J3	Access Road underneath KSWH / Ha Tsuen Road	Priority	DFC	0.13	0.22	0.17	0.25
J4	KSWH Roundabout	Roundabout	DFC	0.30	0.31	0.31	0.31

Notes:

(1) Refer to **Figure 3-1** for junction locations

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

(3) With the Proposed Access Road in place, geometry of J1 has also been modified.

Table 6-2 2027 Peak Hour Road Link Capacity Assessment

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2027 Reference Scenario (AM Peak)		2027 Reference Scenario (PM Peak)		2027 Design Scenario (AM Peak)		2027 Design Scenario (PM Peak)	
				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	Unnamed Road A	2-way	100	8	0.08	2	0.02	10	0.10	4	0.04
L2	Access Road underneath KSWH (Section south of Ha Tsuen Road)	2-way	100	32	0.32	56	0.56	48	0.48	72	0.72
L3	Access Road underneath KSWH (Section north of Ha Tsuen Road)	NB	850	253	0.30	250	0.29	261	0.31	258	0.30
		SB	850	203	0.24	236	0.28	211	0.25	244	0.29
L4	Proposed Access Road	EB	400	0	0.00	0	0.00	7	0.02	7	0.02
		WB	400	0	0.00	0	0.00	7	0.02	7	0.02

Notes: (1) Refer to Figure 3-1 for road link locations
(2) TPDM Vol 2 Chapter 2.4.1.1 and TPDM Vol 3 Chapter 3.11.3.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

6.2.2 The results indicate that the key junctions and road links in the vicinity of the Application Site would operate at an acceptable level during the weekday AM and PM peak hours even with the construction traffic to be generated during the construction period.

7 SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 Ozzo Technology (HK) Limited is commissioned to undertake this Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the Application Site on the nearby road network.
- 7.1.2 Capacity assessments are undertaken to reveal the 2026 AM and PM peak hour traffic conditions in the vicinity of the Application Site. The assessment results indicate that all the key junctions and road links perform satisfactorily during the AM and PM peak hours on a normal weekday.
- 7.1.3 To minimize the traffic impact to the existing single track access road, an access road with a single-2 configuration connecting Northern Portion is proposed.
- 7.1.4 The expected commission year for the Application Site would be year 2027, year 2030 is adopted as the design year for this Study.
- 7.1.5 A section of this access corridor falls within the Civil Engineering and Development Department's (CEDD) road improvement works for HSK/HT NDA Stage 2, which is scheduled for completion in year 2030. Upon completion, the Application Site can be connected via the new Road P1, a primary distributor featuring dual two-lane slip road. As VSC aims to commence operation at the Application Site in Q1 2027, a worst-case scenario is established based on the Design year 2030, representing the interim period immediately prior to the completion of the CEDD infrastructure works.
- 7.1.6 For traffic impact assessments, with the development traffic generated from the Application Site, assessment results indicate that all the key junctions and road links would perform satisfactorily in the Design Year even with the Application Site in place. For conservative arrangement, stagger delivery schedules will be arranged to avoid peak traffic hours traffic.
- 7.1.7 Construction traffic impact assessment also indicates that the key junctions and road links in the vicinity of the Application Site would operate at an acceptable level during the weekday AM and PM peak hours even with the construction traffic to be generated during the construction period.

7.2 Conclusion

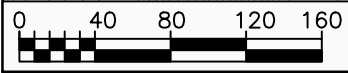
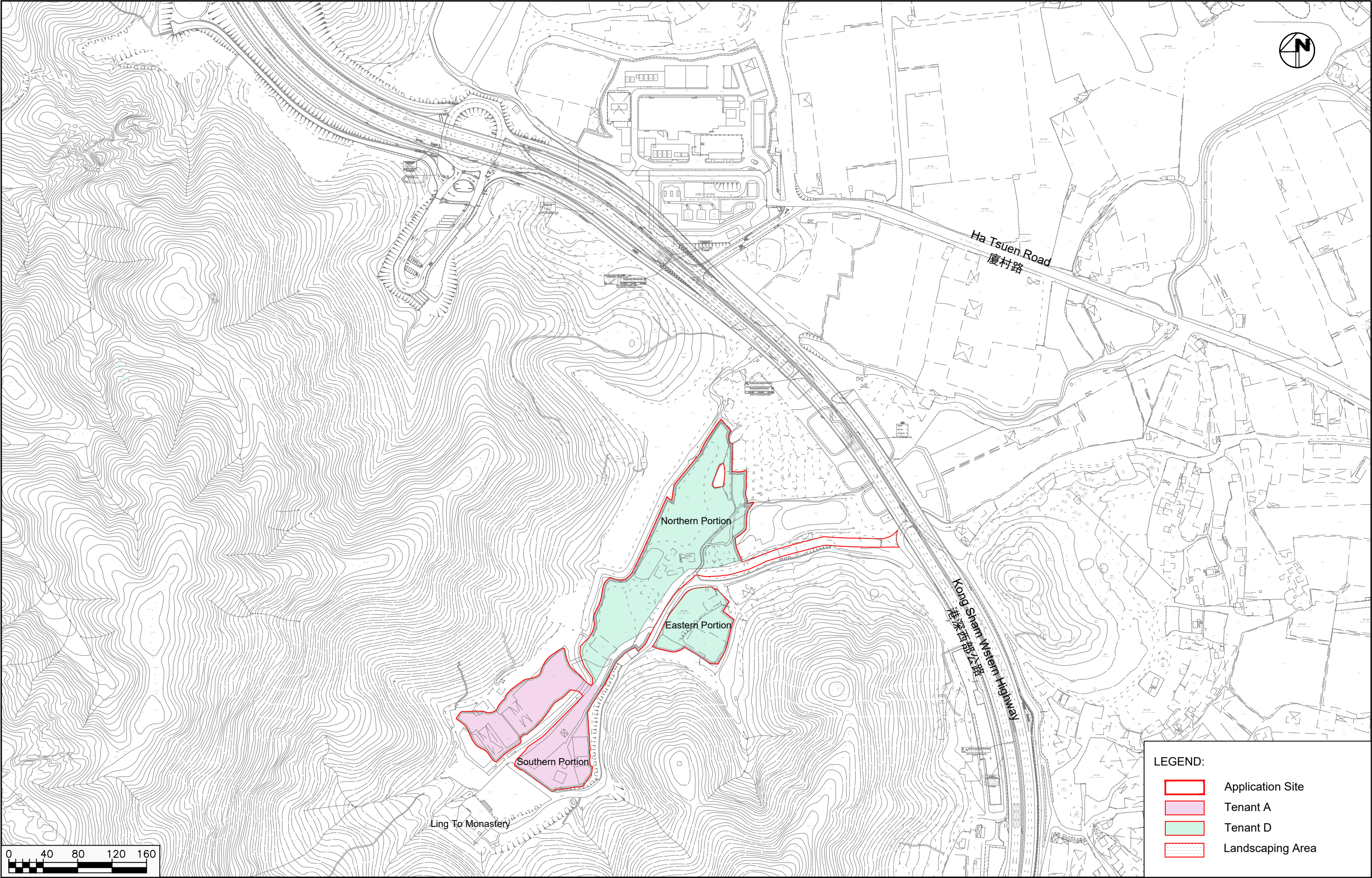
- 7.2.1 The impact assessment results indicate that the Application Site would not create adverse impact on the surrounding road network.

Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land in “Green Belt” Zone at Various Lots in D.D. 125 and Adjoining Government Land, Ha Tsuen, Yuen Long
TIA Report



Figures

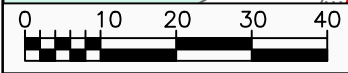
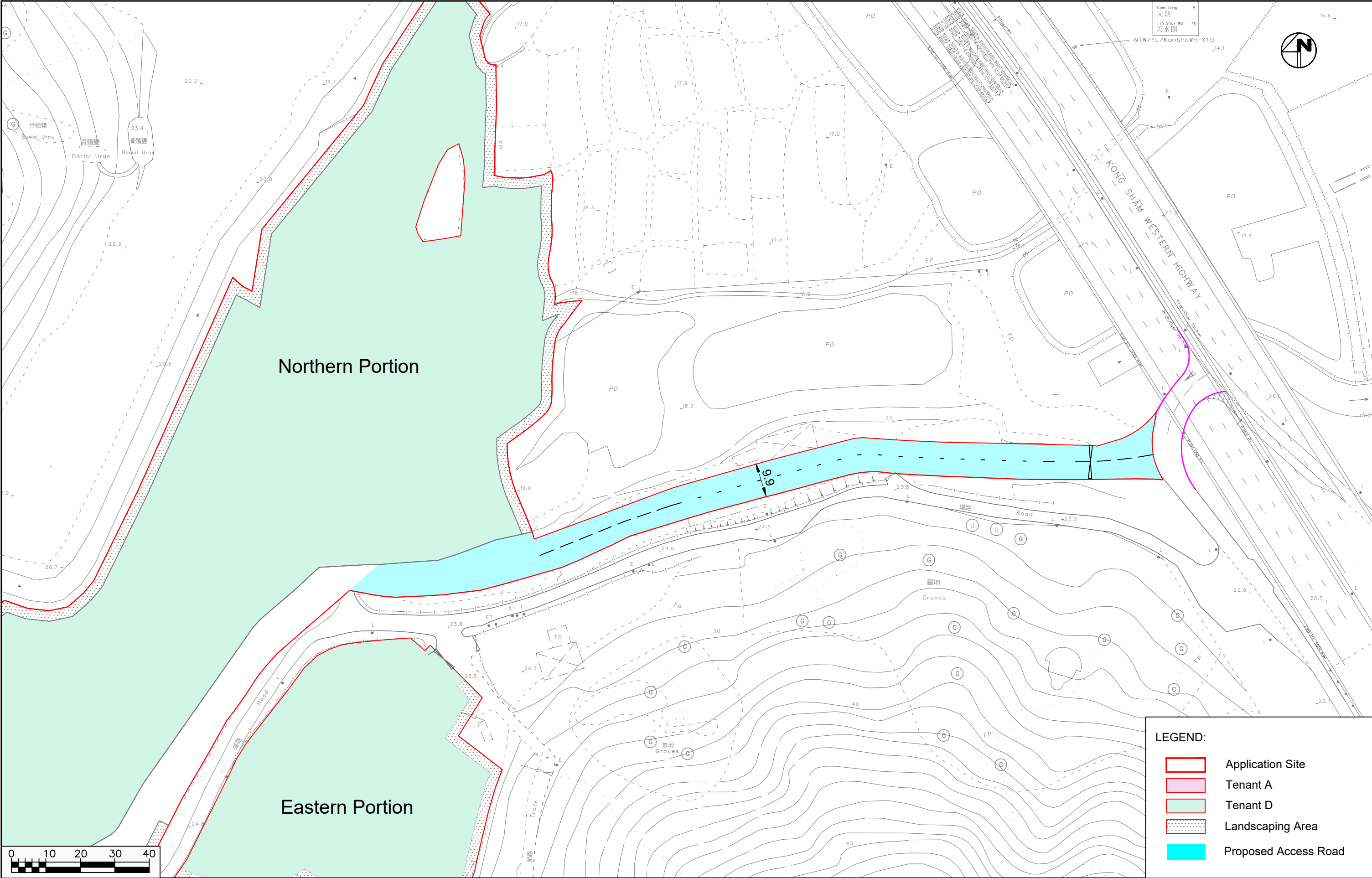
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LEGEND:	
	Application Site
	Tenant A
	Tenant D
	Landscaping Area

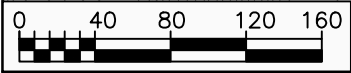
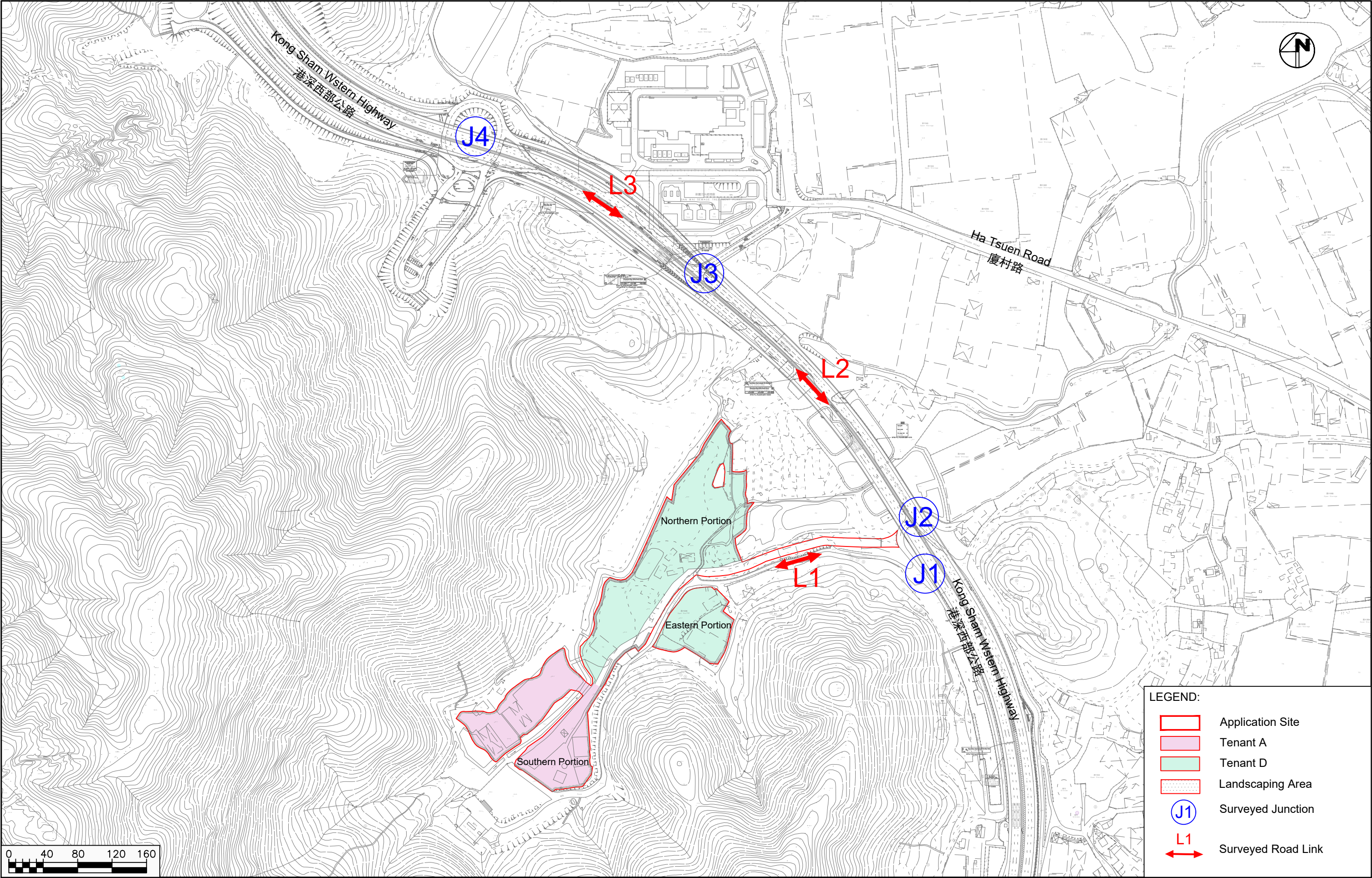
		Project Title		
		Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		
Date	Scale	Site Location		
27/08/2026	1:4000			
		Project No. 83580		Rev.
		Dwg No. Figure 2-1		A

X:\Ozzo\83580_S16 for Proposed Temporary Warehouse for Various Lots in DD125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Data\DWG\83580_Figure 2-2A.dwg 2026/08/27 18:42:21



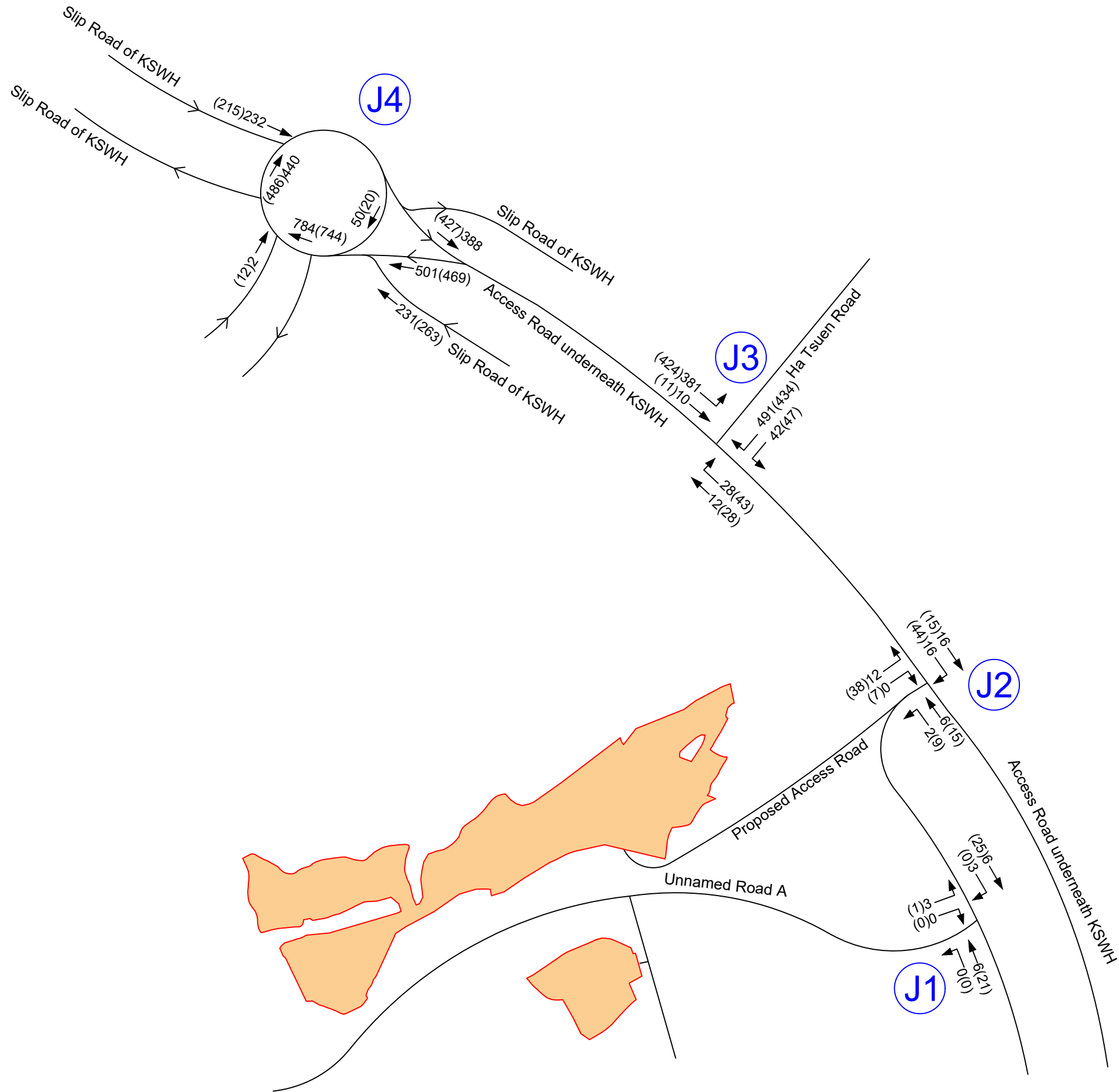
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		<u>Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land</u>		
Date	Scale	Proposed Access Road		
27/08/2026	1:1000			
		Project No. 83580	Rev. A	
		Dwg No. Figure 2-2		

