

Appendix III
Traffic Review



**Proposed Temporary Open Storage of Vehicle with
Ancillary Facilities and Associated Filling of Land for a
Period of 3 Years**

**Various Lots in D.D. 115 and D.D. 116 and Adjoining
Government Land Au Tau, Yuen Long, New Territories**

**Traffic Review Report
July 2025**

Section 16 Planning Application

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years

Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land Au Tau, Yuen Long, New Territories

**Traffic Review Report
July 2025**

Contents Amendment Record

This report has been issued and amended as follows:

Revision	Description	Prepared / Date	Checked / Date	Approved / Date
R0b	TR	04/07/2025 Various	04/07/2025 TC	04/07/2025 SC

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1 INTRODUCTION

1.1 General

1.1.1 Ozzo Technology (HK) Limited was commissioned to undertake a traffic study in support of the S16 planning application for the Proposed Temporary Open Storage of Vehicle with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years ("Application Site").

1.2 Project Descriptions

1.2.1 The Application Site is located at Au Tau, abutting Long Ho Road which serve as an access route of the Site.

1.3 Study Objectives

1.3.1 The main objectives of this traffic study are to:

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

1.4 Report Structure

1.4.1 Following this introductory chapter, this report is arranged as follow:

- Chapter 2 describes the Application Site;
- Chapter 3 outlines the existing traffic conditions;
- Chapter 4 presents the finding of traffic forecast;
- Chapter 5 provides the conclusion of the Study.

2 DESCRIPTONS OF THE APPLICATION SITE

2.1 Site Location

2.1.1 The site is located in Au Tau and can be accessed via Long Ho Road which serves as the access route of site as shown in **Figure 2-1**.

2.2 Development Parameters for the Application Site

2.2.1 The Application Site consisting of various Lots in D.D. 115 and D.D. 116 in Au Tau, with a Site area of 14,250m².

2.2.2 The site involves a temporary open storage of vehicle with ancillary facilities. The current application is intended to facilitate the relocation of the applicant's affected business premises in Ping Shan to the Application Site. Not more than 700 vehicles will be stored at the Site which include private car and light goods vehicles .

2.2.3 The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. No operations on Sunday and public holiday. It is anticipated to accommodate not more than 2 staffs. Visitor is not anticipated at the Site.

2.3 Development Traffic and Parking Facilities

2.3.1 Only 1 private car is expected to be generated/ attracted by the Development for staff during peak period. Vehicles to be stored in the Site will be driven into/out of the Site by staff with trade license during non-peak hours (i.e. 11:00-17:00) with an hourly rate of 6 vehicles on average for both generation/ attraction as stated in the planning statement. **Table 2-1** presents the traffic induced by the operation of the Site during peak hour.

Table 2-1 Development Traffic

Time Period	Trip Generation and Attraction (veh/hr)	
	Private Vehicle	
	In	Out
Trip at AM Peak hour	1	0
Trip at PM Peak hour	0	1
Total	1	1

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

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

Type of Ancillary Transport Facilities	Size	Provision based on User's Requirement
Private Car Parking Space	2.5m (W) x 5m (L)	1

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

2.4 Vehicular Access Arrangement

2.4.1 All vehicles from the Site will be scheduled and managed by the applicant to ensure only one-way direction traffic travelling to/from the Site. Swept path analysis is also conducted for 6.5m LGV accessing/ leaving the Site. **Appendix A** presents the swept path analysis for the vehicular access of the Application Site, as well as internal circulation to/from the parking space within the site. The results indicating that sufficient spaces can be provided.

3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

3.1.1 The Site is bounded by Long Ho Road as shown in **Figure 2-1** which is a single track access road with passing bays along the road.

3.2 Traffic Surveys

3.2.1 Vehicular count survey was conducted on a typical weekday in June 2025 at the critical junction and link shown in **Figure 2-1** during the period of 07:00-10:30 for AM peak and 16:00-19:30 for PM peak. The details of the critical junction and link are listed in **Table 3-1** below.

Table 3-1 Critical Junction and Link

Index	Location	Type
J1	Long Ho Road/ Yau Tin West Road	Priority
L1	Long Ho Road (East of Yau Tin West Road)	Road Link

3.3 Existing Vehicle Traffic Conditions

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

Table 3-2 Passenger Car Unit Conversion Factors

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

Notes: (1) Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2024

3.3.1 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 07:30-08:30 and 17:45-18:45 for AM peak and PM peak respectively. **Figure 3-1** presents the 2025 observed Weekday AM and PM peak hour traffic flows in the vicinity of the Application Site.

3.3.2 Based on the existing traffic flows, the peak hour performances of the key junction are assessed. The assessment results are indicated in **Table 3-3** and detailed junction calculation sheets are given in **Appendix B**.

Table 3-3 2025 Peak Hour Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2025 Weekday	
				AM Peak	PM Peak
J1	Long Ho Road/ Yau Tin West Road	Priority	DFC	0.09	0.18

Notes:

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

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

3.3.3 The results reveal that the assessed key junction is operated satisfactorily during the peak hours.

3.3.4 Based on the existing traffic flows, the peak hour performances of the key road link outside the Application Site is also assessed and the results are indicated in **Table 3-4**.

Table 3-4 2025 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	Long Ho Road (East of Yau Tin West Road)	2-way	100	30	0.3	29	0.29

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

(2) TPDM Vol 2 Chapter 3.11.3.1

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

3.3.5 The results reveal that the key road link outside the Application Site operate within capacity during the peak hours.

4 TRAFFIC FORCAST

4.1 Design Year

4.1.1 According to current programme, the proposed open storage will commission in the year of 2026 and last for 3 years, the design year for traffic forecast is therefore set to be 2029.

4.2 Methodology

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

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

4.2.2 The following steps are undertaken to derive the 2029 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site).

2029 Background Flows = 2025 Flows x annual growth factors

2029 Reference Flows = 2029 Background Flows + additional traffic by
planned and committed developments

2029 Design Flows = 2029 Reference Flows + development traffic

4.2.3 The traffic impact to be induced by the Development is assessed by comparing the Peak Hour Reference Traffic Flows against the Peak Hour Design Traffic Flows for the Design Year.

