GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司

Date : 20th March, 2025
Our Ref. : ADCL/PLG-10301/L006

The Secretary
Town Planning Board
15/F., North Point Government Offices
333 Java Road, North Point, Hong Kong

By Email

Dear Sir/Madam,

Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) for a Period of 3 Years at Lot Nos. 1595 (Part), 1597 (Part), 1598, 1599, 1600, 1601 (Part) in D.D. 129 and adjoining Government Land, Lau Fau Shan, Yuen Long, New Territories
(Planning Application No. A/YL-LFS/544)

We refer to the latest comments from the Transport Department on 4.3.2025 and would like to provide the Technical Note with junction assessment result to address the abovementioned departmental comments for their consideration.

In addition, we would like to clarify that there would be five ancillary structures at the application site, including one service counter and four temporary structures for the installations of solar photovoltaic panels. Please refer to the replacement pages of the Planning Statement and Application Form.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact our Mr. Thomas LUK at ..

Yours faithfully,
For and on behalf of
Grandmax Surveyors Limited

Thomas Luk
Planning Consultant

Encl.
c.c. Client

Unit 1215, 12/F, Houston Centre, 63 Mody Road, East Tsim Sha Tsui, Kowloon
九龍尖沙咀東麼地道 63 號好時中心 12 樓 1215 室
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6. Type(s) of Application 申請類別

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展
(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B))
(如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) for a Period of 3 Years (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☑ year(s) 年 ..... 3 ..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	13,108 sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	1,497 sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	5
Proposed domestic floor area 擬議住用樓面面積	N/A sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	4 sq.m ☑About 約
Proposed gross floor area 擬議總樓面面積	4 sq.m ☑About 約

Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)

Please refer to the attached planning statement.

Proposed number of car parking spaces by types 不同種類停車位的擬議數目

Private Car Parking Spaces 私家車車位	116
Motorcycle Parking Spaces 電單車車位	
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	81
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
Others (Please Specify) 其他 (請列明)	30 (Coach)

Proposed number of loading/unloading spaces 上落客貨車位的擬議數目

Taxi Spaces 的士車位	
Coach Spaces 旅遊巴車位	
Light Goods Vehicle Spaces 輕型貨車車位	
Medium Goods Vehicle Spaces 中型貨車車位	
Heavy Goods Vehicle Spaces 重型貨車車位	
Others (Please Specify) 其他 (請列明)	

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米		Plot Ratio 地積比率
	Domestic 住用	N/A	☐ About 約 ☐ Not more than 不多於	N/A ☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	4	☑ About 約 ☐ Not more than 不多於	N/A ☐About 約 ☐Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	N/A		
	Non-domestic 非住用	5		
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A		m 米 ☐ (Not more than 不多於)
		N/A		Storeys(s) 層 ☐ (Not more than 不多於)
	Non-domestic 非住用	3		m 米 ☑ (Not more than 不多於)
		1		Storeys(s) 層 ☑ (Not more than 不多於)
(iv) Site coverage 上蓋面積		10	%	☑ About 約
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____			227 116 81 30 (Coach)
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____			

Table 3: Proposed Key Development Parameters

Items	Design Parameter(s) (About)
Total Site Area **Uncovered Area** **Covered Area**	About 14,605m^2 (including about 1,760m^2 Government land) About 13,108m^2 (About 90%) About 1,497m^2 (About 10%)
Proposed Use(s)	Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) for a Period of 3 Years
Ancillary Structures No(s). Service Counter Structures for Solar Photovoltaic Panels	5 1 no. (2m(W) x 2m(D) x 3m(H)) 4 nos. (3m(H))
Supporting Facilities CLP Package Substation (2 Nos.) Energy Storage Unit Charging Station (10 Nos.)	 4.96m (W) x 2.39m(D) x 2.3m(H) (Disregard from GFA calculation) 6.01m (W) x 2.44m(D) x 2.9m(H) (Disregard from GFA calculation) 0.8m (W) 0.55m(D) x 1.85m(H) (Disregard from GFA calculation)
Total Floor Area	About 4m^2
Covered Area of Solar Photovoltaic Panels	About 1,450m^2
No. of Parking Spaces *Private Car (5m x 2.5m)* *Van-type LGV (7m x 3.5m)* *Coach (12m x 3.5m)*	227 116 81 30
Operation Hours of the PVP	24 hours (Monday to Sunday, including public holidays)
Ingress/Egress	About 7.3m wide

