

5.7 Proposed Improvement Scheme

Planned Improvement Scheme by Others

- 5.7.1 Planned traffic improvement works covering key junctions and road links within the Study Area were identified under the project of Yuen Long South Development and Yuen Long Highway widening works. Details of the improvement works are listed in **Table 5-6**, while drawings of improvement works are presented in **Appendix E**.

Table 5-6 Traffic Improvement Woks by Other Projects

| Location | Project | The Responsible Party | Anticipated Completion Year |
|--|---|-----------------------|-----------------------------|
| Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road (J5) | PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development | CEDD | 2031 |
| Hung Tin Road (Slip road of Yuen Long Highway SB) (L6) | PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development | CEDD | 2031 |
| Hung Tin Road (Slip road of Yuen Long Highway NB) (L5) | PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen) | Highways Department | 2033 |

- 5.7.2 With the improvement works carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development in place, sections of the unnamed road of J5 will be permanently closed and demolished, and J5 will be no longer existed in the future. In the meanwhile, the L6 will be re-aligned with the number of lanes unchanged.
- 5.7.3 Under the works carried out by Highways Department under Project PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen), L5 will be further widened into two carriageways, the link capacity will be further enhanced.

Proposed Improvement Scheme by Applicant

- 5.7.4 To enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is currently a single-lane access road serving 2-way traffic) is proposed to allow better road circulation of the public road section connecting to the site. The proposed widening section is anticipated to be a standard single-2 carriageway for Fui Sha Wai South Road section between our proposed development access and the existing EVA connecting to Castle Peak Road – Hung Shui Kiu. Details of the proposed local widening works is presented in **Figure 5-5**.

5.7.5 With the planned improvements and the proposed local widening at Fui Sha Wai Wai South Road in place, performances for the affected junctions and road links are assessed. The assessment results are shown in Table 5-7 and Table 5-8.

Table 5-7 2034 Peak Hour Junction Capacity Assessment (with Improvement Works)

| Jn. ID. | Location ⁽¹⁾ | Type | Capacity Index ⁽²⁾ | 2034 Reference Scenario | | 2034 Design Scenario | |
|-------------------|---|--|-------------------------------|-------------------------|---------|----------------------|---------|
| | | | | AM Peak | PM Peak | AM Peak | PM Peak |
| J1 | Hung Tin Road / Hung Chi Road | Signalized | RC | 18.9% | 42.6% | 18.7% | 42.3% |
| J2 | Hung Tin Road / Hung Shui Kiu Tin Sam Road | Priority | DFC | 0.63 | 0.48 | 0.63 | 0.49 |
| J3 | Castle Peak Road (Hung Shui Kiu) / Hung Tin Road | Signalized | RC | 24.6% | 55.6% | 23.8% | 53.1% |
| J4 | Castle Peak Road (Ping Shan) / Access Road | Priority | DFC | 0.14 | 0.07 | 0.16 | 0.09 |
| J5 ⁽³⁾ | Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road | Junction removed as a part of Yuen Long South Development Road Improvement Works | | | | | |

Notes: (1) Refer to Figure 3-2 for junction locations

(2) RC = Reserve Capacity for signal-controlled junction; DFC = Design Flow to Capacity for priority junction

(3) With the improvement works carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development in place, sections of the unnamed road of J5 will be permanently closed and demolished, and J5 will be no longer existed in the future. Detailed drawings can refer to Appendix E.

Table 5-8 2034 Peak Hour Road Link Capacity Assessment (with Improvement Works)