X:\Ozzo\83580_S16 for Proposed Temporary Warehouse for Various Lots in DD125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Drawings\83580_Figure 3-1A.dwg 2026/08/27 17:45:54



Project Title		Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land			
Date	Scale				
27/08/2026	1:4000	Locations of Types Traffic Surveyed		Project No. 83580	Rev. A
				Dwg No. Figure 3-1	

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- Legend:
- Application Site
 - Surveyed Junction
 - AM Peak Hour Traffic Flows
 - PM Peak Hour Traffic Flows

Note: Minor Road Link not shown for clarity

Project Title

Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land

Date
27/08/2026

Scale
N.T.S

2026 Observed Peak Hour Traffic Flows



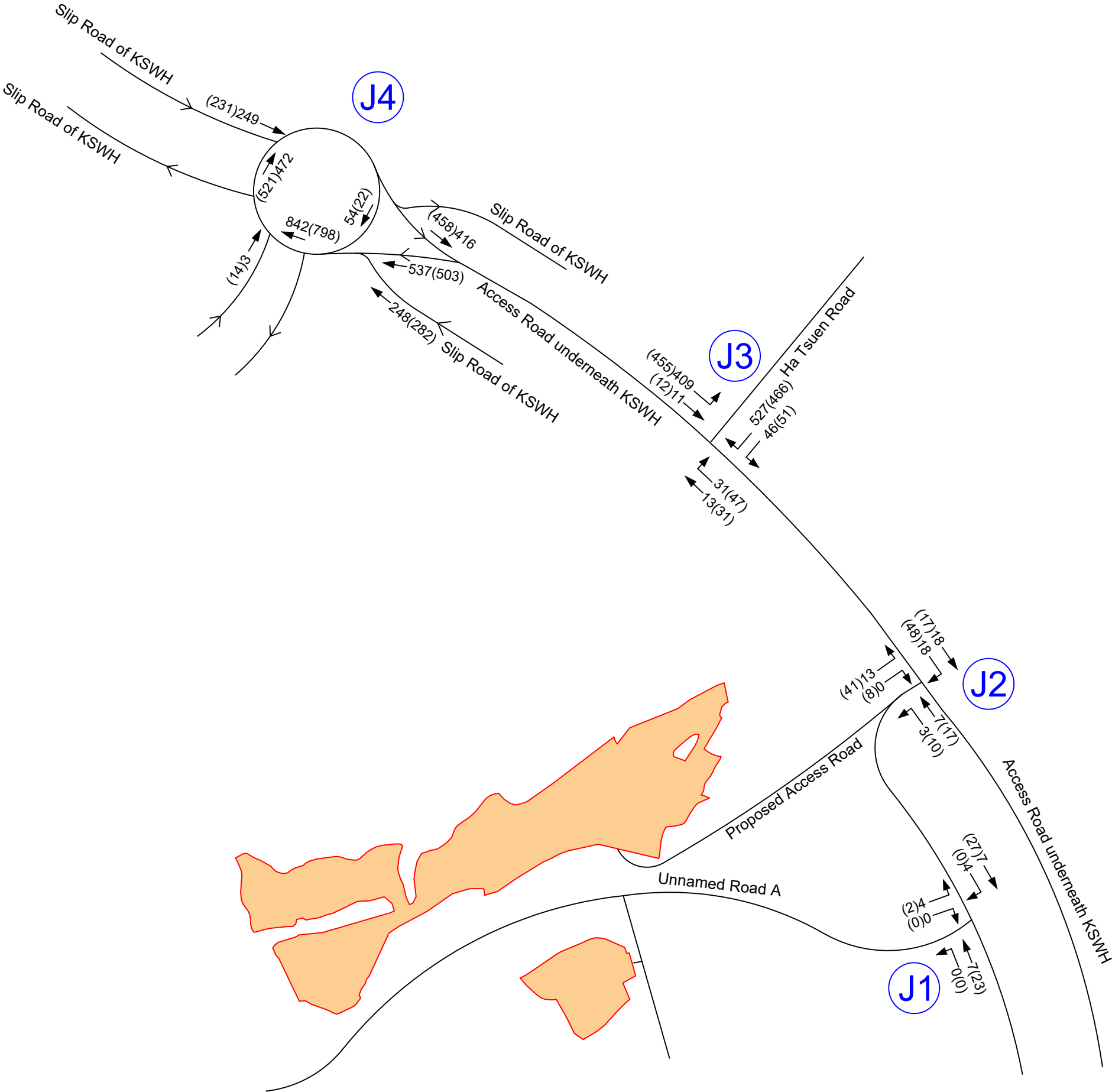
Project No. 83580

Dwg No. Figure 3-2

Rev.

A

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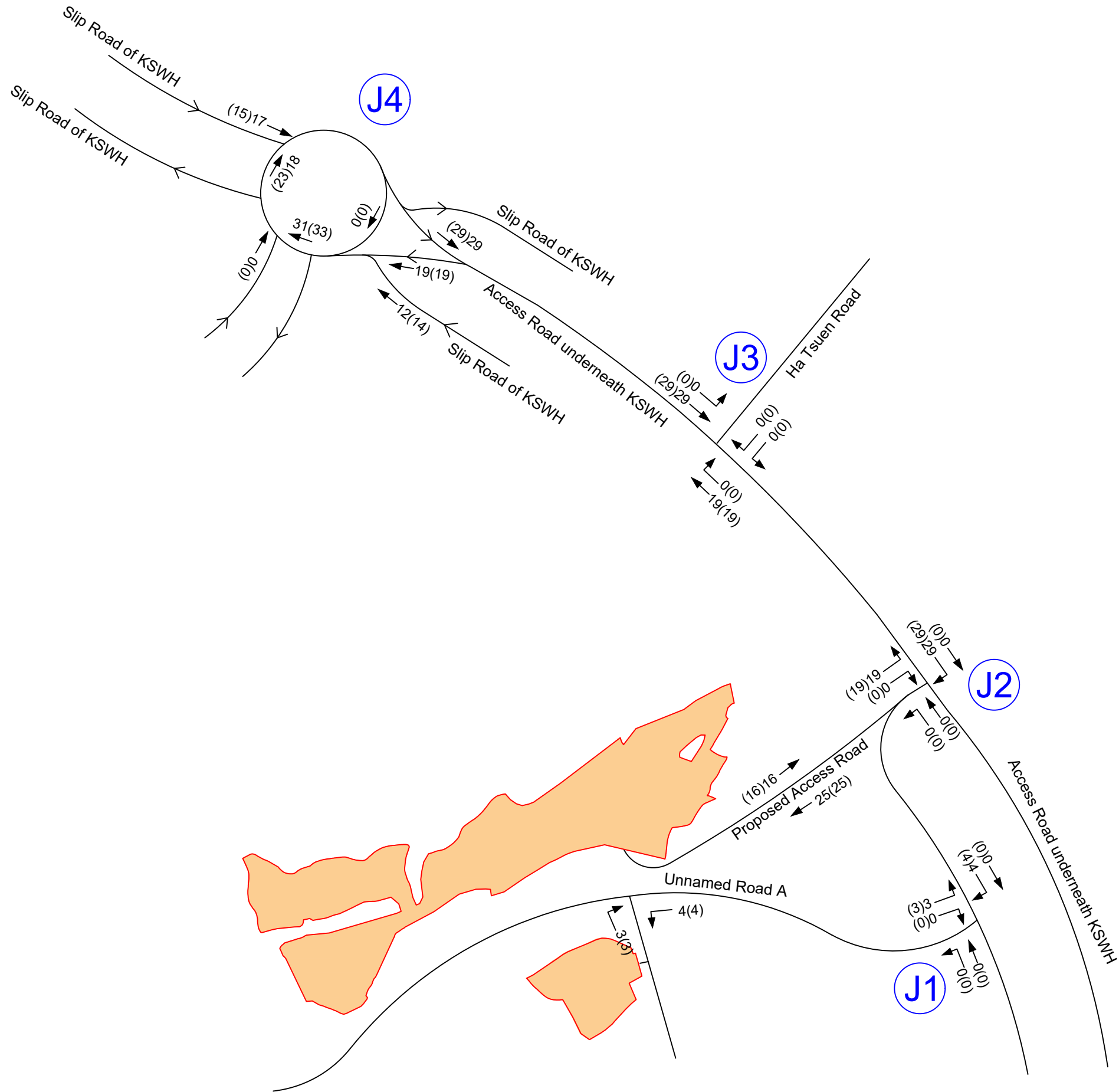
Legend:

- Application Site
- Surveyed Junction
- AM Peak Hour Traffic Flows
- PM Peak Hour Traffic Flows

Note: Minor Road Link not shown for clarity

Project Title Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land			
		Project No. 83580	Rev. A
Date 27/08/2026	Scale N.T.S	2030 Reference Peak Hour Traffic Flows	

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Project Title

Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land

Date
27/08/2026

Scale
N.T.S

Peak Hour Development Traffic Flows



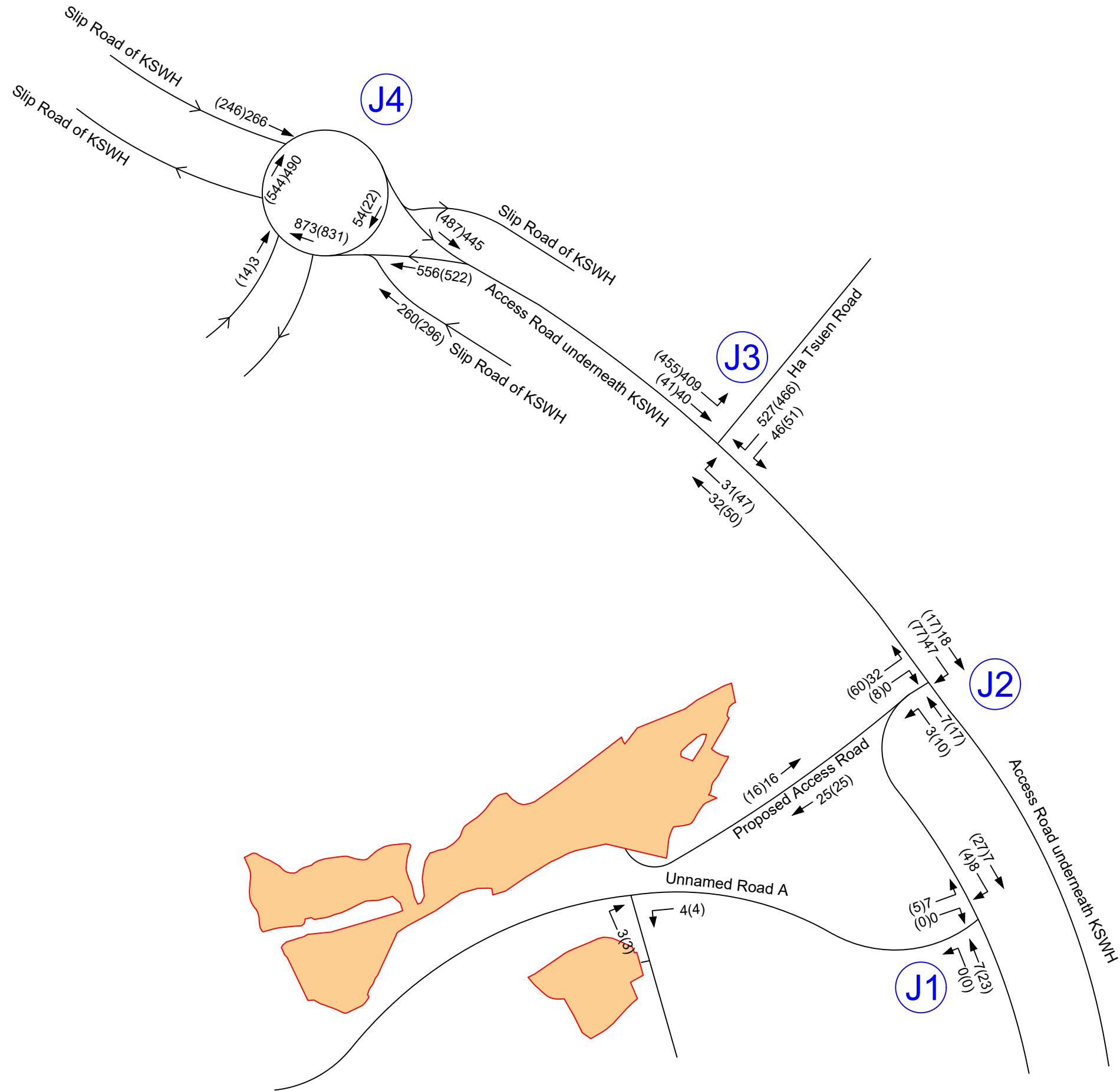
Project No. 83580

Dwg No. Figure 5-2

Rev.

A

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- Legend:
- Application Site
 - Surveyed Junction
 - AM Peak Hour Traffic Flows
 - PM Peak Hour Traffic Flows

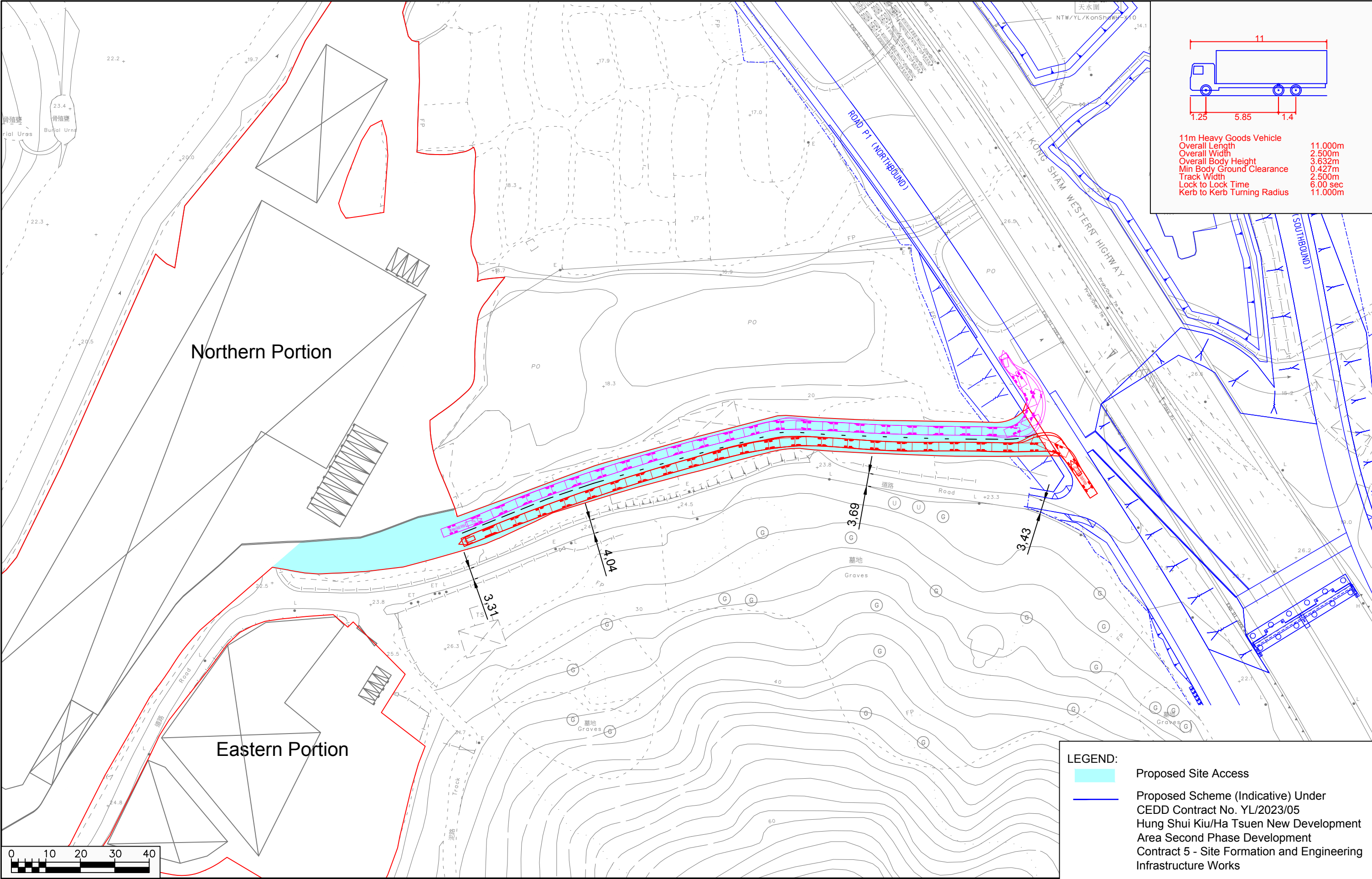
Note: Minor Road Link not shown for clarity

Project Title
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land
2030 Design Peak Hour Traffic Flows



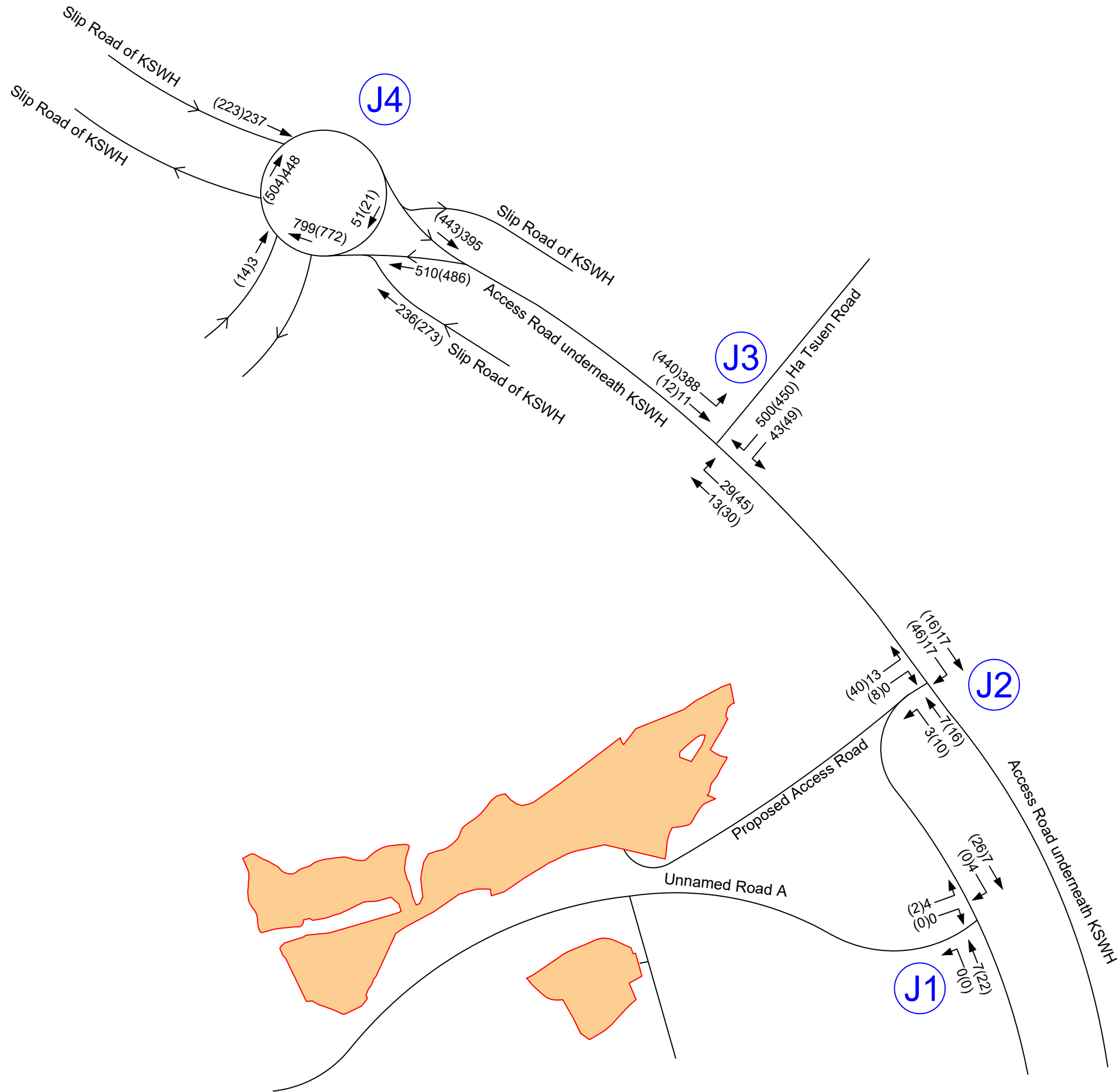
Project No. 83580	Rev. A
Dwg No. Figure 5-3	