4.3 Future Year Traffic Flows

Historical Traffic Growth

- 4.3.1 To gain an understanding of the historical trends of traffic growth on the nearby road network, relevant traffic data over the 5-year period of 2019 to 2023 are extracted from the Annual Traffic Census (ATC) 2023 for the ATC stations in the vicinity the Application Site. **Table 4-1** describes the locations of the nearby ATC stations and provide the corresponding traffic data.

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

Stn	Road	Between		2019	2020	2021	2022	2023	Average Annual Growth 2019-2023
5694	Yuen Long Highway	Shap Pat Heung Int	Pok Oi Int	91,050	77,080	66,160	63,230	67,190	-7.32%
5711	Shap Pat Heung Rd	Fung Ki Road	Shap Pat Heung Int	23,400	26,860	29,360	28,060	29,810	6.24%
Total				114,450	103,940	95,520	91,290	97,000	-4.05%

- 4.3.2 As indicated in **Table 4-1**, the traffic on the road network in the vicinity of the Application Site has a negative growth of -4.05% p.a. on average over the period from 2019 – 2023.

2021-Based TPEDM

- 4.3.3 **Table 4-2** presents the population and employment data in Yuen Long district for 2021, 2026 and 2031 from the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department.

Table 4-1 2021-Based TPEDM for Yuen Long district

Category	2021	2025 ⁽¹⁾	2031	2025-2031 Average Growth (% p.a.)
Population	668,100	681,620	760,600	1.84%
Employment	152,850	221,370	258,200	2.60%
Total	820,950	902,990	1,018,800	2.03%

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

Note (1): 2025 population and employment places are calculated by interpolation between 2021 and 2026 from TPEDM.

- 4.3.4 It is anticipated that the population and employment places in Yuen Long district would be increased by 1.84% and 2.6% p.a. respectively, i.e. an overall increase of 2.03% per annum.

For conservative, annual growth rate derived from 2021-Based TPEDM of 2.03% will be adopted in the Study.

Planned and Committed Developments

- 4.3.5 By referring to the TPB website, it is known that there would be other planned developments commissioned in the vicinity of the application site, as listed in **Table 4-3**.

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

Application No.	Location	Land Use	Site Area (m ²)	Application Status
A/YL/315	Lot 2086 RP in D.D.116 and Adjoining Government Land, Yuen Long, New Territories	Proposed Temporary Shop and Services and Ancillary Office for a Period of 6 Years'	144.6	Approved (05/07/2024)
A/YL/327	Lots 825 RP (Part), 839, 840 and 843 in D.D. 116 and Adjoining Government Land, Yuen Long, New Territories	Proposed Temporary Shop and Services and Eating Place with Ancillary Facilities for a Period of 6 Years	860	Approved (20/06/2025)
A/YL/310	Lots 881 S.B RP (Part) and 904 S.A (Part) in D.D. 116, Yuen Long, New Territories	Proposed Temporary Eating Place for a Period of 6 Years	550	Approved (27/10/2023)

2029 Reference Flows

- 4.3.6 By incorporating the planned development traffic and annual growth mentioned in **Section 4.3.5** and **Section 4.3.4** respectively, the 2029 Reference Traffic Flow are presented in **Figure 4-1**.

2029 Design Flows

- 4.3.7 The additional development traffic mentioned in **Section 2.3** is then assigned onto the nearby road network in addition to the Reference Traffic Flow presented in **Figure 4-1**. The resulting 2029 Design Traffic Flow are shown in **Figure 4-2**.

4.4 Future Year Junction Capacity Assessments

- 4.4.1 The critical road junctions as identified in **Section 3.2** are assessed in the light of traffic forecast for the design year 2029 defined in **Section 4.1**. The results are shown in in **Table 4-4** with detailed junction calculation sheets provided in **Appendix C**.

Table 4-4 2029 Peak Hour Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2029 Reference Scenario		2029 Design Scenario	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Long Ho Road/ Yau Tin West Road	Priority	DFC	0.09	0.19	0.10	0.19

Notes:

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

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

- 4.4.2 It is indicated in the above **Table 4-4** that the identified critical junction would operate satisfactorily during peak hours in the design years of 2029 without and with the Development in place, taking account of the known planned/ committed major developments in the vicinity of the Application Site. As the difference between Design Scenario and Reference Scenario is very less (0.01), it can be concluded that the impact of the development is insignificant to the critical junction during peak hour.

4.5 Future Year Link Capacity Assessments

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

Table 4-5 2029 Peak Hour Road Link Capacity Assessment

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2029 Reference Scenario (AM Peak)		2029 Reference Scenario (PM Peak)		2029 Design Scenario (AM Peak)		2029 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	Long Ho Road (East of Yau Tin West Road)	2-way	100	33	0.33	31	0.31	34	0.34	32	0.32

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

4.5.2 The results in the above **Table 4-5** indicate that the key road link would be operating within their capacity in the design year of 2029. As the difference between Design Scenario and Reference Scenario is very less (0.01), it can be concluded that the impact of the development is insignificant to the critical link during peak hour.

5 SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 Ozzo Technology (HK) Limited is commissioned to undertake this traffic study to assess the traffic impact to be induced by the Application Site on the nearby road link and junction.

5.1.2 Capacity assessments are undertaken to reveal the AM and PM peak hour traffic conditions for year 2025 and 2029 on the critical link and junction. The assessment results indicate that the critical link and junction perform satisfactorily during the AM and PM peak hours on a normal weekday for both the Reference and Design scenarios. The impact of the development is considered to be insignificant.