| No. | Location ⁽¹⁾ | Dir. | Design ⁽²⁾ Capacity (veh/hr) | 2034 Reference Scenario (AM Peak) | | 2034 Reference Scenario (PM Peak) | | 2034 Design Scenario (AM Peak) | | 2034 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 | Hung Tin Road (At grade) | NB | 1700 | 784 | 0.46 | 661 | 0.39 | 787 | 0.46 | 667 | 0.39 |
| | | SB | 1700 | 707 | 0.42 | 540 | 0.32 | 710 | 0.42 | 545 | 0.32 |
| L2 | Castle Peak Road (Hung Shui Kiu) | EB | 2600 | 1260 | 0.48 | 1029 | 0.40 | 1260 | 0.48 | 1029 | 0.40 |
| | | WB | 3000 | 1374 | 0.46 | 1051 | 0.35 | 1376 | 0.46 | 1054 | 0.35 |
| L3 | Castle Peak Road (Ping Shan) | EB | 3000 | 988 | 0.33 | 852 | 0.28 | 991 | 0.33 | 859 | 0.29 |

| No. | Location ⁽¹⁾ | Dir. | Design ⁽²⁾ Capacity (veh/hr) | 2034 Reference Scenario (AM Peak) | | 2034 Reference Scenario (PM Peak) | | 2034 Design Scenario (AM Peak) | | 2034 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⁾ |
| | | WB | 2600 | 1139 | 0.44 | 1003 | 0.39 | 1142 | 0.44 | 1009 | 0.39 |
| L4 | Fui Sha Wai South Road | EB | 400 | 19 | 0.05 | 14 | 0.04 | 24 | 0.06 | 25 | 0.06 |
| L4 | Fui Sha Wai South Road | WB | 400 | 8 | 0.02 | 5 | 0.01 | 11 | 0.03 | 11 | 0.03 |
| L5 ⁽⁴⁾ | Hung Tin Road (Slip road of Yuen Long Highway) | NB | 3000 | 999 | 0.33 | 1063 | 0.35 | 999 | 0.33 | 1063 | 0.35 |
| L6 ⁽⁵⁾ | Hung Tin Road (Slip road of Yuen Long Highway) | SB | 1500 | 970 | 0.65 | 1214 | 0.81 | 970 | 0.65 | 1214 | 0.81 |

Notes: (1) Refer to Figure 3-2 for road link locations

(2) TPDM Vol 2 Table 2.4.1.1

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

(4) Improvement works will be carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development

(5) Improvement works will be carried out by HyD under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

5.7.6 With the planned traffic improvement works and the local widening of Fui Sha Wai South Road in place, junction and road link performances will all operate within capacity, even with the Project Site in place.