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		Project Title		Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		OZZO TECHNOLOGY	
Date	Scale			Proposed Access Road to P1		Project No. 83580	Rev.
27/08/2026	1:1000					Dwg No. Figure 5-4	A

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- Legend:
- Application Site
 - Surveyed Junction
 - AM Peak Hour Traffic Flows
 - PM Peak Hour Traffic Flows

Note: Minor Road Link not shown for clarity

Project Title
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land
2027 Reference Peak Hour Traffic Flows

Date
27/08/2026

Scale
N.T.S



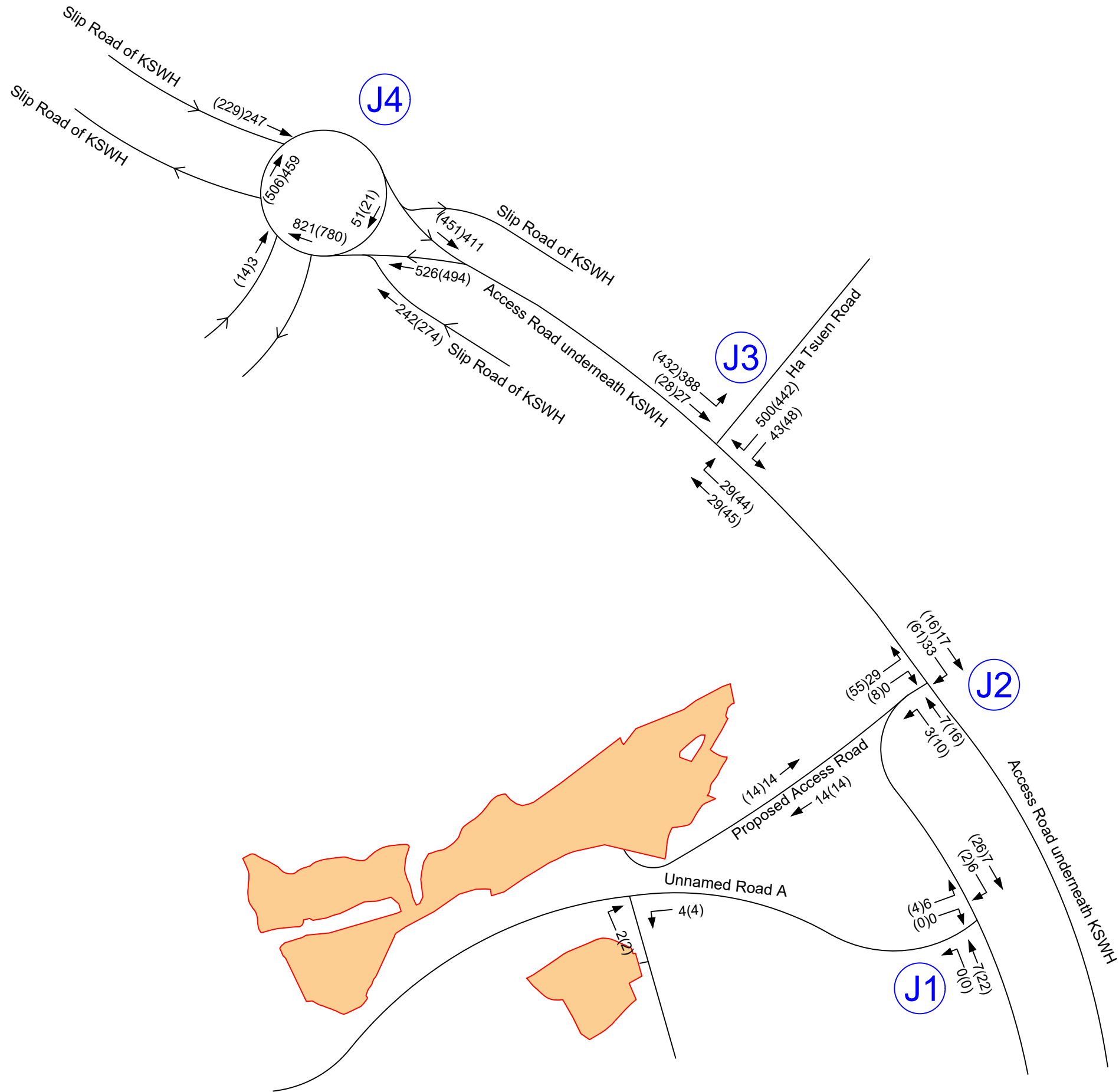
Project No. 83580

Dwg No. Figure 6-1

Rev.

A

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Legend:

- Application Site
- Surveyed Junction
- AM Peak Hour Traffic Flows
- PM Peak Hour Traffic Flows

Note: Minor Road Link not shown for clarity

		Project Title		OZZO TECHNOLOGY	
		<u>Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land</u>		Project No. 83580	
		2027 Design Peak Hour Traffic Flows		Dwg No. Figure 6-2	
Date 27/08/2026		Scale N.T.S		Rev. A	

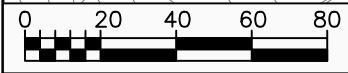
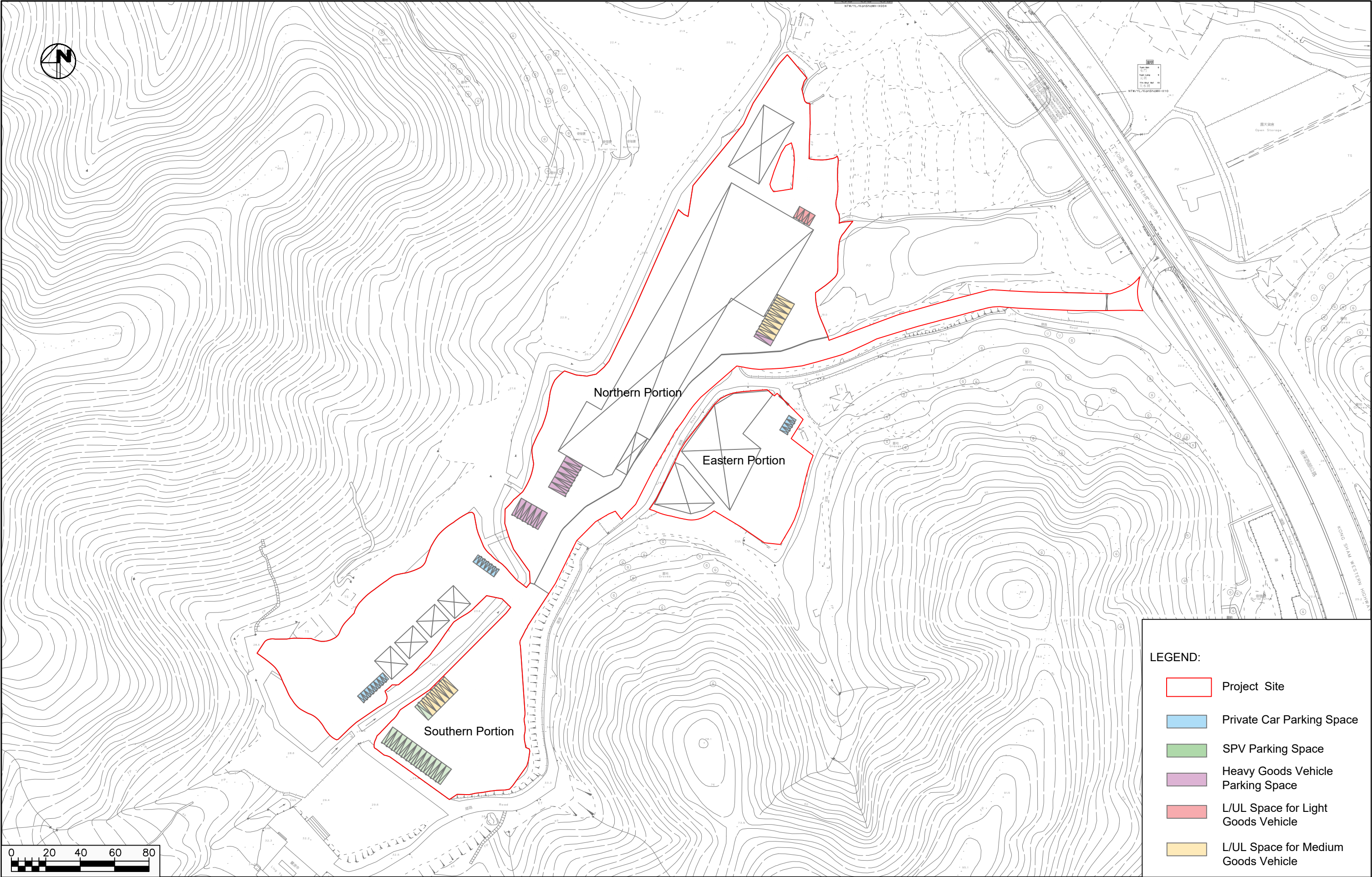
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land in “Green Belt” Zone at Various Lots in D.D. 125 and Adjoining Government Land, Ha Tsuen, Yuen Long
TIA Report



Appendix A

Proposed Layout Plan and Swept Path Analysis

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Project Title	
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land	
Date	Scale
28/08/2026	1:2000

Project Title	
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land	
Proposed Layout Plan	

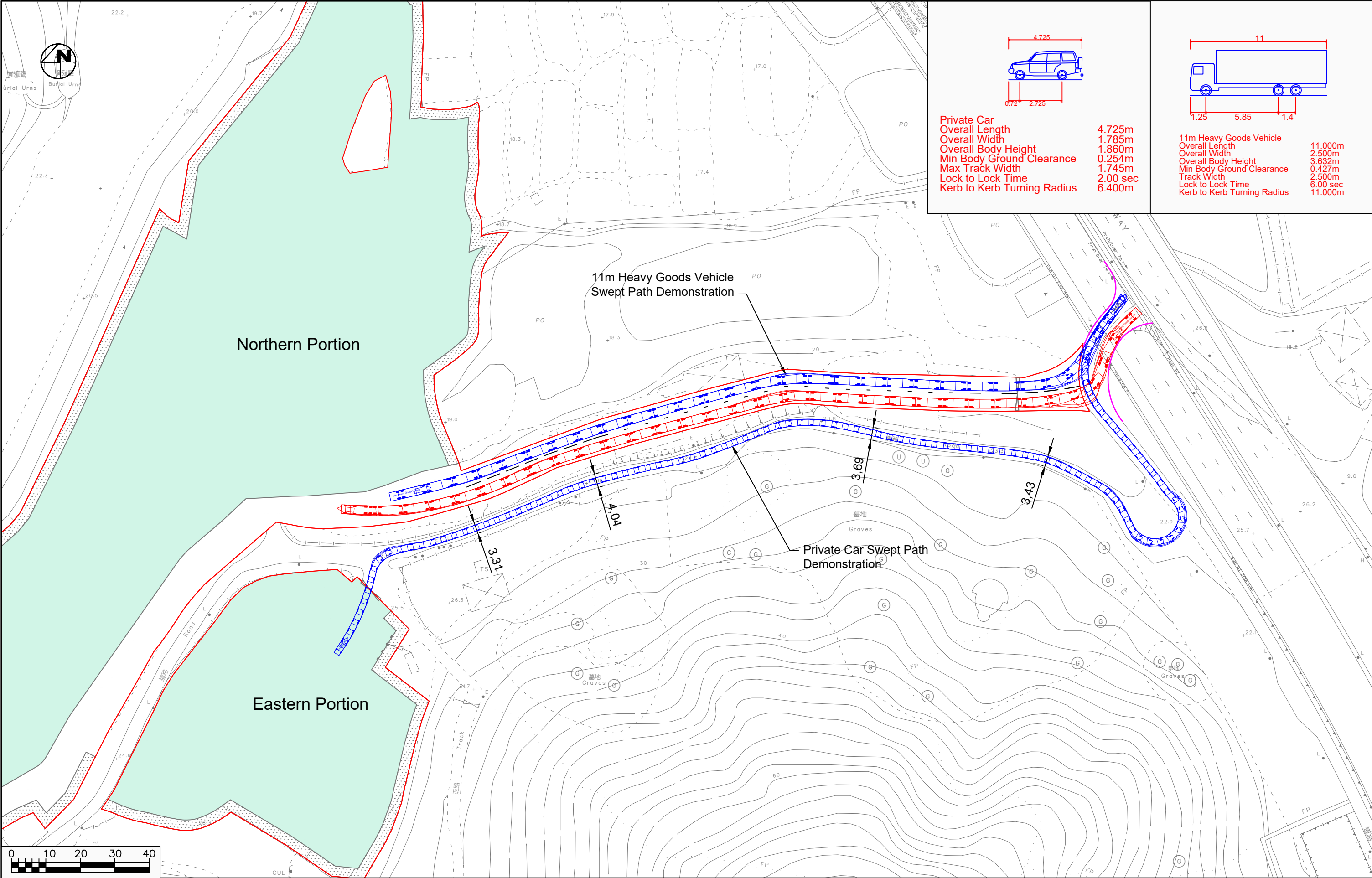
LEGEND:

- Project Site
- Private Car Parking Space
- SPV Parking Space
- Heavy Goods Vehicle Parking Space
- L/UL Space for Light Goods Vehicle
- L/UL Space for Medium Goods Vehicle



Project No. 83580	Rev.
Dwg No. Appendix A-1	A

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Project Title
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land

Swept Path Assessment

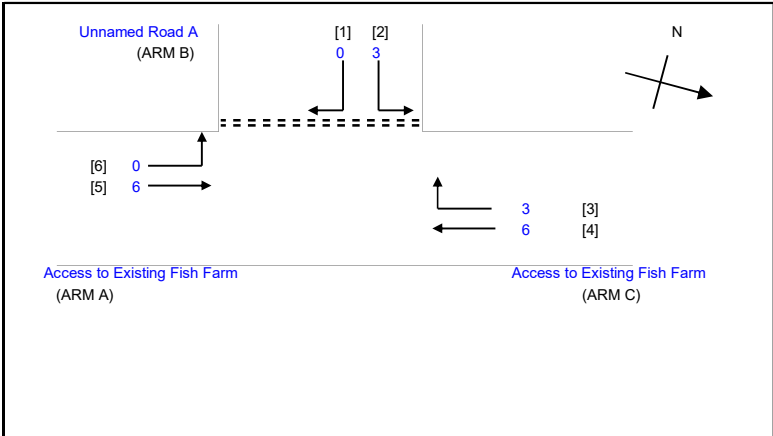


Project No. 83580	Rev. A
Dwg No. Appendix A-2	

Appendix B

2026 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY
J1: Unnamed Road A / Access to Existing Fish Farm	2026 AM	FILENAME :		CHECKED BY:	LL
2026 Observed AM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls		REVIEWED BY:	PCN



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 = 4.23 (metres)
- W cr = 0 (metres)
- q a-b = 0 (pcu/hr)
- q a-c = 6 (pcu/hr)

MAJOR ROAD (ARM C)

- W c-b = 2.4 (metres)
- Vr c-b = 12 (metres)
- q c-a = 6 (pcu/hr)
- q c-b = 3 (pcu/hr)

MINOR ROAD (ARM B)

- W b-a = 2.9 (metres)
- W b-c = 2.9 (metres)
- VI b-a = 16 (metres)
- Vr b-a = 40 (metres)
- Vr b-c = 40 (metres)
- q b-a = 0 (pcu/hr)
- q b-c = 3 (pcu/hr)

GEOMETRIC FACTORS :

- D = 0.7933051
- E = 0.8626632
- F = 0.7945994
- Y = 0.854065

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

- Q b-a = 494
- Q b-c = 641
- Q c-b = 590
- Q b-ac = 641

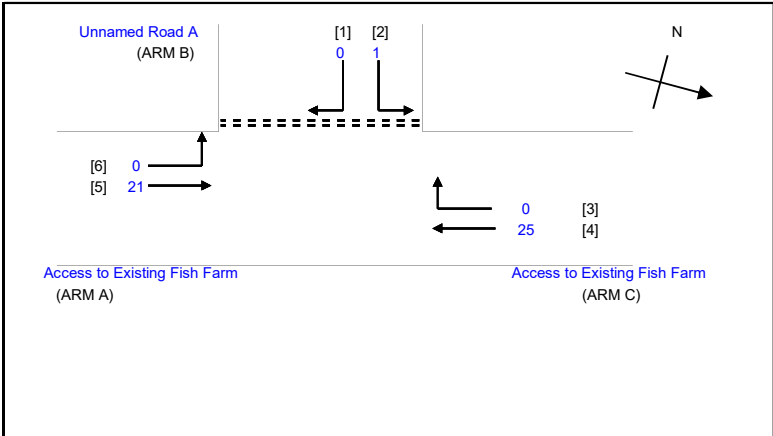
TOTAL FLOW = 18 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

- DFC b-a = 0.0000
- DFC b-c = 0.0047
- DFC c-b = 0.0051
- DFC b-c (share lane) = 0.0047

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE		
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.:	83580	PREPARED BY:	CSY	Aug-26
J1: Unnamed Road A / Access to Existing Fish Farm		2026PM	FILENAME :		CHECKED BY:	LL	Aug-26	
2026 Observed PM Peak Hour Traffic Flows			d Road A_Access to Existing Fish Farm_P.xls		REVIEWED BY:	PCN	Aug-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 = 4.23 (metres)

W cr = 0 (metres)

q a-b = 0 (pcu/hr)

q a-c = 21 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 2.4 (metres)

Vr c-b = 12 (metres)

q c-a = 25 (pcu/hr)

q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 2.9 (metres)

W b-c = 2.9 (metres)

VI b-a = 16 (metres)

Vr b-a = 40 (metres)

