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

TIA Report
March 2026

Ozzo Technology (HK) Ltd
[redacted]

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

TIA Report
March 2026

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Revision	Description	Prepared / Date	Checked / Date	Approved / Date
0	Draft Report	01/08/2025 AH,SYC,NL	25/08/2025 DP	25/08/2025 OC
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1	Final Report	13/10/2025 AH,SYC,NL	02/03/2026 DP	03/03/2026 OC

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1 INTRODUCTION

1.1 General

1.1.1 The Project Site is situated at Lot Nos. 2188 and 398 RP in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, which falls within the “Comprehensive Development Area” (CDA) and “Green Belt” (GB) on the Approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/14.

1.1.2 To facilitate the development of the proposed residential development and social welfare facility (Residential Care Home for the Elderly), amendment is required to the OZP by rezoning the areas from CDA / GB to "Residential (Group A)4" ("R(A)4").

1.1.3 In support of the planning application, Ozzo Technology (HK) Limited is commissioned to undertake a Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the Project Site on the road network in the vicinity of the Project Site.

1.2 Study Objectives

1.2.1 The main objectives of this TIA Study are as follows:

- To review the existing traffic situation of the surrounding road network;
- To estimate the potential traffic generations/attractions to be induced by the Project Site;
- To assess the future traffic situation of the surrounding road network;
- To appraise the potential traffic impact of the Project Site on the surrounding road network and to recommend improvement proposals, if required; and
- To advise on the internal transport arrangements.

1.3 Report Structure

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

- Chapter 2 describes the Project Site;
- Chapter 3 summarizes the existing traffic conditions in the vicinity of the Project Site;
- Chapter 4 describes the methodology for estimating the amount of visitor flows and vehicular traffic to be induced by the Project Site;
- Chapter 5 details the traffic forecast and the results of traffic impact assessment;
- Chapter 6 presents the pedestrian impact assessment and public transport assessment;
- A summary of the findings and conclusion of this TIA study are given in Chapter 7.

2 DESCRIPTONS OF THE PROPORSED DEVELOPMENT

2.1 Site Location and Study Area

2.1.1 **Figure 2-1** shows the location of the Project Site, situated adjacent to Tai Tao Tsuen, bounded by Fui Sha Wai South Road in the east and Castle Peak Road - Hung Shui Kiu in the north.

2.2 Development Parameters

2.2.1 The Project Site is a 13 storey composite development for RCHE and residential development. **Table 2-1** summarizes the development parameters of the Project Site.

Table 2-1 Summary of Project Site Parameters

Parameters	Residential	RCHE
Total GFA	10,489m^2	
No. of Units	72	-
No. of Beds	-	450 beds

2.3 Parking and Loading/Unloading Facilities

2.3.1 The Project Site is an RCHE cum residential development, with no specific parking and loading / unloading requirements in accordance with Hong Kong Planning Standard and Guidelines (HKPSG). Thus, provision of parking and loading / unloading facilities will be designed based on users' requirements to meet operational needs. **Table 2-2** summarizes the internal transport facilities to be provided in the Project Site.

Table 2-2 Provision of Parking and L/UL Facilities

Parking and L/UL Facilities		Proposed Provision	Size	Headroom
Residential Development (72 units)				
Parking	Private Car	7 (including 1 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
	Motorcycle	1	2.4m x 1m	>2.4m
L/UL Bay	M/HGV	1	11m x 3.5m	>4.7m
RCHE (450 Beds)				
Parking	Private Car	5 (including 1 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
	Light Bus	2	8m x 3.0m	>3.3m
	Motorcycle	1	2.4m x 1m	>2.4m
L/UL Bay	Private Car	1	5m x 2.5m	>2.4m
	LGV	2 (1 shared use with M/HGV)	7m x 3.5m	>3.6m
Total				
Parking	Private Car	12 (including 2 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
	Light Bus	2	8m x 3.0m	>3.3m
	Motorcycle	2	2.4m x 1m	>2.4m
L/UL Bay	Private Car	1	5m x 2.5m	>2.4m
	LGV	2 (1 shared use with M/HGV)	7m x 3.5m	>3.6m
	M/HGV	1	11m x 3.5m	>4.7m

2.3.2 The residential development units are intended for residents of ages 60 or above, while some of the flats aims to serve 1 person only. Thus, the parking demand for the Project Site would be smaller than the general private housing development.

2.3.3 To evaluate the parking demand for RCHE development, references have been made for various RCHE / residential development in terms of parking provision, with a summary of parking provision presented in **Appendix A**. Assessment results indicate that the parking provision for the Project Site is generally in order, comparing with other RCHE / residential developments, thus is considered sufficient to cater for the parking demand of the Project Site.

2.3.4 The parking spaces and loading / unloading bays for goods vehicles and light bus will be located on the Ground Floor as shown in **Figure 2-2**. The associated swept path analysis are presented in **Appendix B**.

2.4 Vehicular and Pedestrian Access Arrangements

2.4.1 The vehicular cum pedestrian access for the Project Site is located at Fui Sha Wai South Road. On the other hand, to enhance the pedestrian connectivity while to allow separation of pedestrians for the RCHE portion, 2 pedestrian entrances and 1 RCHE entrance are proposed within the Project Site, while pedestrians shall enter and leave the site via Fui Sha Wai South Road via the vehicular access. **Figure 2-3** shows the locations of the proposed accesses for the Project Site.

3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

3.1.1 As shown in **Figure 2-1**, the Project Site is bounded by Fui Sha Wai South Road in the east and Castle Peak Road - Hung Shui Kiu in the north.

3.1.2 Castle Peak Road – Hung Shui Kiu has a dual-2 lane configuration, classified as a Rural Trunk Road which connects Castle Peak Road – Ping Shan in the east and Castle Peak Road – Lam Tei in the west. This Rural Trunk Road section forms part of the Castle Peak Road network connecting Yuen Long and Tuen Mun area.

3.1.3 Hung Tin Road is a dual-2 lane District Distributor, acting as a north-south district distributor serving the western side of Tin Shui Wai, connecting Tin Ying Road in the north and Yuen Long Highway and New Territories Circular Road in the south.

3.1.4 Fui Sha Wai South Road is a single track access road with 1-lane-2-way operation serving local traffic and connects to Tai To Tsuen Road in the south. Current observation indicates that the access road is serving minimal traffic.

3.2 Existing Public Transport Services

3.2.1 The Project Site is well served by public transport services including franchised bus services, GMB services and LRT services. **Figure 3-1** shows the existing public transport provisions in the vicinity of the Project Site with details of the existing public transport services described in **Table 3-1**.

Table 3-1 Bus Services in the Vicinity of Project Site

Route	Routing			Frequency (minutes)
Franchised Bus Services				
KMB 63X	Hung Shui Kiu (Hung Fuk Estate)	-	Jordan (West Kowloon Station)	Daily services every 12-30 mins
KMB 64X	Hung Shui Kiu (Hung Yuen Road)	-	Hong Kong Science Park	Mon to Fri (except PH) departures at 07:15
KMB 68A	Long Ping Estate	-	Tsing Yi Station	Daily services every 10-30 mins
KMB 68X	Mong Kok (Park Avenue)	-	Hung Shui Kiu (Hung Fuk Estate)	Daily services every 9-25 mins
KMB 258A	Hung Shui Kiu (Hung Fuk Estate)	-	Lam Tin Station	Mon to Fri (except PH) departures at 07:10, 07:25
KMB 258P	Hung Shui Kiu (Hung Fuk Estate)	-	Lam Tin Station	Mon to Fri (except PH) services from 06:50 to 10:00 and 15:50 to 20:00 every 12-30 mins; Sat (except PH) services from 07:00 to 09:40 and 16:00 to 20:00 every 20-30 mins;
KMB 261P	Tuen Mun (Siu Hong Court)	-	Sheung Shui (Tin Ping)	Mon to Fri (except PH) departures at 06:40, 07:00, 07:20,16:40; Sat (except PH) departures at 07:20;
KMB 268B*	Special Departure from Hung Fuk Estate Hung Yuen Road	-	Hung Hom (Hung Luen Road)	Mon to Fri (except PH) departures at 07:25
KMB 268X	Jordan (West Kowloon Station)	-	Hung Shui Kiu (Hung Fuk Estate)	Daily services every 6-35 mins

Route	Routing			Frequency (minutes)
KMB 269D	Tin Fu	-	Lek Yuen	Daily services every 6-25 mins
KMB 276P	Sheung Shui	-	Tin Shui Wai Station	Daily services every 5-25 mins
KMB 960A	Central	-	Hung Shui Kiu (Hung Fuk Estate)	Mon to Fri (except PH) departures at 18:30
KMB 960P	Hung Shui Kiu (Hung Yuen Road)	-	Causeway Bay (Victoria Park)	Mon to Fri services from 06:45-10:00 every 10-35 mins and departures at 17:15 17:30 17:45 18:00 18:20; Sat services from 07:15-10:00 every 20-35 mins; Holidays service from 10:00-13:00 every 30 mins;
KMB 960X	Hung Shui Kiu (Hung Yuen Road)	-	Quarry Bay (King's Road)	Mon to Fri (except PH) departures at 06:45,06:54,07:02,07:09,07:17, 07:25, 07:33, 07:42, 07:50,17:30, 17:45, 18:05, 18:15, 18:27,18:39, 18:51, 19:03, 19:15, 19:30;
LWB A34	Hung Shui Kiu (Hung Yuen Road)	-	Airport (Ground Transportation Centre)	Daily services every 15-45 mins
NLB B2	Yuen Long Station	-	Shenzhen Bay Port	Daily services every 20-30 mins
MTR Bus K75A	Tin Shui Wai Station	-	Hung Shui Kiu (Circular)	Daily services every 30 mins
MTR Bus K75P	Tin Shui	-	Hung Shui Kiu (Circular)	Daily services every 10-15 mins
MTR Bus K75S	Tin Shui Wai Station	-	Hung Fuk Estate (Circular)	Mon to Fri (except PH) services from 07:00-09:00 and 17:30-20:00 every 12-15 mins;
GMB Services				
GMB 32	Yuen Long Station (North) Public Transport Interchange	-	Tan Kwai Tsuen	Daily services every 10-15 mins
GMB 621	Hung Shui Kiu (Hung Yuen Road)	-	Tin Shui Wai North (Wetland Park Road) (via Tin Shui Wai Hospital) (Circular)	Daily services every 20-30 mins
LRT Services				
LRT 610	Tuen Mun Ferry Pier	-	Yuen Long	Daily services every 7-17 mins
LRT 614	Tuen Mun Ferry Pier	-	Yuen Long	Daily services every 13-23 mins
LRT 615	Tuen Mun Ferry Pier	-	Yuen Long	Daily services every 13-25 mins
LRT 751	Tin Yat	-	Yau Oi	Daily services every 7-17 mins

*Note: * Special services*

Information updated based on "hkemobility" from Transport Department as of date 03 September 2025.

3.3 Traffic Surveys

3.3.1 Traffic surveys including vehicular count survey and pedestrian count survey were conducted on 18 February 2025 (Tuesday) between 07:00 to 10:00 and 16:00 to 19:00, together with trip generation survey for a reference RCHE site conducted on 20 February 2025 (Thursday) between 07:00 and 19:00. A summary of the types of surveys being undertaken and the survey locations are shown in **Figure 3-2** and **Figure 3-3**. The details are summarized in **Table 3-2**.

Table 3-2 Summary of Comprehensive Surveys

Survey Type	Location	Figure	Survey Date	Data Collected
Vehicular Count Surveys	J1 to J5	Figure 3-2	2025-02-18 (Tuesday)	Manual Classified count in 15 min intervals
	L1 to L6	Figure 3-2	2025-02-18 (Tuesday)	Manual Classified count in 15 min intervals
Pedestrian Count Surveys	P1 to P7	Figure 3-3	2025-02-18 (Tuesday)	Pedestrian flows in 5-min intervals
Public Transport Utilization Surveys	Bus/GMB Stop A to C	Figure 3-3	2025-02-18 (Tuesday)	-Nos. of buses -Passenger boarding and alighting
Trip Generations Survey	Hong Shui Garden of Aged Company Limited, Tuen Mun	-	2025-02-20 (Thursday)	-Visitor flows -Nos. of In and Out vehicles

3.4 Existing Vehicle Traffic Conditions

3.4.1 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 3-3**.

Table 3-3 Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor(1)	
	Traffic Signal	Priority junction/ Roundabout
Car / Taxi	1.00	1.00
Public Light Bus / Minibus	1.50	1.50
Light Goods Vehicle	1.50	1.50
Medium/ Heavy Goods Vehicle	1.75	2.80
Bus / Coach	2.00	2.80

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

3.4.2 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 07:30-08:30 and 16:45-17:45 for AM peak and PM peak respectively. **Figure 3-4** presents the 2025 observed Weekday AM and PM peak hour traffic flows on the road network in the vicinity of the Project Site.

3.4.3 Based on the existing traffic flows, the peak hour performance of the key junctions in the vicinity of the Project Site is assessed. The assessment results are indicated in **Table 3-4** and detailed junction calculation sheets are given in **Appendix C**.

Table 3-4 2025 Peak Hour Junction Capacity Assessment

Jn. ID.	Location(1)	Type	Capacity Index(2)	2025 Weekday	
				AM Peak	PM Peak
J1	Hung Tin Road / Hung Chi Road	Signalized	RC	74.6%	89.7%
J2	Hung Tin Road / Hung Shui Kiu Tin Sam Road	Priority	DFC	0.48	0.39
J3	Castle Peak Road (Hung Shui Kiu) / Hung Tin Road	Signalized	RC	66.7%	100%+
J4	Castle Peak Road (Ping Shan) / Access Road	Priority	DFC	0.09	0.05
J5	Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road	Priority	DFC	0.01	0.01

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

3.4.4 The results reveal that all the key junctions within the Study Area operate satisfactorily during the peak hours.

3.4.5 Based on the existing traffic flows, the peak hour performances of the key road links in the vicinity of the Project Site are also assessed and the results are indicated in **Table 3-5**.

Table 3-5 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	Hung Tin Road (At grade)	NB	1700	589	0.35	491	0.29
		SB	1700	495	0.29	396	0.23
L2	Castle Peak Road (Hung Shui Kiu)	EB	2600	760	0.29	611	0.24
		WB	3000	846	0.28	618	0.21
L3	Castle Peak Road (Ping Shan)	EB	3000	522	0.17	473	0.16
		WB	2600	667	0.26	580	0.22
L4	Fui Sha Wai South Road	Two-way	100	24	0.24	16	0.16
L5	Hung Tin Road (Slip road of Yuen Long Highway)	NB	1500	1480	0.99	805	0.54
L6	Hung Tin Road (Slip road of Yuen Long Highway)	SB	1500	835	0.56	1079	0.72

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

3.4.6 Assessment results indicate that all the key road links in the vicinity of the Project Site operate satisfactorily during the peak hours, except for Hung Ting Road Northbound (Slip Road of Yuen Long Highway) (L5) which is currently operating approaching capacity.

3.5 Existing Pedestrian Flows

3.5.1 **Figure 3-5** shows the observed peak hour pedestrian flows along the main pedestrian routes on a normal weekday (07:10-08:10 and 17:20-18:20 for the AM and PM peak hour respectively).

3.5.2 The level of services of the above key pedestrian links are assessed based on the peak 15-min pedestrian flows being observed at the respective locations during the whole survey period and the results are presented in **Table 3-6** and **Table 3-7**.

Table 3-6 Existing Level of Services (LOS) of Pedestrian Footways

Location[1]	Effective Footway Width[2]	2025 Weekday		
		Peak 15-Min Flow	Peak Min Flows/Metre	Level of Service[3]
P1	3.5	51	1.0	A
P2	3.5	39	0.7	A
P3	2.6	67	1.8	A
P4	1.7	37	1.4	A

Notes: (1) Refer to Figure 3-3 for pedestrian link locations
(2) Effective width = Actual width minus 0.5m shy zone
(3) LOS of footpath refers to Highway Capacity Manual 2000 Exhibit 18-3.

Table 3-7 Capacity Assessment on Signalized Crossing

Location[1]	W Crossing Width	PG (sec)	CT (sec)	GTP	PC[2] (ped/hr)	Demand (ped/hr)	Demand / Capacity Ratio
P5 (2025 AM)	4.0	31	130	0.238	1812	216	0.12
P5 (2025 PM)	4.0	31	130	0.238	1812	147	0.08
P6 (2025 AM)	4.0	27	130	0.208	1578	248	0.16
P6 (2025 PM)	4.0	29	130	0.223	1695	165	0.10
P7 (2025 AM)	4.0	78	130	0.600	4560	123	0.03
P7 (2025 PM)	4.0	78	130	0.600	4560	116	0.03

Notes: (1) Refer to Figure 3-3 for pedestrian link locations
(2) Capacity of pedestrian crossing in accordance with Chapter 3.2.5, Volume 4, TPDM
Where PG = Pedestrian Green + Flashing Green
CT = Cycle Time
GTP = Green time proportion (i.e. PG/CT)
PC = Pedestrian crossing capacity = K (1900) x GTP x W

3.5.3 The results show that LOS A are achieved at all the key pedestrian links in the vicinity of the Project Site, while the assessed pedestrian crossings are operating within capacity.

3.6 Public Transport Surveys

3.6.1 It is noted that visitors access the site are mainly by bus services at the three nearby bus stops along Castle Peak Road – Hung Shui Kiu. Hence, bus and GMB surveys were undertaken to record the number of bus and GMB trips and occupancy rate at the three nearby bus/GMB stops (with locations shown in **Figure 3-3**). The peak hour bus trips and patronage results are shown in **Table 3-8**.

Table 3-8 2025 Weekday Peak Hour Public Transport Trips and Occupancies

Location[1]		Bus / GMB	Nos. of Trips	Passenger per hour					
				Total Carrying Capacity	Total Arrivals[2]	Alighting at stop	Boarding at stop	Total Departures[3]	Spare Capacity
Weekday AM Peak Hour (07:00 – 08:00)									
A	Castle Peak Road, Uptown (Westbound)	Bus	35	4,916	301	29	55	327	4,589
		GMB	5	83	56	0	0	56	27
B	Castle Peak Road, Tai Tao Tsuen (Westbound)	Bus	18	2,528	263	12	0	251	2,277
		GMB	0	0	0	0	0	0	0
C	Castle Peak Road, Tai Tao Tsuen (Eastbound)	Bus	26	3,536	627	0	104	731	2,805
		GMB	0	0	0	0	0	0	0
Overall Bus			79	10,980	1191	41	159	1,309	9,671
Overall GMB			5	83	56	0	0	56	27
Overall					1,247	41	159	1,365	9,698
Weekday PM Peak Hour (16:30 – 17:30)									
A	Castle Peak Road, Uptown (Westbound)	Bus	20	2,772	530	68	7	469	2,303
		GMB	5	86	77	1	0	76	10
B	Castle Peak Road, Tai Tao Tsuen (Westbound)	Bus	24	3,346	670	14	1	657	2,689
		GMB	0	0	0	0	0	0	0
C	Castle Peak Road, Tai Tao Tsuen (Eastbound)	Bus	21	2,908	450	4	27	473	2,435
		GMB	1	16	11	2	1	10	6
Overall Bus			65	9,026	1650	86	35	1,599	7,427
Overall GMB			6	102	88	3	1	86	16
Overall					1,738	89	36	1,685	7,443

Notes: (1) Refer to Figure 3-3 for Bus/GMB locations
(2) Total passengers of arriving and departing buses/GMB

3.6.2 Surveys results indicate a spare public transport capacity of 9,698 passengers and 7,443 passengers for AM and PM peaks respectively.

4 ESTIMATION OF DEVELOPMENT FLOWS

4.1 Peak Hour Visitor Flows

4.1.1 The residential development units are intended for residents with ages 60 or above, with some of the flats will serve 1 person only. For conservative assessment purpose, the average domestic household size of 2.7 people (reference made to C&SD website) is adopted for this TIA, thus the anticipated residents for the Project Site would be 195 residents. For conservative, it is assumed that 50% residents (i.e. 97 people) will enter / leave the Project Site during peak hours.

4.1.2 On the other hand, to evaluate the future pedestrian flows for the RCHE development, a trip generation survey on a reference RCHE site was conducted as mentioned in Section 3. **Table 4-1** summarized the peakiest hour visitor flows for the reference RCHE site.

Table 4-1 Observed Peakiest Hourly Visitor Flows for RCHE Site

Site	Observed Peak Hour Visitor Trips (visitors/hr)			
	Weekday AM		Weekday PM	
	In	Out	In	Out
Hong Shui Garden of Aged Company Limited, Tuen Mun RCHE (117 beds)	19	14	31	30
	Observed Peak Hour Visitor Trip Rates (visitors / hr / Beds)(1)			
	Weekday AM		Weekday PM	
	In	Out	In	Out
	0.162	0.120	0.265	0.256

Notes: (1) Total 117 beds at Hong Shui Garden of Aged Company Limited, Tuen Mun

4.1.3 Based on the assumption stated in Section 4.1.1 and the observed trip rates presented in **Table 4-1**, the peak hour visitor flows for different types of facilities for the Project Site are calculated and summarized in **Table 4-2**.

Table 4-2 Estimated Peak Hour Visitor Flows for the Project Site

Development Type	Parameter for Project Site	Weekday AM Peak Hour Trip (Visitors)		Weekday PM Peak Hour Trip (Visitors)	
		In	Out	In	Out
Residential	72 Flats	98	98	98	98
RCHE	450 Beds	73	54	119	115
Total		171	152	217	213

4.2 Peak Hour Vehicular Flows

4.2.1 As mentioned in Section 3, a vehicular trip generation survey for the RCHE development was also undertaken. **Table 4-3** summarized the peakiest hour vehicular flows for the reference RCHE site.

Table 4-3 Observed Peakiest Hourly Vehicle Flows for RCHE Site

Site	Observed Peak Hour Vehicular Trips (pcu/hr)			
	Weekday AM		Weekday PM	
	In	Out	In	Out
Hong Shui Garden of Aged Company Limited, Tuen Mun RCHE (117 beds)	2	1	4	5
	Observed Peak Hour Vehicular Trip Rates			
	Weekday AM		Weekday PM	
	In	Out	In	Out
	0.017	0.009	0.034	0.043

4.2.2 For conservative assessment purpose, trip rate for private housing development is also adopted to evaluate the vehicular trips for residential development flats. With reference to the survey findings of the RCHE site, as well as trip rate for private housing development as stated in TPDM Volume 1 Chapter 3, the estimated peak hour vehicular flows for the Project Site are summarized in **Table 4-4**. It is worth noted that in actual operation, the willingness and the travel needs for the elderly is relatively low, thus fewer trips would be generated in actual operation.

Table 4-4 Estimated Peak Hour Vehicle Flows for the Project Site

Development Type	Vehicular Trips for Project Site			
	AM Peak Hour Trip (pcu's)		PM Peak Hour Trip (pcu's)	
	In	Out	In	Out
Residential[1)]	3	5	3	2
RCHE	8	4	15	19
Sub-Total	11	9	18	21
2-way Total	20		39	

Notes: (1) Peak Hour trip rates for Private Housing, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 1.

4.2.3 It is estimated that the Project Site would generate 20 pcu's (11 in and 9 out) and 39 pcu's (18 in and 21 out) in the weekday AM and PM peak hour respectively.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Design Year

5.1.1 Based on the latest programme, the anticipated completion year for the Project Site is 2031. Thus, the ultimate "Design Year" for this TIA study is set as 2034, i.e. 3 years after the completion of the whole Project Site.

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:

- 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 2034 Peak Hour Reference Flows (i.e. without the Project Site) and Design Flows (i.e. with the Project Site).

2034 Background Flows = 2025 Flows x annual growth factors

2034 Reference Flows = 2034 Background Flows + additional traffic by planned and committed developments

2034 Design Flows = 2034 Reference Flows + development traffic

5.2.3 The traffic impact to be induced by the Project Site 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

5.3.1 Reference is made to the 2021-based Territorial Population and Employment Data Matrix (TPEDM) planning data published by Planning Department. **Table 5-1** presents the population and employment data in Yuen Long District for 2021, 2026 and 2031.

Table 5-1 2021-Based TPEDM for Yuen Long District

Category	2021	2025(1)	2026	2031	% Growth p.a. 2025 - 2031
Population	668,100	681,620	685,000	760,600	1.84%
Employment	152,850	221,370	238,500	258,200	2.60%
Total	820,950	902,990	923,500	1,018,800	2.03%

Source: 2021-based TPEDM published by Planning Department.
Note (1): 2025 population and employment places are calculated by interpolation between 2021 – 2026

5.3.2 It is anticipated that the population and employment places in Yuen Long District would be increased by 1.84% and 2.60% p.a. respectively, with an overall annual growth rate of 2.03% between 2025 and 2031.

5.3.3 For the traffic growth of year between Year 2031 to 2034, reference is made to the estimation from "Hong Kong Population Projection 2022-2046" published by Census and Statistics Department (C&SC). **Table 5-2** presents the projected population data in 2031 and 2034.

Table 5-2 Hong Kong Population Projection in 2031 and 2034

Category	2031	2034	% Growth p.a. 2031 - 2034
Projected Population	7,820,200	7,945,100	+0.5%

Source: "Hong Kong Population Projection 2022-2046"

5.3.4 As shown in the above table, the predicted growth of population from 2031 to 2034 is approximately +0.5% per annum. Taking into account the above factors, it is proposed to adopt an average growth rate of 2.03% per annum from 2025 to 2031, and +0.5% per annum from 2031 to 2034 to forecast the 2034 background traffic flows.

Planned and Committed Developments

5.3.5 Based on the published information from Town Planning Board, planned/committed developments in the site vicinity are summarized in **Table 5-3**. The locations of the developments are shown in **Figure 5-1**.