5.2 Conclusion

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

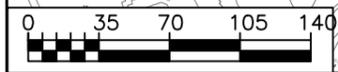
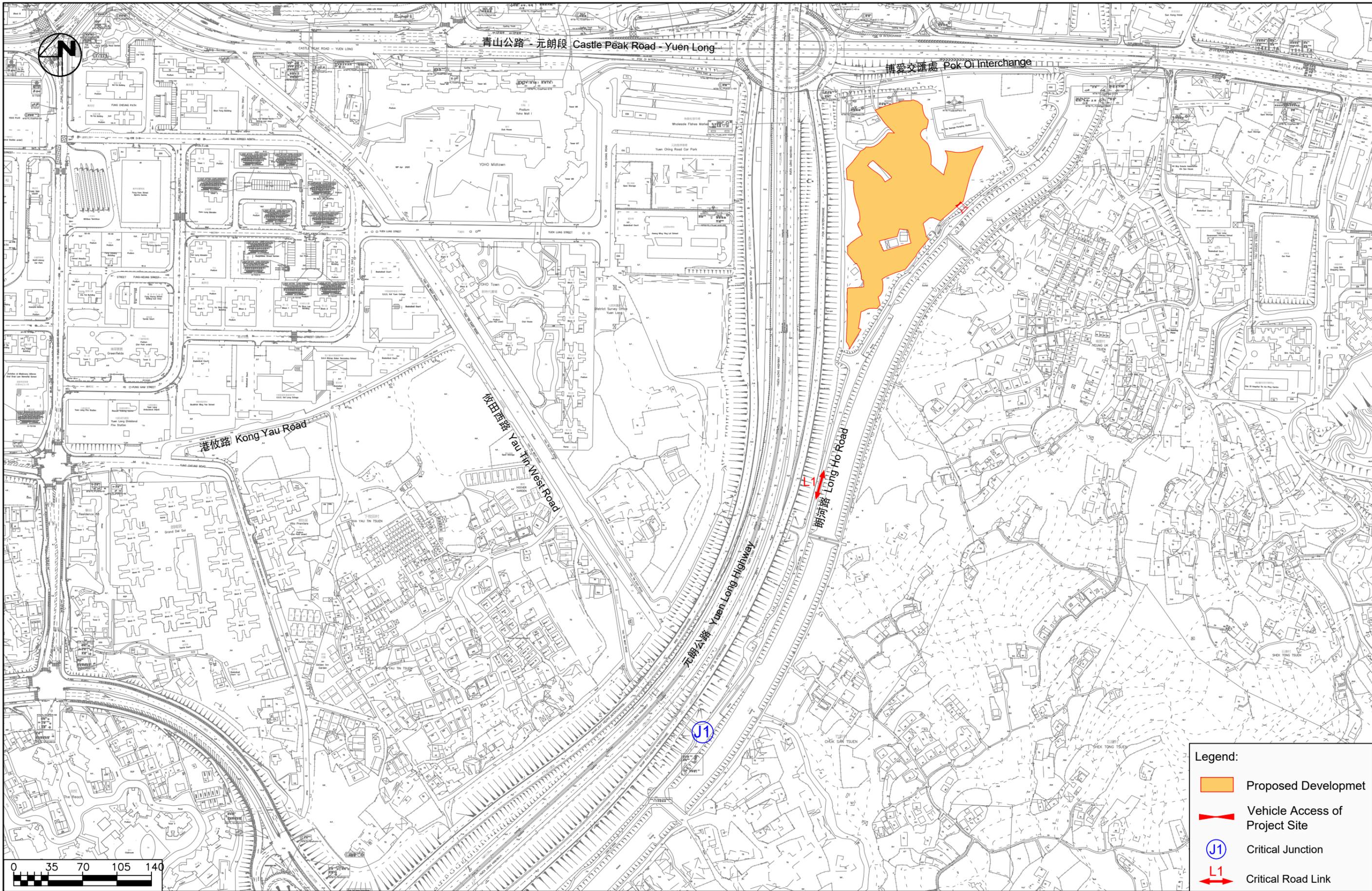
Proposed Temporary Open Storage of Vehicle with Ancillary Facilities
for a Period of 3 Years in Au Tau, Yuen Long, New Territories

Traffic Review Report



Figures

X:\Ozzo\83242_Proposed Temporary Open Storage of Vehicle at Various Lots in DD 115 and DD 116, Yuen Long\Drawings\83242_Figure 2-1.dwg 2025/06/24 14:30:48



Project Title **Proposed Temporary Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**

Date 23/06/2025 Scale 1:3500

Critical Junctions and Road Links

Legend:

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

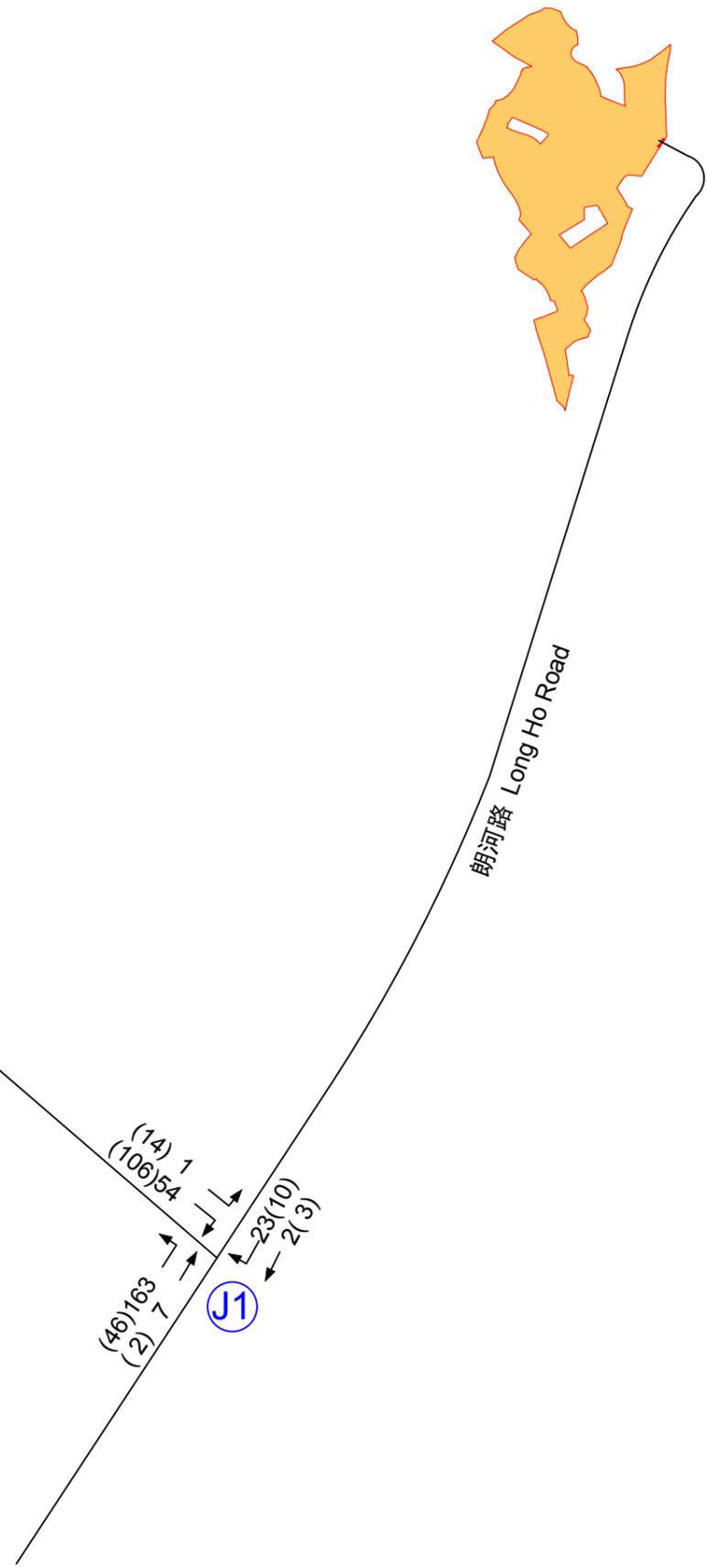


Project No. 83242 Rev. -
Dwg No. Figure 2-1



攸田西路 Yau Tin West Road

朗河路 Long Ho Road



Legend:

- Proposed Development
- Critical Junction
- Weekday AM Peak Hour Traffic Flow(in PCUs)
- Weekday PM Peak Hour Traffic Flow(in PCUs)

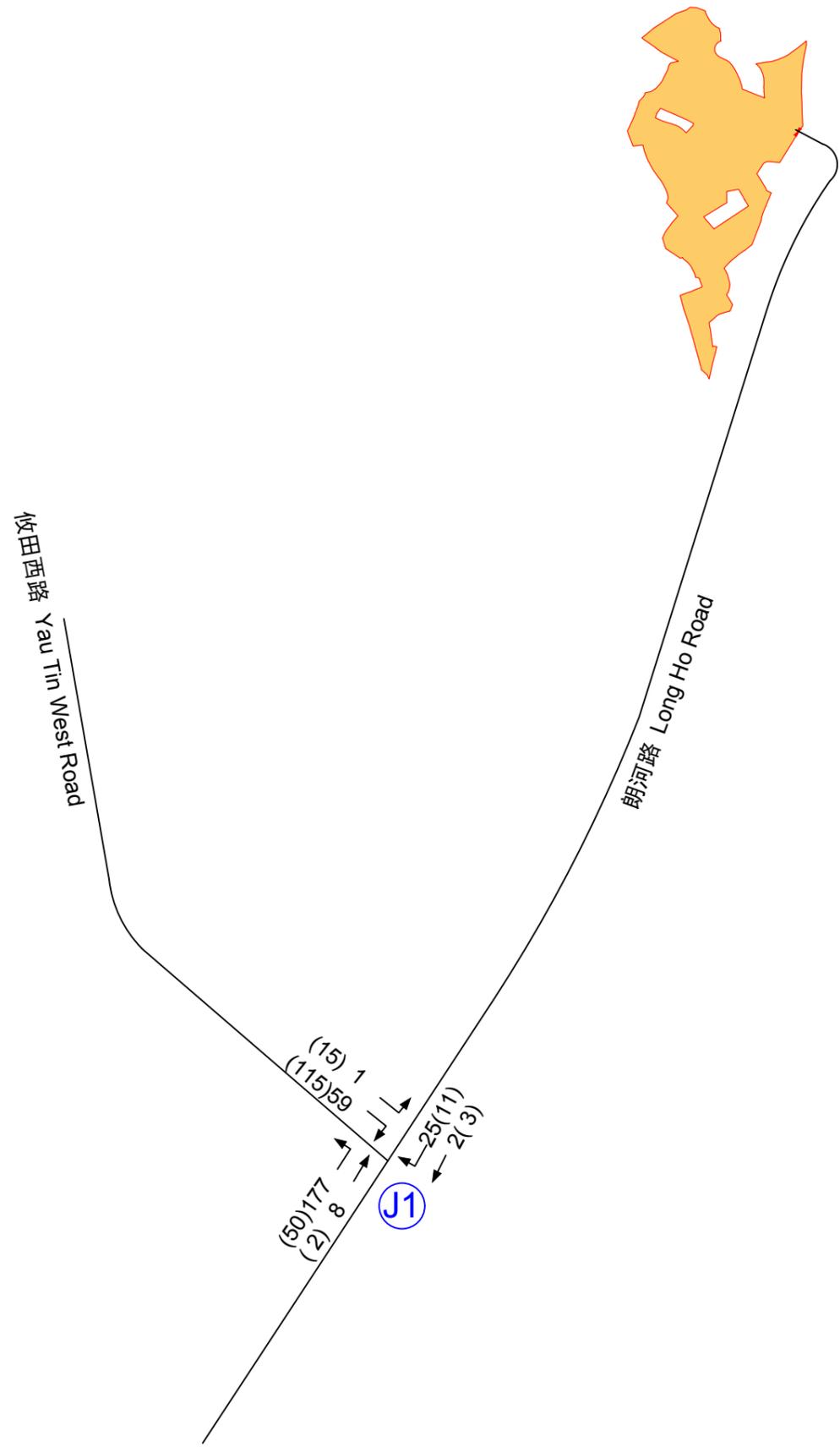
Note: Minor Road Link not shown for clarity

Project Title **Proposed Temporary Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**

2025 Existing Peak Hour Traffic Flows

Date 24/06/2025
Scale NTS

Project No. 83242
Dwg No. Figure 3-1
Rev. -



Legend:

- Proposed Development
- J1 Critical Junction
- Weekday AM Peak Hour Traffic Flow(in PCUs)
- 123(123) — Weekday PM Peak Hour Traffic Flow(in PCUs)

Note: Minor Road Link not shown for clarity

Date		Scale	
24/06/2025		NTS	

Project Title **Proposed Temporary Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**

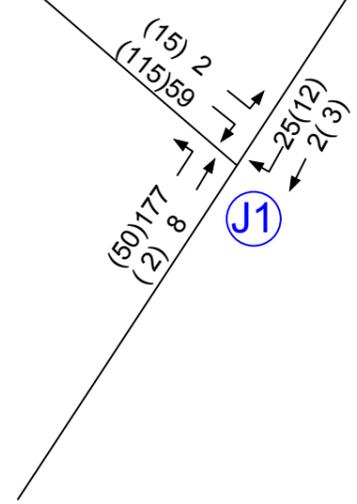
2029 Reference Traffic Flows

OZZO TECHNOLOGY	
Project No. 83242	Rev. -
Dwg No. Figure 4-1	



攸田西路 Yau Tin West Road

朗河路 Long Ho Road



Legend:

- Proposed Development
- J1 Critical Junction
- Weekday AM Peak Hour Traffic Flow(in PCUs)
- 123(123) — Weekday PM Peak Hour Traffic Flow(in PCUs)

Note: Minor Road Link not shown for clarity

Project Title **Proposed Temporary Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**

2029 Design Traffic Flows



Date 24/06/2025
Scale NTS

Project No. 83242	Rev. -
Dwg No. Figure 4-2	

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities
for a Period of 3 Years in Au Tau, Yuen Long, New Territories

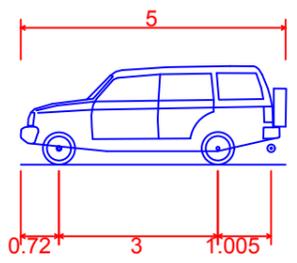
Traffic Review Report



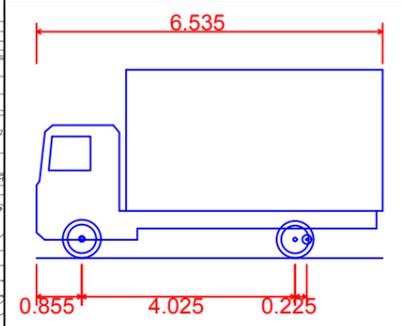
Appendix A

Conceptual Layout Plan and Swept Path Analysis

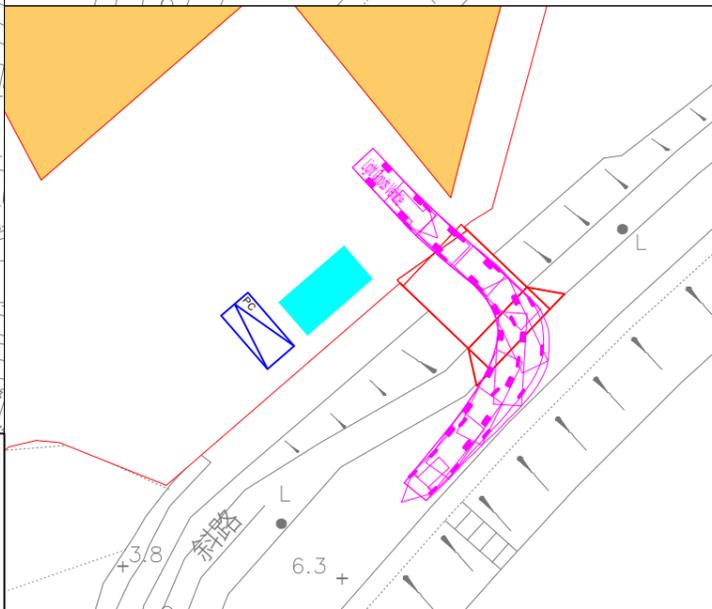
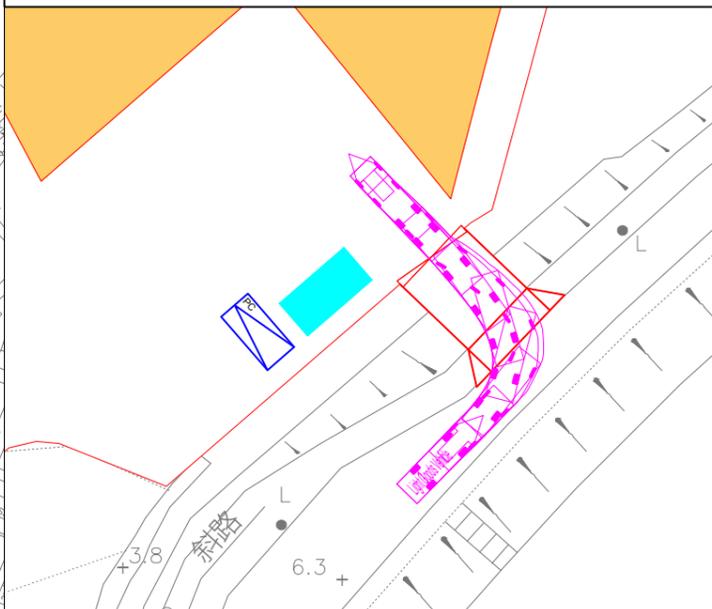
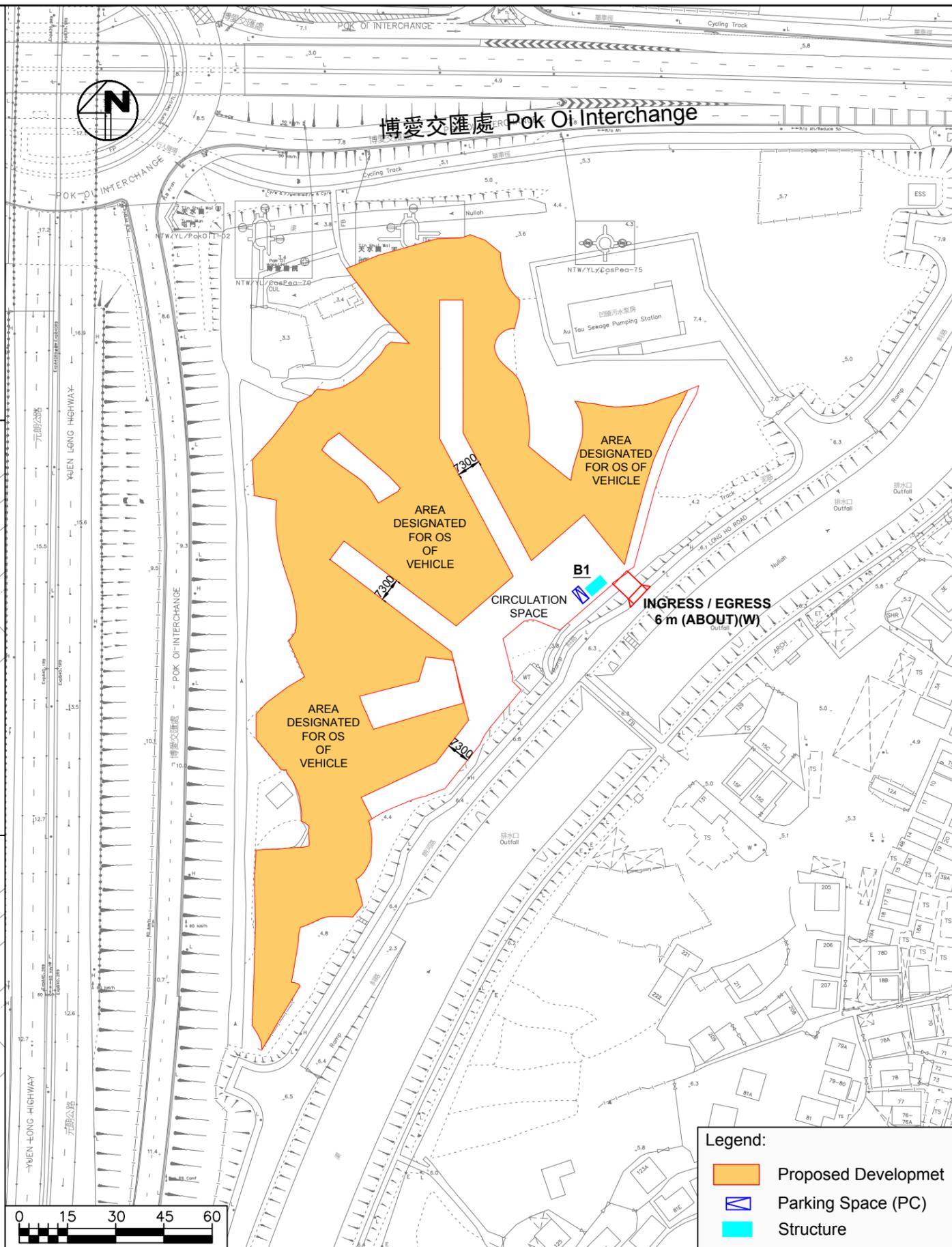
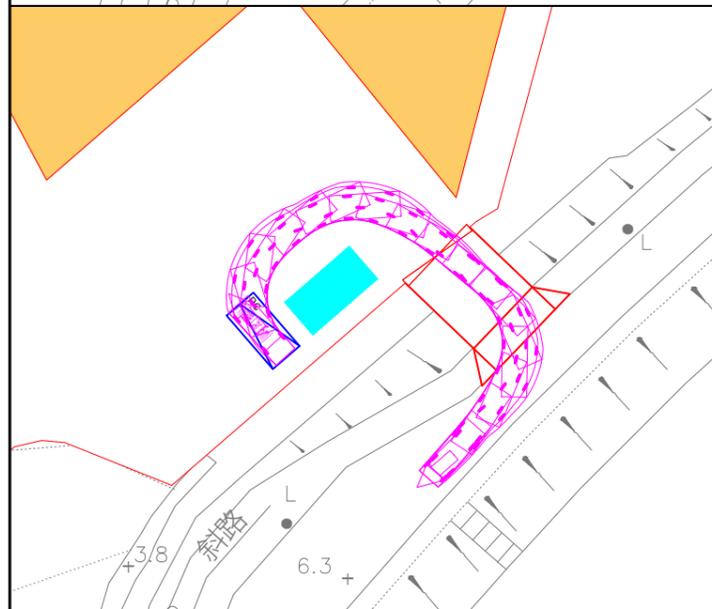
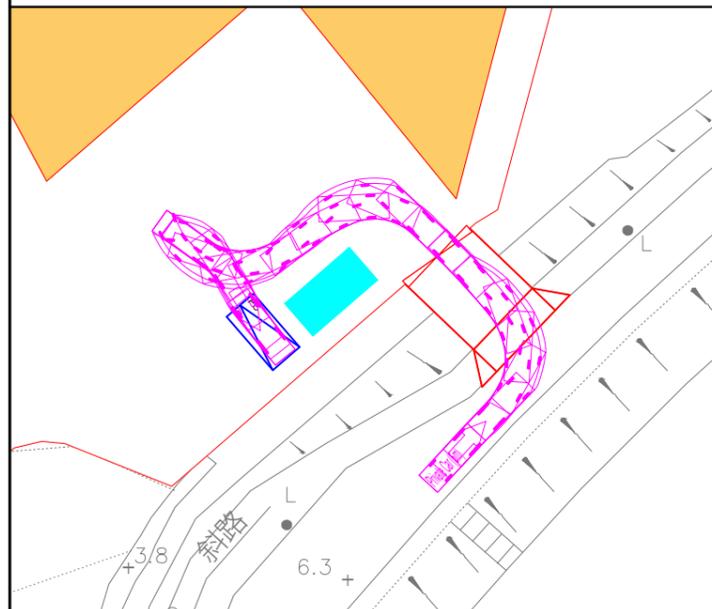
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Private Car (5m)
 Overall Length 5.000m
 Overall Width 1.785m
 Overall Body Height 1.860m
 Min Body Ground Clearance 0.254m
 Max Track Width 1.745m
 Lock to lock time 2.00s
 Kerb to Kerb Turning Radius 6.400m

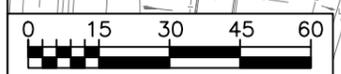


Light Goods Vehicle
 Overall Length 6.535m
 Overall Width 1.994m
 Overall Body Height 3.550m
 Min Body Ground Clearance 0.345m
 Max Track Width 2.064m
 Lock to lock time 2.00s
 Wall to Wall Turning Radius 7.150m



Legend:

- Proposed Development
- Parking Space (PC)
- Structure



Date	Scale
17/06/2025	1:3500

Project Title **Proposed Temporary Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**

Swept Path Demonstration

OZZO TECHNOLOGY

Project No. 83242	Rev.
Dwg No. Figure SP1	

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities
for a Period of 3 Years in Au Tau, Yuen Long, New Territories

Traffic Review Report



Appendix B

2025 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years
Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land Au Tau, Yuen Long, New Territories

PROJECT NO.: 83242

PREPARED BY: TC

Jun-25

J1: Long Ho Road / Yau Tin West Road

2025 AM

FILENAME :