Vr b-c = 40 (metres)

q b-a = 0 (pcu/hr)

q b-c = 1 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7933051

E = 0.8626632

F = 0.7945994

Y = 0.854065

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 488

Q b-c = 637

Q c-b = 587

Q b-ac = 637

TOTAL FLOW = 47 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000

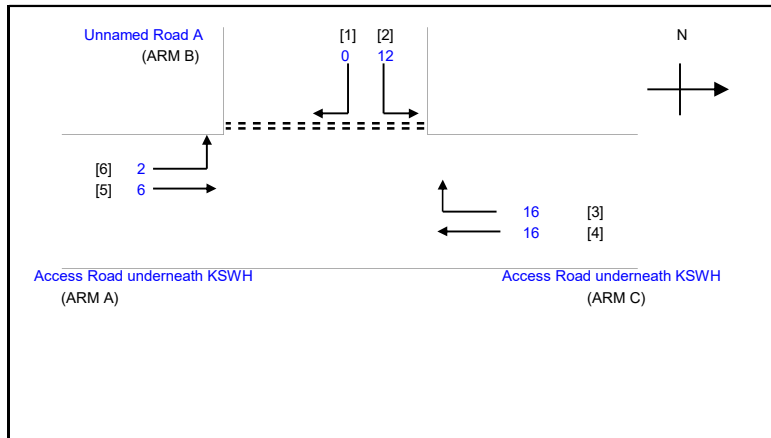
DFC b-c = 0.0016

DFC c-b = 0.0000

DFC b-c (share lane) = 0.0016

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY
J2: Unnamed Road A / Access Road underneath KSWH	2026 AM	FILENAME :		CHECKED BY:	LL
2026 Observed AM Peak Hour Traffic Flows		pad A_Access Road underneath KSWH_P.xls		REVIEWED BY:	PCN



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 = 4.75 (metres)
- W cr = 0 (metres)
- q a-b = 2 (pcu/hr)
- q a-c = 6 (pcu/hr)

MAJOR ROAD (ARM C)

- W c-b = 3.5 (metres)
- Vr c-b = 35 (metres)
- q c-a = 16 (pcu/hr)
- q c-b = 16 (pcu/hr)

MINOR ROAD (ARM B)

- W b-a = 2.7 (metres)
- W b-c = 2.7 (metres)
- VI b-a = 60 (metres)
- Vr b-a = 67 (metres)
- Vr b-c = 67 (metres)
- q b-a = 0 (pcu/hr)
- q b-c = 12 (pcu/hr)

GEOMETRIC FACTORS :

- D = 0.8197501
- E = 0.8665435
- F = 0.9104787
- Y = 0.836125

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

- Q b-a = 504
- Q b-c = 644
- Q c-b = 676
- Q b-ac = 644

TOTAL FLOW = 52 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

- DFC b-a = 0.0000
- DFC b-c = 0.0186
- DFC c-b = 0.0237
- DFC b-c (share lane) = 0.0186

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY Aug-26
J2: Unnamed Road A / Access Road underneath KSWH	2026 PM	FILENAME :		CHECKED BY:	LL Aug-26
2026 Observed PM Peak Hour Traffic Flows		pad A_Access Road underneath KSWH_P.xls		REVIEWED BY:	PCN Aug-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

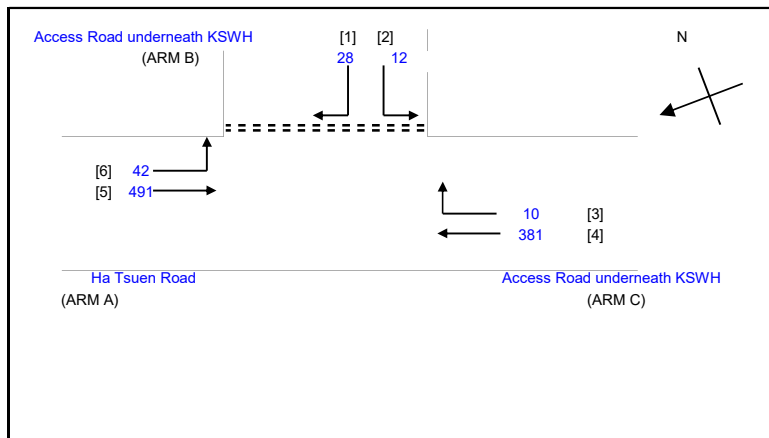
E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 4.75 (metres) W cr = 0 (metres) q a-b = 9 (pcu/hr) q a-c = 15 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.5 (metres) Vr c-b = 35 (metres) q c-a = 15 (pcu/hr) q c-b = 44 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.7 (metres) W b-c = 2.7 (metres) VI b-a = 60 (metres) Vr b-a = 67 (metres) Vr b-c = 67 (metres) q b-a = 7 (pcu/hr) q b-c = 38 (pcu/hr)	GEOMETRIC FACTORS : D = 0.8197501 E = 0.8665435 F = 0.9104787 Y = 0.836125 F for (Qb-ac) = 0.8444444	THE CAPACITY OF MOVEMENT : Q b-a = 491 Q b-c = 641 Q c-b = 672 Q b-ac = 612 TOTAL FLOW = 128 (PCU/HR)	COMPARISION OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0143 DFC b-c = 0.0593 DFC c-b = 0.0655 DFC b-c (share lane) = 0.0735 CRITICAL DFC = 0.07
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OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.: 83580	PREPARED BY: CSY	Aug-26
J3: Access Road underneath KSWH / Ha Tsuen Road	2026 AM	FILENAME :		CHECKED BY: LL	Aug-26	
2026 Observed AM Peak Hour Traffic Flows		Access Road underneath KSWH_Ha Tsuen Road_P.xls		REVIEWED BY: PCN	Aug-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
Vl 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 = 7.41 (metres)
W cr = 0 (metres)
q a-b = 42 (pcu/hr)
q a-c = 491 (pcu/hr)

MAJOR ROAD (ARM C)
W c-b = 3.7 (metres)
Vr c-b = 45 (metres)
q c-a = 381 (pcu/hr)
q c-b = 10 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 1.3 (metres)
W b-c = 1.3 (metres)
Vl b-a = 123 (metres)
Vr b-a = 45 (metres)
Vr b-c = 45 (metres)
q b-a = 28 (pcu/hr)
q b-c = 12 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7116368
E = 0.7233552
F = 0.9325
Y = 0.7445275

F for (Qb-ac) = 0.3

THE CAPACITY OF MOVEMENT :

Q b-a = 299
Q b-c = 439
Q c-b = 560
Q b-ac = 331

TOTAL FLOW = 964 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0936
DFC b-c = 0.0273
DFC c-b = 0.0179
DFC b-c (share lane) = 0.1210

CRITICAL DFC = 0.12

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY Aug-26
J3: Access Road underneath KSWH / Ha Tsuen Road	2026 PM	FILENAME :		CHECKED BY:	LL Aug-26
2026 Observed PM Peak Hour Traffic Flows		Access Road underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN Aug-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 = 7.41 (metres) W cr = 0 (metres) q a-b = 47 (pcu/hr) q a-c = 434 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.7 (metres) Vr c-b = 45 (metres) q c-a = 424 (pcu/hr) q c-b = 11 (pcu/hr) MINOR ROAD (ARM B) W b-a = 1.3 (metres) W b-c = 1.3 (metres) VI b-a = 123 (metres) Vr b-a = 45 (metres) Vr b-c = 45 (metres) q b-a = 43 (pcu/hr) q b-c = 28 (pcu/hr)	GEOMETRIC FACTORS : D = 0.7116368 E = 0.7233552 F = 0.9325 Y = 0.7445275 F for (Qb-ac) = 0.3943662	THE CAPACITY OF MOVEMENT : Q b-a = 304 Q b-c = 450 Q c-b = 573 Q b-ac = 349 TOTAL FLOW = 987 (PCU/HR)	COMPARISION OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1414 DFC b-c = 0.0622 DFC c-b = 0.0192 DFC b-c (share lane) = 0.2037 CRITICAL DFC = 0.20
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OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS DATE

Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land

PROJECT NO.: 83580

PREPARED BY: CSY Aug-26

J4: KSWH Roundabout

2026 AM

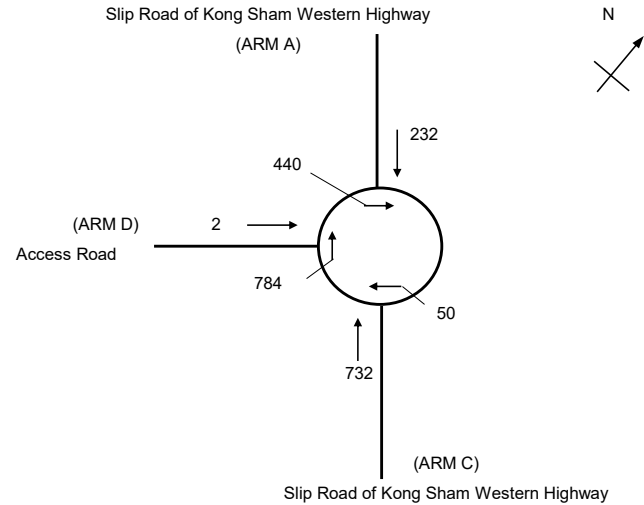
FILENAME :

CHECKED BY: LL Aug-26

2026 Observed AM Peak Hour Traffic Flows

J4_KSWH Roundabout_R.xls

REVIEWED BY: PCN Aug-26



ARM	A	C	D
INPUT PARAMETERS:			
V = Approach half width (m)	4.0	7.9	8.2
E = Entry width (m)	6.7	7.9	9.3
L = Effective length of flare (m)	4.8	1.0	1.8
R = Entry radius (m)	30.0	100.0	10.0
D = Inscribed circle diameter (m)	71.0	71.0	71.0
A = Entry angle (degree)	12.0	31.0	21.0
Q = Entry flow (pcu/h)	232	732	2
Qc = Circulating flow across entry (pcu/h)	440	50	784
OUTPUT PARAMETERS:			
S = Sharpness of flare = $1.6(E-V)/L$	0.90	0.00	0.98
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.08	1.04	0.98
X2 = $V + ((E-V)/(1+2S))$	4.96	7.90	8.57
M = $EXP((D-60)/10)$	3	3	3
F = $303 \times X2$	1504	2394	2597
Td = $1+(0.5/(1+M))$	1.12	1.12	1.12
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.47	0.61	0.64
Qe = $K(F-Fc \times Qc)$	1399	2447	2058
			Total In Sum = 966 PCU
DFC = Design flow/Capacity = Q/Qe	0.17	0.30	0.00
			DFC of Critical Approach = 0.30

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS DATE

Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land

PROJECT NO.: 83580

PREPARED BY: CSY Aug-26

J4: KSWH Roundabout

2026 PM

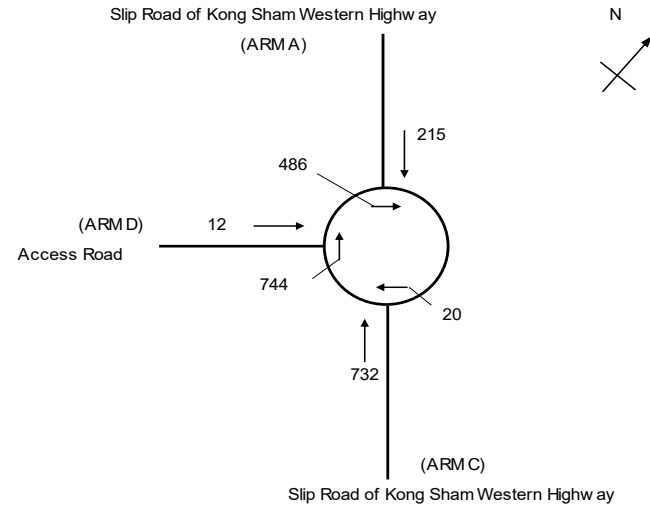
FILENAME :

CHECKED BY: LL Aug-26

2026 Observed PM Peak Hour Traffic Flows

J4_KSWH Roundabout_R.xls

REVIEWED BY: PCN Aug-26



ARM	A	C	D
INPUT PARAMETERS:			
V = Approach half width (m)	4.0	7.9	8.2
E = Entry width (m)	6.7	7.9	9.3
L = Effective length of flare (m)	4.8	1.0	1.8
R = Entry radius (m)	30.0	100.0	10.0
D = Inscribed circle diameter (m)	71.0	71.0	71.0
A = Entry angle (degree)	12.0	31.0	21.0
Q = Entry flow (pcu/h)	215	732	12
Qc = Circulating flow across entry (pcu/h)	486	20	744
OUTPUT PARAMETERS:			
S = Sharpness of flare = $1.6(E-V)/L$	0.90	0.00	0.98
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.08	1.04	0.98
X2 = $V + ((E-V)/(1+2S))$	4.96	7.90	8.57
M = $EXP((D-60)/10)$	3	3	3
F = $303 \times X2$	1504	2394	2597
Td = $1+(0.5/(1+M))$	1.12	1.12	1.12
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.47	0.61	0.64
Qe = $K(F-Fc \times Qc)$	1376	2466	2083
Total In Sum = 959 PCU			
DFC = Design flow/Capacity = Q/Qe	0.16	0.30	0.01
DFC of Critical Approach = 0.30			

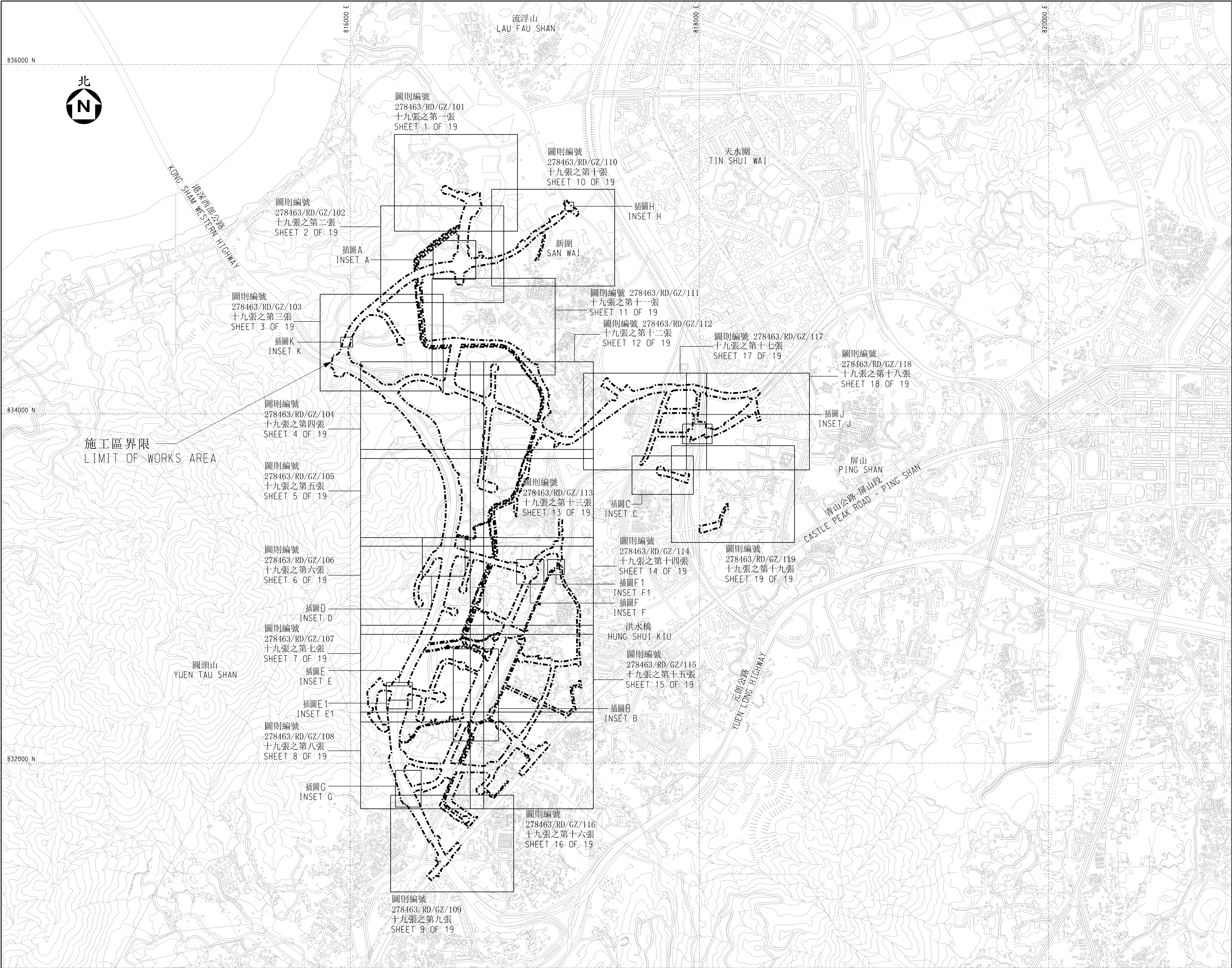
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land in “Green Belt” Zone at Various Lots in D.D. 125 and Adjoining Government Land, Ha Tsuen, Yuen Long
TIA Report



Appendix C

CEDD Road Works

Filename : J:\278000\278463 CE 1-2020 HSK-HT NDA-DC\05_Int_Proj_Data\05-03_BM\02-Drawing\Civil Sketch\Corrette\278463_RD_GZ_100.dgn



註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES
UNLESS OTHERWISE STATED.

2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND
IN METRES ABOVE HONG KONG PRINCIPAL DATUM.

3. 如有需要，施工區界限內之部分現有地面／高架行車道、行人路、單車徑、美化市容地帶／路旁帶及中央分隔帶／安全島／交通島的部分路段／範圍或其部分或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE/ELEVATED
CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS,
AMENITY AREAS/VERGES, CENTRAL RESERVES/
REFUGE ISLANDS/TRAFFIC ISLANDS OR PARTS
THEREOF WITHIN THE LIMIT OF WORKS AREA MAY
BE TEMPORARILY CLOSED IN PHASES AS AND
WHEN REQUIRED.