Table 5-3 Planned / Committed Developments in the Site Vicinity

Ref No.	Location	Land Use	Trip Generations (pcu/hr)			
			AM Peak		PM Peak	
			In	Out	In	Out
1	Government Land adjacent to Tan Kwai Tsuen South Fresh Water Service Reservoir [A/YL-TYST/1201] (1)	Phase 1 SSF (1,970 flats with average flat size 50m^2) (2)	84	123	79	59
		Phase 2 and 3 PRH (5,280 flats with average flat size 40m^2) (2)	172	228	159	125
		Retail (5,912 m^2 GFA) (1)	15	14	22	19
		Welfare (15,856 m^2 GFA) (1)	39	27	19	25
		Kindergarten (15 classroom) (1)	25	25	14	14
		Primary School (30 classroom) (1)	42	41	19	19
		Office (1,098 m^2 GFA) (1)	3	2	2	2
2	Government Land adjacent to Tan Kwai Tsuen South Fresh Water Service Reservoir [A/YL-TYST/1155] (3)	Proposed Service Reservoirs and Public Utility Installation with Associated Excavation and Filling of Land	3	3	3	3
3	Various Lots in D.D. 124 and 125 and Adjoining Government Land in Yuen Long, and Various Lots in D.D. 130 and Adjoining Government Land in Tuen Mun, New Territories [A/HSK/452] Site 8, 9 (4)	Site 8 Public Housing (2,188 flats with average flat size 50m^2)	61	106	77	53
		Site 9 Public Housing (2,633 flats with average flat size 50m^2)	73	127	92	64
4	Lots 361 S.A (Part), 362 (Part) and 422 (Part) in D.D. 127 and Adjoining Government Land, Kiu Tau Wai, Yuen Long, New Territories [A/HSK/474] (5)	Residential (1,850 flats with average flat size < 60m^2)	79	133	69	53
		Retail (21,166.75 m2 GFA)	52	49	76	66
5	Lot 2273 & Ext. in D.D. 125, Ha Tsuen, Yuen Long, New Territories [Y/HSK/1] (6)	Elderly centre additional new places (49 places) and other facilities (359 places)	25	21	12	13
6	Hung Shui Kiu and Ha Tsuen Planning Areas 8 (Part) and 10 (Various Lots in D.D. 124 and Adjoining Government Land, Hung Shui Kiu) [A/HSK/253] (7)	Site 1 SSF (300 flats with average flat size 51m^2)	13	19	12	9
		Site 2 SSF (1400 flats with average flat size 51m^2)	61	91	57	42
		Site 2 PRH (900 flats with average flat size 51m^2)	32	45	30	23
7	Yuen Long South Development (8)	First Phase Industrial Development (218,400 m^2 GFA)	303	202	229	295
		Second Phase Industrial Development (278,500 m^2 GFA)	386	258	292	376

Ref No.	Location	Land Use	Trip Generations (pcu/hr)			
			AM Peak		PM Peak	
			In	Out	In	Out
8	Various Lots in D.D. 121 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long [Y/YL-TYST/10] (9)	Residential (2,634 flats with average flat size 50m^2)	112	189	97	75
		Retail (5,585 m^2 GFA)	14	13	20	17
		Kindergarten (9 classroom)	28	22	7	24
		Covered Transport Lay-by	40	40	40	40
9	Various Lots in D.D. 121 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long, New Territories [Y/YL-TYST/8] (10)	Residential (1,381 flats with average flat size 50m^2)	59	100	52	40
10	Lots 1829 S.A ss.2 (part), 1829 S.A ss.3 (part) and 1829 S.A RP (part) in D.D. 121 and Adjoining Government Land, Yuen Long [A/YL-TYST/1146] (11)	Proposed Service Reservoirs with Associated Excavation and Filling of Land	0	0	0	0
11	Lot 1768 in D.D. 122 and Adjoining Government Land, Long Bin, Yuen Long [A/YL-TYST/1285] (12)	Phase 1 SSF (3,080 flats, with average unit size 50m^2)	131	192	124	91
		Phase 2 PRH (8,860 flats with average unit size 30m^2)	200	214	178	157
		Phase 2 Primary School	30	7	5	5
		Phase 1 and Phase 2 commercial	22	21	32	28
		Social Welfare Facilities	21	21	21	21
12	Lots 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories [Y/YL-PS/6] (13)	Residential (1,536 flats with average flat size 42.6m^2)	66	111	57	44
		Retail (1,535 m^2 GFA)	4	4	6	5
		RCHE (222 beds)	9	9	6	4

Note (1): Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1201
(2) Peak Hour trip rates for Subsidized Housing, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 1.
(3) Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1155
(4) Source: TIA Report of the Approved TPB Application No. of A/HSK/452
(5) Source: TIA Report of the Approved TPB Application No. of A/HSK/474
(6) Source: TIA Report of the Approved TPB Application No. of Y/HSK/1
(7) Source: TIA Report of the Approved TPB Application No. of A/HSK/253
(8) Source: Peak Hour trip rates for Industrial, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 2.
(9) Source: TIA Report of the TPB Application No. of Y/YL-TYST/10 updated by 21st February, 2024
(10) Source: TIA Report of the TPB Application No. of Y/YL-TYST/8 updated by 9th September, 2024
(11) Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1146
(12) Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1285
(13) Source: TIA Report of the Approved TPB Application No. of Y/YL-PS/6
Information updated as of date 3 September 2025.

5.3.6 The additional development traffic in **Table 5-3** is then assigned onto the nearby road network with reference to the existing traffic distribution pattern in the Study Area. The resulting peak hour Reference Peak Hour Flows (i.e. without Project Site) are shown in **Figure 5-2**.

5.4 Future Year Design Peak Hour Traffic Flows

5.4.1 By adding the development flows in **Figure 5-3** to the 2034 Reference Peak Hour Flows (i.e. without Project Site) in **Figure 5-2**, the 2034 Design Peak Hour Flows (i.e. with Project Site) are derived and shown in **Figure 5-4**.

5.5 Future Year Junction Capacity Assessments

5.5.1 Based on the Reference Flows (i.e. without Project Site) and Design Flows (i.e. with Project Site) for the Design Year, junction capacity assessment is undertaken and the results shown in **Table 5-4** with detailed calculation sheets provided in **Appendix D**.

Table 5-4 2034 Peak Hour Junction Capacity Assessment

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.

5.5.2 It is indicated in **Table 5-4** that all the key junctions in the vicinity of the Project Site would be operating within capacity during the peak hours for both the Reference (without Project Site) and Design (with Project Site) scenarios.

5.6 Future Year Link Capacity Assessments

5.6.1 Based on the Reference Flows (i.e. without Project Site) and Design Flows (i.e. with Project Site), link capacity assessments for Design Years 2034 are carried out and the results are presented in **Table 5-5**.

5.6.2 The results in the table indicate that all the key road links in the Study Area operate satisfactorily during the peak hours in the Reference scenario (i.e. without Project Site) and Design scenario (i.e. with Project Site).

Table 5-5 2034 Peak Hour Road Link Capacity Assessment

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
		WB	2600	1139	0.44	1003	0.39	1142	0.44	1009	0.39
L4	Fui Sha Wai South Road	Two -way	100	27	0.27	19	0.19	35	0.35	36	0.36
L5	Hung Tin Road (Slip road of Yuen Long Highway)	NB	1500	999	0.67	1063	0.71	999	0.67	1063	0.71
L6	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

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 facilitate the vehicular connectivity of the Project Site from Castle Peak Road – Hung Shui Kiu, a 55m long carriageway section connecting Castle Peak Road – Hung Shui Kiu to Fui Sha Wai South Road is proposed, associated with junction modification at J/O Castle Peak Road - Hung Shui Kui / Hung Tin Road. The proposed extension consists of a 3.5m wide single carriageway with footpaths on both sides of the carriageway.

5.7.5 On the other hand, local widening works on the existing Fui Sha Wai South Road (which is a single-lane access road serving 2-way traffic) is also proposed to alleviate the growing traffic along the access route. The proposed widening section is anticipated to be a standard single-2 carriageway connected with the eastern part of Fui Sha Wai South Road and the proposed extension section from Castle Peak Road – Hung Shui Kiu. The proposed Fui Sha Wai South Road extension and the proposed local widening works are presented in **Figure 5-5**.

5.7.6 With the proposed improvement works 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%	18.6%	42.2%
J2	Hung Tin Road / Hung Shui Kiu Tin Sam Road	Priority	DFC	0.63	0.48	0.63	0.49
J3A(3)	Castle Peak Road (Hung Shui Kiu) / Hung Tin Road	Signalized	RC	24.6%	55.6%	23.3%	51.3%
J4	Castle Peak Road (Ping Shan) / Access Road	Priority	DFC	0.14	0.07	0.16	0.11
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) J3 is modified to J3A for design scenario to include the access to the Project Site

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	788	0.46	669	0.39
		SB	1700	707	0.42	540	0.32	711	0.42	547	0.32

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]
L2	Castle Peak Road (Hung Shui Kiu)	EB	2600	1260	0.48	1029	0.40	1264	0.49	1035	0.40
		WB	3000	1374	0.46	1051	0.35	1377	0.46	1058	0.35
L3	Castle Peak Road (Ping Shan)	EB	3000	988	0.33	852	0.28	991	0.33	859	0.29
		WB	2600	1139	0.44	1003	0.39	1142	0.44	1009	0.39
L4	Fui Sha Wai South Road	Two -way	100	27	0.27	19	0.19	44	0.44	52	0.52
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)

5.7.7 With the proposed traffic improvement works in place, junction and road link performances will all operate within capacity, even with the Project Site in place.

6 PEDESTRIAN ASSESSMENT

6.1 Estimated Pedestrian Flows by the Project Site

6.1.1 According to **Table 4-2**, the pedestrian flow generated to/from the Project Site will be 323 ped/hr and 430 ped/hr for AM and PM peaks respectively.

6.2 Forecast 2034 Peak Hour Pedestrian Flows

6.2.1 Similar to the vehicular traffic impact assessment, year 2034 is adopted as the design year for pedestrian assessment. To derive the background pedestrian flows for design year 2034, an annual growth factor of 2.03% for year between 2025 to 2031, and 0.5% for year between 2031 to 2034 was applied to the existing pedestrian flows to derive the 2034 peak hour background pedestrian flows.

6.2.2 The additional pedestrian flows by the Project Site are then assigned onto the main pedestrian routes and the resulting 2034 Peak Hour Pedestrian Flows with the Project Site are shown in **Figure 6-1**.

6.2.3 The level of service assessments for the key pedestrian links and crossings are undertaken and the results are presented in **Table 6-1** and **Table 6-2**.

Table 6-1 2034 Level of Services (LOS) of Pedestrian Footways

Location(1)	Effective Footway Width(2)	2034 Reference Scenario			2034 Design Scenario		
		Peak 15-Min Flow	Peak Min Flows/Metre	Level of Service	Peak 15-Min Flow	Peak Min Flows/Metre	Level of Service
P1	3.5	58	1.1	A	149	2.9	A
P2	1.5	45	2.0	A	132	5.9	A
P3	2.6	77	2.0	A	86	2.2	A
P4	1.7	42	1.6	A	47	1.8	A

Notes: (1) Refer to Figure 3-3 for pedestrian link locations
(2) Effective width = Actual width minus 0.5m shy zone

Table 6-2 Capacity Assessment on Signalized Crossing

Location[1]	W Crossing Width	PG (sec)	CT (sec)	GTP	PC[2] (ped/hr)	Demand (ped/hr)	Demand / Capacity Ratio
P5 (2034 AM)	4.0	31	130	0.238	1812	466	0.257
P5 (2034 PM)	4.0	31	130	0.238	1812	460	0.254
P6 (2034 AM)	4.0	27	130	0.208	1578	503	0.319
P6 (2034 PM)	4.0	27	130	0.208	1695	481	0.284
P7 (2034 AM)	4.0	78	130	0.600	4560	360	0.079
P7 (2034 PM)	4.0	78	130	0.600	4560	425	0.093

Notes: (1) Refer to Figure 3-3 for pedestrian link locations
(2) Capacity of pedestrian crossing in accordance with Chapter 3.2.5, Volume 4, TPDM
Where PG = Pedestrian Green + Flashing Green
CT = Cycle Time
GTP = Green time proportion (i.e. PG/CT)
PC = Pedestrian crossing capacity = K (1900) x GTP x W

6.2.4 The results show that LOS A can be achieved at all the key pedestrian links in the vicinity of the Project Site while the crossings are operating within capacity even with the Project Site in place.

6.3 Public Transport Capacity

6.3.1 With reference to Census 2021 (Table C204), percentage split of visitors in Yuen Long District using road based public transport services (i.e. bus and minibus) is 32.7%. For conservative, assume 35% of visitors for the Project Site will travel via road based public transport services.

6.3.2 The anticipated additional demand for the bus services at the nearby bus stops along Castle Peak Road – Hung Shui Kiu for the Project Site are summarized in **Table 6-3**.

Table 6-3 Additional Bus Demand by the Project Site

Bus Demand	Weekday AM		Weekday PM	
	In	Out	In	Out
Project Site[1]	60	54	76	75

Notes: (1) Trips derived by 35% x the estimated visitor number (refer to Table 4-2)

6.3.3 It is estimated that the Project Site would induce around 114 additional bus passengers (60 in and 54 out) and 151 additional bus passengers (76 in and 75 out) in the weekday AM and PM peak hour respectively.

6.3.4 To assess the adequacy of public transport services in the vicinity of the site, comparison between the spare capacity of existing bus services and the public transport demand of the Project Site are presented in **Table 6-4**. Similar to vehicular and pedestrian traffic, the 2034 bus occupancies are derived by applying the following factors to the 2025 observed peak hour bus patronage as indicated in **Table 3-8**.

- An average growth rate of +2.03% per annum from 2025 to 2031.
- An average growth rate of +0.5% per annum from 2031 to 2034.

Table 6-4 Peak Hour Bus Demand and Spare Capacities at Nearby Bus-stops

	No. of Bus Trips	Total Capacity (Pax/hr)	Direction	2034 Occupancy (Pax/hr)	Spare Capacity (Pax/hr) (5)	Demand for Public (2) (Pax/hr)	Demand for Project Site (3) (Pax/hr)
Weekday AM Peak	84	11,063	Arrivals	1,489(1)	9,574	Alight 47	Alight 60
			Departures	1,382(4)	9,681	Boarding 183	Boarding 54
Weekday PM Peak	71	9,128	Arrivals	2,067(1)	7,061	Alight 102	Alight 76
			Departures	1,889(4)	7,239	Boarding 42	Boarding 75

Notes: (1) 2034 Occupancy on arrival = 2025 Occupancy (table 3-8) x (1+2.03%)^6 x (1+0.5%)^3 + the Project Site IN
(2) 2034 Public Demand = 2025 total Alighting / Boarding (Table 3-8) x (1+2.03%)^6 x (1+0.5%)^3
(3) Refer to Table 6-4
(4) 2034 Occupancy on departure = 2034 Occupancy on arrival – 2034 Public alighting – Project Site IN
(5) Spare Capacity = Total Capacity - Occupancy

6.3.5 As presented in **Table 6.4**, bus demand for the Project Site is not significant, while there would be sufficient spare capacities by franchised bus services to cope with the additional demand for bus services by the Project Site.

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 connectivity of Project Site a 55m long carriageway section connecting Castle Peak Road – Hung Shui Kiu to Fui Sha Wai South Road is proposed, associated with junction modification at J/O Castle Peak Road - Hung Shui Kui / Hung Tin Road. With the proposed traffic improvement works, 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.

7.1.5 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.

7.1.6 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.

7.1.7 To facilitate the vehicular connectivity of the Project Site while to enhance vehicular safety for the adjacent Fui Sha Wai South Road, a 55m long carriageway section connecting Castle Peak Road – Hung Shui Kiu to Fui Sha Wai South Road is proposed, associated with a section of road widening at Fui Sha Wai South Road. **Figure 5-5** presents the proposed Fui Sha Wai South Road extension and the proposed local widening works.

7.2 Conclusion

7.2.1 The impact assessment results indicate that the Project Site would not create adverse impact on the surrounding road and pedestrian network as well as public transport services.

Figures

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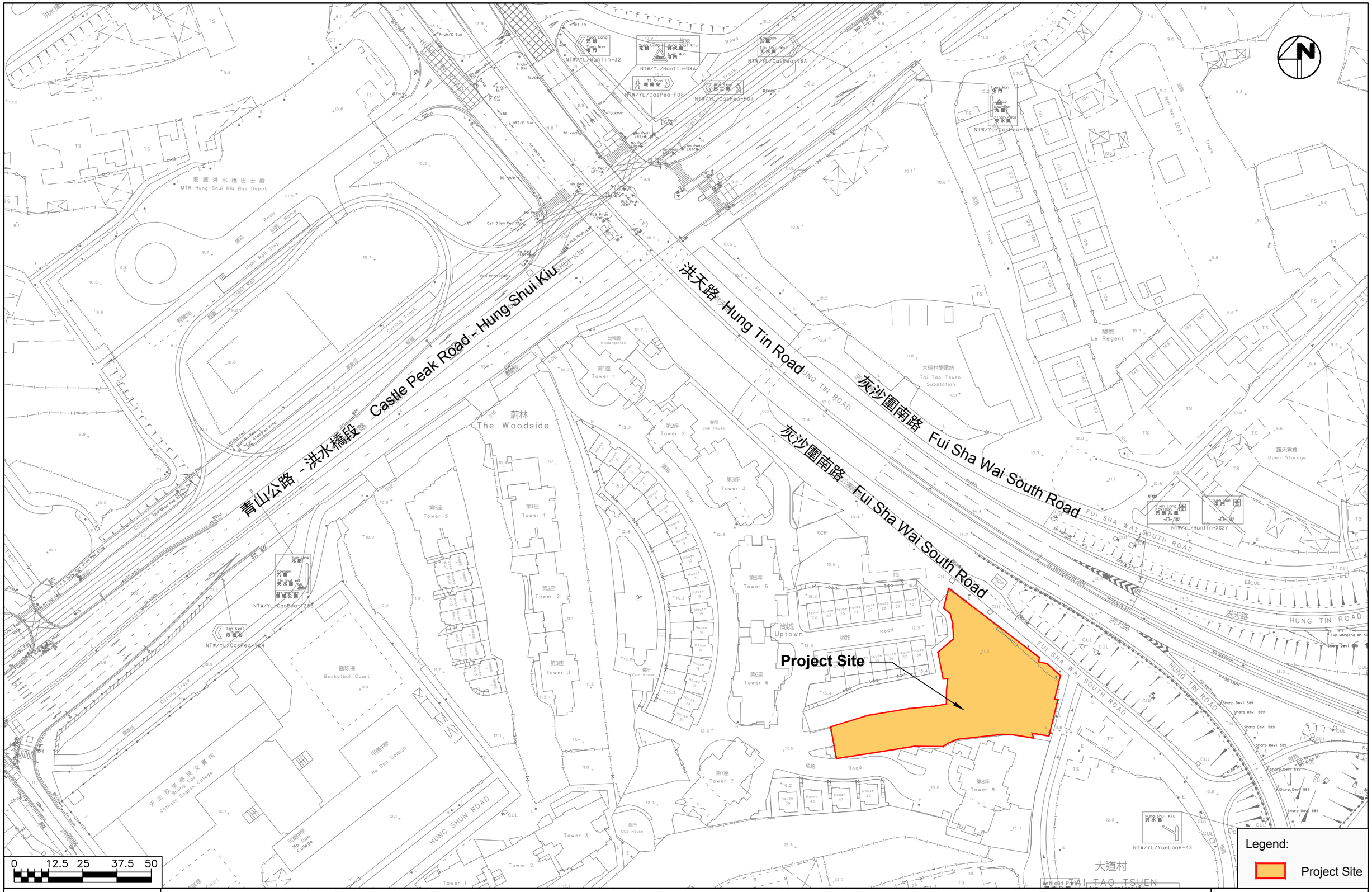


Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly)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

Site Location

Date	Scale
11/10/2025	1:1250

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 2-1	B

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\Dwg\83136_Figure 2-2C.dwg 2025/10/11 09:42:32

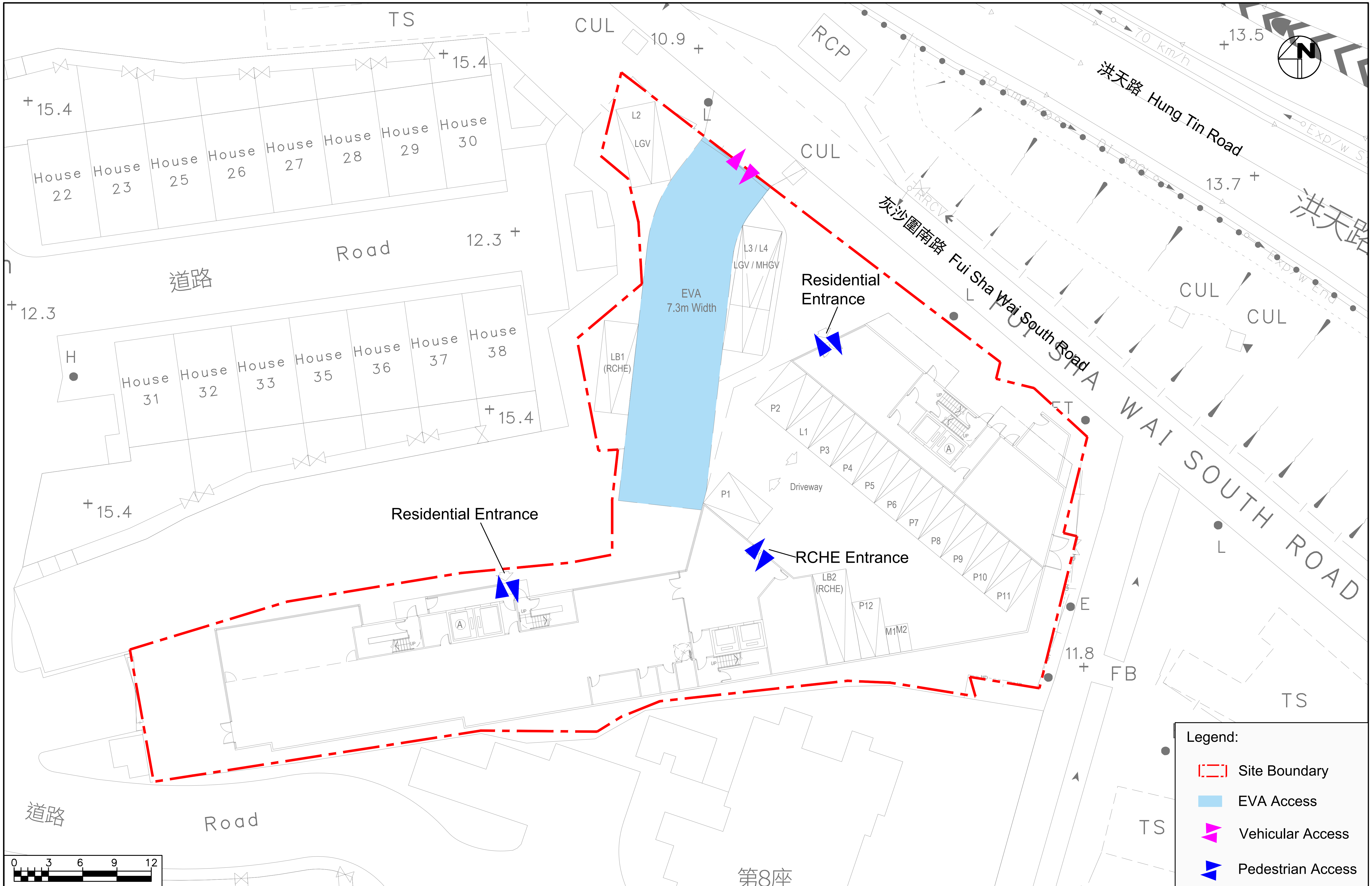
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly)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

Parking and Loading/Unloading Facilities at Ground Floor

Date	Scale
11/10/2025	1:300

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 2-2	C


TS
CUL
10.9
RCP
15.4
13.5
N
洪天路 Hung Tin Road
70 km/h
House 22
House 23
House 25
House 26
House 27
House 28
House 29
House 30
Road
道路
12.3
L2
LGV
L3 / L4
LGV / MHGV
EVA
7.3m Width
灰沙圍南路 Fui Sha Wai South Road
FUI SHA WAI SOUTH ROAD
Residential Entrance
13.7
CUL
H
House 31
House 32
House 33
House 35
House 36
House 37
House 38
LB1 (RCHE)
P1
P2
L1
P3
P4
P5
P6
P7
P8
P9
P10
P11
P12
Driveway
Residential Entrance
RCHE Entrance
LB2 (RCHE)
M1
M2
E
11.8
FB
TS
Legend:
Site Boundary
EVA Access
Vehicular Access
Pedestrian Access
道路
Road
第8座
0 3 6 9 12

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 Vehicular and Pedestrian Access at Ground Floor

Date	Scale
11/10/2025	1:300

OZZO TECHNOLOGY

Project No. 83136	Rev. C
Dwg No. Figure 2-3	

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\Dwg\83136_Figure 3-1B.dwg 2025/10/11 09:44:44

洪水橋大街 Hung Shui Kiu Main Street

洪元路 Hung Yuen Road

洪平路 Hung Ping Road

洪水橋田心路 Hung Shui Kiu Tin Sam Road

洪天路 Hung Tin Road

青山公路 - 屏山段 Castle Peak Road - Ping Shan

青山公路 - 洪水橋段 Castle Peak Road - Hung Shui Kiu

灰沙圍南路 Fui Sha Wai South Road

元朗公路 Yuen Long Highway

Hung Tak Road 洪德路

洪順路 Hung Shun Road

258P,261P,269D,276P,
68A,960P,A34,K75P,K75S

621

258A,258P,268X,63X,68X,960A

K75P,K75S

Stop Location C

268X,269D,276P,
268B,64X,68A,68X,B2

32

268X,276P,68A,68X,B2

32

Stop Location B

32

258P,276P,68A,
68X,960P,960X,A34,B2

Stop Location A

64X,960A,960P,960X,A34

258P,261P,268X,268B,276P,
64X,68A,68X,960A,960P,
960X,A34,B2,K75P

621

Hung Shui Kiu
LRT Station

258P,276P,68A,
68X,960P,960X,
A34,B2,K75A

32

32

32

32

32

Project Site

0 30 60 90 120

Legend:

- Project Site
- Bus Stop
- GMB Stop
- LRT Station

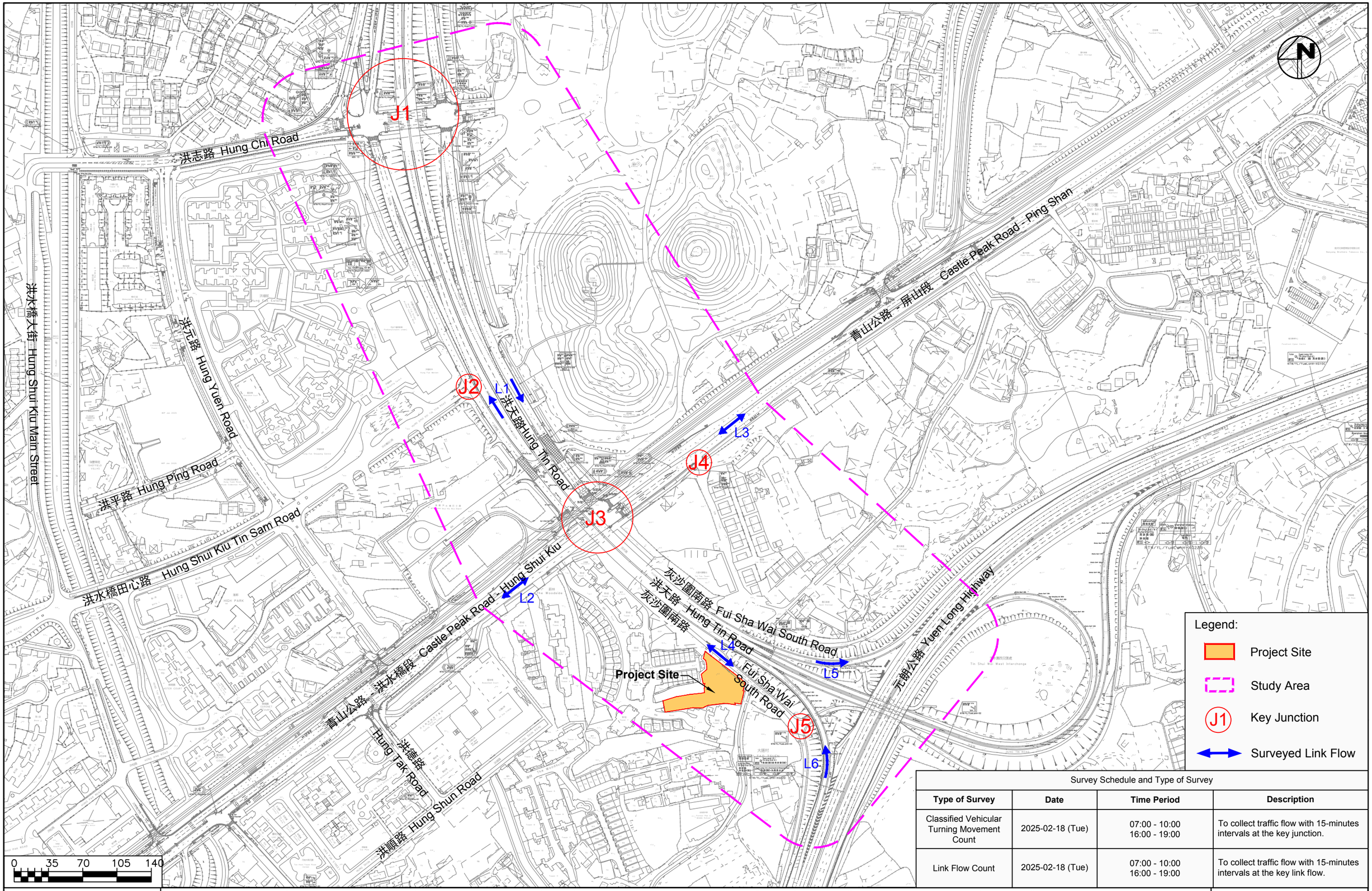
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly)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

Existing Public Transport Services

Date	Scale
11/10/2025	1:3000

OZZO TECHNOLOGY

Project No. 83136	Rev. B
Dwg No. Figure 3-1	



Survey Schedule and Type of Survey

Type of Survey	Date	Time Period	Description
Classified Vehicular Turning Movement Count	2025-02-18 (Tue)	07:00 - 10:00 16:00 - 19:00	To collect traffic flow with 15-minutes intervals at the key junction.
Link Flow Count	2025-02-18 (Tue)	07:00 - 10:00 16:00 - 19:00	To collect traffic flow with 15-minutes intervals at the key link flow.

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

Locations of Types Traffic Surveys (Sheet 1 of 2)

Date	Scale
11/10/2025	1:3500

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 3-2	B

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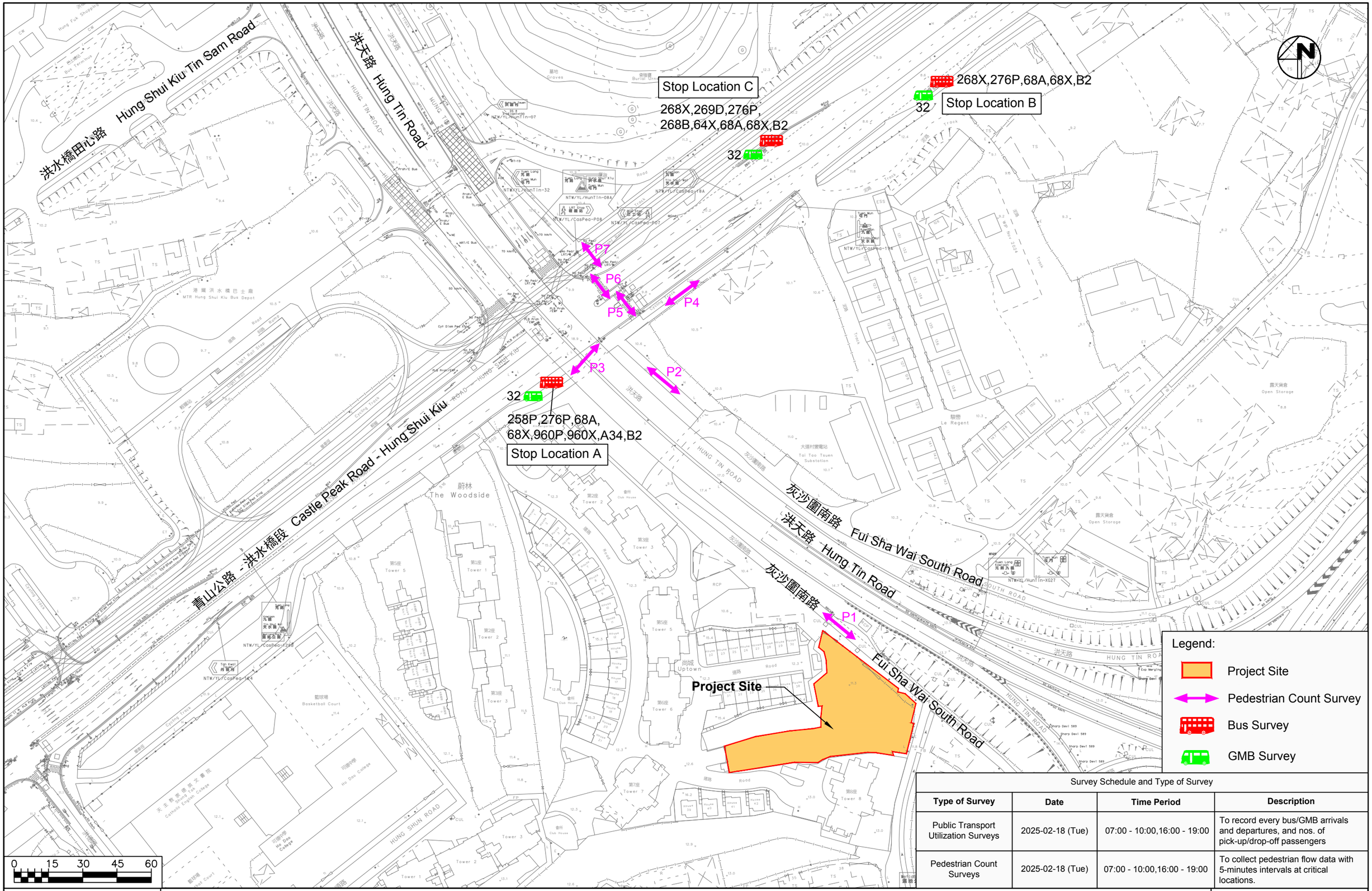

Survey Schedule and Type of Survey

Type of Survey	Date	Time Period	Description
Public Transport Utilization Surveys	2025-02-18 (Tue)	07:00 - 10:00,16:00 - 19:00	To record every bus/GMB arrivals and departures, and nos. of pick-up/drop-off passengers
Pedestrian Count Surveys	2025-02-18 (Tue)	07:00 - 10:00,16:00 - 19:00	To collect pedestrian flow data with 5-minutes intervals at critical locations.

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

Locations of Types Traffic Surveys (Sheet 2 of 2)

Date	Scale
11/10/2025	1:1500

OZZO TECHNOLOGY

Project No.	Rev.
83136	B
Dwg No. Figure 3-3	

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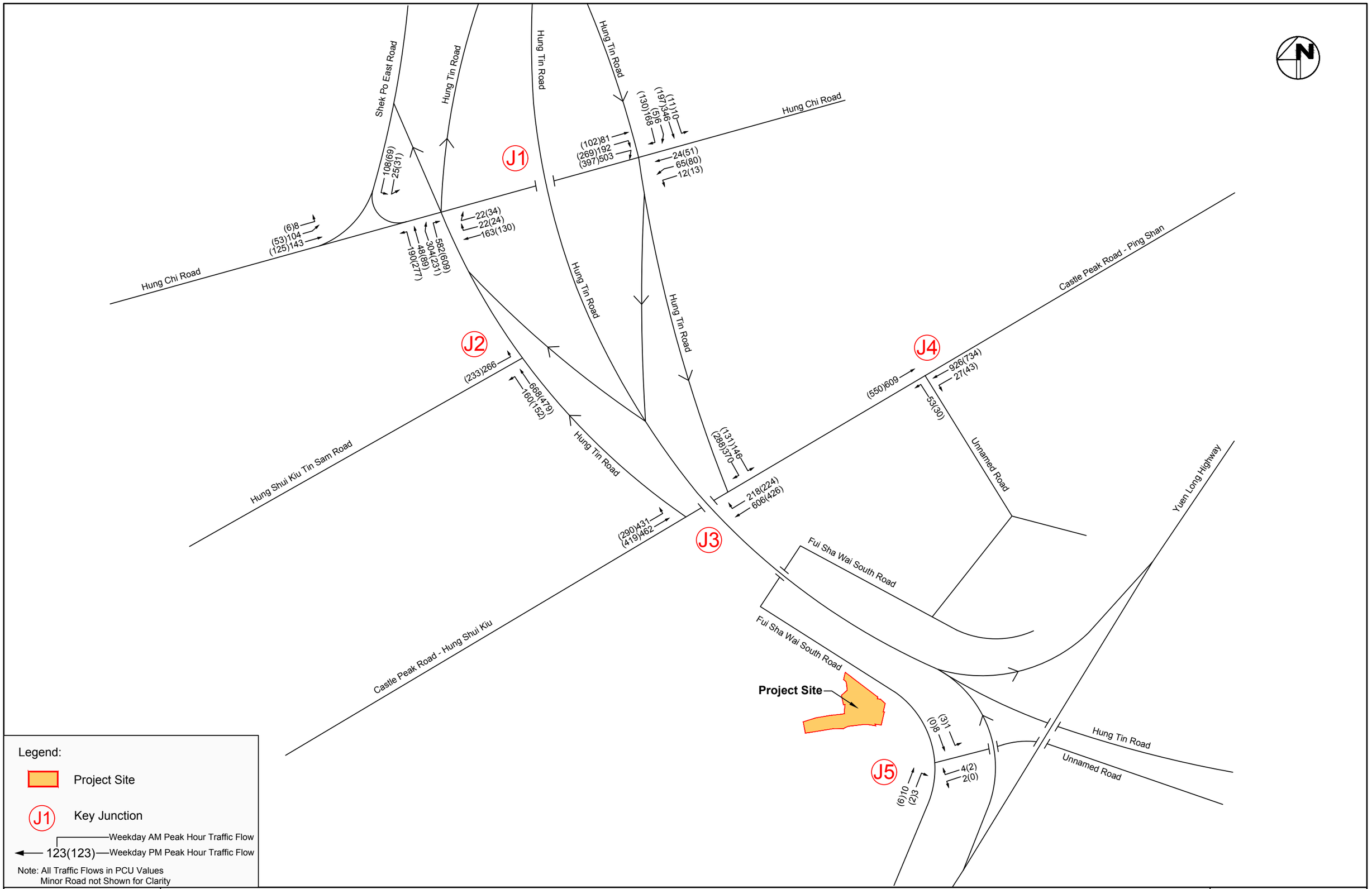

Legend:

- Project Site
- J1 Key Junction
- 123(123) — Weekday AM Peak Hour Traffic Flow / Weekday PM Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road not Shown for Clarity

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

2025 Observed Peak Hour Traffic Flows

Date	Scale
11/10/2025	N.T.S.

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 3-4	B

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3. [A/HSK/452] Site 8, 9
Various Lots in D.D. 124 and 125 and Adjoining Government Land in Yuen Long, and Various Lots in D.D. 130 and Adjoining Government Land in Tuen Mun, New Territories

4. [A/HSK/474]
Lots 361 S.A (Part), 362 (Part) and 422 (Part) in D.D. 127 and Adjoining Government Land, Kiu Tau Wai, Yuen Long, New Territories

5. [Y/HSK/1]
Lot 2273 & Ext. in D.D. 125, Ha Tsuen, Yuen Long, New Territories

12. [Y/YL-PS/6]
Lots 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

6. [A/HSK/253]
Hung Shui Kiu and Ha Tsuen Planning Areas 8 (Part) and 10 (Various Lots in D.D. 124 and Adjoining Government Land, Hung Shui Kiu)

7. Yuen Long South Development

11. [A/YL-TYST/1285]
Lot 1768 in D.D. 122 and Adjoining Government Land, Long Bin, Yuen Long

Project Site

9. [Y/YL-TYST/8]
Various Lots in D.D. 121 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long, New Territories

8. [Y/YL-TYST/10]
Various Lots in D.D. 121 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long

10. [A/YL-TYST/1146]
Lots 1829 S.A ss.2 (part), 1829 S.A ss.3 (part) and 1829 S.A RP (part) in D.D. 121 and Adjoining Government Land, Yuen Long

1. [A/YL-TYST/1201]
Government Land adjacent to Tan Kwai Tsuen South Fresh Water Service Reservoir

2. [A/YL-TYST/1155]
Government Land adjacent to Tan Kwai Tsuen South Fresh Water Service Reservoir

Hung Tin Road
Castle Peak Road - Ping Shan
Yuen Long Highway
Castle Peak Road - Hung Shui Kiu
Yuen Long Highway
YUEN LONG HIGHWAY
YUEN LONG

Legend:
- Project Site
- Planned / Committed Developments in the Vicinity

0 125 250 375 500

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

Locations of List of Planned / Committed Developments

Date	Scale
11/10/2025	1:12500

OZZO TECHNOLOGY

Project No. 83136	Rev. B
Dwg No. Figure 5-1	

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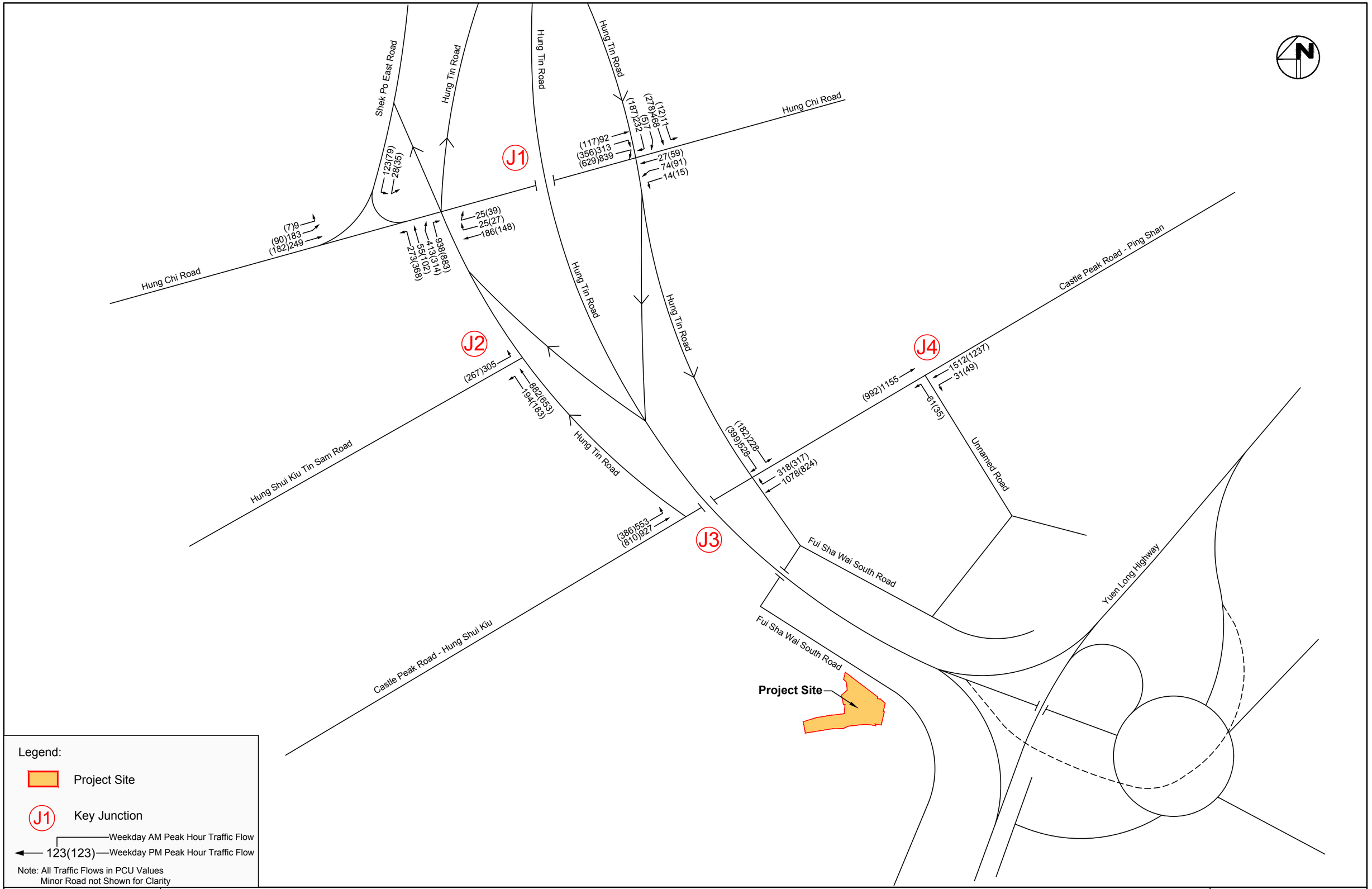

Legend:

- Project Site
- J1 Key Junction
- 123(123) — Weekday AM Peak Hour Traffic Flow / Weekday PM Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road not Shown for Clarity

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

2034 Reference Peak Hours Traffic Flows

Date	Scale
11/10/2025	N.T.S.

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 5-2	B

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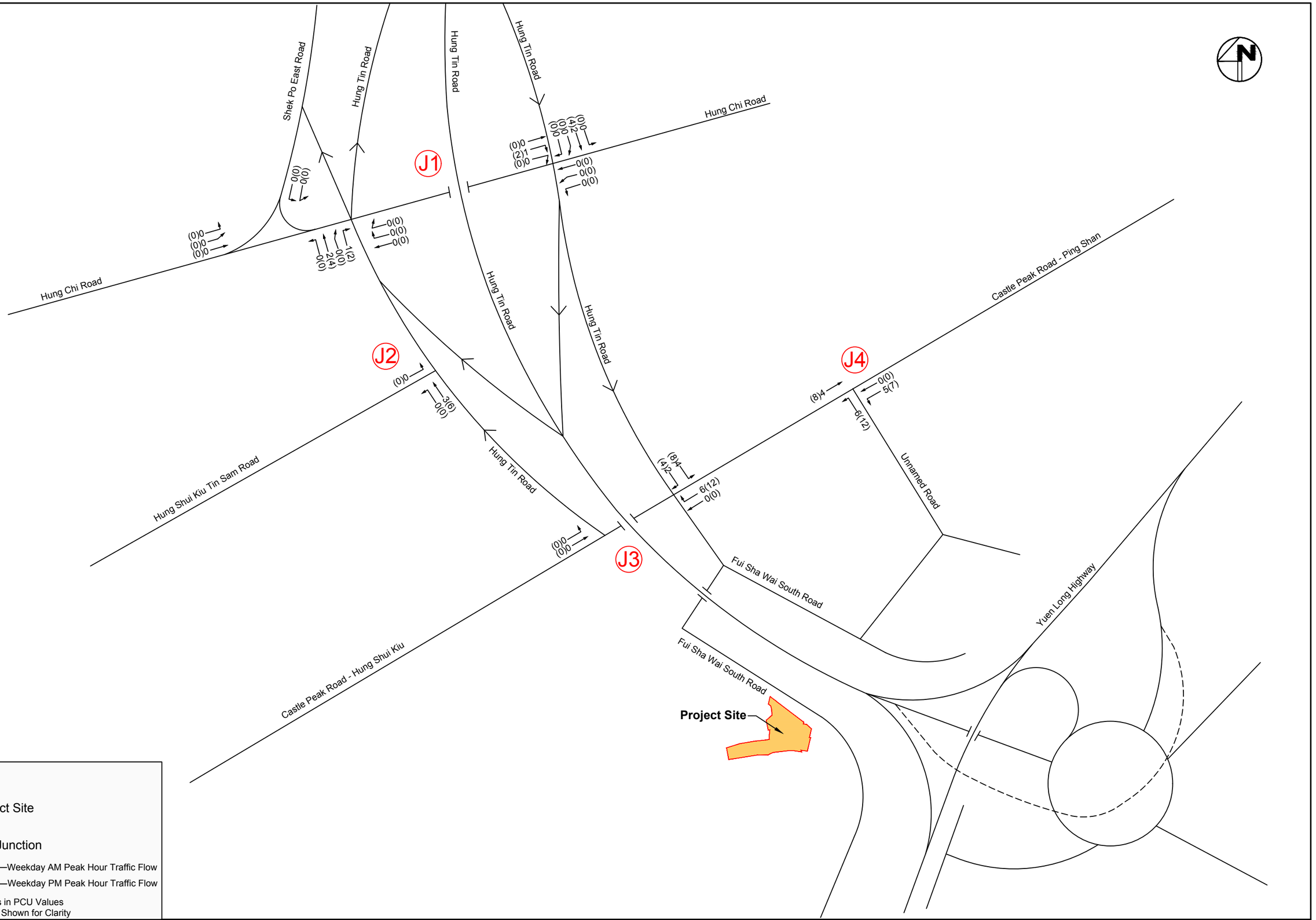


Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly)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

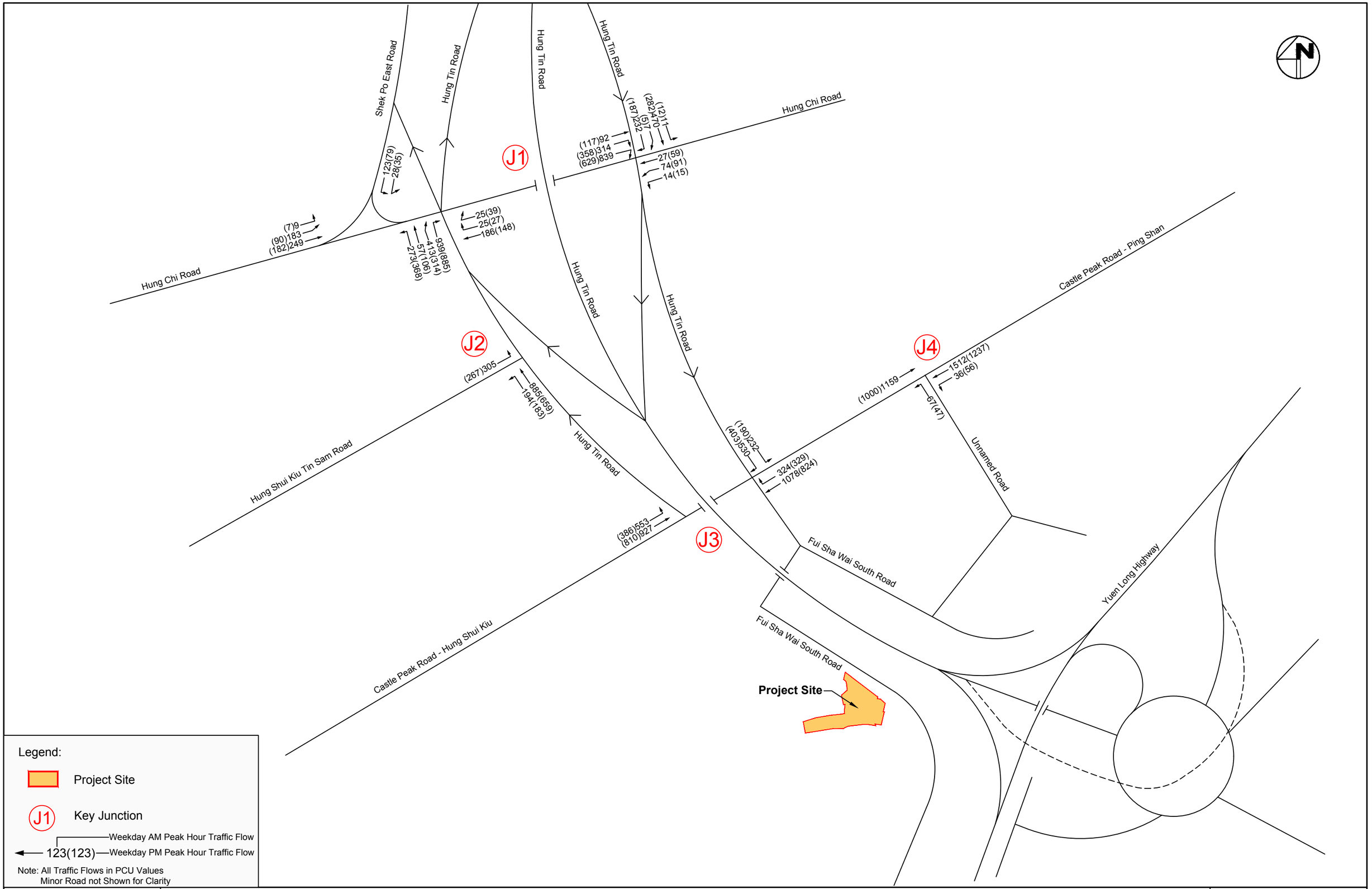
Development Peak Hours Traffic Flows

Date	Scale
11/10/2025	N.T.S.