4.2 Vehicular Access and Parking Arrangement

4.2.1 It is proposed to make use of the existing ingress/egress point located at the eastern boundary of the application site, connecting to Tin Yuet Road for vehicular access. The width of the ingress/egress is approximately 7.3m, with sufficient space allocated for manoeuvring and waiting, thus preventing any potential queuing of vehicles back onto Tin Yuet Road or Tin Ying Road.

4.2.2 As shown in **Figure 3,** the internal road for the proposed use is not less than 5m wide. The swept path analysis (**Appendix 2** refers) demonstrates that there will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring of vehicles is allowed throughout the application site and no waiting or queuing of vehicles along Tin Yuet Road or Tin Ying Road will arise under any circumstances. The dimension of private car parking space complies with the requirements stipulated in the Hong Kong Planning Standards and Guidelines.

Technical Note

Project	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) for a Period of 3 Years (Application no. A/YL-LFS/544)	**Date**	20 Mar 2025
Note	Junction Calculation Outside the Access of the Site with the Generated Traffic Flow of the Application	**Page**	1 of 4

1 Introduction

1.1 The Applicant intents to submit a Section 16 Planning Application for a Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) at various lots in D.D. 129 in Lau Fau Shan, New Territories for a Period of 3 Years. **Figure 1** shows the location of the Application Site.

1.2 This Technical Note presents the junction assessment result outside the access of the site with the Generated Traffic Flow of the Application in both existing year and design year.

2 Existing Traffic Condition

2.1 The site is located in Lau Fau Shan and connected by Tin Yuet Road. It can be accessed via Tin Ying Road and Tin Yuet Road which serve as the ingress / egress route of site as shown in **Figure 1**.

2.1.1 Vehicular count survey was conducted on 13 March 2025 at the critical junctions shown in **Figure 1** during the period of 0700-1000 for AM peak and 1600-1900 for PM peak. The details of the critical junction are listed in **Table 1** below.

Table 1 Critical Junction

Index	Location	Type
J1	Tin Yuet Road/ Access to the Site	Priority

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

Table 2 Passenger Car Unit Conversion Factors

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

2.1.3 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 08:00-09:00 and 17:30-18:30 for AM peak and PM peak respectively. The assessment result in 2025 for the critical junction mentioned in **Section 2.1.1** is presented in **Table 3** below with detailed junction calculation sheets provided in **Appendix A**.

Table 3 2025 Peak Hour Junction Capacity Assessment

Index	Location	Type	Capacity Index(1)	2025 Weekday	
				AM Peak	PM Peak
J1	Tin Yuet Road/ Access to the Site	Priority	DFC	0.01	0.01

Notes:
(1) DFC = Design Flow to Capacity for priority junction and roundabout

2.1.4 The result reveals that the assessed key junction is operated satisfactorily during the peak hours.

3 Traffic Forecast

3.1.1 According to current programme, the proposed development will commission in the year of 2025, the design year for traffic forecast is therefore set to be 3 year later (i.e. year 2028).

3.1.2 In forecasting the future traffic flows on the nearby road network, due considerations are given to the following information and factors:

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

3.1.3 The following steps are undertaken to derive the 2028 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site).

2028 Background Flows = 2025 Flows x annual growth factors

2028 Reference Flows = 2028 Background Flows + additional traffic by planned and committed developments

2028 Design Flows = 2028 Reference Flows + development traffic

3.1.4 Reference is made to the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department (Yuen Long District). **Table 4** presents the forecast population and employment data from 2021 to 2031.