4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED
OUT WITHIN THE LIMIT OF WORKS AREA AS AND
WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第 7787CL 號(部分) 及
第 7829CL 號
洪水橋／厦村新發展區
前期工程第三期及第二階段工程－
工地平整和基礎設施
PWP ITEM NOS. 7787CL (PART) AND
7829CL
HUNG SHUI KIU / HA TSUEN
NEW DEVELOPMENT AREA ADVANCE WORKS
PHASE 3 AND STAGE 2 WORKS－
SITE FORMATION AND ENGINEERING
INFRASTRUCTURE

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》
(第 370 章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

索引圖
KEY PLAN

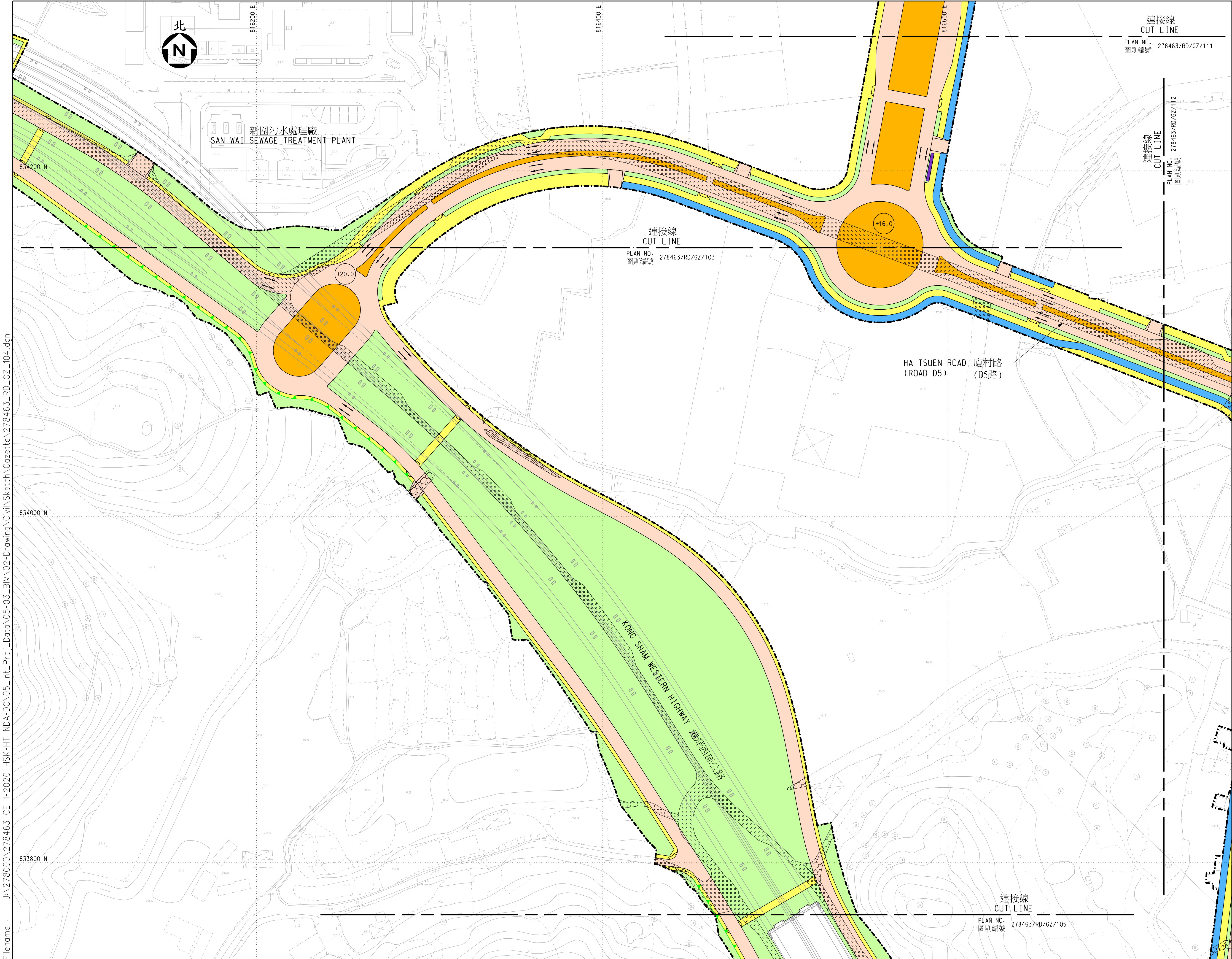
圖則編號 PLAN NO.
278463/RD/GZ/100

比例 SCALE
1:10000 @ A1

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

 土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

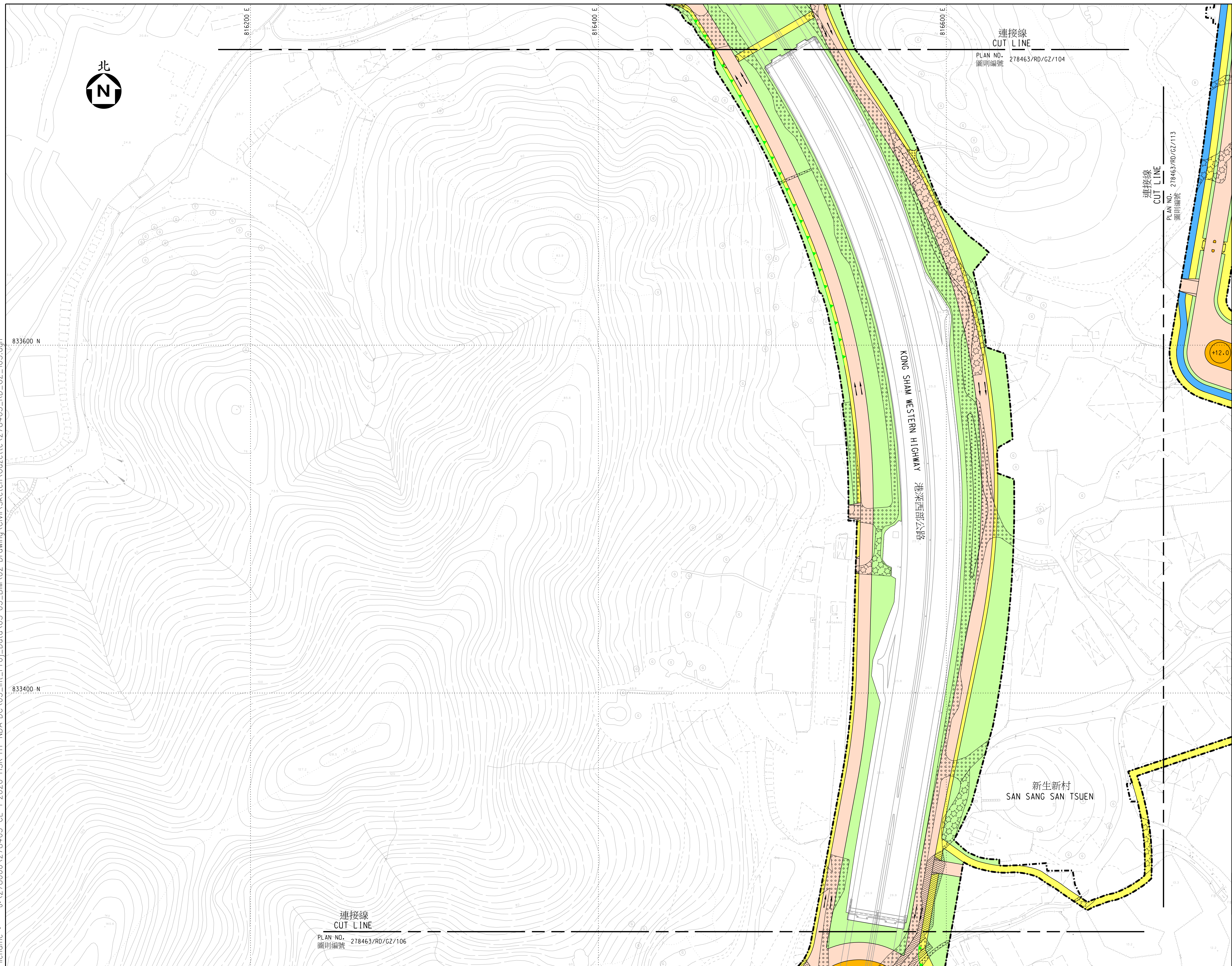
Filename : J:\278000\278463 CE 1-2020 HSK-HT NDA-DC\05-Int_Proj_Data\05-03_BIM\02-Drawing\Civil Sketch\Corrette\278463_RD_GZ_104.dgn



註釋:
NOTES:

- 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES
UNLESS OTHERWISE STATED.
- 所有水平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND
IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
- 如有需要，施工區界限內之部分現有地面／高架行車道、行人路、單車徑、美化市容地帶／路旁帶及中央分隔帶／安全島／交通島的部分路段／範圍或其部分或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, AMENITY AREAS/VERGES, CENTRAL RESERVES/ REFUGE ISLANDS/TRAFFIC ISLANDS OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
- 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.
- 圖例載於圖則第278463/RD/GZ/LEG號。
LEGEND IS SHOWN ON PLAN NO. 278463/RD/GZ/LEG.

工程名稱 PROJECT TITLE 工務計劃項目第 7787CL 號(部分) 及 第 7829CL 號 洪水橋／厦村新發展區 前期工程第三期及第二階段工程－ 工地平整和基礎設施 PWP ITEM NOS. 7787CL (PART) AND 7829CL HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS – SITE FORMATION AND ENGINEERING INFRASTRUCTURE	
圖則名稱 PLAN TITLE 根據《道路(工程、使用及補償)條例》 (第 370 章)而在憲報公布之圖則 PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)	
圖則編號 PLAN NO. 278463/RD/GZ/104	十九張之第四張 SHEET 4 OF 19 比例 SCALE 1:1000 @ A1
辦事處 OFFICE 西拓展處 WEST DEVELOPMENT OFFICE	
土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT	



註釋：
NOTES:

1. 除另有指明外，所有高度均以米為單位。
ALL DIMENSIONS ARE IN METRES
UNLESS OTHERWISE STATED.
2. 所有水平平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND
IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內之部分現行地面，高架行車道、行人路、車庫徑、美芝路容徑、路旁帶及中央分隔帶/安全島、交通島的部分路段（範圍或其部分或會分階段暫時封閉）。
SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, AMENITY AREAS/VERGES, CENTRAL RESERVES/ REFUGE ISLANDS/TRAFFIC ISLANDS OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AND WHEN REQUIRED.
5. 圖例對應圖則第278463/RD/GZ/LEG號。
LEGEND IS SHOWN ON PLAN NO. 278463/RD/GZ/LEG.

工程名稱 PROJECT TITLE
 工務計劃項目第 7787CL 號(部分) 及
 第 7829CL 號
 洪水橋／厦村新發展區
 前期工程第三期及第二階段工程 -
 工地平整和基礎設施
 PWP ITEM NOS. 7787CL (PART) AND
 7829CL
 HUNG SHUI KIU / HA TSUEN
 NEW DEVELOPMENT AREA ADVANCE WORKS
 PHASE 3 AND STAGE 2 WORKS -
 SITE FORMATION AND ENGINEERING
 INFRASTRUCTURE

圖則名稱	PLAN TITLE
根據《道路(工程、使用及補償)條例》 (第 370 章)而在憲報公布之圖則	PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

十九張之第五張
SHEET 5 OF 19

圖則編號 PLAN NO.	比例 SCALE
278463/RD/GZ/105	1:1000 @ A1

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE



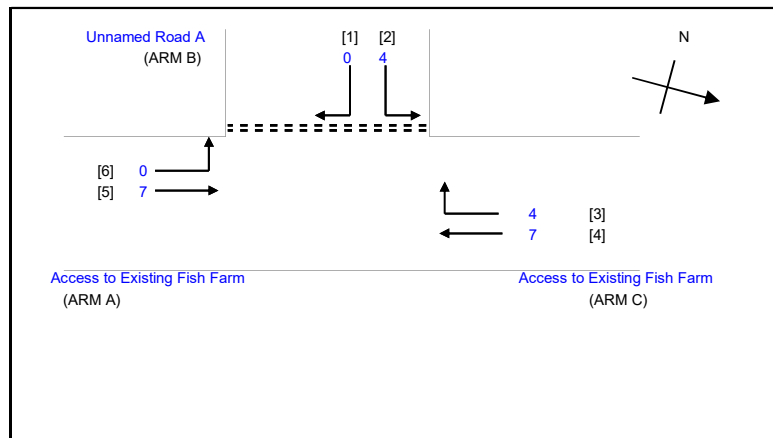
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land in “Green Belt” Zone at Various Lots in D.D. 125 and Adjoining Government Land, Ha Tsuen, Yuen Long
TIA Report



Appendix D

2030 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.: 83580	PREPARED BY: CSY	Aug-26
J1: Unnamed Road A / Access to Existing Fish Farm		2030Ref_AM	FILENAME :	CHECKED BY: LL	Aug-26	
2030 Reference AM Peak Hour Traffic Flows			d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY: PCN	Aug-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
Vl 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 = 4.23 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 7 (pcu/hr)

MAJOR ROAD (ARM C)
W c-b = 2.4 (metres)
Vr c-b = 12 (metres)
q c-a = 7 (pcu/hr)
q c-b = 4 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 2.9 (metres)
W b-c = 2.9 (metres)
Vl b-a = 16 (metres)
Vr b-a = 40 (metres)
Vr b-c = 40 (metres)
q b-a = 0 (pcu/hr)
q b-c = 4 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7933051
E = 0.8626632
F = 0.7945994
Y = 0.854065

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 493
Q b-c = 641
Q c-b = 590
Q b-ac = 641

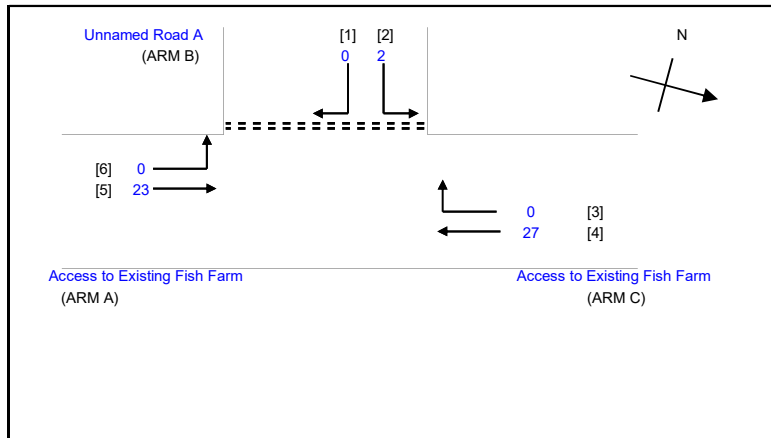
TOTAL FLOW = 22 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
DFC b-c = 0.0062
DFC c-b = 0.0068
DFC b-c (share lane) = 0.0062

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.: 83580	PREPARED BY: CSY	Aug-26
J1: Unnamed Road A / Access to Existing Fish Farm	2030Ref_PM	FILENAME :	CHECKED BY: LL	Aug-26		
2030 Reference PM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY: PCN	Aug-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
Vl 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 = 4.23 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 23 (pcu/hr)

MAJOR ROAD (ARM C)
W c-b = 2.4 (metres)
Vr c-b = 12 (metres)
q c-a = 27 (pcu/hr)
q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 2.9 (metres)
W b-c = 2.9 (metres)
Vl b-a = 16 (metres)
Vr b-a = 40 (metres)
Vr b-c = 40 (metres)
q b-a = 0 (pcu/hr)
q b-c = 2 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7933051
E = 0.8626632
F = 0.7945994
Y = 0.854065

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 488
Q b-c = 637
Q c-b = 586
Q b-ac = 637

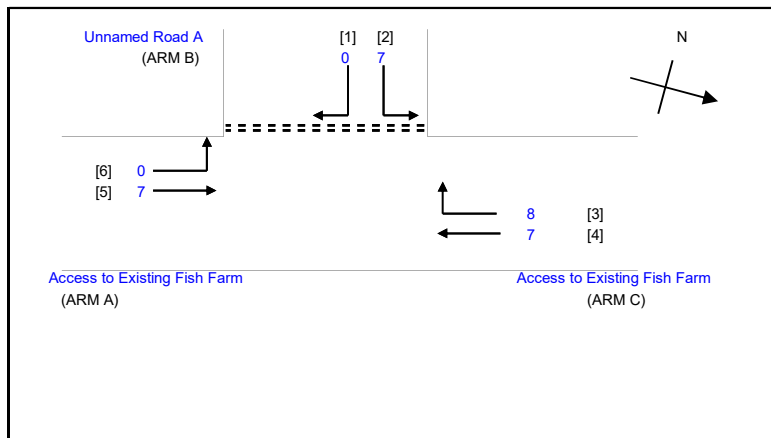
TOTAL FLOW = 52 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
DFC b-c = 0.0031
DFC c-b = 0.0000
DFC b-c (share lane) = 0.0031

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.: 83580	PREPARED BY: CSY	Aug-26
J1: Unnamed Road A / Access to Existing Fish Farm		2030Des_AM	FILENAME :	CHECKED BY: LL	Aug-26	
2030 Design AM Peak Hour Traffic Flows			d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY: PCN	Aug-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
Vl 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 = 4.23 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 7 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 2.4 (metres)
Vr c-b = 12 (metres)
q c-a = 7 (pcu/hr)
q c-b = 8 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 2.9 (metres)
W b-c = 2.9 (metres)
Vl b-a = 16 (metres)
Vr b-a = 40 (metres)
Vr b-c = 40 (metres)
q b-a = 0 (pcu/hr)
q b-c = 7 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7933051
E = 0.8626632
F = 0.7945994
Y = 0.854065

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 492
Q b-c = 641
Q c-b = 590
Q b-ac = 641

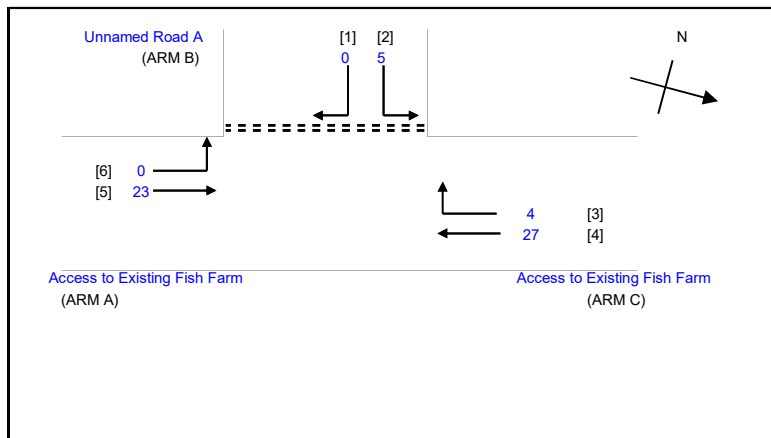
TOTAL FLOW = 29 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
DFC b-c = 0.0109
DFC c-b = 0.0136
DFC b-c (share lane) = 0.0109

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE		
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.:	83580	PREPARED BY:	CSY	Aug-26
J1: Unnamed Road A / Access to Existing Fish Farm		2030Des_PM	FILENAME :		CHECKED BY:	LL	Aug-26	
2030 Design PM Peak Hour Traffic Flows			d Road A_Access to Existing Fish Farm_P.xls		REVIEWED BY:	PCN	Aug-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
Vl 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 = 4.23 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 23 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 2.4 (metres)
Vr c-b = 12 (metres)
q c-a = 27 (pcu/hr)
q c-b = 4 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 2.9 (metres)
W b-c = 2.9 (metres)
Vl b-a = 16 (metres)
Vr b-a = 40 (metres)
Vr b-c = 40 (metres)
q b-a = 0 (pcu/hr)
q b-c = 5 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7933051
E = 0.8626632
F = 0.7945994
Y = 0.854065

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 486
Q b-c = 637
Q c-b = 586
Q b-ac = 637

TOTAL FLOW = 59 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
DFC b-c = 0.0078
DFC c-b = 0.0068
DFC b-c (share lane) = 0.0078

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY Aug-26
J2: Unnamed Road A / Access Road underneath KSWH	2030Ref_AM	FILENAME :		CHECKED BY:	LL Aug-26
2030 Reference AM Peak Hour Traffic Flows		pad A_Access Road underneath KSWH_P.xls		REVIEWED BY:	PCN Aug-26

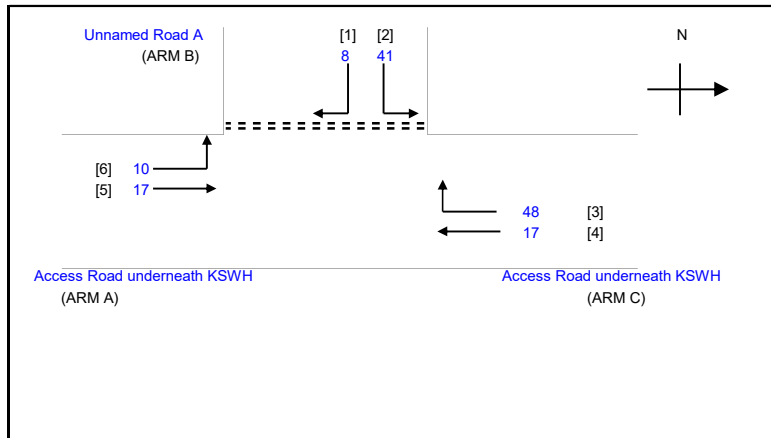
The diagram illustrates a junction layout. Unnamed Road A (ARM B) is at the top, with traffic flow [1] 0 and [2] 13. Access Road underneath KSWH (ARM A) is at the bottom left, with flow [6] 3 and [5] 7. Access Road underneath KSWH (ARM C) is at the bottom right, with flow [3] 18 and [4] 18. A north arrow points to the right.