OZZO TECHNOLOGY

Project No.	Rev.
83136	B
Dwg No. Figure 5-3	

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\Dwg\83136_Figure 5-3B.dwg 2025/10/11 09:54:38



Legend:

- Project Site
- J1 Key Junction
- 123(123) — Weekday AM Peak Hour Traffic Flow / Weekday PM Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road not Shown for Clarity

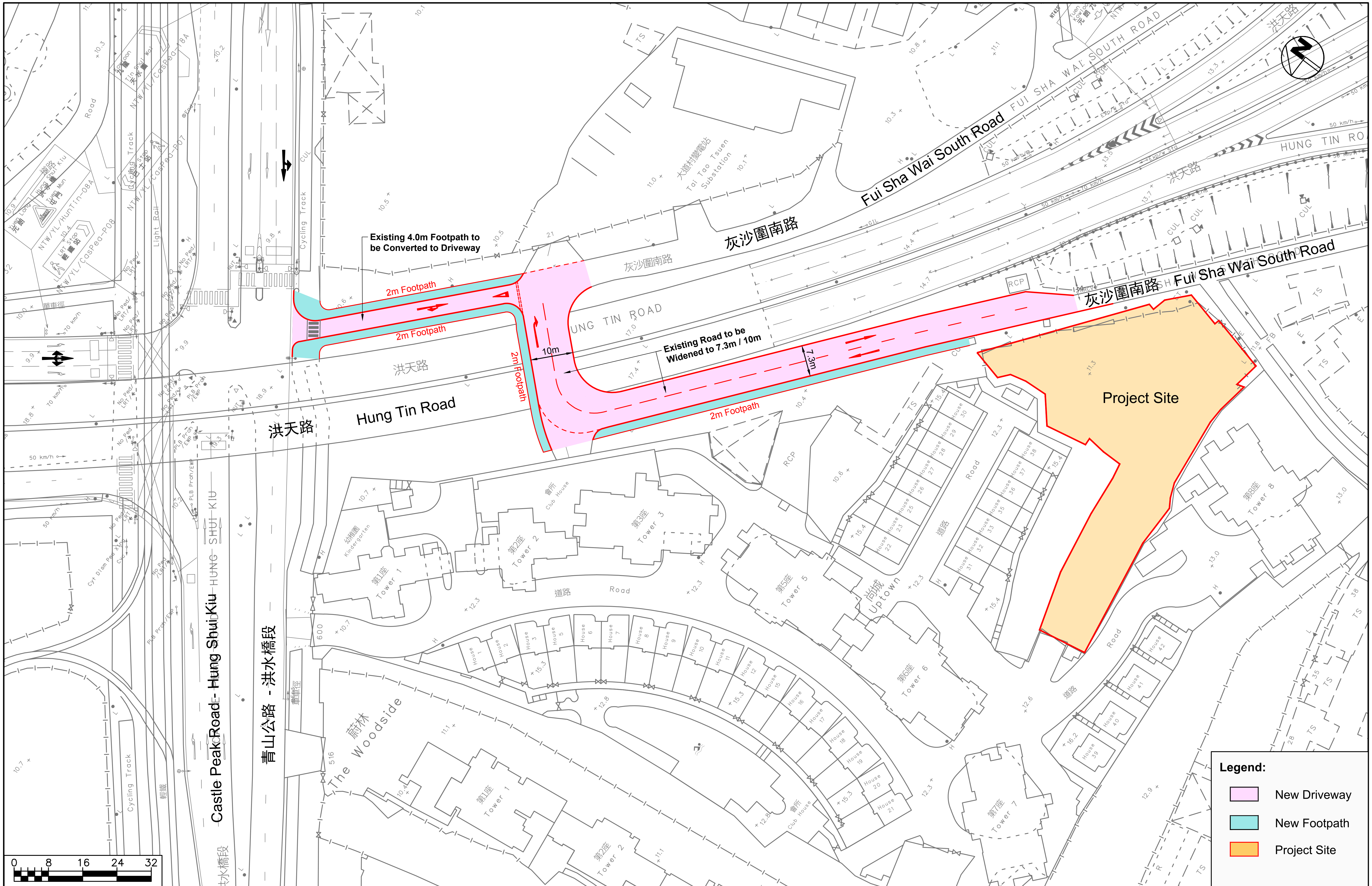
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly)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

2034 Design Peak Hours Traffic Flows

Date	Scale
11/10/2025	N.T.S.

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 5-4	B



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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 Vehicular Access Leading to Project Site

Date	Scale
11/10/2025	1:800

OZZO TECHNOLOGY

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

洪水橋田心路 Hung Shui Kiu Tin Sam Road

洪天路 Hung Tin Road

青山公路 - 洪水橋段 Castle Peak Road - Hung Shui Kiu

灰沙圍南路 Fui Sha Wai South Road

360(425)
P7
503(481)
P6
P4
89(65)
P5
466(460)
341(419)
P3
290(236)
P2
346(392)
P1

Project Site

0 15 30 45 60

Legend:

Project Site

Weekday AM Peak Hour Pedestrian Flow

123(123) Weekday PM Peak Hour Pedestrian Flow

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

2034 Peak Hour Pedestrian Flows (with Project Flows)

Date	Scale
11/10/2025	1:1500

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 6-1	C

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Appendix A

Parking Provision of Other RCHE / Residential Development

Appendix A

Parking Provision of Other RCHE / Residential Development

Reference Site	Location	Use	Parking and L/UL Provision		Total Provision	Ratio (Total Provision / Flat + Beds)
"Blissful Place 豐頤居(1)	8 Lee Kung Street, Hung Hom, Kowloon	Elderly Housing (312 flats)	Residential /Visitor Parking Spaces	7	7	0.022
Cheerful Court 彩頤居(2)	55 Choi Ha Road, Ngau Tau Kok, Kowloon	· Elderly Housing (333 flats) · Residential Care Home for the Elderly (55 beds)	Private car Parking Spaces	48	48	0.124
Jollu Place 樂頤居(3)	2 Pui Shing Lane, Tseung Kwan O, New Territories	· Elderly Housing (243 flats) · Residential Care Home for the Elderly (38 beds)	Private car Parking Spaces	14	19	0.068
			Motocycle Parking Spaces	5		
The Tanner Hill 雋悅(4)	8 Tanner Road, North Point, Hong Kong	· Elderly Housing (588 flats) · Residential Care Home for the Elderly (117 beds)	Residential Parking Spaces	6	15	0.021
			Visitor Parking Spaces	9		
Ventria Residence 曦藝居(5)	17A and 17B Ventris Road, Happy Valley, Hong Kong	· Senior Hostel (68 flats) · Residential Care Home for the Elderly (100 flats) · Church Facilities (2,385 m^2)	Private car Parking Spaces	57	63	0.375
			Coach Lay-Bys	2		
			Taxi/PV Lay-Bys	3		
			L/UL Bay	1		
Proposed Development	Lot Nos 2188 and 398 RP in D.D. 121, Tai Tao Tsuen Hung Shui Kiu	· Senior Housing (72 flats) · Residential Care Home for the Elderly (450 beds)	Private car Parking Spaces	12	20	0.038
			Light Bus Parking Spaces	2		
			Motocycle Parking Spaces	2		

Reference Site	Location	Use	Parking and L/UL Provision		Total Provision	Ratio (Total Provision / Flat + Beds)
			Private car Parking L/UL	1		
			LGV L/UL	2		
			MHGV L/UL	1		

Note: Source: (1) Information is extracted from Blissful Place: https://blissfulplace.hkhs.com/
(2) Information is extracted from Cheerful Court: https://sen.hkhs.com/tc/projects/cheerful-court?id=about-project
(3) Information is extracted from Jolly Place: https://sen.hkhs.com/tc/projects/jolly-place?id=about-project
(4) Information is extracted from The Tanner Hill: https://www.thetannerhill.hkhs.com/en/info/tanner_hill/factsheet/index.html
(5) Information is extracted from gist of approved planning application A/H7/165

Appendix B

Swept Path Analysis

House 25
House 26
House 27
House 28
House 29
House 30
House 31
House 32
House 33
House 35
House 36
House 37
House 38
Road
道路
12.3
15.4
L2
LGV
L
CUL
Fui Sha Wai South Road
FUI SHA WAI SOUT
13.7
RCV
7.5m
EVA
7.3m Width
L3 / L4
LGV / MHGV
LB1
(RCHE)
6m
P1
P2
L1
P3
P4
P5
P6
P7
P8
P9
P10
P11
P12
M1
M2
Driveway
LB2
(RCHE)
ET
E
11.8
FB
L
0 2.5 5 7.5 10

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

Ground Floor Layout

Date	Scale
11/10/2025	1:250

OZZO TECHNOLOGY

Project No.	Rev.
83136	A
Dwg No. GF-0902-Layout	

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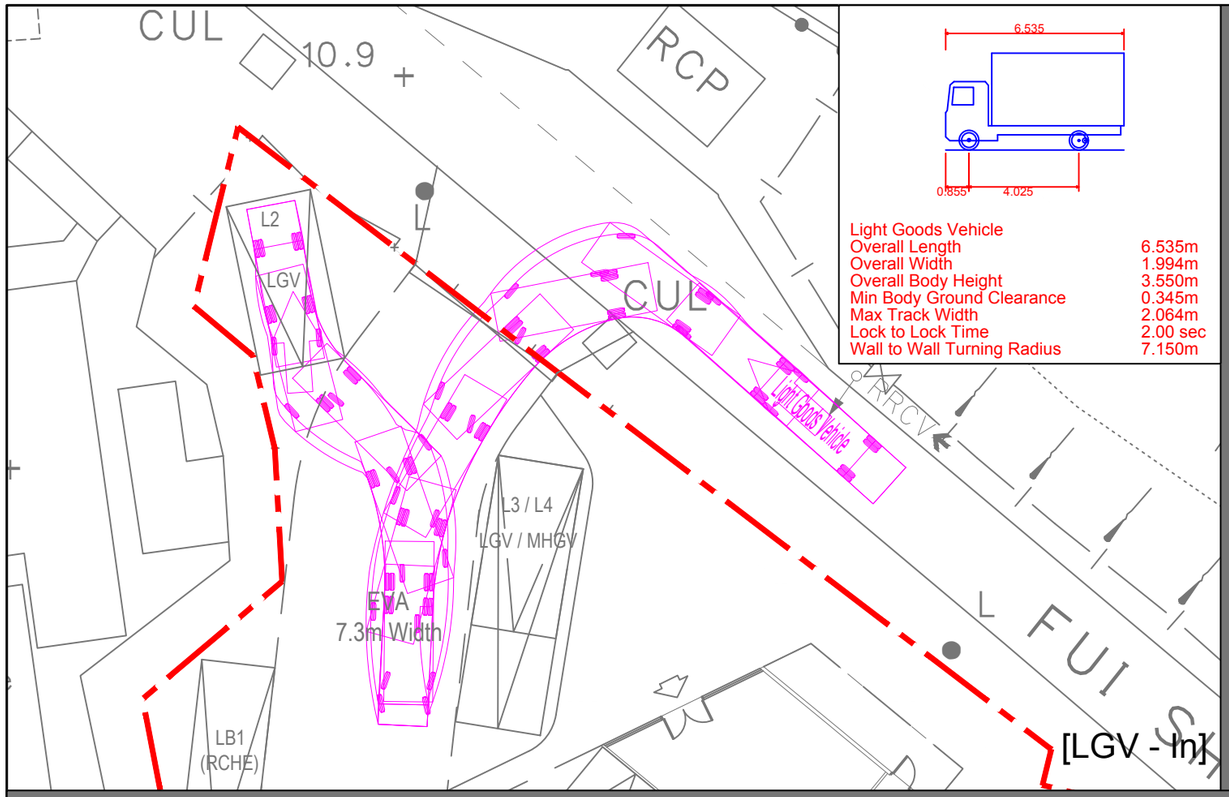
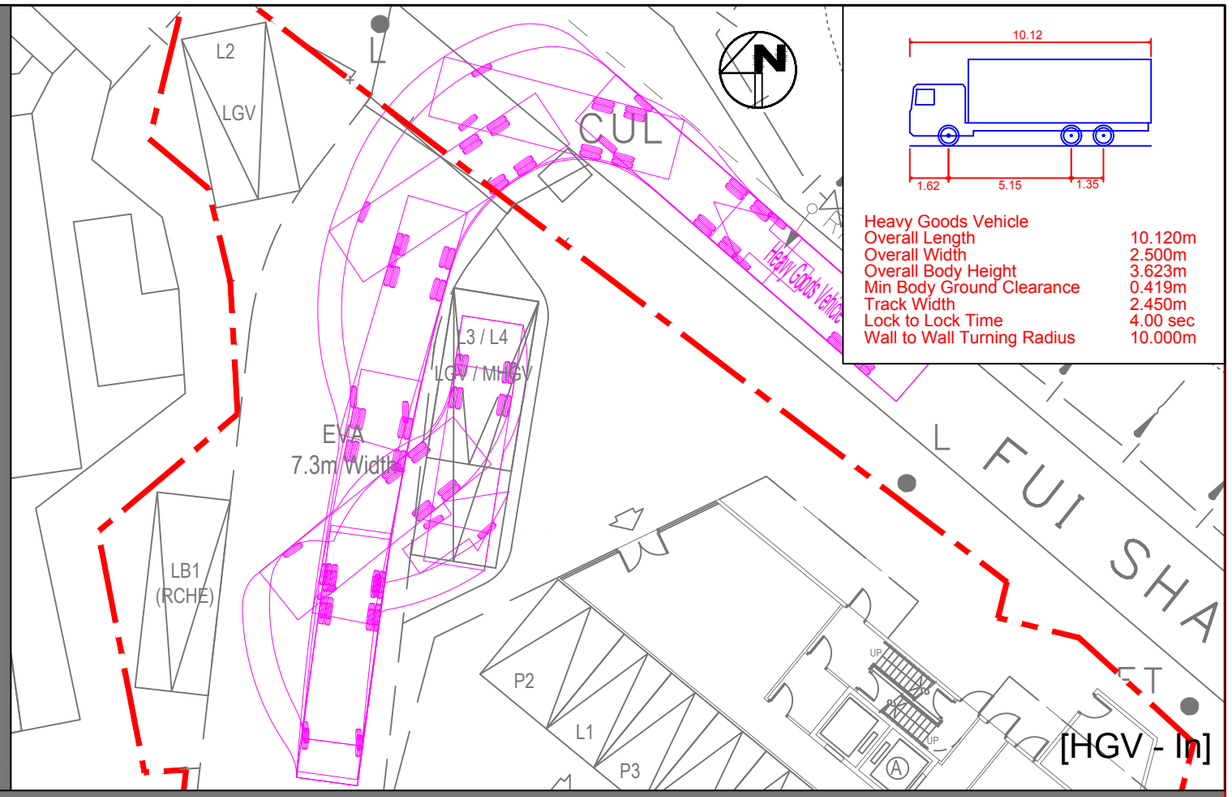
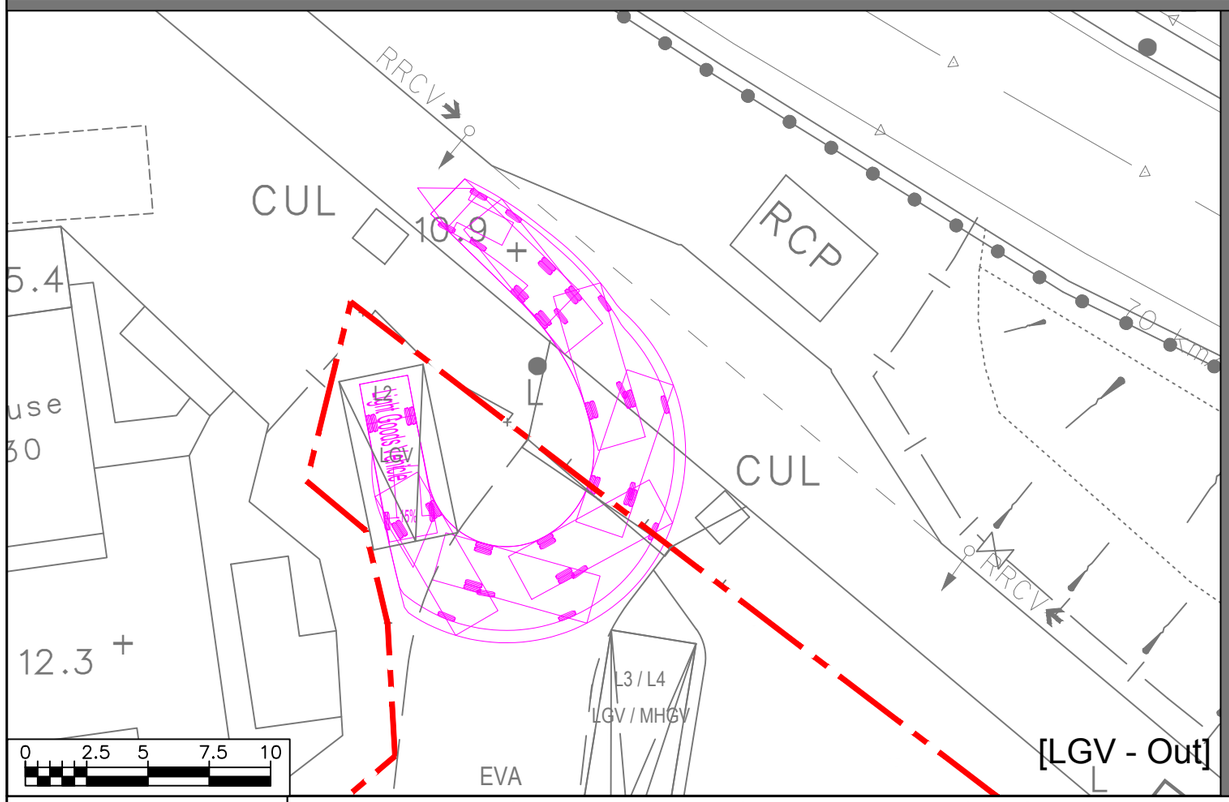
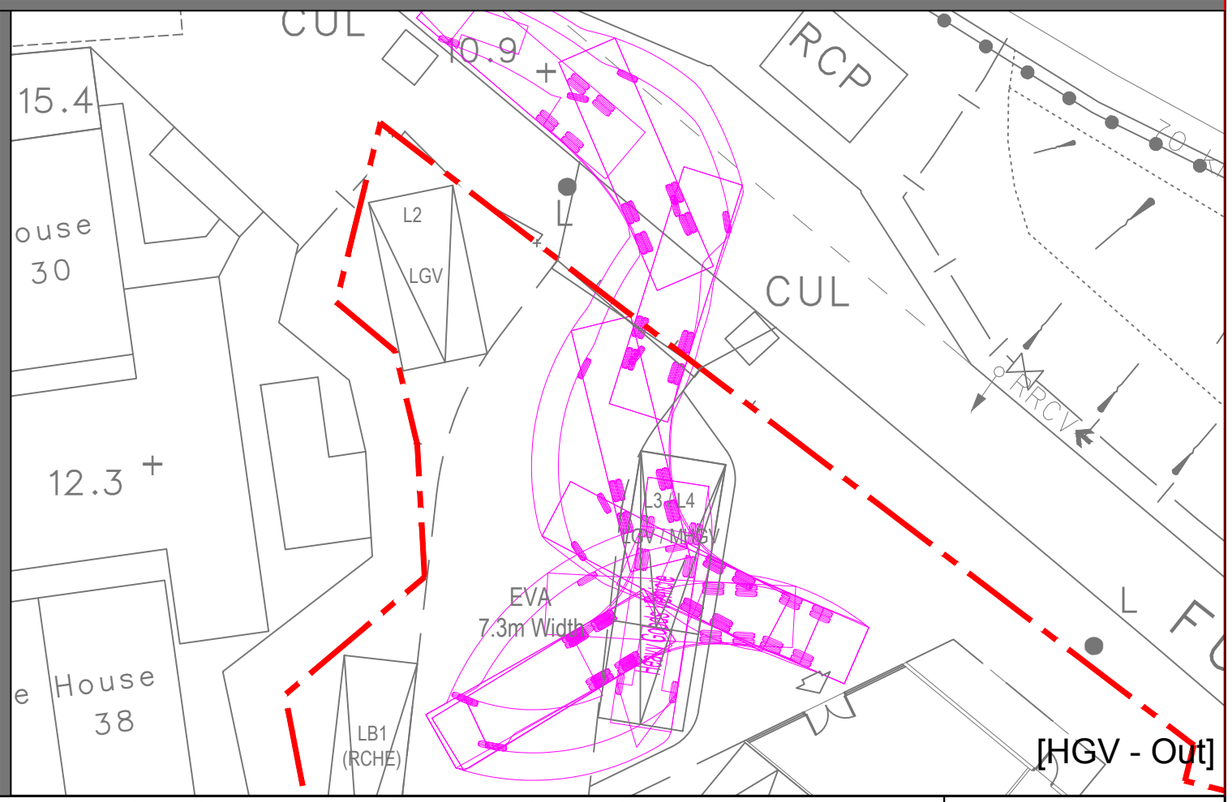


Light Goods Vehicle	
Overall Length	6.535m
Overall Width	1.994m
Overall Body Height	3.550m
Min Body Ground Clearance	0.345m
Max Track Width	2.064m
Lock to Lock Time	2.00 sec
Wall to Wall Turning Radius	7.150m



Heavy Goods Vehicle	
Overall Length	10.120m
Overall Width	2.500m
Overall Body Height	3.623m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock to Lock Time	4.00 sec
Wall to Wall Turning Radius	10.000m





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

Swept Path Assessment on Ground Floor

Date	Scale
11/10/2025	1:250

OZZO TECHNOLOGY

Project No. 83136	Rev. A
Dwg No. GF-0902-SP1	

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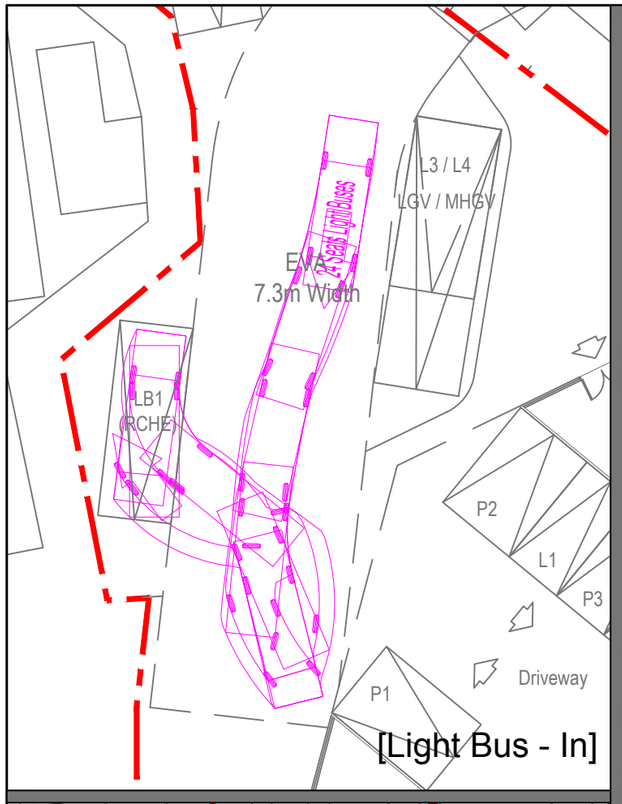
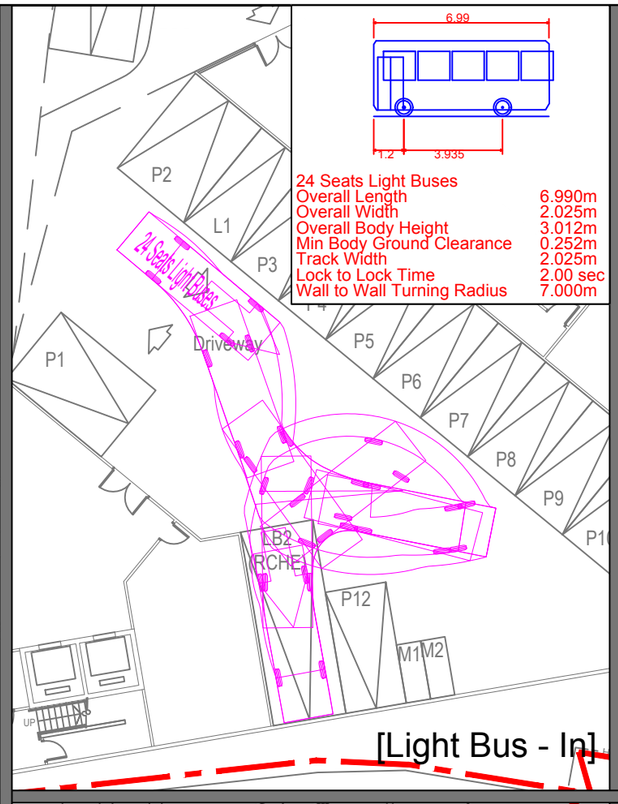


[Light Bus - In]



[Light Bus - In]