Table 4 2021-Based TPEDM for Yuen Long District

Category	2021	2026	2031	% Growth p.a 2021-2031
Population	668,100	685,000	760,600	1.31%
Employment Places	152,850	238,000	258,200	5.38%
Total	**820,950**	**823,500**	**1,018,800**	**2.18%**

3.1.5 As shown in **Table 4**, an average annual growth of 2.18% per annum is recorded over the period of 2021 – 2031.

3.1.6 Apart from TPEDM, historical trend of traffic growth in the vicinity of the Application Site over the 5-year period of 2019 to 2023 are also extracted from the Annual Traffic Census (ATC) Reports as indicated in **Table 5**.

Table 5 Traffic Data from ATC in the vicinity of the site

Stn No.	Road	Section		2019	2020	2021	2022	2023	Average Annual Growth 2019-2023
6213	Castle Peak Rd	Lam Tei Int	Hung Tin Rd	33,220	34,710	34,800	34,500	34,030	0.60%
5025	Yuen Long Hwy	Lam Tei Int	Kong Sham Western Hwy	109,220	103,100	113,690	109,410	116,440	1.61%
5008	Kau Yuk Rd	Yuen Long Tai Yuk Rd	On Hong Rd	12,740	12,770	12,660	12,070	11,730	-2.04%

5011	Wang Chau Rd	Yuen Long On Lok Rd	Yuen Long On Ning Rd	5,880	5,300	5,210	5,080	4,990	-4.02%
Total				**161,060**	**155,880**	**166,360**	**161,060**	**167,190**	**0.94%**

3.1.7 As indicated in **Table 5**, the traffic on the road network in the vicinity of the Application Site recorded an average annual growth of 0.94% over the period of 2019 – 2023.

3.1.8 Taking into account the above factors, it is proposed to adopt an average growth rate of 2.18% per annum as a conservative approach to estimate the 2028 Background Traffic Flow.

3.1.9 According to Town Planning Board website, another car park (under application A/YL-LFS/534) will be commissioned near the proposed development. The traffic generation and attraction of the application are also incorporated into the background traffic forecast as appropriate.

3.1.10 Total 227 parking spaces would be provided in the proposed car park in which 116 are for private cars, 81 for Light Goods Vehicles and 30 for Coaches. By referring to the planning statement, the development would generate and attract 107 and 80 pcu/hr respectively during peak hours.

3.1.11 By incorporating the above information, the junction mentioned in **Section 2.1.1** is being assessed in the design year of 2028, for both Reference and Design cases. The results are presented in **Table 6** with detailed junction calculation sheets provided in **Appendix A**.

Table 6 2028 Peak Hour Junction Capacity Assessment

Index	Location	Type	Capacity Index(1)	2028 Reference		2028 Design	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Tin Yuet Road/ Access to the Site	Priority	DFC	0.01	0.01	0.22	0.22

Notes:
(1) DFC = Design Flow to Capacity for priority junction and roundabout

It is indicated in the above **Table 6** that the identified junction would operate satisfactorily during peak hours in the design years of 2028, taking account of the known planned/ committed major developments in the vicinity of the Application Site.

Figure

X:\Ozzo\83204_Proposed Temporary Public Vehicle Park with Ancillary Facilities and Utility Installation at Lau Fau Shan\Data\Dwg\23204_Figure 1.dwg 2025/03/18 11:51:53

J1

天影路 Tin Ying Road

天月路 Tin Yuet Road

天影徑 Tin Ying Path

香港建造學院天月路訓練場
Hong Kong Institute of Construction
Tin Yuet Road Training Ground

Legend:

- Site Boundary
- J1 Key Junction
- Major Ingress Route
- Major Egress Route

0 15 30 45 60

Project Title

Proposed Temporary Public Vehicle Park with Ancillary Facilities and Utility Installation at Lau Fau Shan