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
Vl 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 = 4.75 (metres) W cr = 0 (metres) q a-b = 3 (pcu/hr) q a-c = 7 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.5 (metres) Vr c-b = 35 (metres) q c-a = 18 (pcu/hr) q c-b = 18 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.7 (metres) W b-c = 2.7 (metres) Vl b-a = 60 (metres) Vr b-a = 67 (metres) Vr b-c = 67 (metres) q b-a = 0 (pcu/hr) q b-c = 13 (pcu/hr)	GEOMETRIC FACTORS : D = 0.8197501 E = 0.8665435 F = 0.9104787 Y = 0.836125 F for (Qb-ac) = 1	THE CAPACITY OF MOVEMENT : Q b-a = 503 Q b-c = 643 Q c-b = 676 Q b-ac = 643 TOTAL FLOW = 59 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0202 DFC c-b = 0.0266 DFC b-c (share lane) = 0.0202 CRITICAL DFC = 0.03
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OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE		
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.:	83580	PREPARED BY:	CSY	Aug-26
J2: Unnamed Road A / Access Road underneath KSWH		2030Ref_PM	FILENAME :		CHECKED BY:		LL	Aug-26
2030 Reference PM Peak Hour Traffic Flows			pad A_Access Road underneath KSWH_P.xls		REVIEWED BY:		PCN	Aug-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
Vl 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 = 4.75 (metres)
W cr = 0 (metres)
q a-b = 10 (pcu/hr)
q a-c = 17 (pcu/hr)

MAJOR ROAD (ARM C)
W c-b = 3.5 (metres)
Vr c-b = 35 (metres)
q c-a = 17 (pcu/hr)
q c-b = 48 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 2.7 (metres)
W b-c = 2.7 (metres)
Vl b-a = 60 (metres)
Vr b-a = 67 (metres)
Vr b-c = 67 (metres)
q b-a = 8 (pcu/hr)
q b-c = 41 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.8197501
E = 0.8665435
F = 0.9104787
Y = 0.836125

F for (Qb-ac) = 0.8367347

THE CAPACITY OF MOVEMENT :

Q b-a = 489
Q b-c = 640
Q c-b = 671
Q b-ac = 609

TOTAL FLOW = 141 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0164
DFC b-c = 0.0641
DFC c-b = 0.0715
DFC b-c (share lane) = 0.0804

CRITICAL DFC = 0.08

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY Aug-26
J2: Unnamed Road A / Access Road underneath KSWH	2030Des_AM	FILENAME :		CHECKED BY:	LL Aug-26
2030 Design AM Peak Hour Traffic Flows		pad A_Access Road underneath KSWH_P.xls		REVIEWED BY:	PCN Aug-26

Diagram showing the junction layout. Unnamed Road A (ARM B) is the vertical road. Access Road underneath KSWH (ARM A) is the horizontal road. Access Road underneath KSWH (ARM C) is the horizontal road. Traffic flow data is provided for each arm.

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

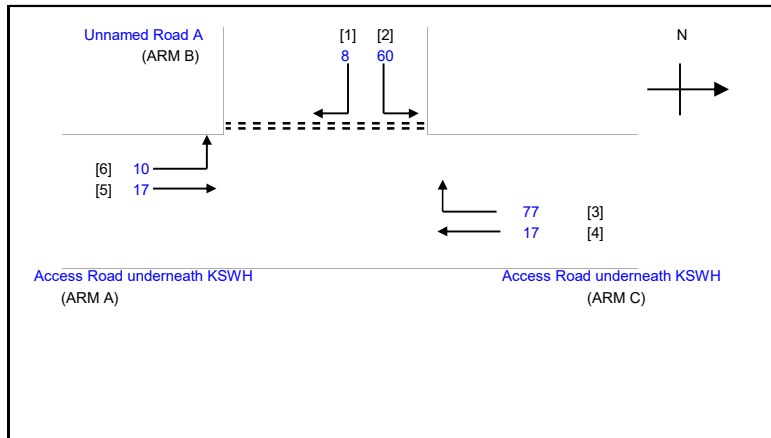
E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 4.75 (metres) W cr = 0 (metres) q a-b = 3 (pcu/hr) q a-c = 7 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.5 (metres) Vr c-b = 35 (metres) q c-a = 18 (pcu/hr) q c-b = 47 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.7 (metres) W b-c = 2.7 (metres) VI b-a = 60 (metres) Vr b-a = 67 (metres) Vr b-c = 67 (metres) q b-a = 0 (pcu/hr) q b-c = 32 (pcu/hr)	D = 0.8197501 E = 0.8665435 F = 0.9104787 Y = 0.836125 F for (Qb-ac) = 1	Q b-a = 492 Q b-c = 643 Q c-b = 676 Q b-ac = 643 TOTAL FLOW = 107 (PCU/HR)	DFC b-a = 0.0000 DFC b-c = 0.0498 DFC c-b = 0.0695 DFC b-c (share lane) = 0.0498 CRITICAL DFC = 0.07

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY
J2: Unnamed Road A / Access Road underneath KSWH	2030Des_PM	FILENAME :		CHECKED BY:	LL
2030 Design PM Peak Hour Traffic Flows		pad A_Access Road underneath KSWH_P.xls		REVIEWED BY:	PCN
					Aug-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
Vl 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 = 4.75 (metres)
W cr = 0 (metres)
q a-b = 10 (pcu/hr)
q a-c = 17 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.5 (metres)
Vr c-b = 35 (metres)
q c-a = 17 (pcu/hr)
q c-b = 77 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 2.7 (metres)
W b-c = 2.7 (metres)
Vl b-a = 60 (metres)
Vr b-a = 67 (metres)
Vr b-c = 67 (metres)
q b-a = 8 (pcu/hr)
q b-c = 60 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.8197501
E = 0.8665435
F = 0.9104787
Y = 0.836125

F for (Qb-ac) = 0.8823529

THE CAPACITY OF MOVEMENT :

Q b-a = 479
Q b-c = 640
Q c-b = 671
Q b-ac = 616

TOTAL FLOW = 189 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0167
DFC b-c = 0.0938
DFC c-b = 0.1148
DFC b-c (share lane) = 0.1105

CRITICAL DFC = 0.11

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY Aug-26
J3: Access Road underneath KSWH / Ha Tsuen Road	2030Ref_AM	FILENAME :		CHECKED BY:	LL Aug-26
2030 Reference AM Peak Hour Traffic Flows		Access Road underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN Aug-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 = 7.41 (metres) W cr = 0 (metres) q a-b = 46 (pcu/hr) q a-c = 527 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.7 (metres) Vr c-b = 45 (metres) q c-a = 409 (pcu/hr) q c-b = 11 (pcu/hr) MINOR ROAD (ARM B) W b-a = 1.3 (metres) W b-c = 1.3 (metres) VI b-a = 123 (metres) Vr b-a = 45 (metres) Vr b-c = 45 (metres) q b-a = 31 (pcu/hr) q b-c = 13 (pcu/hr)	GEOMETRIC FACTORS : D = 0.7116368 E = 0.7233552 F = 0.9325 Y = 0.7445275 F for (Qb-ac) = 0.2954545	THE CAPACITY OF MOVEMENT : Q b-a = 288 Q b-c = 432 Q c-b = 550 Q b-ac = 319 TOTAL FLOW = 1037 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1076 DFC b-c = 0.0301 DFC c-b = 0.0200 DFC b-c (share lane) = 0.1377 CRITICAL DFC = 0.14
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OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY Aug-26
J3: Access Road underneath KSWH / Ha Tsuen Road	2030Ref_PM	FILENAME :		CHECKED BY:	LL Aug-26
2030 Reference PM Peak Hour Traffic Flows		Access Road underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN Aug-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 = 7.41 (metres) W cr = 0 (metres) q a-b = 51 (pcu/hr) q a-c = 466 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.7 (metres) Vr c-b = 45 (metres) q c-a = 455 (pcu/hr) q c-b = 12 (pcu/hr) MINOR ROAD (ARM B) W b-a = 1.3 (metres) W b-c = 1.3 (metres) VI b-a = 123 (metres) Vr b-a = 45 (metres) Vr b-c = 45 (metres) q b-a = 47 (pcu/hr) q b-c = 31 (pcu/hr)	GEOMETRIC FACTORS : D = 0.7116368 E = 0.7233552 F = 0.9325 Y = 0.7445275 F for (Qb-ac) = 0.3974359	THE CAPACITY OF MOVEMENT : Q b-a = 294 Q b-c = 444 Q c-b = 564 Q b-ac = 340 TOTAL FLOW = 1062 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1599 DFC b-c = 0.0698 DFC c-b = 0.0213 DFC b-c (share lane) = 0.2297 CRITICAL DFC = 0.23
--	--	--	--

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY Aug-26
J3: Access Road underneath KSWH / Ha Tsuen Road	2030Des_AM	FILENAME :		CHECKED BY:	LL Aug-26
2030 Design AM Peak Hour Traffic Flows		Access Road underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN Aug-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 = 7.41 (metres) W cr = 0 (metres) q a-b = 46 (pcu/hr) q a-c = 527 (pcu/hr)	GEOMETRIC FACTORS : D = 0.7116368 E = 0.7233552 F = 0.9325 Y = 0.7445275 F for (Qb-ac) = 0.5079365	THE CAPACITY OF MOVEMENT : Q b-a = 280 Q b-c = 432 Q c-b = 550 Q b-ac = 341 TOTAL FLOW = 1085 (PCU/HR)	COMPARISION OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1107 DFC b-c = 0.0741 DFC c-b = 0.0727 DFC b-c (share lane) = 0.1848 CRITICAL DFC = 0.18
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OZZO TECHNOLOGY (HK) LIMITED			PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land			PROJECT NO.:	83580	PREPARED BY:	CSY Aug-26
J3: Access Road underneath KSWH / Ha Tsuen Road	2030Des_PM	FILENAME :		CHECKED BY:	LL	Aug-26
2030 Design PM Peak Hour Traffic Flows		Access Road underneath KSWH_Ha Tsuen Road_P.xls		REVIEWED BY:	PCN	Aug-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 :	COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 7.41 (metres) W cr = 0 (metres) q a-b = 51 (pcu/hr) q a-c = 466 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.7 (metres) Vr c-b = 45 (metres) q c-a = 455 (pcu/hr) q c-b = 41 (pcu/hr) MINOR ROAD (ARM B) W b-a = 1.3 (metres) W b-c = 1.3 (metres) VI b-a = 123 (metres) Vr b-a = 45 (metres) Vr b-c = 45 (metres) q b-a = 47 (pcu/hr) q b-c = 50 (pcu/hr)	D = 0.7116368 E = 0.7233552 F = 0.9325 Y = 0.7445275 F for (Qb-ac) = 0.5154639	Q b-a = 286 Q b-c = 444 Q c-b = 564 Q b-ac = 350 TOTAL FLOW = 1110 (PCU/HR)	DFC b-a = 0.1643 DFC b-c = 0.1126 DFC c-b = 0.0727 DFC b-c (share lane) = 0.2769 CRITICAL DFC = 0.28

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land

PROJECT NO.: 83580

PREPARED BY: CSY

Aug-26

J4: KSWH Roundabout

2030Ref_AM

FILENAME :

CHECKED BY: LL

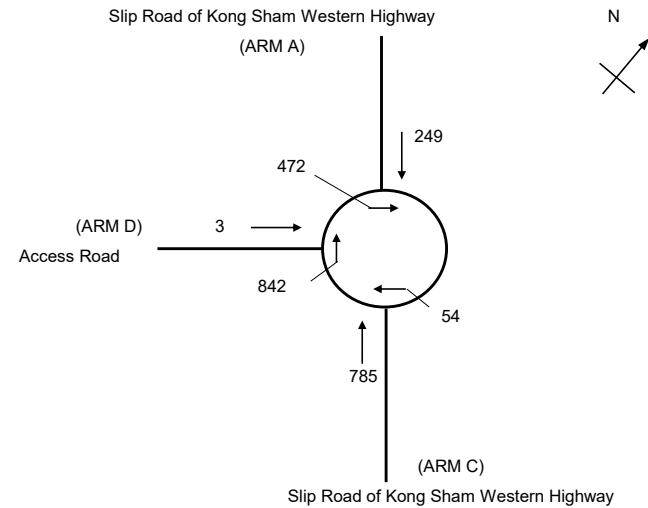
Aug-26

2030 Reference AM Peak Hour Traffic Flows

J4_KSWH Roundabout_R.xls

REVIEWED BY: PCN

Aug-26



ARM	A	C	D
INPUT PARAMETERS:			
V = Approach half width (m)	4.0	7.9	8.2
E = Entry width (m)	6.7	7.9	9.3
L = Effective length of flare (m)	4.8	1.0	1.8
R = Entry radius (m)	30.0	100.0	10.0
D = Inscribed circle diameter (m)	71.0	71.0	71.0
A = Entry angle (degree)	12.0	31.0	21.0
Q = Entry flow (pcu/h)	249	785	3
Qc = Circulating flow across entry (pcu/h)	472	54	842
OUTPUT PARAMETERS:			
S = Sharpness of flare = $1.6(E-V)/L$	0.90	0.00	0.98
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.08	1.04	0.98
X2 = $V + ((E-V)/(1+2S))$	4.96	7.90	8.57
M = $EXP((D-60)/10)$	3	3	3
F = $303 \times X2$	1504	2394	2597
Td = $1+(0.5/(1+M))$	1.12	1.12	1.12
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.47	0.61	0.64
Qe = $K(F-Fc \times Qc)$	1383	2445	2021
Total In Sum =			1037 PCU
DFC = Design flow/Capacity = Q/Qe	0.18	0.32	0.00
DFC of Critical Approach =			0.32

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land

PROJECT NO.: 83580

PREPARED BY: CSY

Aug-26

J4: KSWH Roundabout

2030Ref_PM

FILENAME :

CHECKED BY: LL

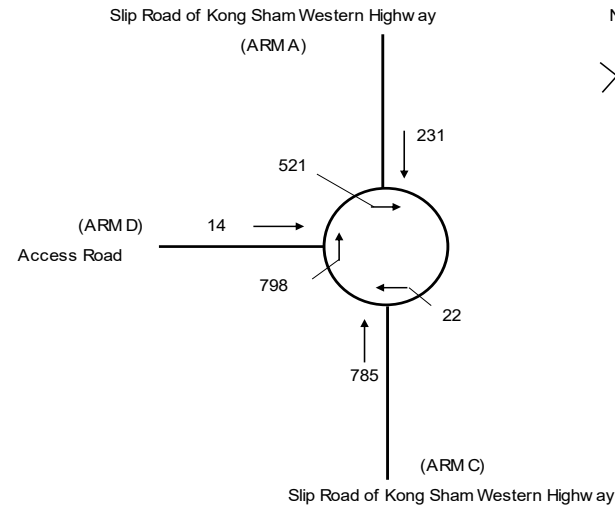
Aug-26

2030 Reference PM Peak Hour Traffic Flows

J4_KSWH Roundabout_R.xls

REVIEWED BY: PCN

Aug-26



ARM	A	C	D
INPUT PARAMETERS:			
V = Approach half width (m)	4.0	7.9	8.2
E = Entry width (m)	6.7	7.9	9.3
L = Effective length of flare (m)	4.8	1.0	1.8
R = Entry radius (m)	30.0	100.0	10.0
D = Inscribed circle diameter (m)	71.0	71.0	71.0
A = Entry angle (degree)	12.0	31.0	21.0
Q = Entry flow (pcu/h)	231	785	14
Qc = Circulating flow across entry (pcu/h)	521	22	798
OUTPUT PARAMETERS:			
S = Sharpness of flare = $1.6(E-V)/L$	0.90	0.00	0.98
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.08	1.04	0.98
X2 = $V + ((E-V)/(1+2S))$	4.96	7.90	8.57
M = $EXP((D-60)/10)$	3	3	3
F = $303 \times X2$	1504	2394	2597
Td = $1+(0.5/(1+M))$	1.12	1.12	1.12
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.47	0.61	0.64
Qe = $K(F-Fc \times Qc)$	1358	2465	2049
Total In Sum =			1030 PCU
DFC = Design flow/Capacity = Q/Qe	0.17	0.32	0.01
DFC of Critical Approach =			0.32

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land

PROJECT NO.: 83580

PREPARED BY: CSY

Aug-26

J4: KSWH Roundabout

2030Des_AM

FILENAME :

CHECKED BY: LL

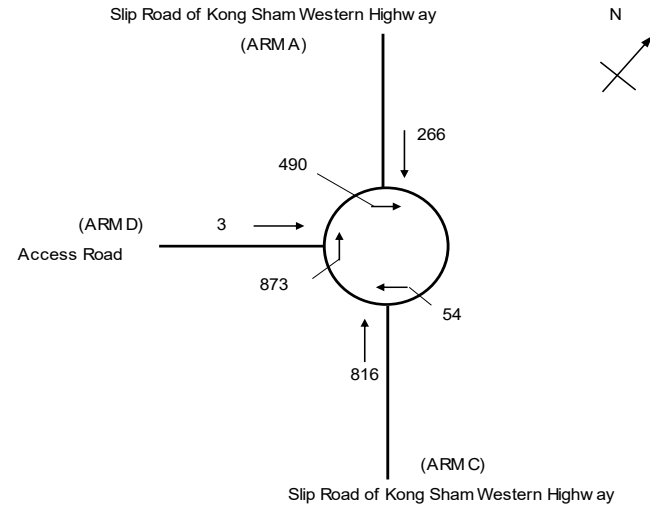
Aug-26

2030 Design AM Peak Hour Traffic Flows

J4_KSWH Roundabout_R.xls

REVIEWED BY: PCN

Aug-26



ARM	A	C	D
INPUT PARAMETERS:			
V = Approach half width (m)	4.0	7.9	8.2
E = Entry width (m)	6.7	7.9	9.3
L = Effective length of flare (m)	4.8	1.0	1.8
R = Entry radius (m)	30.0	100.0	10.0
D = Inscribed circle diameter (m)	71.0	71.0	71.0
A = Entry angle (degree)	12.0	31.0	21.0
Q = Entry flow (pcu/h)	266	816	3
Qc = Circulating flow across entry (pcu/h)	490	54	873
OUTPUT PARAMETERS:			
S = Sharpness of flare = $1.6(E-V)/L$	0.90	0.00	0.98
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.08	1.04	0.98
X2 = $V + ((E-V)/(1+2S))$	4.96	7.90	8.57
M = $EXP((D-60)/10)$	3	3	3
F = $303 \times X2$	1504	2394	2597
Td = $1+(0.5/(1+M))$	1.12	1.12	1.12
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.47	0.61	0.64
Qe = $K(F-Fc \times Qc)$	1374	2445	2002
			Total In Sum = 1085 PCU
DFC = Design flow/Capacity = Q/Qe	0.19	0.33	0.00
			DFC of Critical Approach = 0.33