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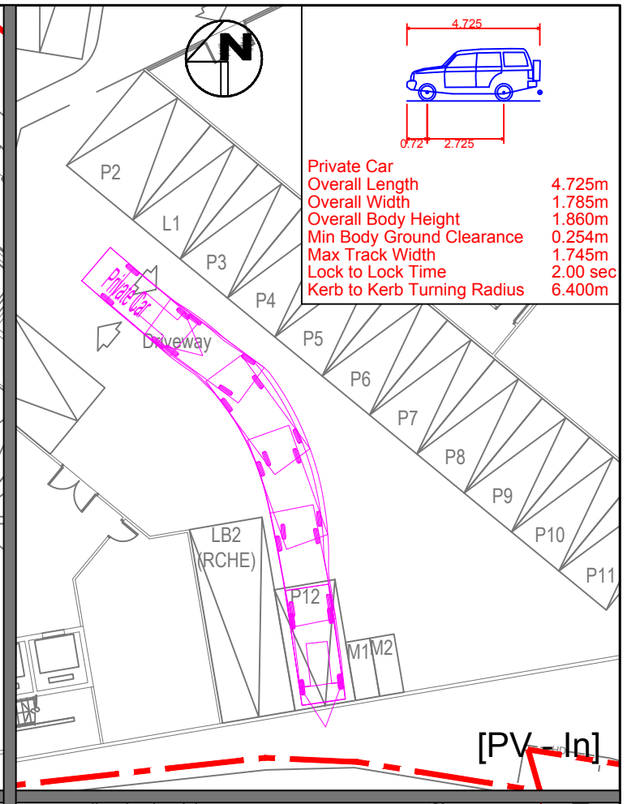
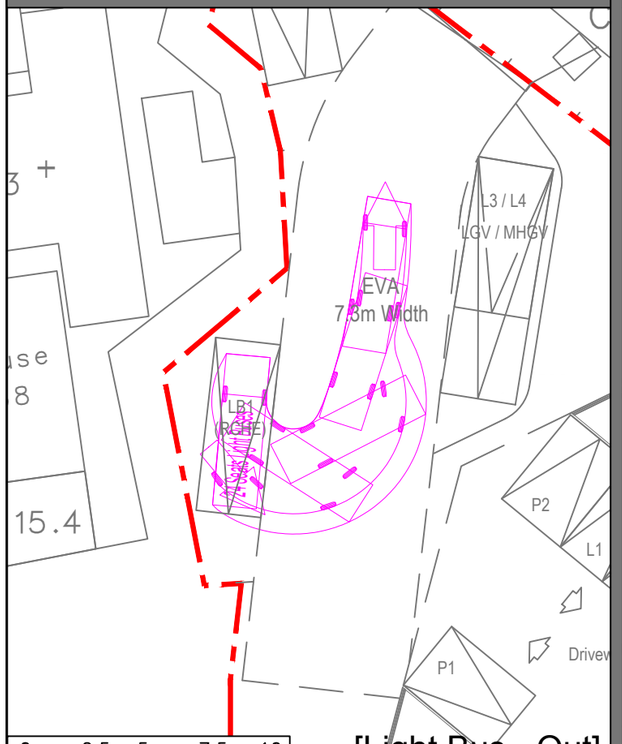
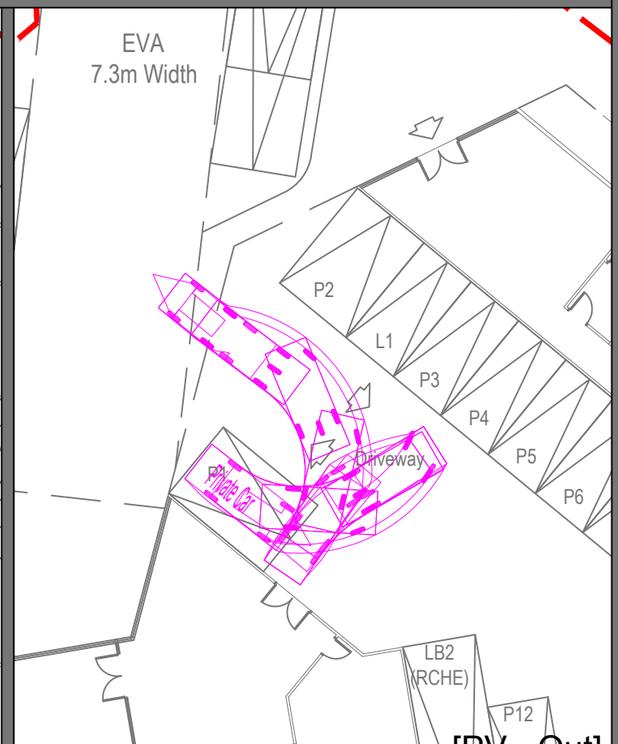


[PV - In]

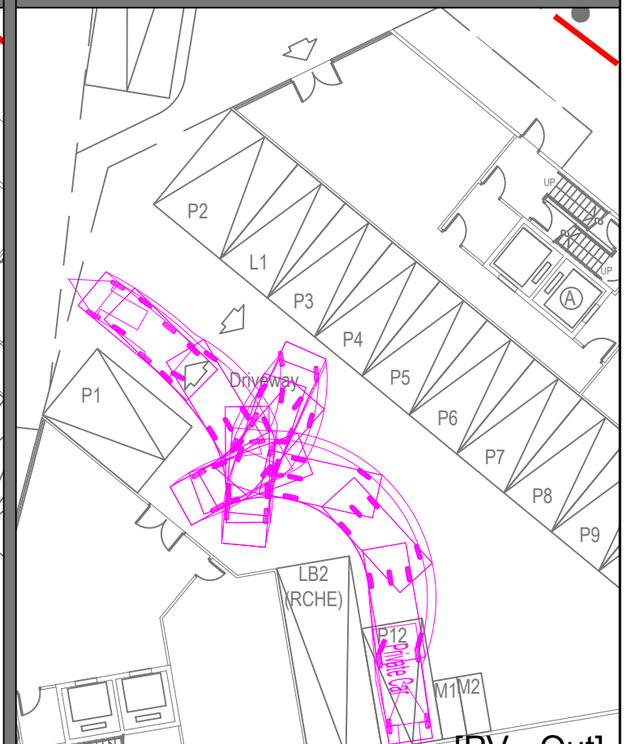


[Light Bus - Out]

[Light Bus - Out]



[PV - Out]



[PV - Out]

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

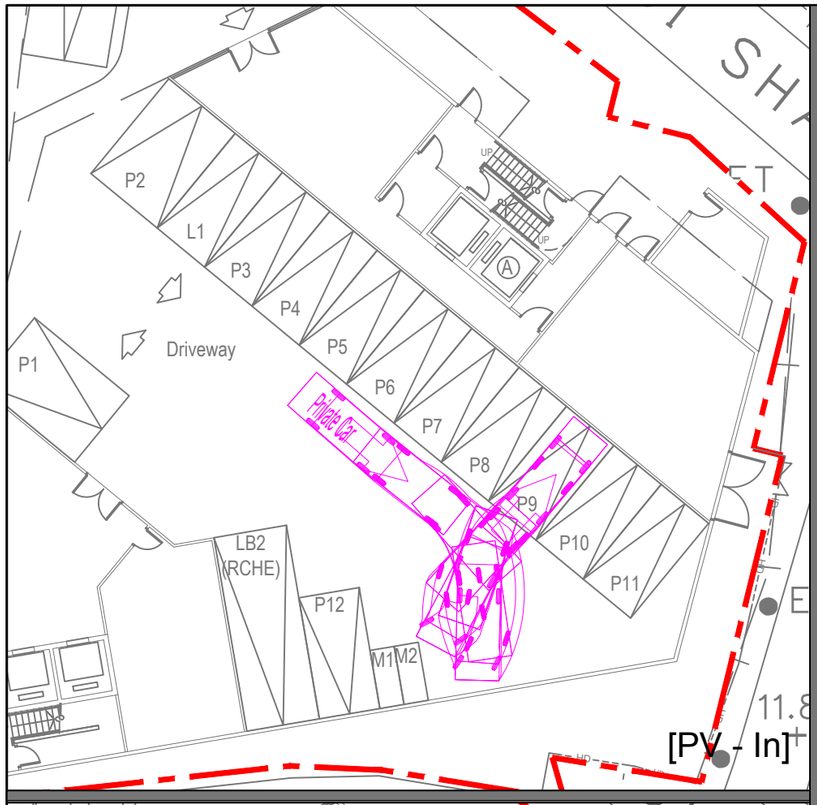
Swept Path Assessment on Ground Floor

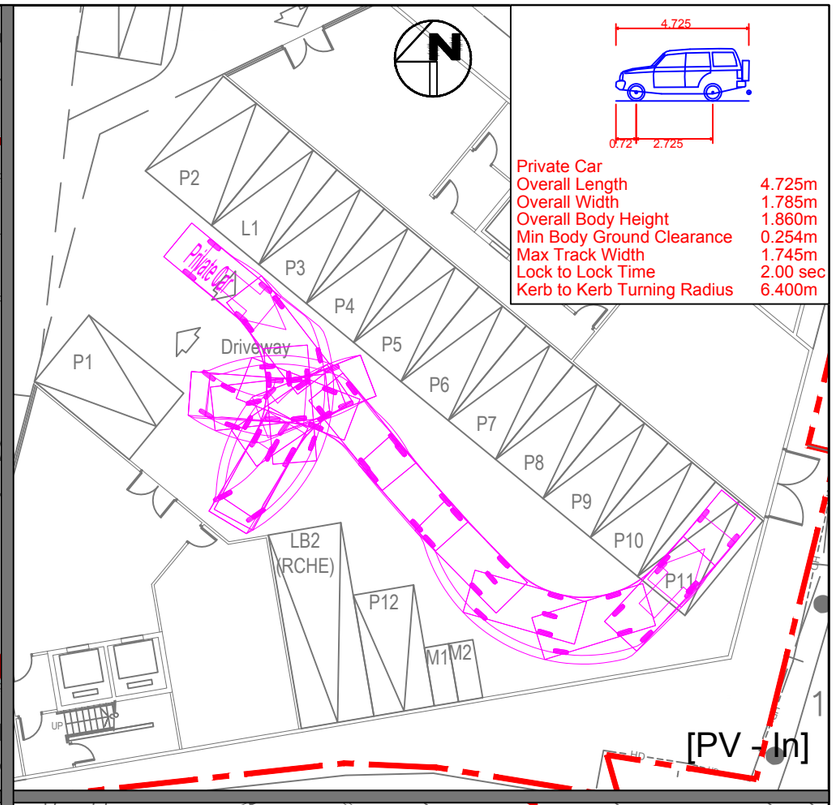
Date	Scale
11/10/2025	1:250

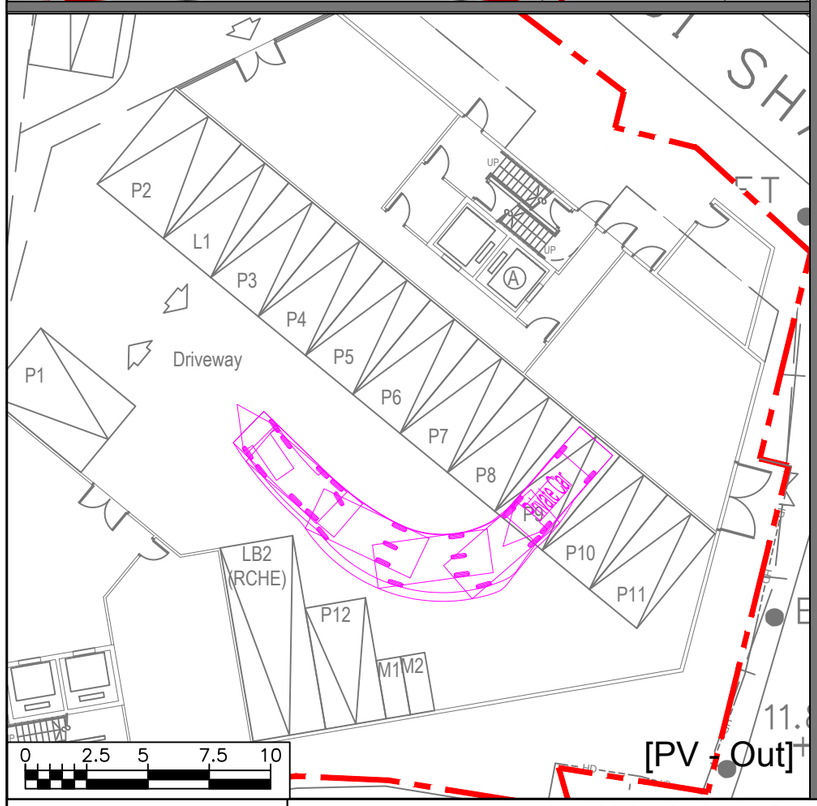
OZZO TECHNOLOGY

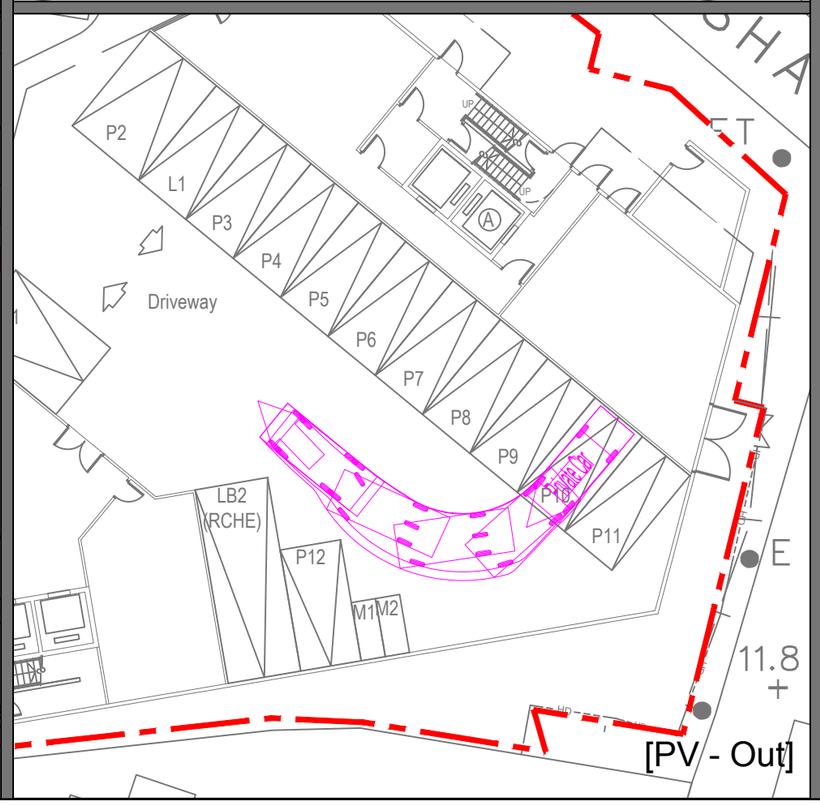
Project No. 83136	Rev. A
Dwg No. GF-0902-SP2	

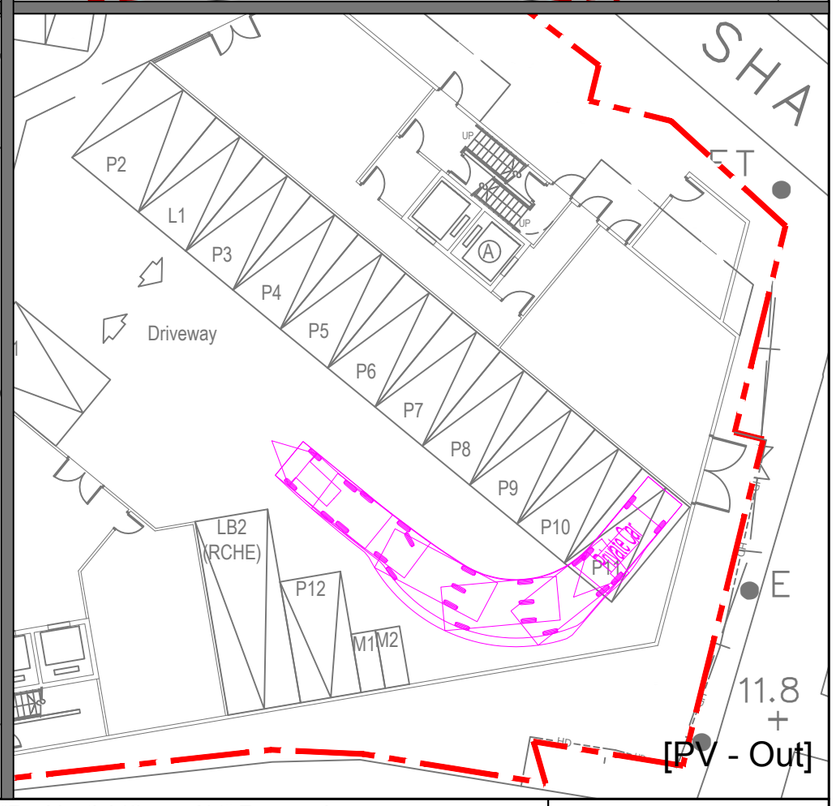
X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\Dwg\83136_0902-SP-A.dwg 2025/10/11 10:02:54











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

Swept Path Assessment on Ground Floor

Date	Scale
11/10/2025	1:250

OZZO TECHNOLOGY

Project No. 83136	Rev. A
Dwg No. GF-0902-SP3	

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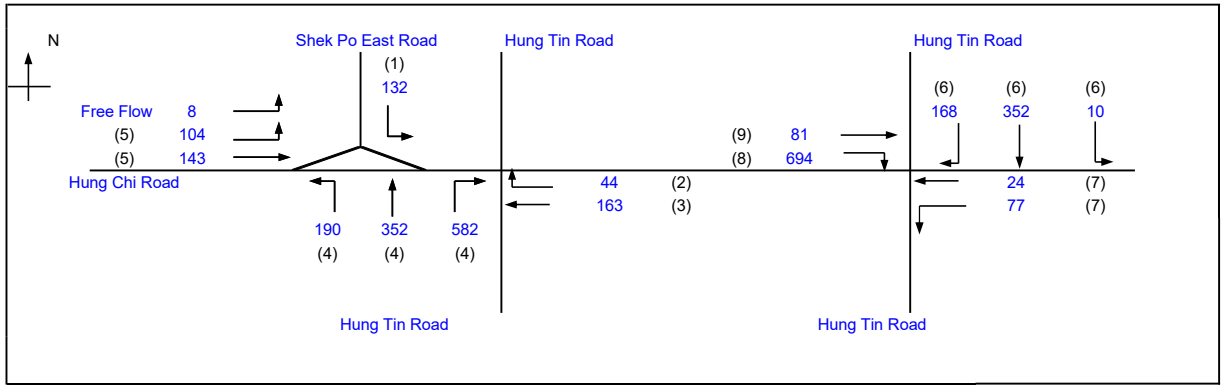
Appendix C

2025 Junction Calculations

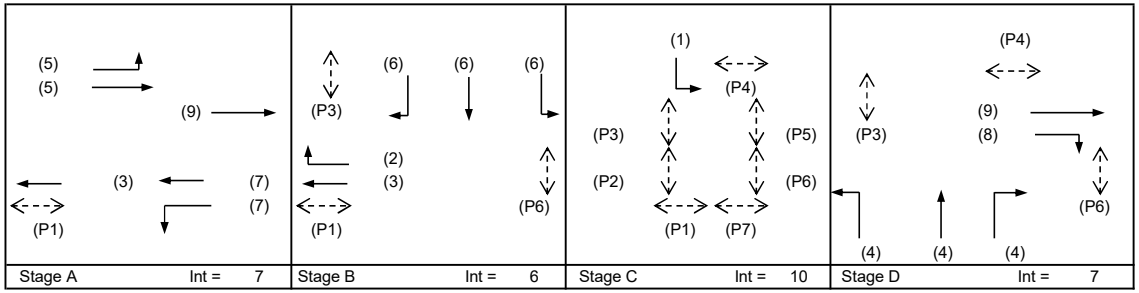
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2025 AM**	Checked By:	DP	九月-25
2025 Observed AM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time
No. of stages per cycle	N =	4
Cycle time	C =	120 sec
Sum(y)	Y =	0.404
Loss time	L =	26 sec
Total Flow	=	3113 pcu
Co	= (1.5*L+5)/(1-Y) =	73.8 sec
Cm	= L/(1-Y) =	43.6 sec
Yult	=	0.705
R.C.ult	= (Yult-Y)/Y*100% =	74.6 %
Cp	= 0.9*L/(0.9-Y) =	47.2 sec
Ymax	= 1-L/C =	0.783
R.C.(P)	= (0.9/Xmax-1)*100% =	15.6 %
R.C.(C)	= (0.9*Ymax-Y)/Y*100% =	74.6 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		62	10
P2	A	6.3	5	5		21	6
P3	A,B,D	10	5	8		96	9
P4	A,B	10.8	5	9		65	10
P5	A	7.2	5	6		21	6
P6	A,B,D	7.5	5	6		99	6
P7	A	11.3	5	9		14	13

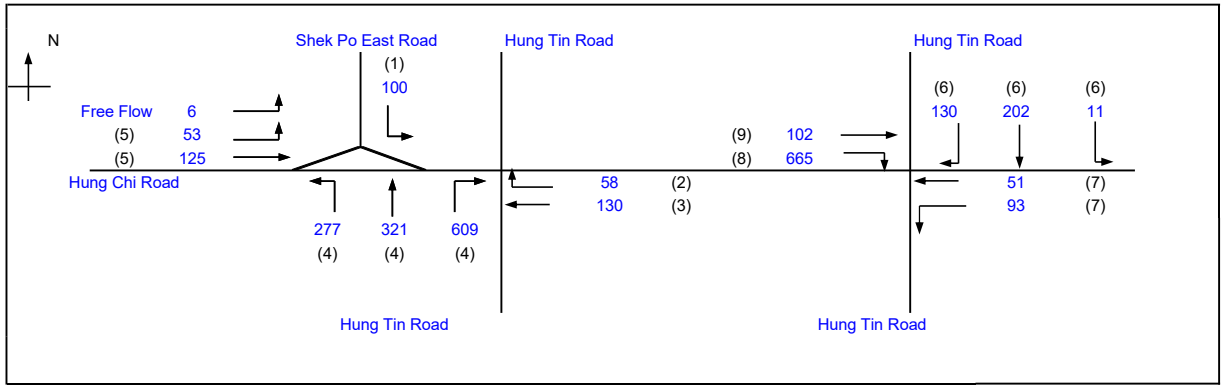
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	104	0		104	1.00	1777			1777	0.058	0.058		14	9	0.169	24	92
SA	A	3.3	5	2				4170		143		143	0.00	4170			4170	0.034			8	9	0.099	12	52
SA	A,B	3.4	3	1				2095		163		163	0.00	2095			2095	0.078			18	40	0.050	0	49
SA	A	3.4	7	1			N	1955		24		24	0.00	1955			1955	0.012			3	9	0.035	12	63
LT	A	4.0	7	1	16		N	2015	77			77	1.00	1842			1842	0.042			10	9	0.121	12	63
RT	B	3.4	2	2	20			4190			44	44	1.00	3898			3898	0.011			3	25	0.012	12	63
LT,SA	B	3.3	6	1	15		N	1945	10	163		173	0.05	1934			1934	0.089	0.089		21	25	0.093	3	34
SA	B	3.5	6	1				2105		188		188	0.00	2105			2105	0.089			21	25	0.093	24	40
RT	B	3.4	6	1	20			2095			168	168	1.00	1949			1949	0.086			20	25	0.089	24	40
LT	C	4.8	1	1	40		N	2095	132			132	1.00	2019			2019	0.065	0.065		15	18	0.094	18	46
LT,SA	D	3.4	4	1	15			2095	190	190		380	0.50	1995			1995	0.190	0.191		44	42	0.118	48	31
SA,RT	D	3.5	4	1	15			2105		162	217	379	0.57	1991			1991	0.191			44	42	0.118	42	31
RT	D	3.5	4	1	15			2105			365	365	1.00	1914			1914	0.191			44	42	0.118	6	16
SA	A,D	3.2	9	1				2075		81		81	0.00	2075			2075	0.039			9	57	0.018	48	31
RT	D	3.5	8	2	19			4210			694	694	1.00	3902			3902	0.178			41	42	0.110	42	31

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

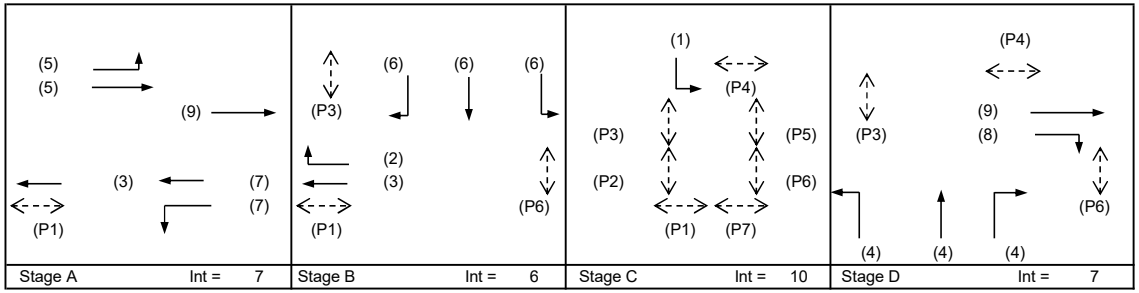
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2025 PM**	Checked By:	DP	九月-25
2025 Observed PM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



			Existing Cycle Time
No. of stages per cycle	N =		4
Cycle time	C =		120 sec
Sum(y)	Y =		0.372
Loss time	L =		26 sec
Total Flow	=		2924 pcu
Co	= (1.5*L+5)/(1-Y)	=	70.0 sec
Cm	= L/(1-Y)	=	41.4 sec
Yult		=	0.705
R.C.ult	= (Yult-Y)/Y*100%	=	89.7 %
Cp	= 0.9*L/(0.9-Y)	=	44.3 sec
Ymax	= 1-L/C	=	0.783
R.C.(P)	= (0.9/Xmax-1)*100%	=	34.4 %
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	89.7 %