Site Plan

Date	Scale
11/03/2025	1:1500

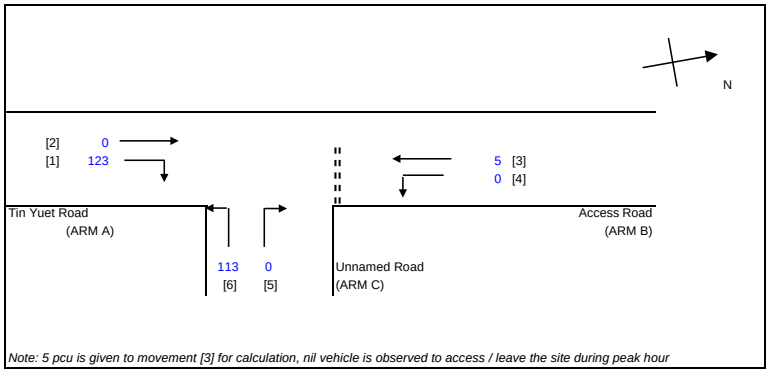
OZZO TECHNOLOGY

Project No. 83204	Rev.
Dwg No. Figure 1	-

Appendix A

Junction Calculation Sheet

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park with Ancillary Facilities and Utility Installation	**2025_AM**	PROJECT NO.: 83204	PREPARED BY:	TC	Mar-25
J1: Tin Yuet Road / Access Road		FILENAME :	CHECKED BY:	DP	Mar-25
2025 Observed Weekday AM Peak Hour Traffic Flows		J1_ Tin Yuet Road_Access Road to Application Site_P.xls	REVIEWED BY:	SC	Mar-25



Note: 5 pcu is given to movement [3] for calculation, nil vehicle is observed to access / leave the site during peak hour

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	=	7.3	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	123	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	35	(metres)
q c-a	=	113	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3	(metres)
W b-c	=	3.3	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	5	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.88701
E	=	0.94969
F	=	0.91916
Y	=	0.74815
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

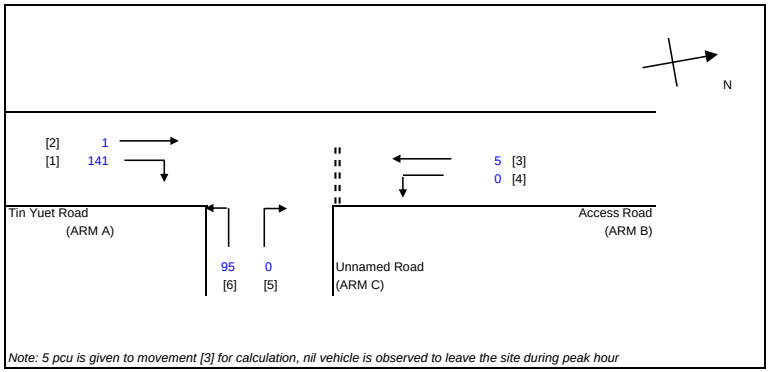
Q b-a	=	509		
Q b-c	=	676	Q b-c (O) =	674.3
Q c-b	=	654		
Q b-ac	=	509		
TOTAL FLOW	=	236	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0098
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac	=	0.0098

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park with Ancillary Facilities and Utility Installation	**2025_PM**	PROJECT NO.: 83204	PREPARED BY:	TC	Mar-25
J1: Tin Yuet Road / Access Road		FILENAME :	CHECKED BY:	DP	Mar-25
2025 Observed Weekday PM Peak Hour Traffic Flows		J1_ Tin Yuet Road_Access Road to Application Site_P.xls	REVIEWED BY:	SC	Mar-25



Note: 5 pcu is given to movement [3] for calculation, nil vehicle is observed to leave the site during peak hour

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	=	7.3	(metres)
W cr	=	0	(metres)
q a-b	=	1	(pcu/hr)
q a-c	=	141	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	35	(metres)
q c-a	=	95	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3	(metres)
W b-c	=	3.3	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	5	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.88701
E	=	0.94969
F	=	0.91916
Y	=	0.74815
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