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land

PROJECT NO.: 83580

PREPARED BY: CSY

Aug-26

J4: KSWH Roundabout

2030Des_PM

FILENAME :

CHECKED BY: LL

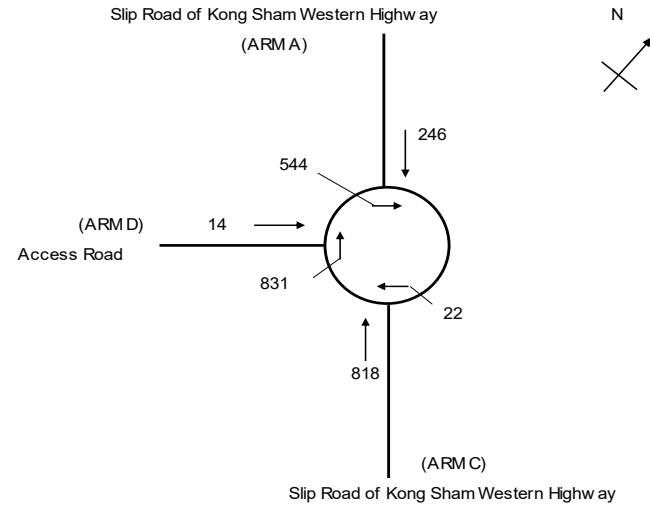
Aug-26

2030 Design PM Peak Hour Traffic Flows

J4_KSWH Roundabout_R.xls

REVIEWED BY: PCN

Aug-26

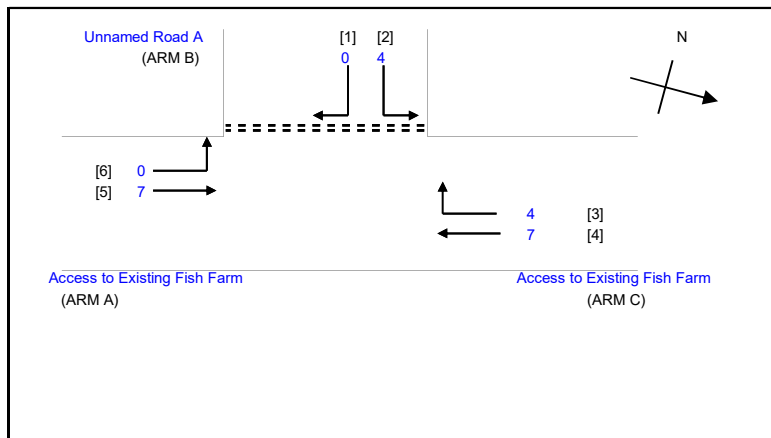


ARM	A	C	D
INPUT PARAMETERS:			
V = Approach half width (m)	4.0	7.9	8.2
E = Entry width (m)	6.7	7.9	9.3
L = Effective length of flare (m)	4.8	1.0	1.8
R = Entry radius (m)	30.0	100.0	10.0
D = Inscribed circle diameter (m)	71.0	71.0	71.0
A = Entry angle (degree)	12.0	31.0	21.0
Q = Entry flow (pcu/h)	246	818	14
Qc = Circulating flow across entry (pcu/h)	544	22	831
OUTPUT PARAMETERS:			
S = Sharpness of flare = $1.6(E-V)/L$	0.90	0.00	0.98
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.08	1.04	0.98
X2 = $V + ((E-V)/(1+2S))$	4.96	7.90	8.57
M = $EXP((D-60)/10)$	3	3	3
F = $303 \times X2$	1504	2394	2597
Td = $1+(0.5/(1+M))$	1.12	1.12	1.12
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.47	0.61	0.64
Qe = $K(F-Fc \times Qc)$	1346	2465	2028
			Total In Sum = 1078 PCU
DFC = Design flow/Capacity = Q/Qe	0.18	0.33	0.01
			DFC of Critical Approach = 0.33

Appendix E

2027 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.: 83580	PREPARED BY: CSY	Aug-26
J1: Unnamed Road A / Access to Existing Fish Farm		2027Ref_AM	FILENAME :	CHECKED BY: LL	Aug-26	
2027 Reference AM Peak Hour Traffic Flows (Construction Sta			d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY: PCN	Aug-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
Vl 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 = 4.23 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 7 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 2.4 (metres)
Vr c-b = 12 (metres)
q c-a = 7 (pcu/hr)
q c-b = 4 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 2.9 (metres)
W b-c = 2.9 (metres)
Vl b-a = 16 (metres)
Vr b-a = 40 (metres)
Vr b-c = 40 (metres)
q b-a = 0 (pcu/hr)
q b-c = 4 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7933051
E = 0.8626632
F = 0.7945994
Y = 0.854065

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 493
Q b-c = 641
Q c-b = 590
Q b-ac = 641

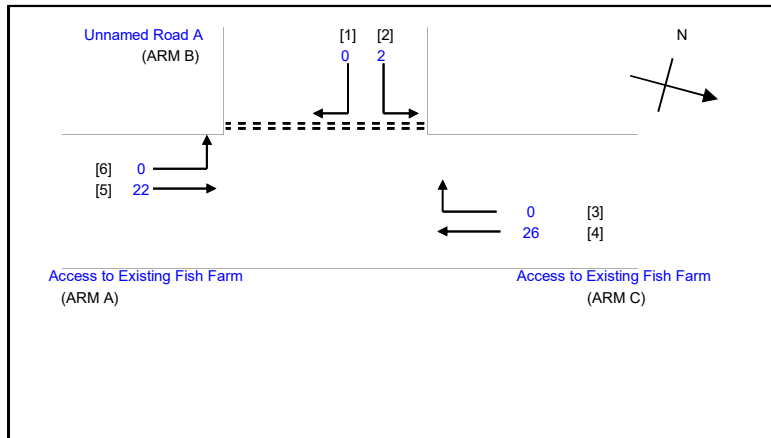
TOTAL FLOW = 22 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
DFC b-c = 0.0062
DFC c-b = 0.0068
DFC b-c (share lane) = 0.0062

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE		
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.:	83580	PREPARED BY:	CSY	Aug-26
J1: Unnamed Road A / Access to Existing Fish Farm		2027Ref_PM	FILENAME :	CHECKED BY:	LL	Aug-26		
2027 Reference PM Peak Hour Traffic Flows (Construction Sta			d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY:	PCN	Aug-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
Vl 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 = 4.23 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 22 (pcu/hr)

MAJOR ROAD (ARM C)
W c-b = 2.4 (metres)
Vr c-b = 12 (metres)
q c-a = 26 (pcu/hr)
q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 2.9 (metres)
W b-c = 2.9 (metres)
Vl b-a = 16 (metres)
Vr b-a = 40 (metres)
Vr b-c = 40 (metres)
q b-a = 0 (pcu/hr)
q b-c = 2 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7933051
E = 0.8626632
F = 0.7945994
Y = 0.854065

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 488
Q b-c = 637
Q c-b = 587
Q b-ac = 637

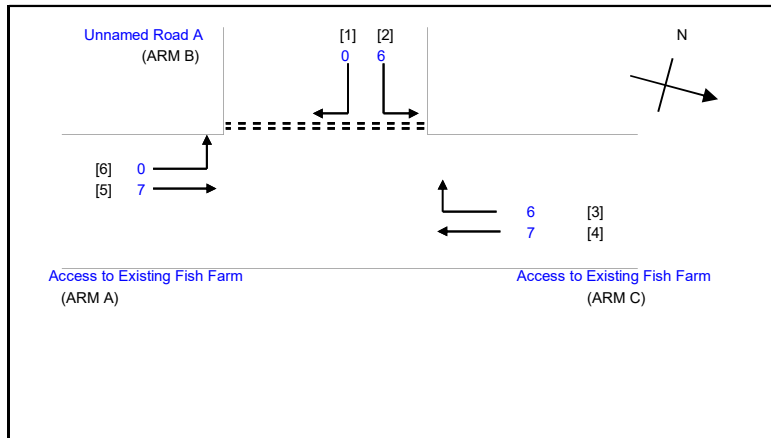
TOTAL FLOW = 50 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
DFC b-c = 0.0031
DFC c-b = 0.0000
DFC b-c (share lane) = 0.0031

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.: 83580	PREPARED BY: CSY	Aug-26
J1: Unnamed Road A / Access to Existing Fish Farm		2027Des_AM	FILENAME :	CHECKED BY: LL	Aug-26	
2027 Design AM Peak Hour Traffic Flows (Construction Stage)			d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY: PCN	Aug-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
Vl 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 = 4.23 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 7 (pcu/hr)

MAJOR ROAD (ARM C)
W c-b = 2.4 (metres)
Vr c-b = 12 (metres)
q c-a = 7 (pcu/hr)
q c-b = 6 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 2.9 (metres)
W b-c = 2.9 (metres)
Vl b-a = 16 (metres)
Vr b-a = 40 (metres)
Vr b-c = 40 (metres)
q b-a = 0 (pcu/hr)
q b-c = 6 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7933051
E = 0.8626632
F = 0.7945994
Y = 0.854065

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 492
Q b-c = 641
Q c-b = 590
Q b-ac = 641

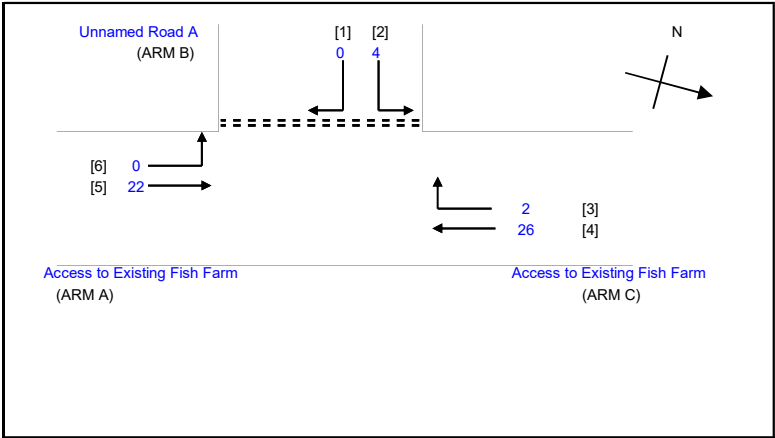
TOTAL FLOW = 26 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
DFC b-c = 0.0094
DFC c-b = 0.0102
DFC b-c (share lane) = 0.0094

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE		
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.:	83580	PREPARED BY:	CSY	Aug-26
J1: Unnamed Road A / Access to Existing Fish Farm		2027Des_PM	FILENAME :		CHECKED BY:	LL	Aug-26	
2027 Design PM Peak Hour Traffic Flows (Construction Stage)			d Road A_Access to Existing Fish Farm_P.xls		REVIEWED BY:	PCN	Aug-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 = 4.23 (metres)

W cr = 0 (metres)

q a-b = 0 (pcu/hr)

q a-c = 22 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 2.4 (metres)

Vr c-b = 12 (metres)

q c-a = 26 (pcu/hr)

q c-b = 2 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 2.9 (metres)

W b-c = 2.9 (metres)

VI b-a = 16 (metres)

Vr b-a = 40 (metres)

Vr b-c = 40 (metres)

q b-a = 0 (pcu/hr)

q b-c = 4 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7933051

E = 0.8626632

F = 0.7945994

Y = 0.854065

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 487

Q b-c = 637

Q c-b = 587

Q b-ac = 637

TOTAL FLOW = 54 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000

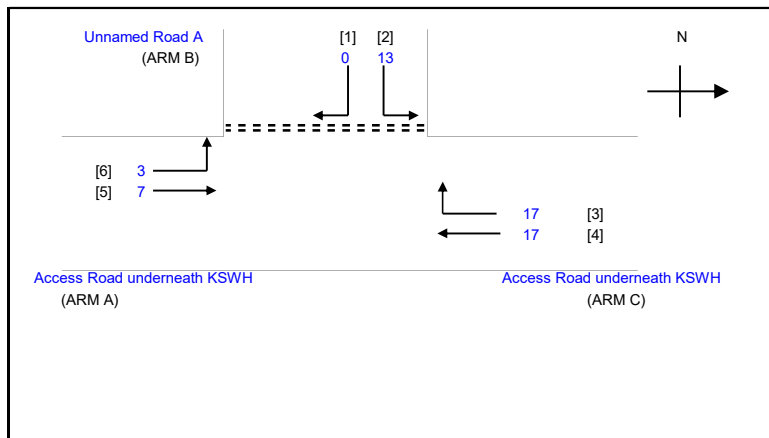
DFC b-c = 0.0063

DFC c-b = 0.0034

DFC b-c (share lane) = 0.0063

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE		
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.:	83580	PREPARED BY:	CSY	Aug-26
J2: Unnamed Road A / Access Road underneath KSWH		2027Ref_AM	FILENAME :		CHECKED BY:	LL	Aug-26	
2027 Reference AM Peak Hour Traffic Flows (Construction Sta			pad A_Access Road underneath KSWH_P.xls		REVIEWED BY:	PCN	Aug-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
Vl 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 = 4.75 (metres)
W cr = 0 (metres)
q a-b = 3 (pcu/hr)
q a-c = 7 (pcu/hr)

MAJOR ROAD (ARM C)
W c-b = 3.5 (metres)
Vr c-b = 35 (metres)
q c-a = 17 (pcu/hr)
q c-b = 17 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 2.7 (metres)
W b-c = 2.7 (metres)
Vl b-a = 60 (metres)
Vr b-a = 67 (metres)
Vr b-c = 67 (metres)
q b-a = 0 (pcu/hr)
q b-c = 13 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.8197501
E = 0.8665435
F = 0.9104787
Y = 0.836125

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 503
Q b-c = 643
Q c-b = 676
Q b-ac = 643

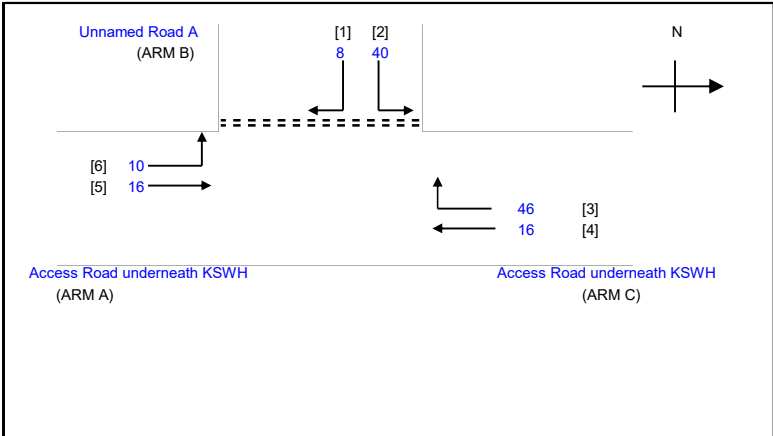
TOTAL FLOW = 57 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
DFC b-c = 0.0202
DFC c-b = 0.0251
DFC b-c (share lane) = 0.0202

CRITICAL DFC = 0.03

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE		
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.:	83580	PREPARED BY:	CSY	Aug-26
J2: Unnamed Road A / Access Road underneath KSWH		2027Ref_PM	FILENAME :		CHECKED BY:		LL	Aug-26
2027 Reference PM Peak Hour Traffic Flows (Construction Sta			pad A_Access Road underneath KSWH_P.xls		REVIEWED BY:		PCN	Aug-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 = 4.75 (metres)

W cr = 0 (metres)

q a-b = 10 (pcu/hr)

q a-c = 16 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.5 (metres)

Vr c-b = 35 (metres)

q c-a = 16 (pcu/hr)

q c-b = 46 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 2.7 (metres)

W b-c = 2.7 (metres)

VI b-a = 60 (metres)

Vr b-a = 67 (metres)

Vr b-c = 67 (metres)

q b-a = 8 (pcu/hr)

q b-c = 40 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.8197501

E = 0.8665435

F = 0.9104787

Y = 0.836125

F for (Qb-ac) = 0.8333333

THE CAPACITY OF MOVEMENT :

Q b-a = 490

Q b-c = 640

Q c-b = 671

Q b-ac = 609

TOTAL FLOW = 136 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0163

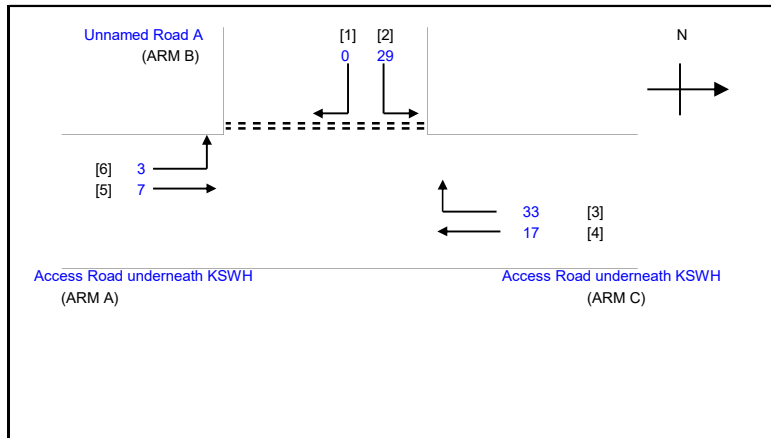
DFC b-c = 0.0625

DFC c-b = 0.0686

DFC b-c (share lane) = 0.0788

CRITICAL DFC = 0.08

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY
J2: Unnamed Road A / Access Road underneath KSWH	2027Des_AM	FILENAME :	pad A_Access Road underneath KSWH_P.xls	CHECKED BY:	LL
2027 Design AM Peak Hour Traffic Flows (Construction Stage)				REVIEWED BY:	PCN
					Aug-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
Vl 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 = 4.75 (metres)
W cr = 0 (metres)
q a-b = 3 (pcu/hr)
q a-c = 7 (pcu/hr)

MAJOR ROAD (ARM C)
W c-b = 3.5 (metres)
Vr c-b = 35 (metres)
q c-a = 17 (pcu/hr)
q c-b = 33 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 2.7 (metres)
W b-c = 2.7 (metres)
Vl b-a = 60 (metres)
Vr b-a = 67 (metres)
Vr b-c = 67 (metres)
q b-a = 0 (pcu/hr)
q b-c = 29 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.8197501
E = 0.8665435
F = 0.9104787
Y = 0.836125

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 498
Q b-c = 643
Q c-b = 676
Q b-ac = 643

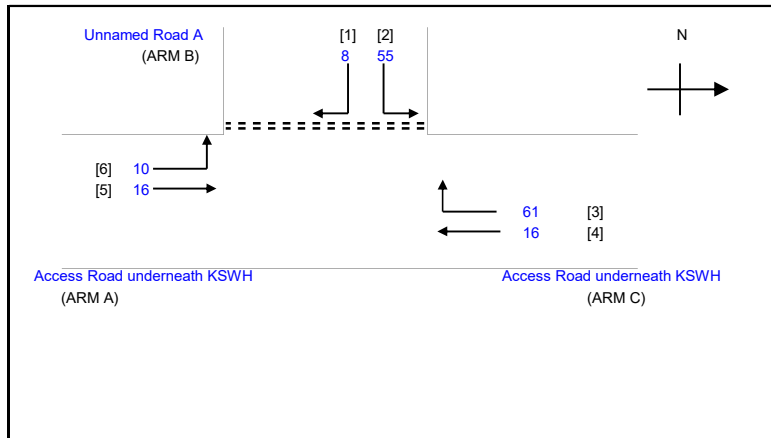
TOTAL FLOW = 89 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
DFC b-c = 0.0451
DFC c-b = 0.0488
DFC b-c (share lane) = 0.0451