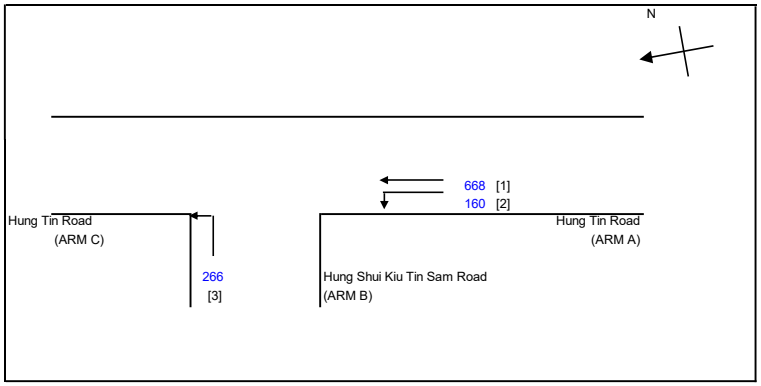
Stage A Int = 7 | Stage B Int = 6 | Stage C Int = 10 | Stage D Int = 7

Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		62	10
P2	A	6.3	5	5		21	6
P3	A,B,D	10	5	8		96	9
P4	A,B	10.8	5	9		65	10
P5	A	7.2	5	6		21	6
P6	A,B,D	7.5	5	6		99	6
P7	A	11.3	5	9		14	13

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	53	0		53	0.99	1778			1778	0.030			8	9	0.086	6	56
SA	A	3.3	5	2				4170		125		125	0.00	4170			4170	0.030			8	9	0.086	9	51
SA	A,B	3.4	3	1				2095		130		130	0.00	2095			2095	0.062			16	40	0.040	6	53
SA	A	3.4	7	1			N	1955		51		51	0.00	1955			1955	0.026			7	9	0.076	18	72
LT	A	4.0	7	1	16		N	2015	93			93	1.00	1842			1842	0.050	0.050		13	9	0.145	18	72
RT	B	3.4	2	2	20			4190			58	58	1.00	3898			3898	0.015			4	25	0.015	18	72
LT,SA	B	3.3	6	1	15		N	1945	11	91		102	0.11	1925			1925	0.053			13	25	0.055	3	35
SA	B	3.5	6	1				2105		111		111	0.00	2105			2105	0.053			13	25	0.055	12	37
RT	B	3.4	6	1	20			2095			130	130	1.00	1949			1949	0.067	0.067		17	25	0.069	12	37
LT	C	4.8	1	1	40		N	2095	100			100	1.00	2019			2019	0.049	0.049		12	18	0.071	12	44
LT,SA	D	3.4	4	1	15			2095	277	126		402	0.69	1960			1960	0.205	0.206		52	42	0.127	48	32
SA,RT	D	3.5	4	1	15			2105		195	216	411	0.53	2000			2000	0.205			52	42	0.127	48	32
RT	D	3.5	4	1	15			2105			393	393	1.00	1914			1914	0.206			52	42	0.127	6	16
SA	A,D	3.2	9	1				2075		102		102	0.00	2075			2075	0.049			12	57	0.022	48	32
RT	D	3.5	8	2	19			4210			665	665	1.00	3902			3902	0.170			43	42	0.106	48	32

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday AM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-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	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	160	(pcu/hr)
q a-c	=	668	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	266	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

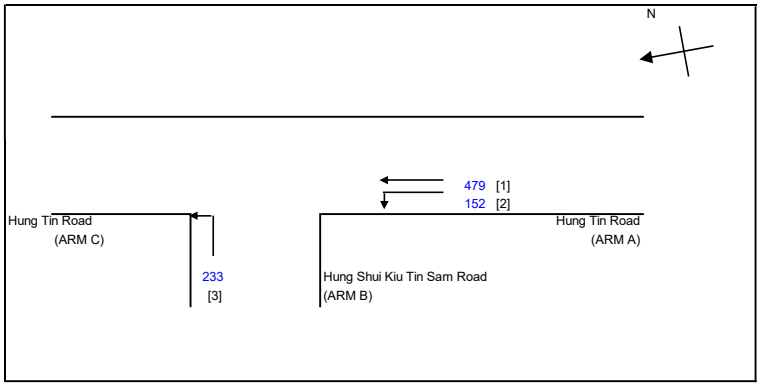
Q b-a	=	249			
Q b-c	=	549	Q b-c (O) =	549	
Q c-b	=	304			
TOTAL FLOW	=	1095	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.4849
DFC c-b	=	0.0000

CRITICAL DFC = 0.48

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday PM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-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	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	152	(pcu/hr)
q a-c	=	479	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	233	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	279			
Q b-c	=	602	Q b-c (O) =	602	
Q c-b	=	336			
TOTAL FLOW	=	863	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

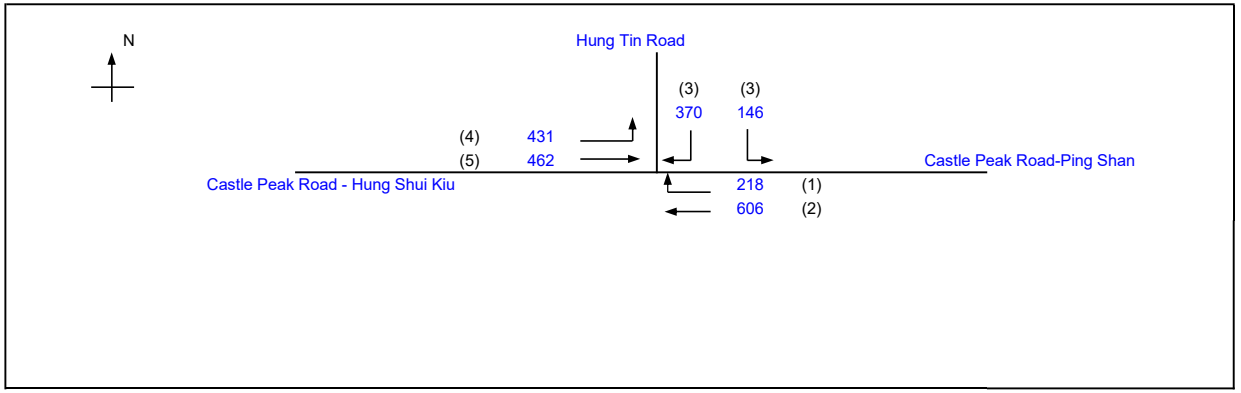
DFC b-a	=	0.0000
DFC b-c	=	0.3870
DFC c-b	=	0.0000

CRITICAL DFC = 0.39

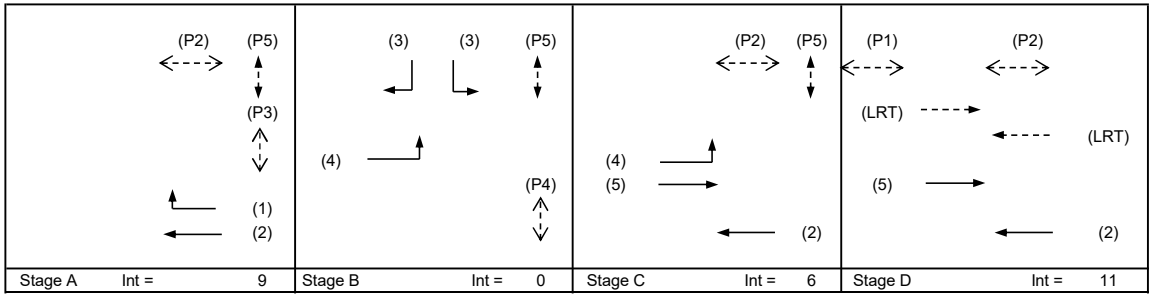
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2025 Observed AM Peak Hour Traffic Flows	**2025 AM** Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time
No. of stages per cycle	N =	4
Cycle time	C =	130 sec
Sum(y)	Y =	0.336
Loss time	L =	49 sec
Total Flow	=	2234 pcu
Co = (1.5*L+5)/(1-Y)	=	118.3 sec
Cm = L/(1-Y)	=	73.8 sec
Yult	=	0.533
R.C.ult = (Yult-Y)/Y*100%	=	58.3 %
Cp = 0.9*L/(0.9-Y)	=	78.2 sec
Ymax = 1-L/C	=	0.623
R.C.(P) = (0.9/Xmax-1)*100%	=	43.3 %
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	66.7 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	86	9
P3	A	9.6	5	8	3	18	9
P4	B	12.3	8	10	1	26	7
P5	A,B,C	10.0	5	8	9	77	8

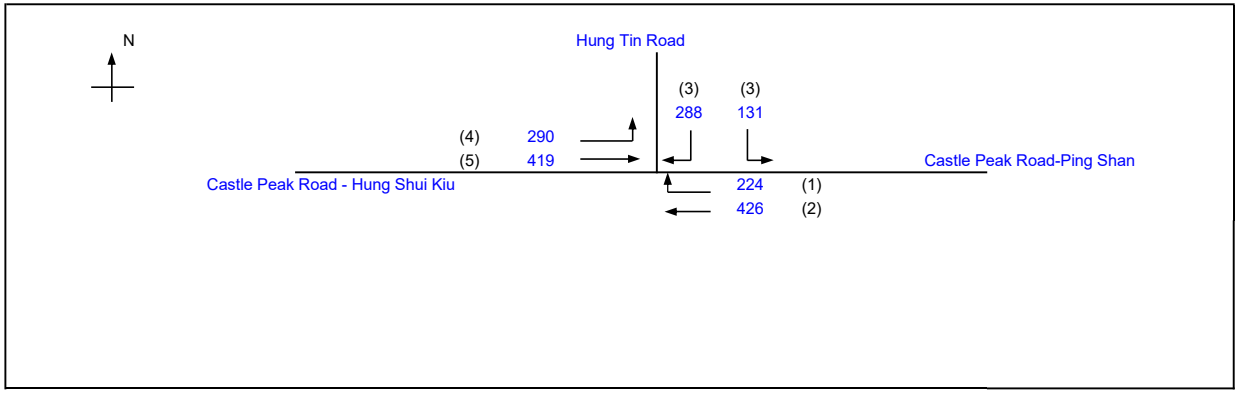
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		606		606	0.00	4100			4100	0.148			36	88	0.082	21	7
RT	A	3.40	1	1	75			2095			218	218	1.00	2054			2054	0.106	0.106		26	22	0.237	36	53
LT	B	3.30	3	1	17		N	1945	146			146	1.00	1787			1787	0.082			20	29	0.138	24	41
LT,RT	B	3.50	3	1	21			2105	0		185	185	1.00	1965			1965	0.094			23	29	0.159	30	42
RT	B	3.50	3	1	21			2105			185	185	1.00	1965			1965	0.094			23	29	0.159	30	42
LT	B,C	3.85	4	1	22		N	2000	431			431	1.00	1872			1872	0.230	0.230		55	59	0.191	48	25
SA	C,D	3.70	5	2				4250		462		462	0.00	4250			4250	0.109			26	56	0.095	27	22
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

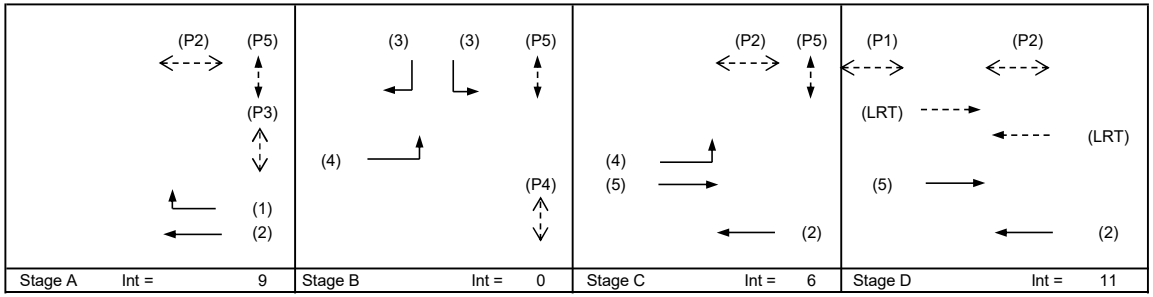
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2025 Observed PM Peak Hour Traffic Flows	**2025 PM** Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130	sec
Sum(y)	Y =	0.264	
Loss time	L =	49	sec
Total Flow	=	1777	pcu
Co = (1.5*L+5)/(1-Y)	=	106.6	sec
Cm = L/(1-Y)	=	66.5	sec
Yult	=	0.533	
R.C.ult = (Yult-Y)/Y*100%	=	101.9	%
Cp = 0.9*L/(0.9-Y)	=	69.3	sec
Ymax = 1-L/C	=	0.623	
R.C.(P) = (0.9/Xmax-1)*100%	=	52.7	%
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	112.7	%

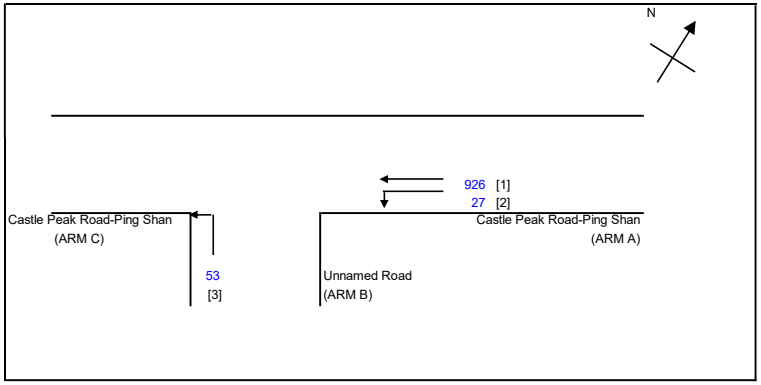


Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	88	9
P3	A	9.6	5	8	3	20	9
P4	B	12.3	8	10	1	24	7
P5	A,B,C	10.0	5	8	9	77	8

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		426		426	0.00	4100			4100	0.104			32	90	0.057	12	6
RT	A	3.40	1	1	75			2095			224	224	1.00	2054			2054	0.109	0.109		33	24	0.222	36	50
LT	B	3.30	3	1	17		N	1945	131			131	1.00	1787			1787	0.073			23	27	0.133	18	42
LT,RT	B	3.50	3	1	21			2105	0		144	144	1.00	1965			1965	0.073			23	27	0.133	24	42
RT	B	3.50	3	1	21			2105			144	144	1.00	1965			1965	0.073			23	27	0.133	24	42
LT	B,C	3.85	4	1	22		N	2000	290			290	1.00	1872			1872	0.155	0.155		48	57	0.133	30	23
SA	C,D	3.70	5	2				4250		419		419	0.00	4250			4250	0.098			30	56	0.086	24	21
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday AM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-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	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	27	(pcu/hr)
q a-c	=	926	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	53	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

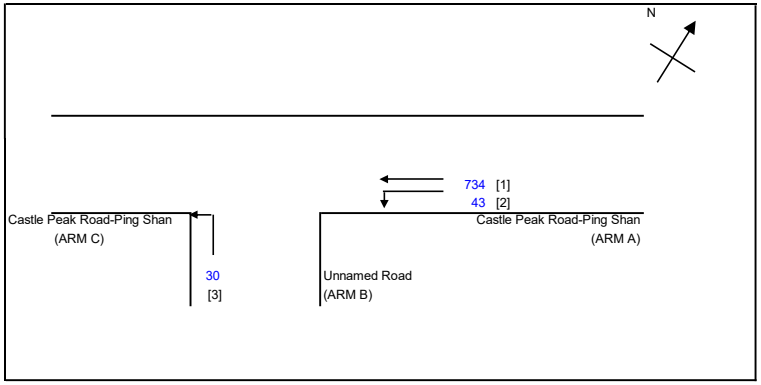
Q b-a	=	220			
Q b-c	=	610	Q b-c (O) =	610	
Q c-b	=	293			
TOTAL FLOW	=	1006	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0872
DFC c-b	=	0.0000

CRITICAL DFC = 0.09

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday PM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-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	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	43	(pcu/hr)
q a-c	=	734	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	30	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

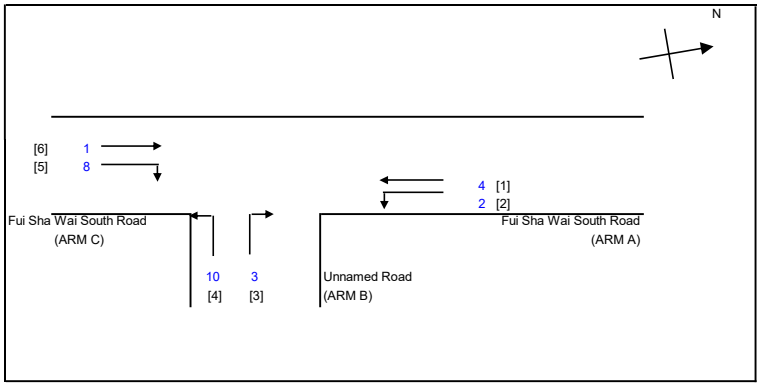
Q b-a	=	247			
Q b-c	=	668	Q b-c (O) =	668	
Q c-b	=	320			
TOTAL FLOW	=	807	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0455
DFC c-b	=	0.0000

CRITICAL DFC = 0.05

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J5: Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday AM Peak Hour Traffic Flows		J5_Fui Sha Wai South Road_Tai To Tsuen Road_Unnamed Road_P.xls	REVIEWED BY:	SC	Sep-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	=	3.93	(metres)
W cr	=	0	(metres)
q a-b	=	2	(pcu/hr)
q a-c	=	4	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	1.87	(metres)
Vr c-b	=	21	(metres)
q c-a	=	1	(pcu/hr)
q c-b	=	7.6	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.8	(metres)
W b-c	=	3.8	(metres)
Vl b-a	=	57	(metres)
Vr b-a	=	64	(metres)
Vr b-c	=	64	(metres)
q b-a	=	3	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.91313
E	=	0.9671
F	=	0.75849
Y	=	0.86459
F for (Qb-ac)	=	0.7619

THE CAPACITY OF MOVEMENT :

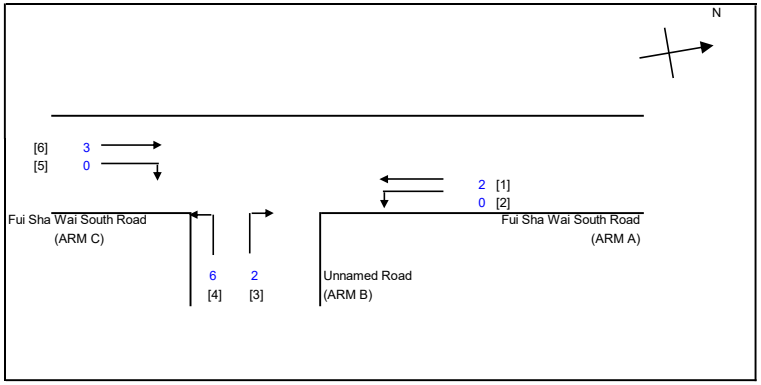
Q b-a	=	568			
Q b-c	=	719	Q b-c (O) =	718.1	
Q c-b	=	564			
TOTAL FLOW	=	27	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0053
DFC b-c	=	0.0134
DFC c-b	=	0.0135

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J5: Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday PM Peak Hour Traffic Flows		J5_Fui Sha Wai South Road_Tai To Tsuen Road_Unnamed Road_P.xls	REVIEWED BY:	SC	Sep-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	=	3.93	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	2	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	1.87	(metres)
Vr c-b	=	21	(metres)
q c-a	=	2.8	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.8	(metres)
W b-c	=	3.8	(metres)
Vl b-a	=	57	(metres)
Vr b-a	=	64	(metres)
Vr b-c	=	64	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	6	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.91313
E	=	0.9671
F	=	0.75849
Y	=	0.86459
F for (Qb-ac)	=	0.74359

THE CAPACITY OF MOVEMENT :

Q b-a	=	571			
Q b-c	=	720	Q b-c (O) =	719.4	
Q c-b	=	565			
TOTAL FLOW	=	13	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0035
DFC b-c	=	0.0081
DFC c-b	=	0.0000

CRITICAL DFC = 0.01

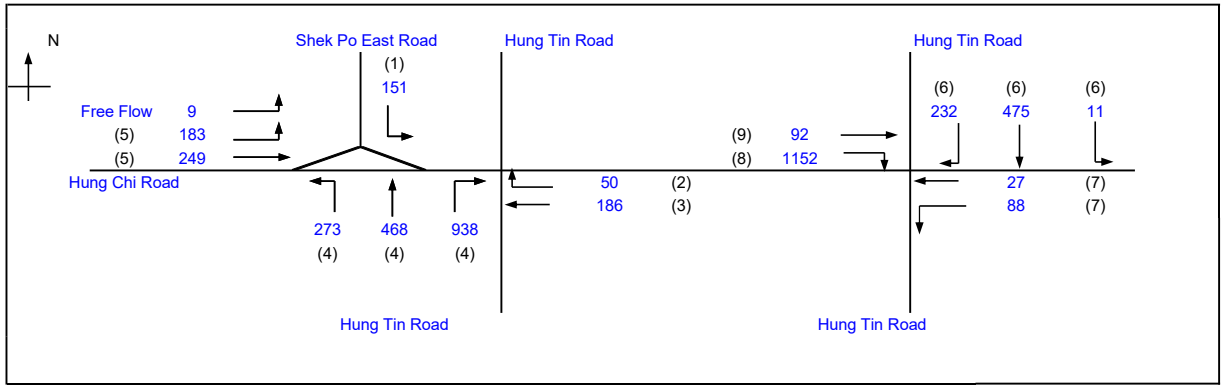
Appendix D

2034 Junction Calculations

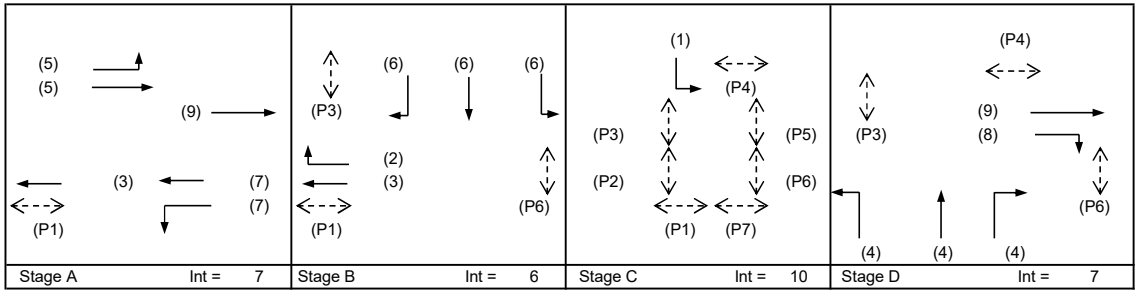
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2034 Ref AM**	Checked By:	DP	九月-25
2034 Reference AM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time
No. of stages per cycle	N =	4
Cycle time	C =	120 sec
Sum(y)	Y =	0.593
Loss time	L =	26 sec
Total Flow	=	4575 pcu
Co = (1.5*L+5)/(1-Y)	=	108.1 sec
Cm = L/(1-Y)	=	63.9 sec
Yult	=	0.705
R.C.ult = (Yult-Y)/Y*100%	=	18.9 %
Cp = 0.9*L/(0.9-Y)	=	76.2 sec
Ymax = 1-L/C	=	0.783
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	18.9 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		57	10
P2	A	6.3	5	5		15	6
P3	A,B,D	10	5	8		89	9
P4	A,B	10.8	5	9		64	10
P5	A	7.2	5	6		15	6
P6	A,B,D	7.5	5	6		92	6
P7	A	11.3	5	9		8	13

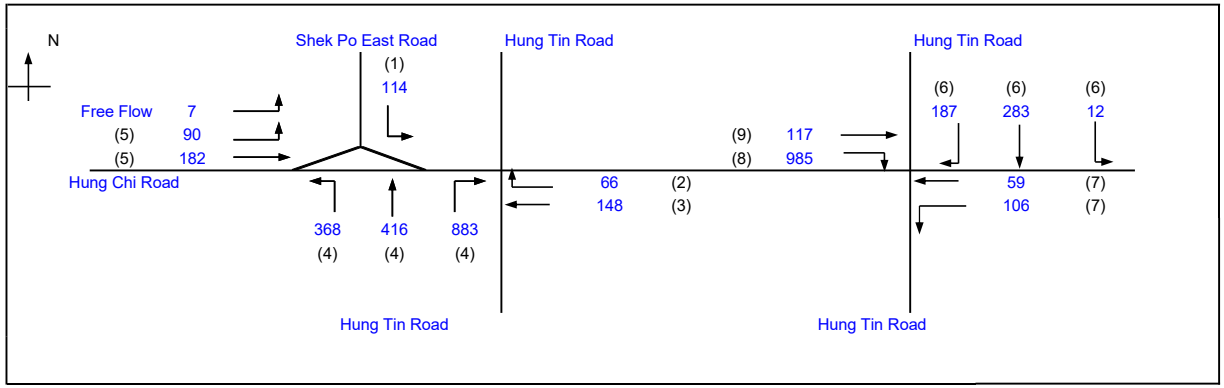
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	183	0		183	1.00	1777			1777	0.103	0.103		16	16	0.164	30	66
SA	A	3.3	5	2				4170		249		249	0.00	4170			4170	0.060			9	16	0.095	21	45
SA	A,B	3.4	3	1				2095		186		186	0.00	2095			2095	0.089			14	41	0.056	0	42
SA	A	3.4	7	1			N	1955		27		27	0.00	1955			1955	0.014			2	16	0.022	12	46
LT	A	4.0	7	1	16		N	2015	88			88	1.00	1842			1842	0.048			8	16	0.076	12	46
RT	B	3.4	2	2	20			4190			50	50	1.00	3898			3898	0.013			2	19	0.018	12	46
LT,SA	B	3.4	6	1	15		N	1955	11	222		233	0.05	1946			1946	0.120	0.120		19	19	0.164	3	39
SA	B	3.5	6	1				2105		253		253	0.00	2105			2105	0.120			19	19	0.164	42	60
RT	B	3.4	6	1	20			2095			232	232	1.00	1949			1949	0.119			19	19	0.163	42	59
LT	C	4.8	1	1	40		N	2095	151			151	1.00	2019			2019	0.075	0.075		12	12	0.164	30	73
LT,SA	D	3.4	4	1	15			2095	273	298		571	0.48	1999			1999	0.285			45	47	0.159	66	34
SA,RT	D	3.5	4	1	15			2105		170	391	561	0.70	1968			1968	0.285			45	47	0.158	66	34
RT	D	3.5	4	1	15			2105			547	547	1.00	1914			1914	0.286			45	47	0.159	6	10
SA	A,D	3.2	9	1				2075		92		92	0.00	2075			2075	0.044			7	69	0.017	66	34
RT	D	3.5	8	2	19			4210			1152	1152	1.00	3902			3902	0.295	0.295		47	47	0.164	66	34