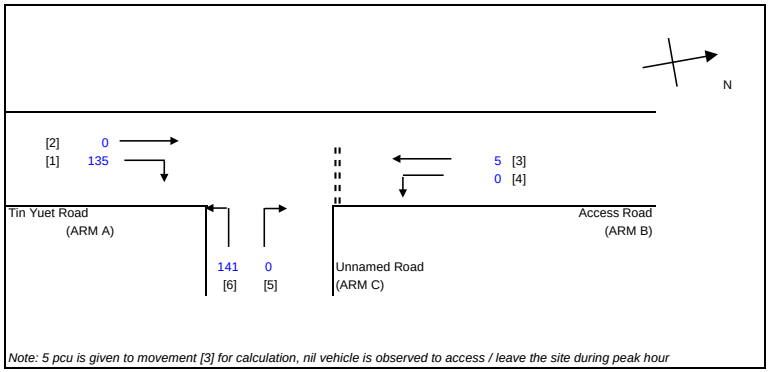
Q b-a	=	508		
Q b-c	=	671	Q b-c (O) =	669.3
Q c-b	=	649		
Q b-ac	=	508		
TOTAL FLOW	=	237	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0098
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac	=	0.0098

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park with Ancillary Facilities and Utility Installation	**2028 Ref_AM**	PROJECT NO.: 83204	PREPARED BY:	TC	Mar-25
J1: Tin Yuet Road / Access Road		FILENAME :	CHECKED BY:	DP	Mar-25
2028 Reference Weekday AM Peak Hour Traffic Flows		J1_ Tin Yuet Road_Access Road to Application Site_P.xls	REVIEWED BY:	SC	Mar-25



Note: 5 pcu is given to movement [3] for calculation, nil vehicle is observed to access / leave the site during peak hour

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	=	7.3	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	135	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	35	(metres)
q c-a	=	141	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3	(metres)
W b-c	=	3.3	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	5	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.88701
E	=	0.94969
F	=	0.91916
Y	=	0.74815
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

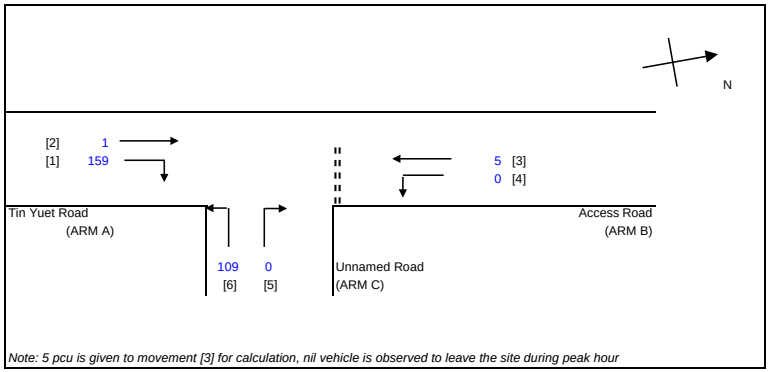
Q b-a	=	502		
Q b-c	=	673	Q b-c (O) =	671.3
Q c-b	=	651		
Q b-ac	=	502		
TOTAL FLOW	=	276	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0100
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac	=	0.0100

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park with Ancillary Facilities and Utility Installation	**2028 Ref_PM**	PROJECT NO.: 83204	PREPARED BY:	TC	Mar-25
J1: Tin Yuet Road / Access Road		FILENAME :	CHECKED BY:	DP	Mar-25
2028 Reference Weekday PM Peak Hour Traffic Flows		J1_ Tin Yuet Road_Access Road to Application Site_P.xls	REVIEWED BY:	SC	Mar-25



Note: 5 pcu is given to movement [3] for calculation, nil vehicle is observed to leave the site during peak hour

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	=	7.3	(metres)
W cr	=	0	(metres)
q a-b	=	1	(pcu/hr)
q a-c	=	159	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	35	(metres)
q c-a	=	109	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3	(metres)
W b-c	=	3.3	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	5	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.88701
E	=	0.94969
F	=	0.91916
Y	=	0.74815
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