CHECKED BY: TC

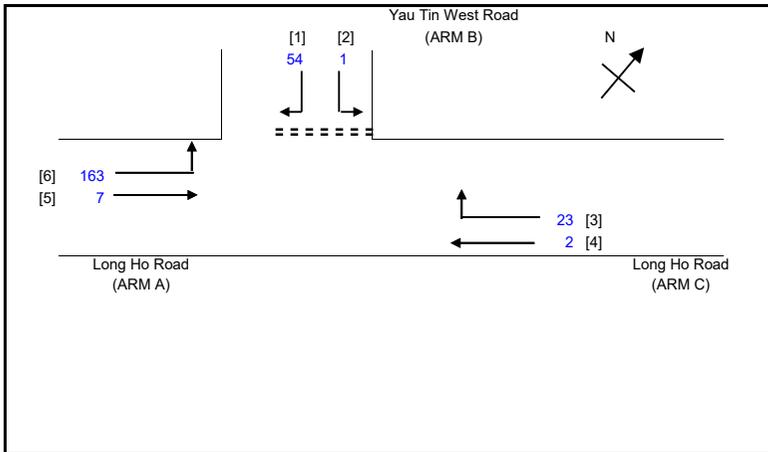
Jun-25

2025 Observed AM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-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 = 6.3 (metres)
W cr = 0 (metres)
q a-b = 163 (pcu/hr)
q a-c = 7 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 2 (pcu/hr)
q c-b = 23 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 54 (pcu/hr)
q b-c = 1 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

F for (Qb-ac) = 0.0181818

THE CAPACITY OF MOVEMENT :

Q b-a = 640
Q b-c = 817 Q b-c (O) = 799.8
Q c-b = 601
Q b-ac = 642.5

TOTAL FLOW = 250 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0844
DFC b-c = 0.0012
DFC c-b = 0.0383
DFC b-ac = 0.0856

CRITICAL DFC = 0.09

OZZO TECHNOLOGY (HK) LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years
Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land Au Tau, Yuen Long, New Territories

PROJECT NO.: 83242

PREPARED BY: TC

Jun-25

J1: Long Ho Road / Yau Tin West Road

2025 PM

FILENAME :

CHECKED BY: TC

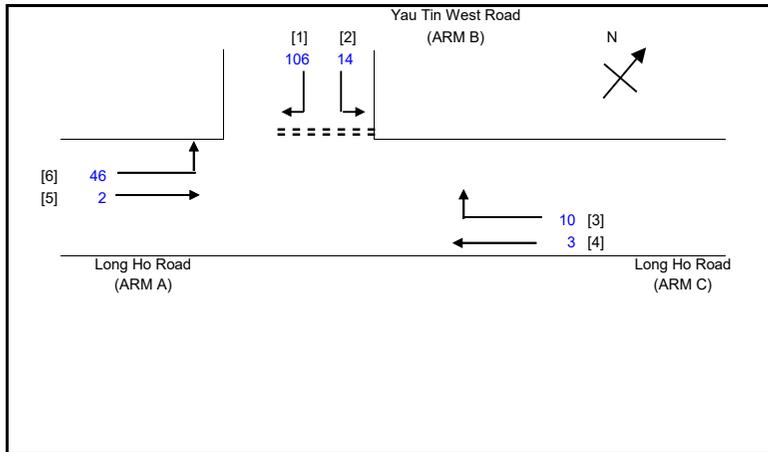
Jun-25

2025 Observed PM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-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:

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

COMPARISON OF DESIGN FLOW TO CAPACITY:

MAJOR ROAD (ARM A)

W = 6.3 (metres)
W cr = 0 (metres)
q a-b = 46 (pcu/hr)
q a-c = 2 (pcu/hr)

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

Q b-a = 662
Q b-c = 833 Q b-c (O) = 799.7
Q c-b = 631
Q b-ac = 678.2

DFC b-a = 0.1601
DFC b-c = 0.0168
DFC c-b = 0.0158
DFC b-ac = 0.1769

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 3 (pcu/hr)
q c-b = 10 (pcu/hr)

F for (Qb-ac) = 0.1166667

TOTAL FLOW = 181 (PCU/HR)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 106 (pcu/hr)
q b-c = 14 (pcu/hr)

CRITICAL DFC = 0.18

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities
for a Period of 3 Years in Au Tau, Yuen Long, New Territories

Traffic Review Report



Appendix C

2029 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years
Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land Au Tau, Yuen Long, New Territories

PROJECT NO.: 83242

PREPARED BY: TC

Jun-25

J1: Long Ho Road / Yau Tin West Road

2029 Ref_AM

FILENAME :

CHECKED BY: TC

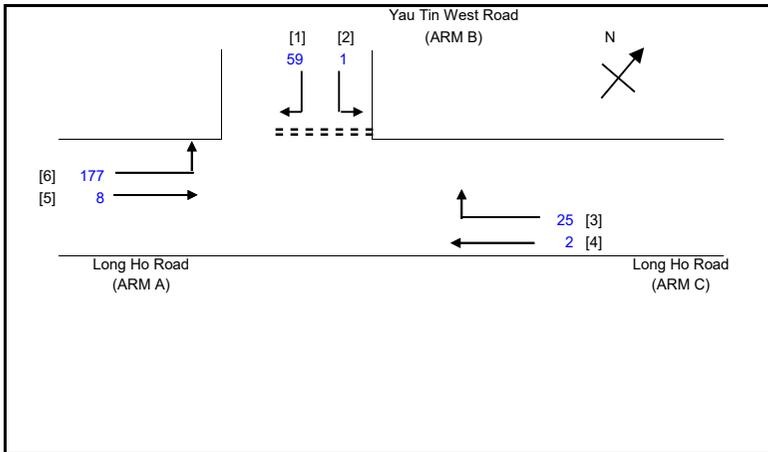
Jun-25

2029 Reference AM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-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 = 6.3 (metres)
W cr = 0 (metres)
q a-b = 177 (pcu/hr)
q a-c = 8 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 2 (pcu/hr)
q c-b = 25 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 59 (pcu/hr)
q b-c = 1 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

F for (Qb-ac) = 0.0166667

THE CAPACITY OF MOVEMENT :

Q b-a = 637
Q b-c = 814 Q b-c (O) = 795.2
Q c-b = 597
Q b-ac = 639.3

TOTAL FLOW = 272 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0926
DFC b-c = 0.0012
DFC c-b = 0.0419
DFC b-ac = 0.0939