CRITICAL DFC = 0.05

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE		
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.:	83580	PREPARED BY:	CSY	Aug-26
J2: Unnamed Road A / Access Road underneath KSWH		2027Des_PM	FILENAME :		CHECKED BY:	LL	Aug-26	
2027 Design PM Peak Hour Traffic Flows (Construction Stage)			pad A_Access Road underneath KSWH_P.xls		REVIEWED BY:	PCN	Aug-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
Vl 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 = 4.75 (metres)
W cr = 0 (metres)
q a-b = 10 (pcu/hr)
q a-c = 16 (pcu/hr)

MAJOR ROAD (ARM C)
W c-b = 3.5 (metres)
Vr c-b = 35 (metres)
q c-a = 16 (pcu/hr)
q c-b = 61 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 2.7 (metres)
W b-c = 2.7 (metres)
Vl b-a = 60 (metres)
Vr b-a = 67 (metres)
Vr b-c = 67 (metres)
q b-a = 8 (pcu/hr)
q b-c = 55 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.8197501
E = 0.8665435
F = 0.9104787
Y = 0.836125

F for (Qb-ac) = 0.8730159

THE CAPACITY OF MOVEMENT :

Q b-a = 485
Q b-c = 640
Q c-b = 671
Q b-ac = 615

TOTAL FLOW = 166 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0165
DFC b-c = 0.0859
DFC c-b = 0.0909
DFC b-c (share lane) = 0.1024

CRITICAL DFC = 0.10

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY Aug-26
J3: Access Road underneath KSWH / Ha Tsuen Road	2027Ref_AM	FILENAME :		CHECKED BY:	LL Aug-26
2027 Reference AM Peak Hour Traffic Flows (Construction Sta		oad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN Aug-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

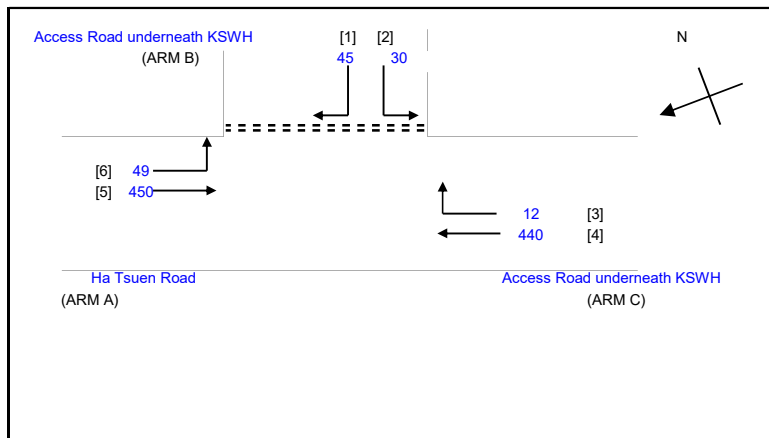
E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.41 (metres) W cr = 0 (metres) q a-b = 43 (pcu/hr) q a-c = 500 (pcu/hr)	GEOMETRIC FACTORS : D = 0.7116368 E = 0.7233552 F = 0.9325 Y = 0.7445275 F for (Qb-ac) = 0.3095238	THE CAPACITY OF MOVEMENT : Q b-a = 296 Q b-c = 438 Q c-b = 557 Q b-ac = 329 TOTAL FLOW = 984 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0980 DFC b-c = 0.0297 DFC c-b = 0.0197 DFC b-c (share lane) = 0.1277
			CRITICAL DFC = 0.13

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.: 83580	PREPARED BY: CSY	Aug-26
J3: Access Road underneath KSWH / Ha Tsuen Road	2027Ref_PM	FILENAME :	CHECKED BY: LL	Aug-26		
2027 Reference PM Peak Hour Traffic Flows (Construction Sta		ad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY: PCN	Aug-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
 Vl 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 = 7.41 (metres)
 W cr = 0 (metres)
 q a-b = 49 (pcu/hr)
 q a-c = 450 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.7 (metres)
 Vr c-b = 45 (metres)
 q c-a = 440 (pcu/hr)
 q c-b = 12 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 1.3 (metres)
 W b-c = 1.3 (metres)
 Vl b-a = 123 (metres)
 Vr b-a = 45 (metres)
 Vr b-c = 45 (metres)
 q b-a = 45 (pcu/hr)
 q b-c = 30 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7116368
 E = 0.7233552
 F = 0.9325
 Y = 0.7445275

F for (Qb-ac) = 0.4

THE CAPACITY OF MOVEMENT :

Q b-a = 299
 Q b-c = 447
 Q c-b = 569
 Q b-ac = 345

TOTAL FLOW = 1026 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.1505
 DFC b-c = 0.0671
 DFC c-b = 0.0211
 DFC b-c (share lane) = 0.2176

CRITICAL DFC = 0.22

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land		PROJECT NO.:	83580	PREPARED BY:	CSY Aug-26
J3: Access Road underneath KSWH / Ha Tsuen Road	2027Des_AM	FILENAME :		CHECKED BY:	LL Aug-26
2027 Design AM Peak Hour Traffic Flows (Construction Stage)		Access Road underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN Aug-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

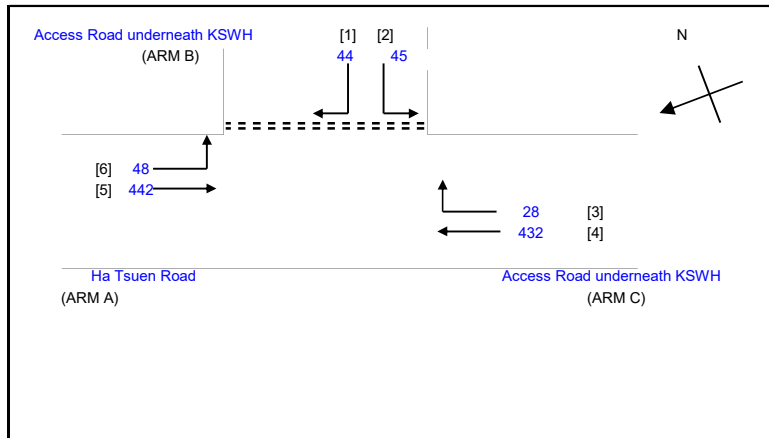
E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.41 (metres) W cr = 0 (metres) q a-b = 43 (pcu/hr) q a-c = 500 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.7 (metres) Vr c-b = 45 (metres) q c-a = 388 (pcu/hr) q c-b = 27 (pcu/hr) MINOR ROAD (ARM B) W b-a = 1.3 (metres) W b-c = 1.3 (metres) VI b-a = 123 (metres) Vr b-a = 45 (metres) Vr b-c = 45 (metres) q b-a = 29 (pcu/hr) q b-c = 29 (pcu/hr)	GEOMETRIC FACTORS : D = 0.7116368 E = 0.7233552 F = 0.9325 Y = 0.7445275 F for (Qb-ac) = 0.5	THE CAPACITY OF MOVEMENT : Q b-a = 292 Q b-c = 438 Q c-b = 557 Q b-ac = 350 TOTAL FLOW = 1016 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0993 DFC b-c = 0.0662 DFC c-b = 0.0485 DFC b-c (share lane) = 0.1655 CRITICAL DFC = 0.17
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OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE		
Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land				PROJECT NO.:	83580	PREPARED BY:	CSY	Aug-26
J3: Access Road underneath KSWH / Ha Tsuen Road		2027Des_PM	FILENAME :		CHECKED BY:	LL	Aug-26	
2027 Design PM Peak Hour Traffic Flows (Construction Stage)			Access Road underneath KSWH_Ha Tsuen Road_P.xls		REVIEWED BY:	PCN	Aug-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 = 7.41 (metres)
W cr = 0 (metres)
q a-b = 48 (pcu/hr)
q a-c = 442 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.7 (metres)
Vr c-b = 45 (metres)
q c-a = 432 (pcu/hr)
q c-b = 28 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 1.3 (metres)
W b-c = 1.3 (metres)
VI b-a = 123 (metres)
Vr b-a = 45 (metres)
Vr b-c = 45 (metres)
q b-a = 44 (pcu/hr)
q b-c = 45 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.7116368
E = 0.7233552
F = 0.9325
Y = 0.7445275

F for (Qb-ac) = 0.505618

THE CAPACITY OF MOVEMENT :

Q b-a = 297
Q b-c = 449
Q c-b = 571
Q b-ac = 358

TOTAL FLOW = 1039 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.1481
DFC b-c = 0.1002
DFC c-b = 0.0490
DFC b-c (share lane) = 0.2484

CRITICAL DFC = 0.25

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS DATE

Proposed Temporary Rebar Workshop and Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land and Pond and Excavation of Land

PROJECT NO.: 83580

PREPARED BY: CSY Aug-26

J4: KSWH Roundabout

2027Ref_AM

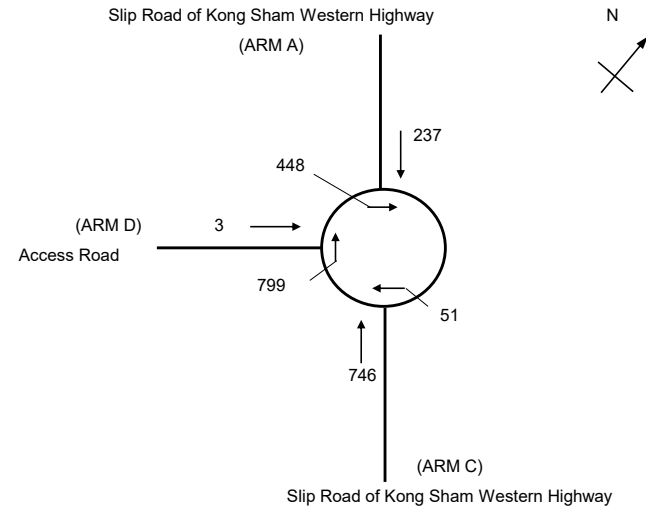
FILENAME :

CHECKED BY: LL Aug-26

2027 Reference AM Peak Hour Traffic Flows (Construction Stage)

J4_KSWH Roundabout_R.xls

REVIEWED BY: PCN Aug-26



ARM	A	C	D
INPUT PARAMETERS:			
V = Approach half width (m)	4.0	7.9	8.2
E = Entry width (m)	6.7	7.9	9.3
L = Effective length of flare (m)	4.8	1.0	1.8
R = Entry radius (m)	30.0	100.0	10.0
D = Inscribed circle diameter (m)	71.0	71.0	71.0
A = Entry angle (degree)	12.0	31.0	21.0
Q = Entry flow (pcu/h)	237	746	3
Qc = Circulating flow across entry (pcu/h)	448	51	799
OUTPUT PARAMETERS:			
S = Sharpness of flare = $1.6(E-V)/L$	0.90	0.00	0.98
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.08	1.04	0.98
X2 = $V + ((E-V)/(1+2S))$	4.96	7.90	8.57
M = $EXP((D-60)/10)$	3	3	3
F = $303 \times X2$	1504	2394	2597
Td = $1+(0.5/(1+M))$	1.12	1.12	1.12
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.47	0.61	0.64
Qe = $K(F-Fc \times Qc)$	1395	2447	2048
			Total In Sum = 986 PCU
DFC = Design flow/Capacity = Q/Qe	0.17	0.30	0.00
			DFC of Critical Approach = 0.30

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PROJECT NO.: 83580

PREPARED BY: CSY Aug-26

J4: KSWH Roundabout

2027Ref_PM

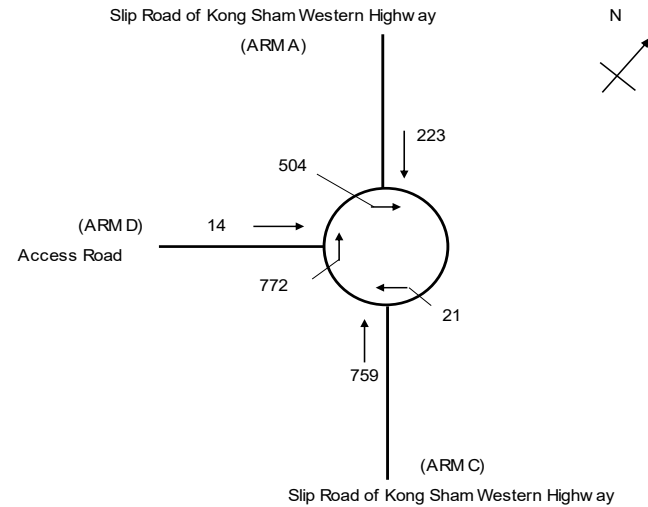
FILENAME :

CHECKED BY: LL Aug-26

2027 Reference PM Peak Hour Traffic Flows (Construction Stage)

J4_KSWH Roundabout_R.xls

REVIEWED BY: PCN Aug-26



ARM	A	C	D
INPUT PARAMETERS:			
V = Approach half width (m)	4.0	7.9	8.2
E = Entry width (m)	6.7	7.9	9.3
L = Effective length of flare (m)	4.8	1.0	1.8
R = Entry radius (m)	30.0	100.0	10.0
D = Inscribed circle diameter (m)	71.0	71.0	71.0
A = Entry angle (degree)	12.0	31.0	21.0
Q = Entry flow (pcu/h)	223	759	14
Qc = Circulating flow across entry (pcu/h)	504	21	772
OUTPUT PARAMETERS:			
S = Sharpness of flare = $1.6(E-V)/L$	0.90	0.00	0.98
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.08	1.04	0.98
X2 = $V + ((E-V)/(1+2S))$	4.96	7.90	8.57
M = $EXP((D-60)/10)$	3	3	3
F = $303 \times X2$	1504	2394	2597
Td = $1+(0.5/(1+M))$	1.12	1.12	1.12
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.47	0.61	0.64
Qe = $K(F-Fc \times Qc)$	1367	2466	2065
Total In Sum =			996 PCU
DFC = Design flow/Capacity = Q/Qe	0.16	0.31	0.01
DFC of Critical Approach =			0.31

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TRAFFIC SIGNAL CALCULATION

INITIALS DATE

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PROJECT NO.: 83580

PREPARED BY: CSY Aug-26

J4: KSWH Roundabout

2027Des_AM

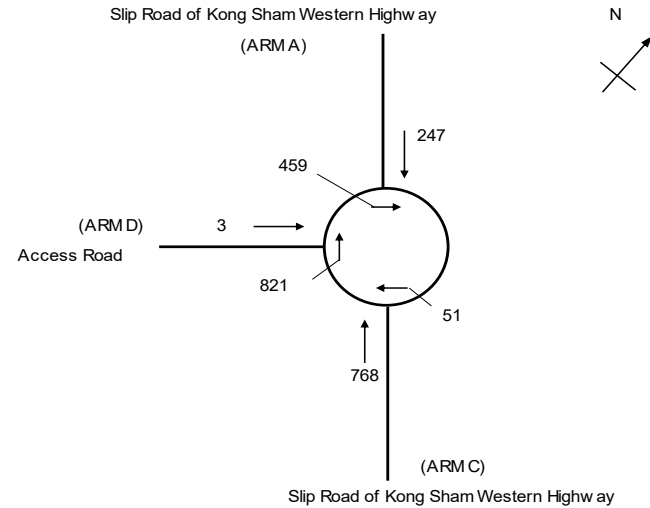
FILENAME :

CHECKED BY: LL Aug-26

2027 Design AM Peak Hour Traffic Flows (Construction Stage)

J4_KSWH Roundabout_R.xls

REVIEWED BY: PCN Aug-26



ARM	A	C	D
INPUT PARAMETERS:			
V = Approach half width (m)	4.0	7.9	8.2
E = Entry width (m)	6.7	7.9	9.3
L = Effective length of flare (m)	4.8	1.0	1.8
R = Entry radius (m)	30.0	100.0	10.0
D = Inscribed circle diameter (m)	71.0	71.0	71.0
A = Entry angle (degree)	12.0	31.0	21.0
Q = Entry flow (pcu/h)	247	768	3
Qc = Circulating flow across entry (pcu/h)	459	51	821
OUTPUT PARAMETERS:			
S = Sharpness of flare = $1.6(E-V)/L$	0.90	0.00	0.98
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.08	1.04	0.98
X2 = $V + ((E-V)/(1+2S))$	4.96	7.90	8.57
M = $EXP((D-60)/10)$	3	3	3
F = $303 \times X2$	1504	2394	2597
Td = $1+(0.5/(1+M))$	1.12	1.12	1.12
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.47	0.61	0.64
Qe = $K(F-Fc \times Qc)$	1390	2447	2034
Total In Sum =			1018 PCU
DFC = Design flow/Capacity = Q/Qe	0.18	0.31	0.00
DFC of Critical Approach =			0.31

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TRAFFIC SIGNAL CALCULATION

INITIALS DATE

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PROJECT NO.: 83580

PREPARED BY: CSY Aug-26

J4: KSWH Roundabout

2027Des_PM

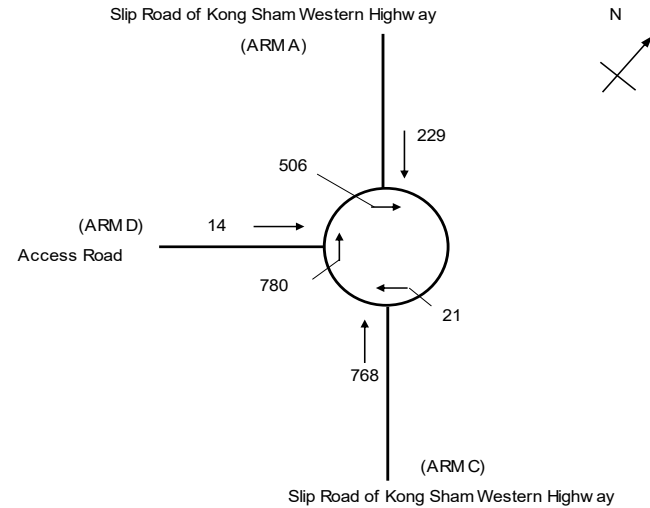
FILENAME :

CHECKED BY: LL Aug-26

2027 Design PM Peak Hour Traffic Flows (Construction Stage)

J4_KSWH Roundabout_R.xls

REVIEWED BY: PCN Aug-26



ARM	A	C	D
INPUT PARAMETERS:			
V = Approach half width (m)	4.0	7.9	8.2
E = Entry width (m)	6.7	7.9	9.3
L = Effective length of flare (m)	4.8	1.0	1.8
R = Entry radius (m)	30.0	100.0	10.0
D = Inscribed circle diameter (m)	71.0	71.0	71.0
A = Entry angle (degree)	12.0	31.0	21.0
Q = Entry flow (pcu/h)	229	768	14
Qc = Circulating flow across entry (pcu/h)	506	21	780
OUTPUT PARAMETERS:			
S = Sharpness of flare = $1.6(E-V)/L$	0.90	0.00	0.98
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.08	1.04	0.98
X2 = $V + ((E-V)/(1+2S))$	4.96	7.90	8.57
M = $EXP((D-60)/10)$	3	3	3
F = $303 \times X2$	1504	2394	2597
Td = $1+(0.5/(1+M))$	1.12	1.12	1.12
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.47	0.61	0.64
Qe = $K(F-Fc \times Qc)$	1366	2466	2060
Total In Sum =			1011 PCU
DFC = Design flow/Capacity = Q/Qe	0.17	0.31	0.01
DFC of Critical Approach =			0.31