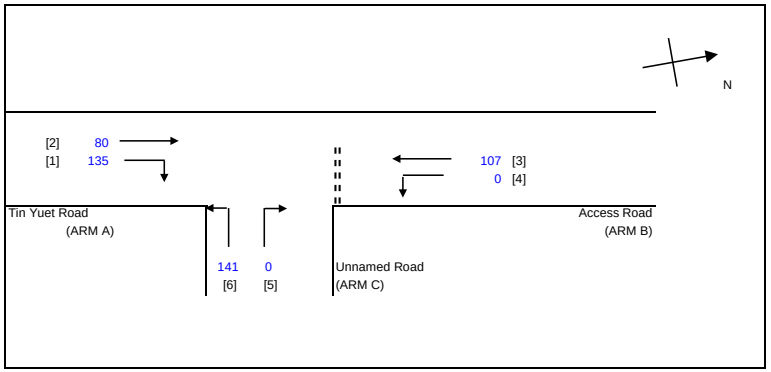
Q b-a	=	501		
Q b-c	=	666	Q b-c (O) =	664.3
Q c-b	=	645		
Q b-ac	=	501		
TOTAL FLOW	=	269	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0100
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac	=	0.0100

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park with Ancillary Facilities and Utility Installation	**2028 Des_AM**	PROJECT NO.: 83204	PREPARED BY:	TC	Mar-25
J1: Tin Yuet Road / Access Road		FILENAME :	CHECKED BY:	DP	Mar-25
2028 Design Weekday AM Peak Hour Traffic Flows		J1_ Tin Yuet Road_Access Road to Application Site_P.xls	REVIEWED BY:	SC	Mar-25



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	=	7.3	(metres)
W cr	=	0	(metres)
q a-b	=	80	(pcu/hr)
q a-c	=	135	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	35	(metres)
q c-a	=	141	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3	(metres)
W b-c	=	3.3	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	107	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.88701
E	=	0.94969
F	=	0.91916
Y	=	0.74815
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

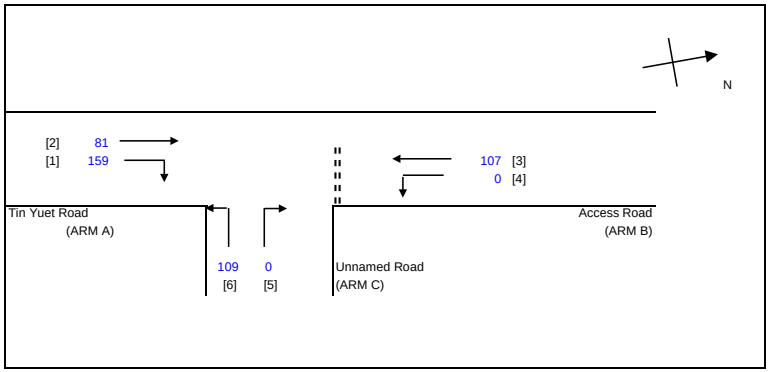
Q b-a	=	494		
Q b-c	=	664	Q b-c (O) =	628
Q c-b	=	631		
Q b-ac	=	494		
TOTAL FLOW	=	356	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2166
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac	=	0.2166

CRITICAL DFC = 0.22

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park with Ancillary Facilities and Utility Installation	**2028 Des_PM**	PROJECT NO.: 83204	PREPARED BY:	TC	Mar-25
J1: Tin Yuet Road / Access Road		FILENAME :	CHECKED BY:	DP	Mar-25
2028 Design Weekday PM Peak Hour Traffic Flows		J1_ Tin Yuet Road_Access Road to Application Site_P.xls	REVIEWED BY:	SC	Mar-25



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	=	7.3	(metres)
W cr	=	0	(metres)
q a-b	=	81	(pcu/hr)
q a-c	=	159	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	35	(metres)
q c-a	=	109	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3	(metres)
W b-c	=	3.3	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	107	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.88701
E	=	0.94969
F	=	0.91916
Y	=	0.74815
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

Q b-a	=	493			
Q b-c	=	658	Q b-c (O) =	622.3	
Q c-b	=	625			
Q b-ac	=	493			
TOTAL FLOW	=	349	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2170
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac	=	0.2170

CRITICAL DFC = 0.22