CRITICAL DFC = 0.09

OZZO TECHNOLOGY (HK) LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

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PROJECT NO.: 83242

PREPARED BY: TC

Jun-25

J1: Long Ho Road / Yau Tin West Road

2029 Ref_PM

FILENAME :

CHECKED BY: TC

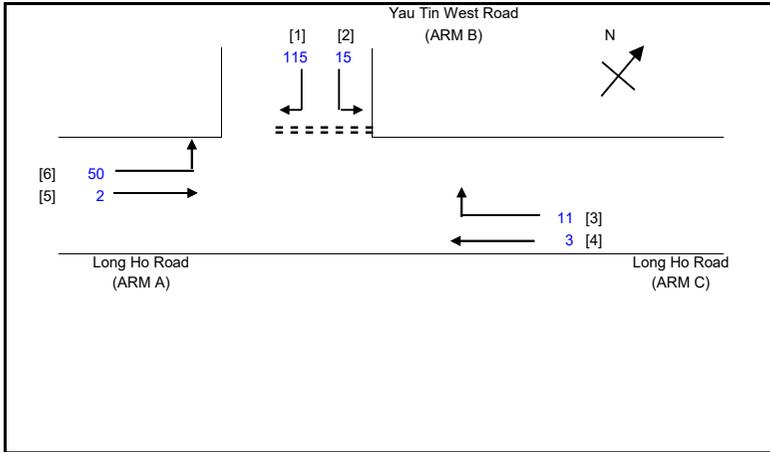
Jun-25

2029 Reference PM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-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 = 6.3 (metres)
W cr = 0 (metres)
q a-b = 50 (pcu/hr)
q a-c = 2 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 3 (pcu/hr)
q c-b = 11 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 115 (pcu/hr)
q b-c = 15 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

F for (Qb-ac) = 0.1153846

THE CAPACITY OF MOVEMENT :

Q b-a = 661
Q b-c = 833 Q b-c (O) = 796.8
Q c-b = 630
Q b-ac = 677.1

TOTAL FLOW = 196 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.1740
DFC b-c = 0.0180
DFC c-b = 0.0175
DFC b-ac = 0.1920

CRITICAL DFC = 0.19

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PROJECT NO.: 83242

PREPARED BY: TC

Jun-25

J1: Long Ho Road / Yau Tin West Road

2029 Des_AM

FILENAME :

CHECKED BY: TC

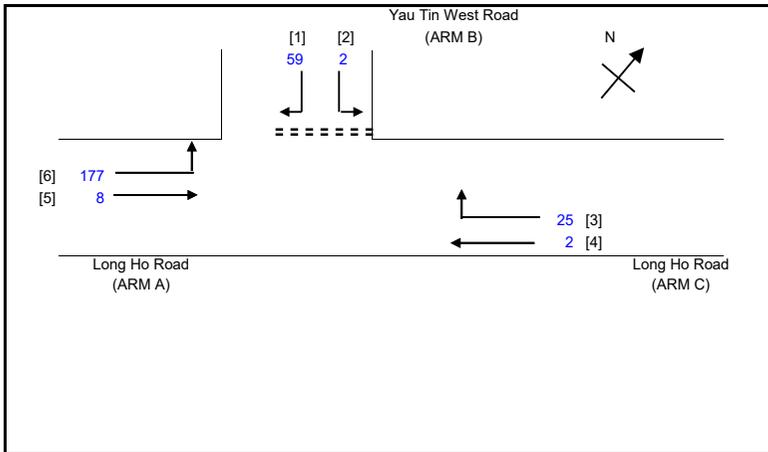
Jun-25

2029 Design AM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-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 = 6.3 (metres)
W cr = 0 (metres)
q a-b = 177 (pcu/hr)
q a-c = 8 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 2 (pcu/hr)
q c-b = 25 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 59 (pcu/hr)
q b-c = 2 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

F for (Qb-ac) = 0.0327869

THE CAPACITY OF MOVEMENT :

Q b-a = 637
Q b-c = 814 Q b-c (O) = 795.2
Q c-b = 597
Q b-ac = 641.6

TOTAL FLOW = 273 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0926
DFC b-c = 0.0025
DFC c-b = 0.0419
DFC b-ac = 0.0951

CRITICAL DFC = 0.10

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INITIALS

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2029 Des_PM

FILENAME :

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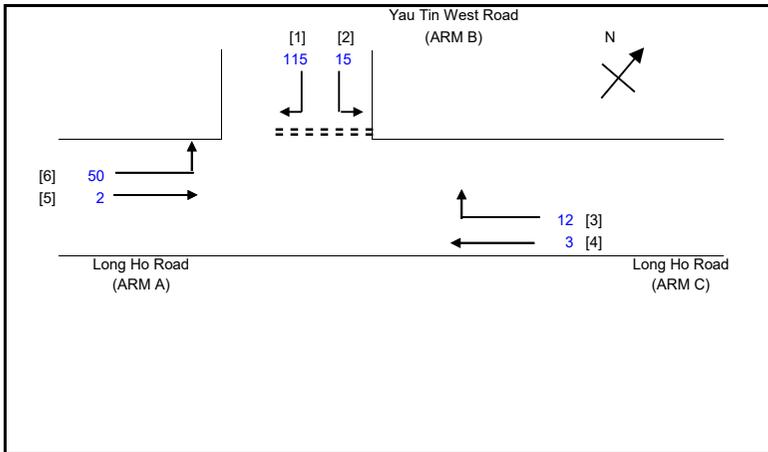
Jun-25

2029 Design PM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-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 = 6.3 (metres)
W cr = 0 (metres)
q a-b = 50 (pcu/hr)
q a-c = 2 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 3 (pcu/hr)
q c-b = 12 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 115 (pcu/hr)
q b-c = 15 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

F for (Qb-ac) = 0.1153846

THE CAPACITY OF MOVEMENT :

Q b-a = 660
Q b-c = 833 Q b-c (O) = 796.7
Q c-b = 630
Q b-ac = 676.2

TOTAL FLOW = 197 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.1742
DFC b-c = 0.0180
DFC c-b = 0.0190
DFC b-ac = 0.1922

CRITICAL DFC = 0.19