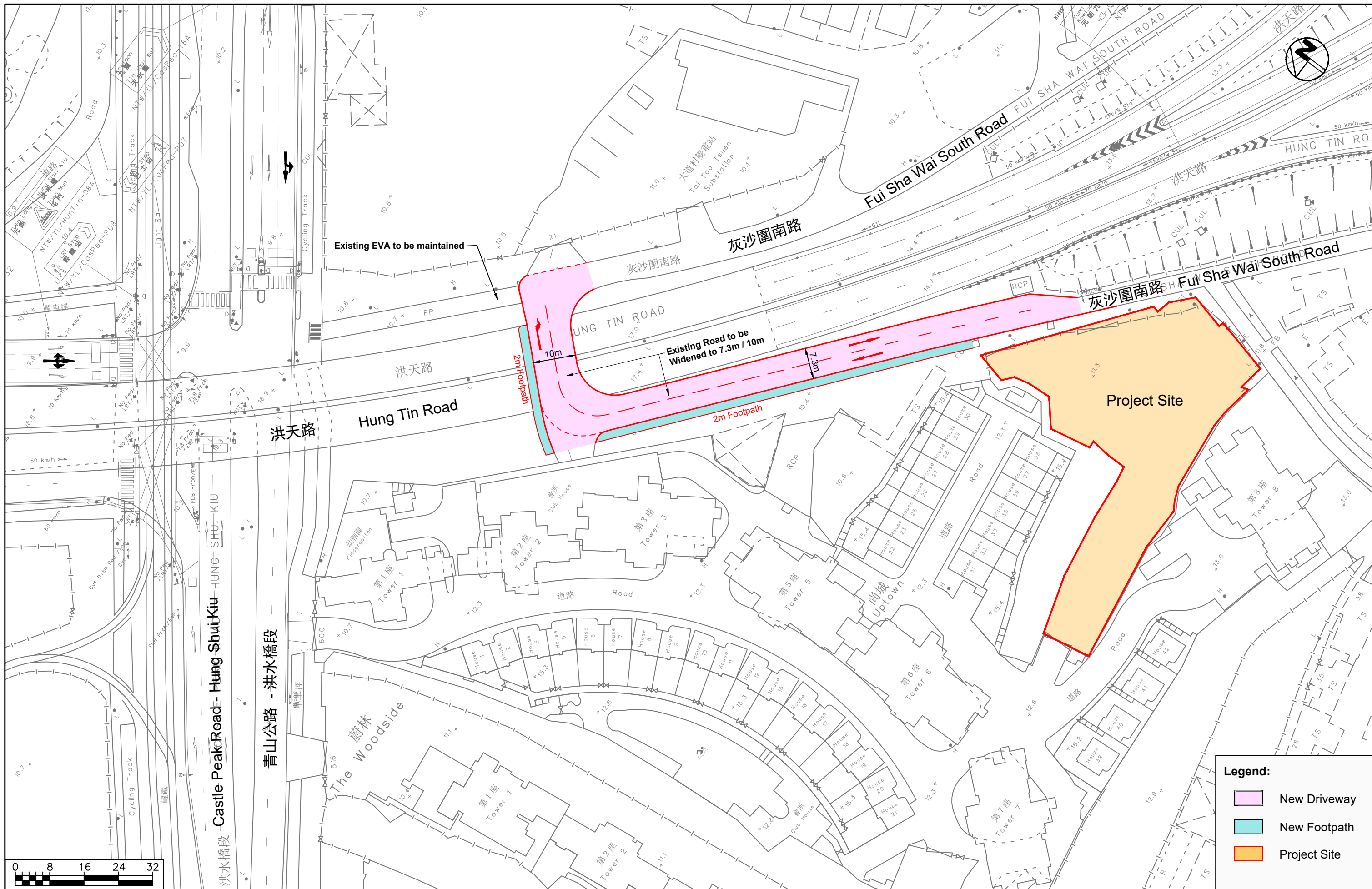
7 Summary and Conclusion

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 Project Site on the nearby road and pedestrian networks.
- 7.1.2 Capacity assessments are undertaken to reveal the 2025 AM and PM peak hour traffic conditions in the vicinity of the Project 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 The anticipated completion year of the Project Site is 2031. The assessment year for the TIA study is therefore set as 2034 (3 years after the anticipated completion).
- 7.1.4 Planned traffic improvement works were identified for L5 and L6 in accordance with the future Yuen Long South Development and Yuen Long Highway Widening Works. In addition, to enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is a single-lane access road serving 2-way traffic) is proposed to allow better road circulation of the public road section connecting to the site. The proposed widening section is anticipated to be a standard single-2 carriageway for Fui Sha Wai South Road section between our proposed development access and the existing EVA connecting to Castle Peak Road – Hung Shui Kiu.
- 7.1.5 Assessment results indicate that all the key junctions and road links would perform satisfactorily during the peak hours in the Design Year for both the Reference (i.e. without Redevelopment) and Design (i.e. with Project Site) scenarios.
- 7.1.6 Pedestrian impact assessments are also undertaken to assess the performance of the public footpaths along the major pedestrian desire lines in the vicinity of the Project Site. Assessment results indicate that all major pedestrian routes would perform satisfactorily with sufficient spare capacity during the peak hours, even with the Project Site in place.
- 7.1.7 Assessment results on public transport demand also indicate that there would be of sufficient public transport spare capacities to cope with the additional public transport demand from the Project Site.

7.2 Conclusion

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui KiuData\dwg\83136_Figure 5-5C.dwg 2026/05/13 16:31:25



Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Proposed Widening at Fui Sha Wai South Road

Date: 13/05/2026
Scale: 1:800

- Legend:**
- New Driveway
 - New Footpath
 - Project Site



Project No. 83136
Dwg No. Figure 5-5
Rev. C