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

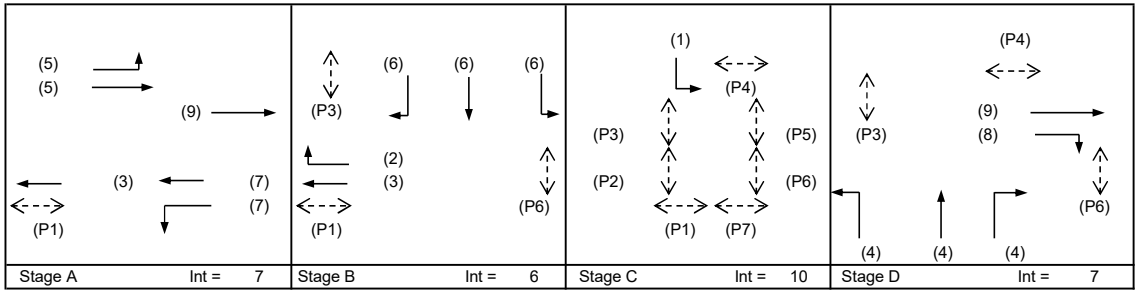
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2034 Ref PM**	Checked By:	DP	九月-25
2034 Reference PM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



			Existing Cycle Time
No. of stages per cycle	N =		4
Cycle time	C =		120 sec
Sum(y)	Y =		0.494
Loss time	L =		26 sec
Total Flow	=		4016 pcu
Co	= (1.5*L+5)/(1-Y)	=	87.0 sec
Cm	= L/(1-Y)	=	51.4 sec
Yult	=		0.705
R.C.ult	= (Yult-Y)/Y*100%	=	42.6 %
Cp	= 0.9*L/(0.9-Y)	=	57.7 sec
Ymax	= 1-L/C	=	0.783
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	42.6 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		50	10
P2	A	6.3	5	5		14	6
P3	A,B,D	10	5	8		94	9
P4	A,B	10.8	5	9		70	10
P5	A	7.2	5	6		14	6
P6	A,B,D	7.5	5	6		97	6
P7	A	11.3	5	9		7	13

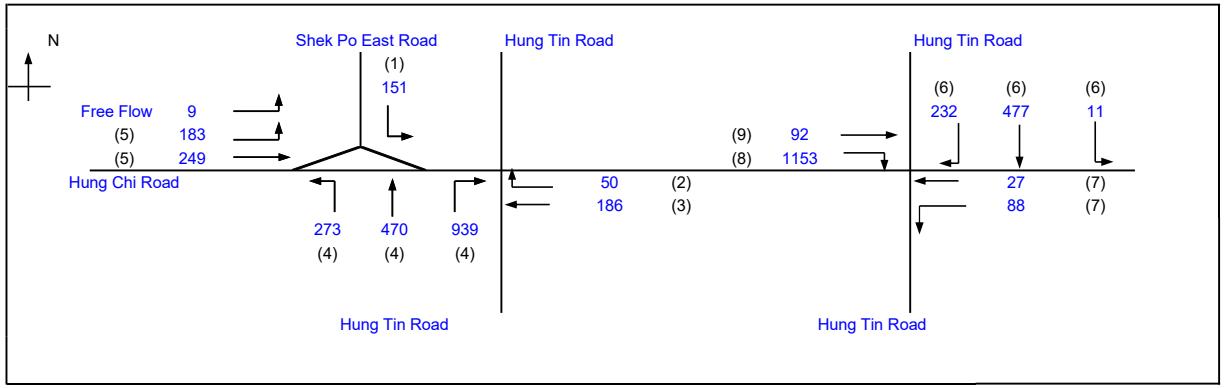
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	90	0		90	1.00	1777			1777	0.051			10	11	0.120	12	59
SA	A	3.3	5	2				4170		182		182	0.00	4170			4170	0.044			8	11	0.104	15	51
SA	A,B	3.4	3	1				2095		148		148	0.00	2095			2095	0.071			13	35	0.052	6	50
SA	A	3.4	7	1			N	1955		59		59	0.00	1955			1955	0.030			6	11	0.072	18	64
LT	A	4.0	7	1	16		N	2015	106			106	1.00	1842			1842	0.058	0.058		11	11	0.137	18	64
RT	B	3.4	2	2	20			4190			66	66	1.00	3898			3898	0.017			3	18	0.024	18	64
LT,SA	B	3.3	6	1	15		N	1945	12	129		141	0.09	1929			1929	0.073			14	18	0.104	3	40
SA	B	3.5	6	1				2105		154		154	0.00	2105			2105	0.073			14	18	0.104	18	47
RT	B	3.4	6	1	20			2095			187	187	1.00	1949			1949	0.096	0.096		18	18	0.137	24	47
LT	C	4.8	1	1	40		N	2095	114			114	1.00	2019			2019	0.056	0.056		11	11	0.137	18	63
LT,SA	D	3.4	4	1	15			2095	368	190		558	0.66	1965			1965	0.284			54	54	0.137	60	26
SA,RT	D	3.5	4	1	15			2105		226	339	564	0.60	1986			1986	0.284	0.284		54	54	0.137	54	26
RT	D	3.5	4	1	15			2105			544	544	1.00	1914			1914	0.284			54	54	0.137	6	10
SA	A,D	3.2	9	1				2075		117		117	0.00	2075			2075	0.056			11	71	0.021	60	26
RT	D	3.5	8	2	19			4210			985	985	1.00	3902			3902	0.252			48	54	0.121	54	26

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

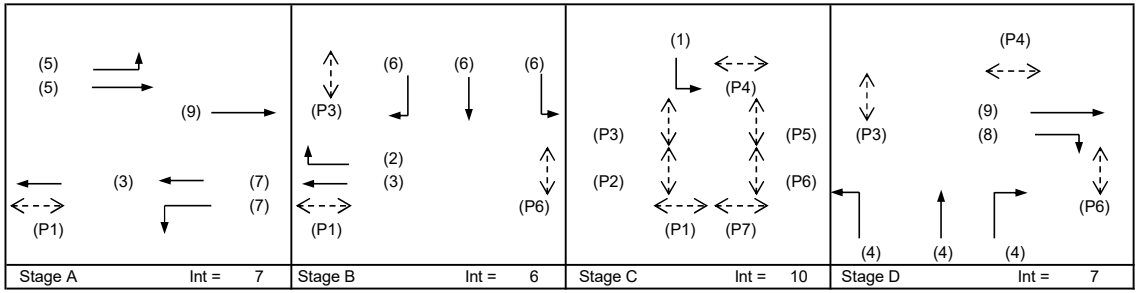
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2034 Des AM**	Checked By:	DP	九月-25
2034 Design AM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



			Existing Cycle Time
No. of stages per cycle	N =		4
Cycle time	C =		120 sec
Sum(y)	Y =		0.594
Loss time	L =		26 sec
Total Flow	=		4581 pcu
Co	= (1.5*L+5)/(1-Y)	=	108.4 sec
Cm	= L/(1-Y)	=	64.0 sec
Yult		=	0.705
R.C.ult	= (Yult-Y)/Y*100%	=	18.7 %
Cp	= 0.9*L/(0.9-Y)	=	76.5 sec
Ymax	= 1-L/C	=	0.783
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	18.7 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		57	10
P2	A	6.3	5	5		15	6
P3	A,B,D	10	5	8		89	9
P4	A,B	10.8	5	9		64	10
P5	A	7.2	5	6		15	6
P6	A,B,D	7.5	5	6		92	6
P7	A	11.3	5	9		8	13

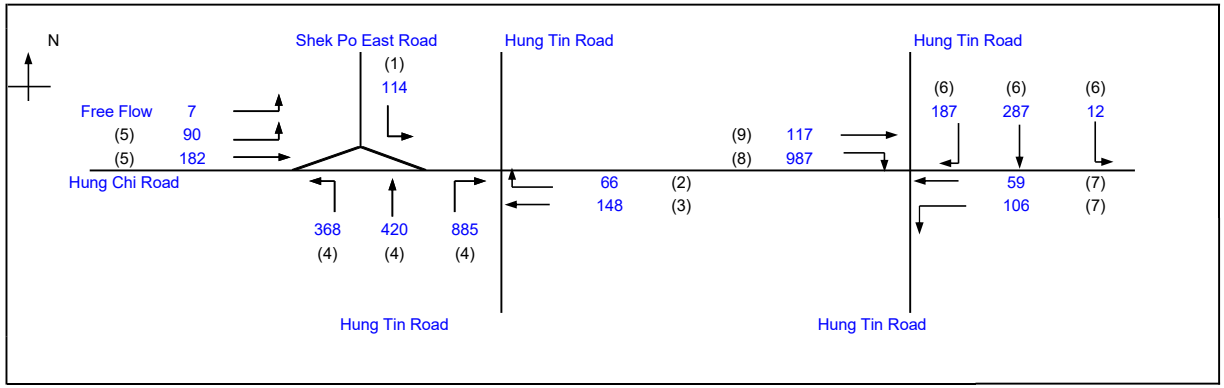
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	183	0		183	1.00	1777			1777	0.103	0.103		16	16	0.164	30	66
SA	A	3.3	5	2				4170		249		249	0.00	4170			4170	0.060			9	16	0.095	21	45
SA	A,B	3.4	3	1				2095		186		186	0.00	2095			2095	0.089			14	41	0.056	0	42
SA	A	3.4	7	1			N	1955		27		27	0.00	1955			1955	0.014			2	16	0.022	12	46
LT	A	4.0	7	1	16		N	2015	88			88	1.00	1842			1842	0.048			8	16	0.076	12	46
RT	B	3.4	2	2	20			4190			50	50	1.00	3898			3898	0.013			2	19	0.017	12	46
LT,SA	B	3.3	6	1	15		N	1945	11	223		234	0.05	1936			1936	0.121	0.121		19	19	0.164	3	39
SA	B	3.5	6	1				2105		254		254	0.00	2105			2105	0.121			19	19	0.164	42	60
RT	B	3.4	6	1	20			2095			232	232	1.00	1949			1949	0.119			19	19	0.162	42	59
LT	C	4.8	1	1	40		N	2095	151			151	1.00	2019			2019	0.075	0.075		12	12	0.164	30	73
LT,SA	D	3.4	4	1	15			2095	273	299		572	0.48	1999			1999	0.286			45	47	0.159	66	34
SA,RT	D	3.5	4	1	15			2105		171	391	562	0.70	1968			1968	0.286			45	47	0.159	66	34
RT	D	3.5	4	1	15			2105			548	548	1.00	1914			1914	0.286			45	47	0.159	6	10
SA	A,D	3.2	9	1				2075		92		92	0.00	2075			2075	0.044			7	69	0.017	66	34
RT	D	3.5	8	2	19			4210			1153	1153	1.00	3902			3902	0.295	0.295		47	47	0.164	66	34

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

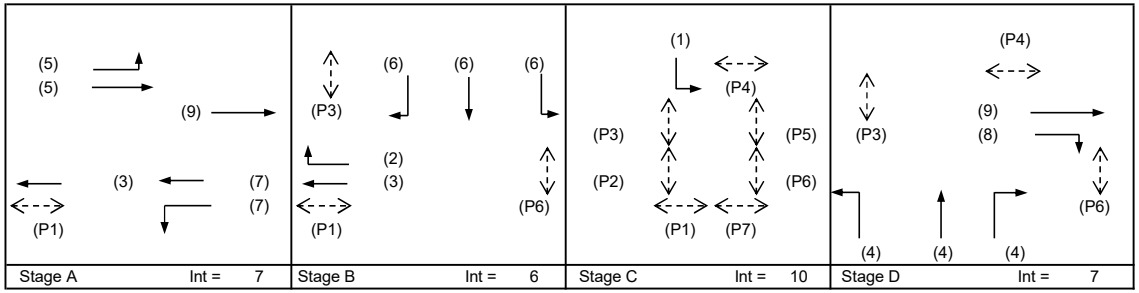
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2034 Des PM**	Checked By:	DP	九月-25
2034 Design PM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time
No. of stages per cycle	N =	4
Cycle time	C =	120 sec
Sum(y)	Y =	0.495
Loss time	L =	26 sec
Total Flow	=	4028 pcu
Co = (1.5*L+5)/(1-Y)	=	87.2 sec
Cm = L/(1-Y)	=	51.5 sec
Yult	=	0.705
R.C.ult = (Yult-Y)/Y*100%	=	42.3 %
Cp = 0.9*L/(0.9-Y)	=	57.8 sec
Ymax = 1-L/C	=	0.783
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	42.3 %

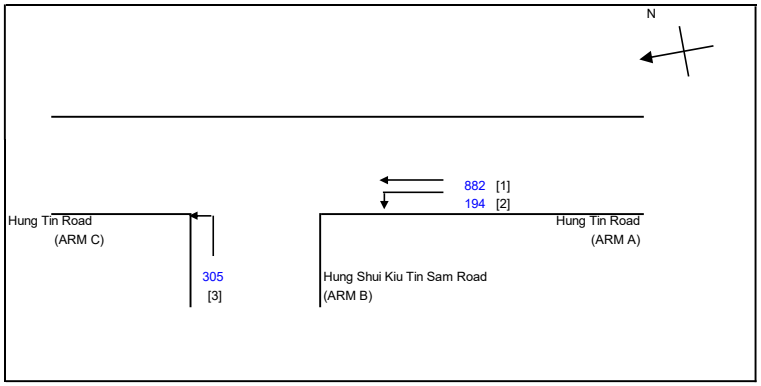


Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		50	10
P2	A	6.3	5	5		14	6
P3	A,B,D	10	5	8		94	9
P4	A,B	10.8	5	9		70	10
P5	A	7.2	5	6		14	6
P6	A,B,D	7.5	5	6		97	6
P7	A	11.3	5	9		7	13

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	90	0		90	1.00	1777			1777	0.051			10	11	0.121	12	60
SA	A	3.3	5	2				4170		182		182	0.00	4170			4170	0.044			8	11	0.104	15	51
SA	A,B	3.4	3	1				2095		148		148	0.00	2095			2095	0.071			13	35	0.052	6	51
SA	A	3.4	7	1			N	1955		59		59	0.00	1955			1955	0.030			6	11	0.072	18	64
LT	A	4.0	7	1	16		N	2015	106			106	1.00	1842			1842	0.058	0.058		11	11	0.137	18	64
RT	B	3.4	2	2	20			4190			66	66	1.00	3898			3898	0.017			3	18	0.024	18	64
LT,SA	B	3.3	6	1	15		N	1945	12	131		143	0.08	1929			1929	0.074			14	18	0.106	3	40
SA	B	3.5	6	1				2105		156		156	0.00	2105			2105	0.074			14	18	0.106	24	47
RT	B	3.4	6	1	20			2095			187	187	1.00	1949			1949	0.096	0.096		18	18	0.137	24	47
LT	C	4.8	1	1	40		N	2095	114			114	1.00	2019			2019	0.056	0.056		11	11	0.137	18	63
LT,SA	D	3.4	4	1	15			2095	368	192		560	0.66	1966			1966	0.285			54	54	0.137	60	26
SA,RT	D	3.5	4	1	15			2105		228	339	567	0.60	1986			1986	0.285	0.285		54	54	0.137	54	26
RT	D	3.5	4	1	15			2105			546	546	1.00	1914			1914	0.285			54	54	0.137	6	10
SA	A,D	3.2	9	1				2075		117		117	0.00	2075			2075	0.056			11	71	0.021	60	26
RT	D	3.5	8	2	19			4210			987	987	1.00	3902			3902	0.253			48	54	0.122	54	26

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Ref AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Reference Weekday AM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-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	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	194	(pcu/hr)
q a-c	=	882	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	305	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

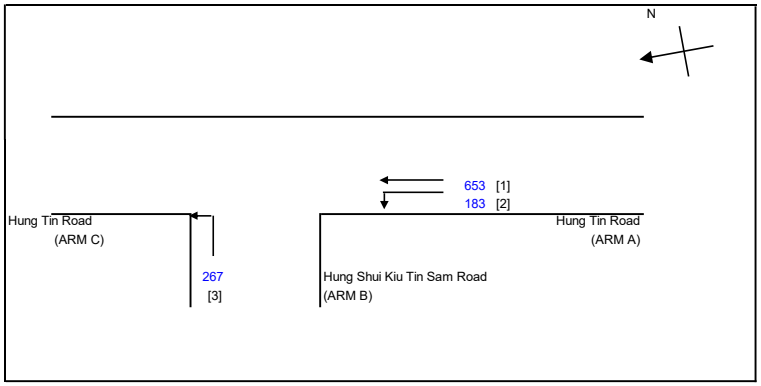
Q b-a	=	213			
Q b-c	=	487	Q b-c (O) =	487	
Q c-b	=	265			
TOTAL FLOW	=	1381	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.6263
DFC c-b	=	0.0000

CRITICAL DFC = 0.63

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Ref PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Reference Weekday PM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-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	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	183	(pcu/hr)
q a-c	=	653	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	267	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

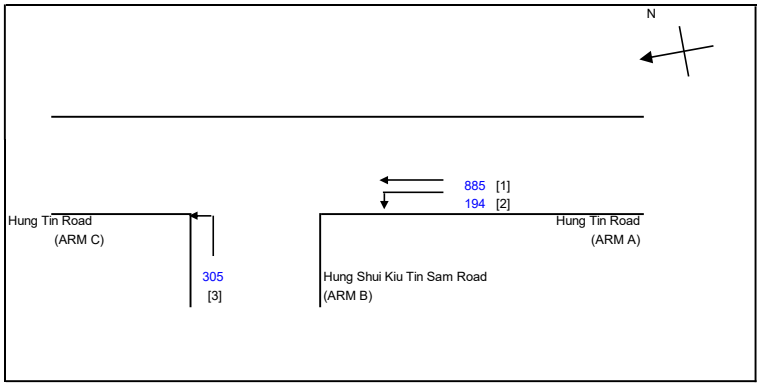
Q b-a	=	250			
Q b-c	=	551	Q b-c (O) =	551	
Q c-b	=	303			
TOTAL FLOW	=	1103	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.4846
DFC c-b	=	0.0000

CRITICAL DFC = 0.48

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Des AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Design Weekday AM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-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	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	194	(pcu/hr)
q a-c	=	885	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	305	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

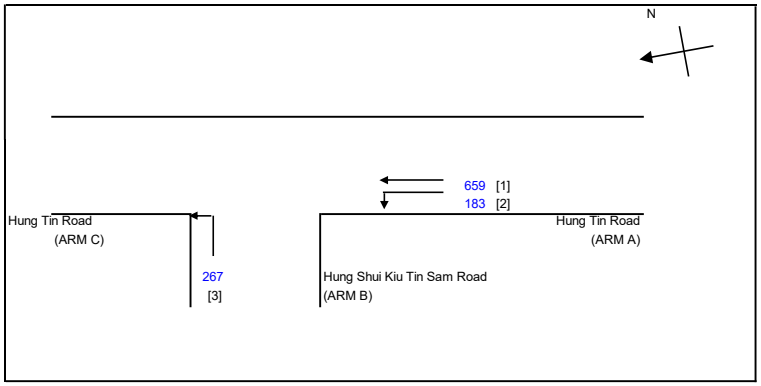
Q b-a	=	212			
Q b-c	=	486	Q b-c (O) =	486	
Q c-b	=	264			
TOTAL FLOW	=	1384	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.6276
DFC c-b	=	0.0000

CRITICAL DFC = 0.63

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Des PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Design Weekday PM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-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	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	183	(pcu/hr)
q a-c	=	659	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	267	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	249			
Q b-c	=	549	Q b-c (O) =	549	
Q c-b	=	302			
TOTAL FLOW	=	1109	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

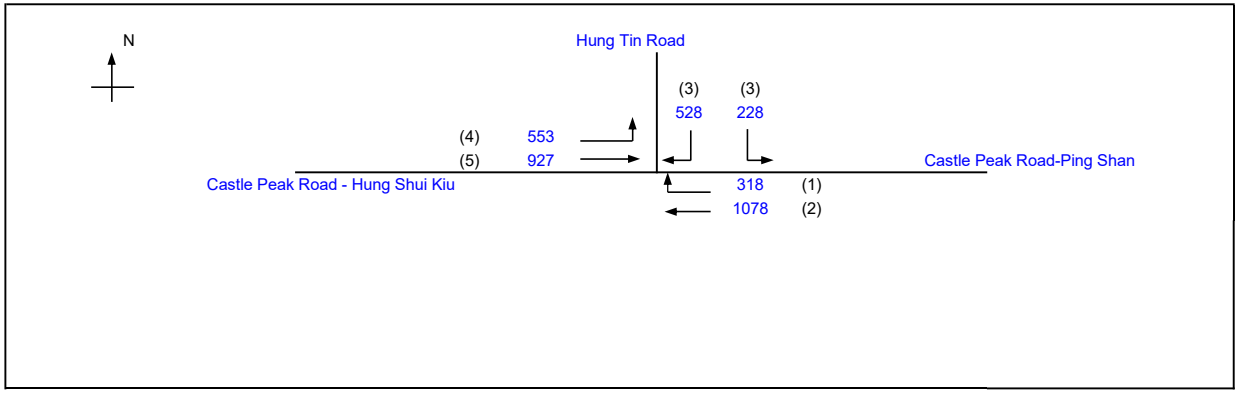
DFC b-a	=	0.0000
DFC b-c	=	0.4863
DFC c-b	=	0.0000

CRITICAL DFC = 0.49

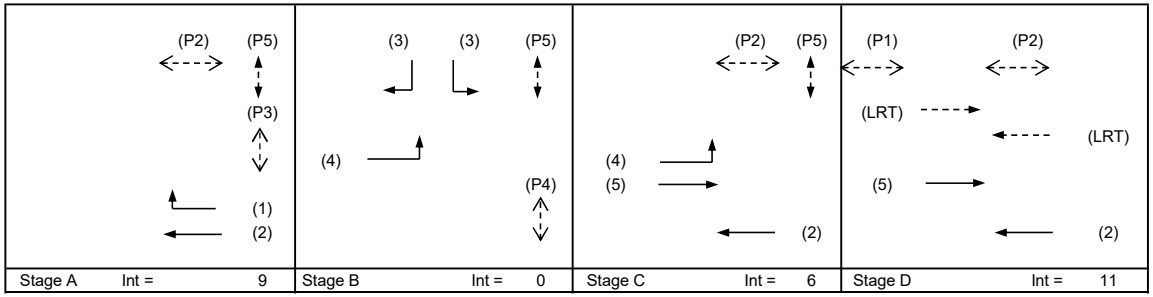
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2034 Reference AM Peak Hour Traffic Flows	**2034 Ref AM**	Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130	sec
Sum(y)	Y =	0.450	
Loss time	L =	49	sec
Total Flow	=	3632	pcu
Co = (1.5*L+5)/(1-Y)	=	142.8	sec
Cm = L/(1-Y)	=	89.1	sec
Yult	=	0.533	
R.C.ult = (Yult-Y)/Y*100%	=	18.3	%
Cp = 0.9*L/(0.9-Y)	=	98.0	sec
Ymax = 1-L/C	=	0.623	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	24.6	%



Stage A	Int =	9	Stage B	Int =	0	Stage C	Int =	6	Stage D	Int =	11

Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	91	9
P3	A	9.6	5	8	3	24	9
P4	B	12.3	8	10	1	21	7
P5	A,B,C	10.0	5	8	9	77	8

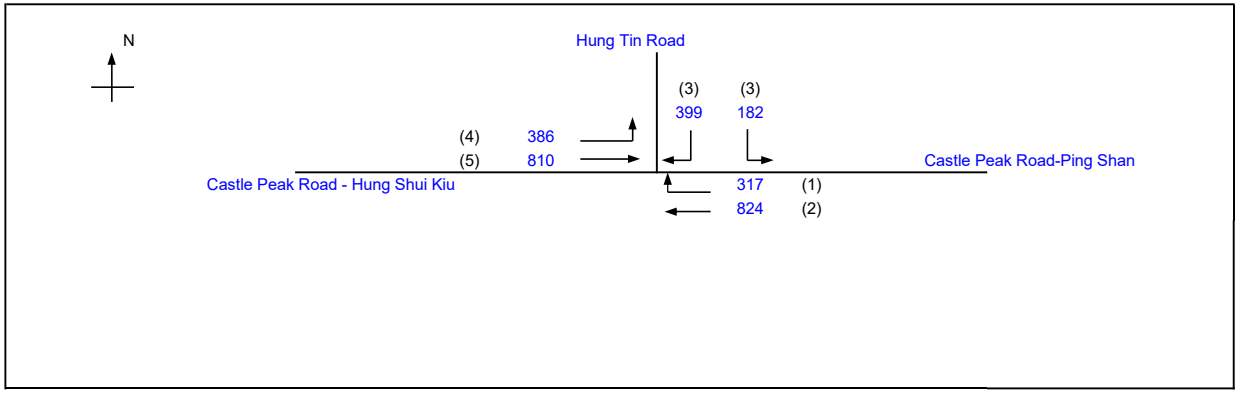
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		1078		1078	0.00	4100			4100	0.263			47	93	0.139	33	7
RT	A	3.40	1	1	75			2095			318	318	1.00	2054			2054	0.155	0.155		28	28	0.272	54	52
LT	B	3.30	3	1	17		N	1945	228			228	1.00	1787			1787	0.128			23	24	0.259	36	55
LT,RT	B	3.50	3	1	21			2105	0		264	264	1.00	1965			1965	0.134			24	24	0.272	48	56
RT	B	3.50	3	1	21			2105			264	264	1.00	1965			1965	0.134			24	24	0.272	48	56
LT	B,C	3.85	4	1	22		N	2000	553			553	1.00	1872			1872	0.295	0.295		53	53	0.272	66	35
SA	C,D	3.70	5	2				4250		927		927	0.00	4250			4250	0.218			39	55	0.194	57	26
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

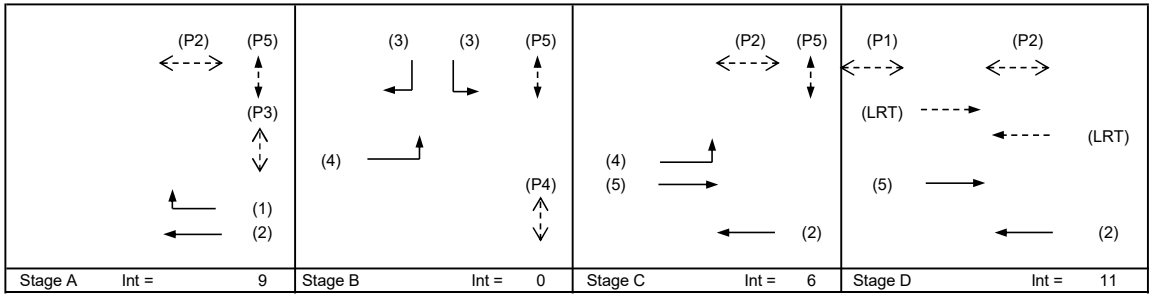
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2034 Reference PM Peak Hour Traffic Flows	**2034 Ref PM** Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130	sec
Sum(y)	Y =	0.360	
Loss time	L =	49	sec
Total Flow	=	2918	pcu
Co = (1.5*L+5)/(1-Y)	=	122.8	sec
Cm = L/(1-Y)	=	76.6	sec
Yult	=	0.533	
R.C.ult = (Yult-Y)/Y*100%	=	47.7	%
Cp = 0.9*L/(0.9-Y)	=	81.7	sec
Ymax = 1-L/C	=	0.623	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	55.6	%



Stage A	Int =	9	Stage B	Int =	0	Stage C	Int =	6	Stage D	Int =	11

Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	92	9
P3	A	9.6	5	8	3	31	9
P4	B	12.3	8	10	1	20	7
P5	A,B,C	10.0	5	8	9	77	8

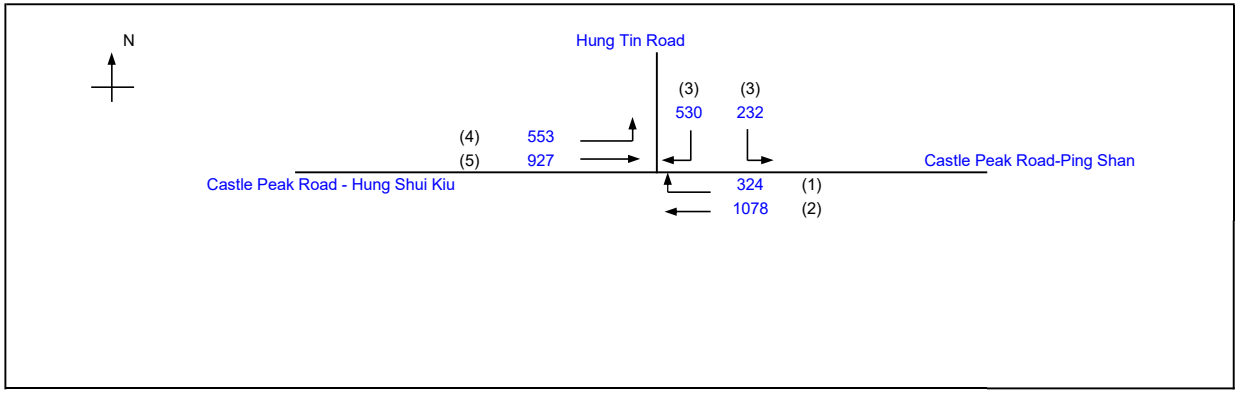
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		824		824	0.00	4100			4100	0.201			45	94	0.105	24	6
RT	A	3.40	1	1	75			2095			317	317	1.00	2054			2054	0.154	0.154		35	35	0.218	48	41
LT	B	3.30	3	1	17		N	1945	182			182	1.00	1787			1787	0.102			23	23	0.218	30	51
LT,RT	B	3.50	3	1	21			2105	0		199	200	1.00	1965			1965	0.102			23	23	0.218	30	51
RT	B	3.50	3	1	21			2105			200	200	1.00	1965			1965	0.102			23	23	0.218	30	51
LT	B,C	3.85	4	1	22		N	2000	386			386	1.00	1872			1872	0.206	0.206		46	46	0.218	48	34
SA	C,D	3.70	5	2				4250		810		810	0.00	4250			4250	0.191			43	49	0.189	54	29
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

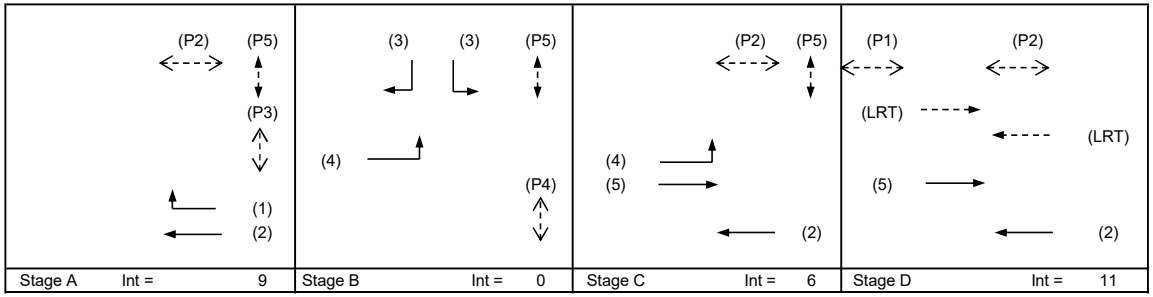
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2034 Design AM Peak Hour Traffic Flows	**2034 Des AM**	Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	130	sec
Sum(y)		Y =	0.453	
Loss time		L =	49	sec
Total Flow		=	3644	pcu
Co	= (1.5*L+5)/(1-Y)	=	143.5	sec
Cm	= L/(1-Y)	=	89.6	sec
Yult		=	0.533	
R.C.ult	= (Yult-Y)/Y*100%	=	17.5	%
Cp	= 0.9*L/(0.9-Y)	=	98.7	sec
Ymax	= 1-L/C	=	0.623	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	23.8	%



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	90	9
P3	A	9.6	5	8	3	24	9
P4	B	12.3	8	10	1	22	7
P5	A,B,C	10.0	5	8	9	77	8

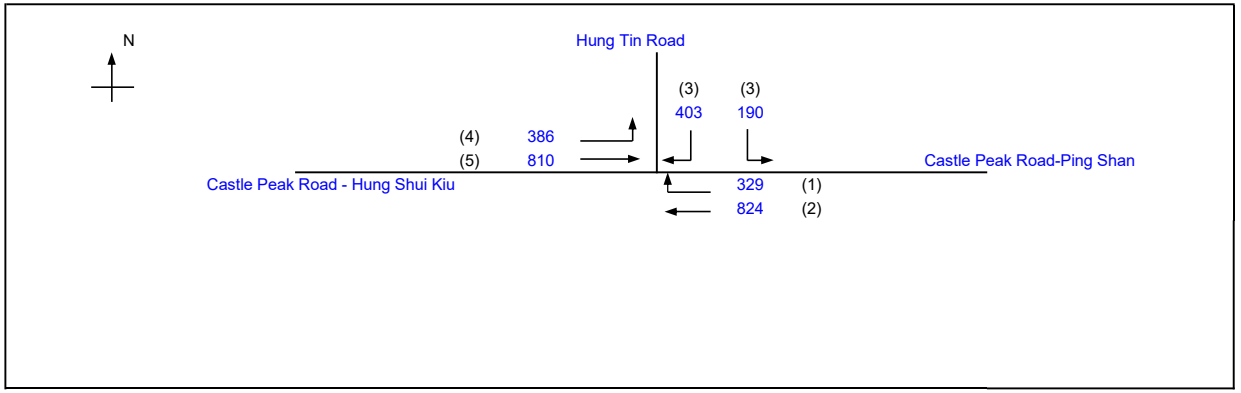
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		1078		1078	0.00	4100			4100	0.263			47	92	0.140	33	7
RT	A	3.40	1	1	75			2095			324	324	1.00	2054			2054	0.158	0.158		28	28	0.274	54	52
LT	B	3.30	3	1	17		N	1945	232			232	1.00	1787			1787	0.130			23	25	0.253	36	53
LT,RT	B	3.50	3	1	21			2105	0		265	265	1.00	1965			1965	0.135			24	25	0.263	42	54
RT	B	3.50	3	1	21			2105			265	265	1.00	1965			1965	0.135			24	25	0.263	42	54
LT	B,C	3.85	4	1	22		N	2000	553			553	1.00	1872			1872	0.295	0.295		53	53	0.274	66	35
SA	C,D	3.70	5	2				4250		927		927	0.00	4250			4250	0.218			39	54	0.199	57	27
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

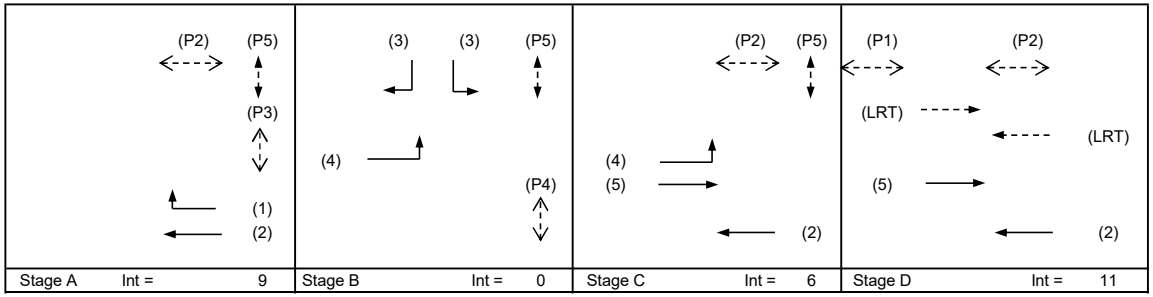
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2034 Design PM Peak Hour Traffic Flows	**2034 Des PM**	Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



			Existing Cycle Time
No. of stages per cycle	N =		4
Cycle time	C =		130 sec
Sum(y)	Y =		0.366
Loss time	L =		49 sec
Total Flow	=		2942 pcu
Co	= (1.5*L+5)/(1-Y)	=	123.9 sec
Cm	= L/(1-Y)	=	77.3 sec
Yult	=		0.533
R.C.ult	= (Yult-Y)/Y*100%	=	45.4 %
Cp	= 0.9*L/(0.9-Y)	=	82.6 sec
Ymax	= 1-L/C	=	0.623
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	53.1 %

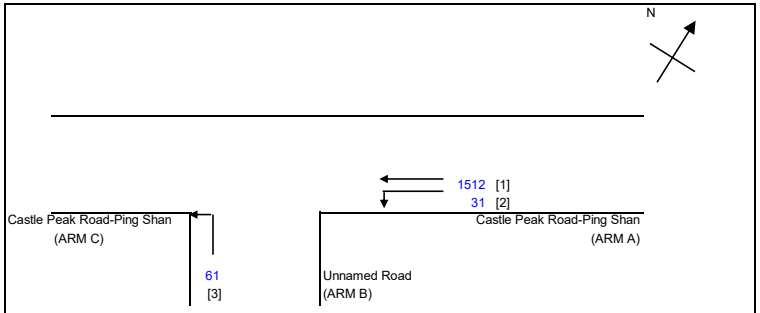


Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	92	9
P3	A	9.6	5	8	3	31	9
P4	B	12.3	8	10	1	20	7
P5	A,B,C	10.0	5	8	9	77	8

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		824		824	0.00	4100			4100	0.201			44	94	0.105	24	6
RT	A	3.40	1	1	75			2095			329	329	1.00	2054			2054	0.160	0.160		35	35	0.222	48	41
LT	B	3.30	3	1	17		N	1945	185			185	1.00	1787			1787	0.104			23	23	0.222	30	52
LT,RT	B	3.50	3	1	21			2105	5		199	204	1.00	1965			1965	0.104			23	23	0.222	36	51
RT	B	3.50	3	1	21			2105			204	204	1.00	1965			1965	0.104			23	23	0.222	36	51
LT	B,C	3.85	4	1	22		N	2000	386			386	1.00	1872			1872	0.206	0.206		46	46	0.222	54	35
SA	C,D	3.70	5	2				4250		810		810	0.00	4250			4250	0.191			42	49	0.192	54	29
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Ref AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Reference Weekday AM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-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	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	31	(pcu/hr)
q a-c	=	1512	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	61	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

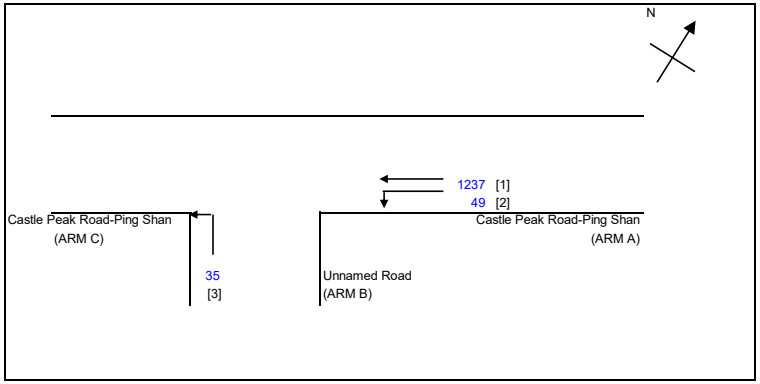
Q b-a	=	134			
Q b-c	=	427	Q b-c (O) =	427	
Q c-b	=	204			
TOTAL FLOW	=	1604	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1429
DFC c-b	=	0.0000

CRITICAL DFC = 0.14

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Ref PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Reference Weekday PM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-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	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	49	(pcu/hr)
q a-c	=	1237	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	35	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

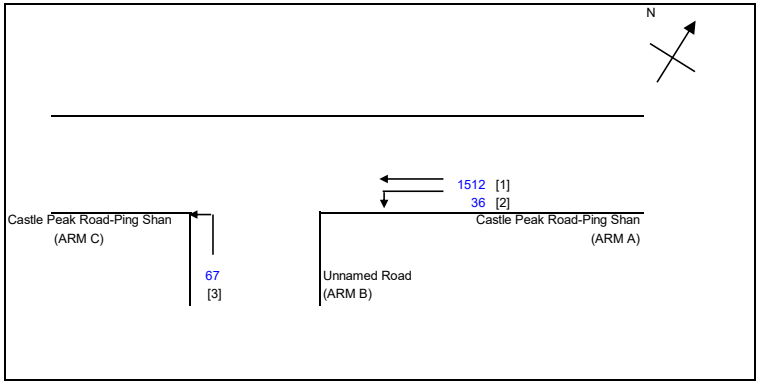
Q b-a	=	173			
Q b-c	=	510	Q b-c (O) =	510	
Q c-b	=	243			
TOTAL FLOW	=	1321	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0686
DFC c-b	=	0.0000

CRITICAL DFC = 0.07

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Des AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Design Weekday AM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-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	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	36	(pcu/hr)
q a-c	=	1512	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	67	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

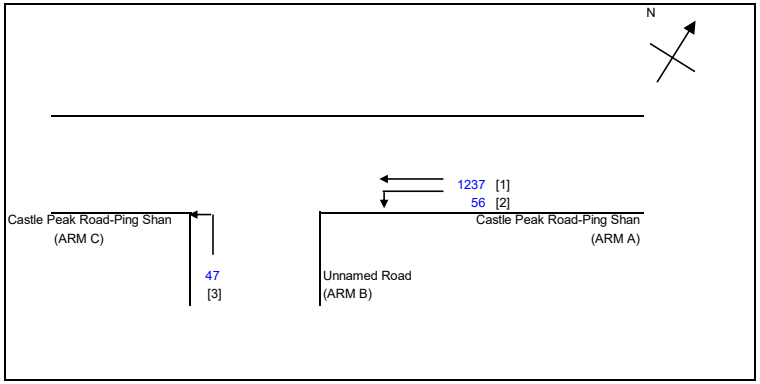
Q b-a	=	134			
Q b-c	=	427	Q b-c (O) =	427	
Q c-b	=	203			
TOTAL FLOW	=	1615	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1569
DFC c-b	=	0.0000

CRITICAL DFC = 0.16

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Des PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Design Weekday PM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-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	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	56	(pcu/hr)
q a-c	=	1237	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	47	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	173			
Q b-c	=	510	Q b-c (O) =	510	
Q c-b	=	242			
TOTAL FLOW	=	1340	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0922
DFC c-b	=	0.0000

CRITICAL DFC = 0.09

Appendix E

Proposed Traffic Improvement Works

Junction Improvement Scheme under PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development - Second Phase Development

圖例:
LEGEND:

施工區界限
LIMIT OF WORKS AREA

行車線(每一箭嘴表示一條行車線)
TRAFFIC LANE
(ONE ARROW REPRESENTS ONE LANE)

+8.62
行人路/隧道/地面/高架行車道之建議路面水平(約數)
PROPOSED ROAD LEVEL OF FOOTPATH/ UNDERPASS/AT-GRADE/ELEVATED CARRIAGEWAY (APPROXIMATE)

擬建地面行車道
PROPOSED AT-GRADE CARRIAGEWAY

擬建高架行車道
PROPOSED ELEVATED CARRIAGEWAY

擬建行人路
PROPOSED FOOTPATH

擬建單車徑
PROPOSED CYCLE TRACK

擬建單車停放處
PROPOSED CYCLE PARKING PLACE

擬建中央分隔帶/安全島/交通島
PROPOSED CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

擬建美化市容地帶/路旁帶
PROPOSED AMENITY AREA / VERGE

擬建高架單車徑暨行人天橋
PROPOSED ELEVATED CYCLE TRACK CUM FOOTBRIDGE

擬建行人天橋
PROPOSED FOOTBRIDGE

擬建隧道
PROPOSED UNDERPASS

擬建行人隧道
PROPOSED PEDESTRIAN SUBWAY

擬建車輛進出口通道
PROPOSED RUN-IN/RUN-OUT

擬建行人過路處
PROPOSED PEDESTRIAN CROSSING

擬建擋土牆
PROPOSED RETAINING WALL

擬建斜坡
PROPOSED SLOPE

擬建懸臂式隔音屏障
PROPOSED CANTILEVER NOISE BARRIER

擬建直立式隔音屏障
PROPOSED VERTICAL NOISE BARRIER

擬建全密封式隔音罩
PROPOSED FULL ENCLOSURE

擬建樓梯
PROPOSED STAIRCASE

擬建升降機
PROPOSED LIFT

現有地面/高架行車道將永久封閉並改建為行人路
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

現有地面/高架行車道將永久封閉並改建為單車徑
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

現有地面/高架行車道將永久封閉並改建為單車停放處
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

現有地面/高架行車道將永久封閉並改建為中央分隔帶/安全島/交通島
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有地面/高架行車道將永久封閉並改建為美化市容地帶/路旁帶
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有行人路將永久封閉並改建為地面行車道
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有行人路將永久封閉並改建為單車徑
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

現有行人路將永久封閉並改建為單車停放處
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

現有行人路將永久封閉並改建為中央分隔帶/安全島/交通島
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有行人路將永久封閉並改建為美化市容地帶/路旁帶
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有通路將永久封閉並改建為地面行車道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有通路將永久封閉並改建為行人路
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

現有通路將永久封閉並改建為單車徑
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

現有通路將永久封閉並改建為單車停放處
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

現有通路將永久封閉並改建為中央分隔帶/安全島/交通島
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有通路將永久封閉並改建為美化市容地帶/路旁帶
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有美化市容地帶/路旁帶將永久封閉並改建為地面行車道
EXISTING AMENITY AREA / VERGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有行人天橋將永久封閉並改建為地面行車道
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有行人天橋將永久封閉並改建為行人路
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

現有行人天橋將永久封閉並改建為美化市容地帶/路旁帶
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有地面/高架行車道將永久封閉並拆卸
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有行人路將永久封閉並拆卸
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有通路將永久封閉並拆卸
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有行人天橋將永久封閉並拆卸
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有斜坡將拆卸
EXISTING SLOPE TO BE DEMOLISHED

現有斜坡將拆卸並改建為地面行車道
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有斜坡將拆卸並改建為行人路
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO FOOTPATH

現有斜坡將拆卸並改建為單車徑
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CYCLE TRACK

現有斜坡將拆卸並改建為中央分隔帶/安全島/交通島
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有斜坡將拆卸並改建為美化市容地帶/路旁帶
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AMENITY AREA / VERGE

現有地面/高架行車道將暫時封閉並重建
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有行人路將暫時封閉並重建
EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有中央分隔帶/安全島/交通島將暫時封閉並重建
EXISTING CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有車輛進出口通道將暫時封閉並重建
EXISTING RUN-IN/RUN-OUT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將工務計劃項目第7817CL號及第7827CL號（部分）元朗南發展第一階段工程及第二階段工程第一期的道路工程（下稱 "元朗南第一期發展"）建造的地面/高架行車道將永久封閉並改建為行人路
FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (YLS FIRST PHASE DEVELOPMENT) TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的地面/高架行車道將永久封閉並改建為單車徑
FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

將由元朗南第一期發展建造的地面/高架行車道將永久封閉並改建為中央分隔帶 / 安全島 / 交通島
FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

將由元朗南第一期發展建造的地面/高架行車道將永久封閉並改建為美化市容地帶 / 路旁帶
FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

將由元朗南第一期發展建造的行人路將永久封閉並改建為行人路
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的行人路將永久封閉並改建為單車徑
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

將由元朗南第一期發展建造的行人路將永久封閉並改建為中央分隔帶 / 安全島 / 交通島
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

將由元朗南第一期發展建造的行人路將永久封閉並改建為美化市容地帶 / 路旁帶
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

將由元朗南第一期發展建造的單車徑將永久封閉並改建為行車道
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的單車徑將永久封閉並改建為行人路
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的單車徑將永久封閉並改建為美化市容地帶 / 路旁帶
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

將由元朗南第一期發展建造的單車停放處將永久封閉並改建為行人路
FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的單車停放處將永久封閉並改建為單車徑
FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

將由元朗南第一期發展建造的單車停放處將永久封閉並改建為美化市容地帶 / 路旁帶
FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

將由元朗南第一期發展建造的中央分隔帶 / 安全島 / 交通島將永久封閉並改建為行車道
FUTURE CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並改建為行車道
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並改建為行人路
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將改建單車停放處
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並改建為中央分隔帶 / 安全島 / 交通島
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為行車道
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為行人路
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為單車徑
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為美化市容地帶 / 路旁帶
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

將由元朗南第一期發展建造的車輛進出口通道將永久封閉並改建為行人路
FUTURE RUN-IN/RUN-OUT UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的行車道將永久封閉並拆卸
FUTURE CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的行人路將永久封閉並拆卸
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的單車徑將永久封閉並拆卸
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並拆卸
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的行人路將暫時封閉並重建
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的單車徑將暫時封閉並重建
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的中央分隔帶 /安全島 / 交通島將暫時封閉並重建
FUTURE CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將暫時封閉並重建
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

興建中的工程計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程
(只供示意用途)
PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 UNDER CONSTRUCTION
(FOR INDICATIVE PURPOSE ONLY)

將由其他工程項目建造的道路工程
(只供示意用途)
FUTURE ROAD WORKS UNDER SEPARATE PROJECTS (FOR INDICATIVE PURPOSE ONLY)

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 SPECIFIED.
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，施工區界限內的部分現有地面/高架行車道、行人路、單車徑、中央分隔帶/安全島/交通島和美化市容地帶/路旁帶或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, CENTRAL MEDIANS/REFUGE ISLANDS/TRAFFIC ISLANDS AND AMENITY AREAS/VERGES 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 7827CL 號（部分）
元朗南第二期發展的道路工程
PWP ITEM NO. 7827CL (PART)
ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT

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)
圖例 LEGEND

圖則編號 PLAN NO. 60630968/GAZ/LEGEND
比例 SCALE A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

2023/5/12
Plot File by: PIL
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Junction Improvement Scheme under PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development - Second Phase Development

818200 E
818400 E
818600 E
832800 N
832600 N

由工程計劃項目第7817CL號及
第7827CL號(部分)元朗南發展
第一階段及第二階段第一期的
道路工程興建中的道路L11
(只供示意用途)
ROAD L11 UNDER CONSTRUCTION BY
PWP ITEM NOS. 7817CL AND 7827CL
(PART) ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT
STAGE 1 WORKS AND STAGE 2 WORKS,
PHASE 1 (FOR INDICATIVE
PURPOSE ONLY)

YUEN LONG HIGHWAY 元朗公路
HUNG TIN ROAD 洪天路
ROAD L12 道路 L12
ROAD L11 道路 L11
ROAD L22 道路 L22
ROAD L20 道路 L20

行人天橋高架部分的
展示可參考圖則第
60630968/GAZ/102號
FOR ELEVATED PORTION OF
FOOTBRIDGE SEE PLAN NO.
60630968/GAZ/102

J5
L6

連接線 A - A
CUT LINE A - A
PLAN NO. 60630968/GAZ/103
圖則編號 60630968/GAZ/103

連接線 P - P
CUT LINE P - P
PLAN NO. 60630968/GAZ/104
圖則編號 60630968/GAZ/104

連接線 R - R
CUT LINE R - R
PLAN NO. 60630968/GAZ/101
圖則編號 60630968/GAZ/101

插圖 'A'
INSET 'A'

將由工務計劃項目第 B820CL 號
元朗丹桂村公營房屋發展之工地平整
及基礎設施工程興建的道路工程
(只供示意用途)
ROAD WORKS TO BE CONSTRUCTED UNDER PWP
ITEM NO. B820CL SITE FORMATION AND
INFRASTRUCTURE WORKS FOR PUBLIC HOUSING
DEVELOPMENT NEAR TAN KWAI TSUEN, YUEN LONG
(FOR INDICATIVE PURPOSE ONLY)

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 SPECIFIED.
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，施工區界限內的部分現有地面/高架行車道、行人路、單車徑、中央分隔帶/安全島/交通島和美化市容地帶/路旁帶或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, CENTRAL MEDIANS/REFUGE ISLANDS/TRAFFIC ISLANDS AND AMENITY AREAS/VERGES 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.
5. 圖例載於圖則第60630968/GAZ/LEGEND號。
   DETAILS OF LEGEND ARE SHOWN ON PLAN NO. 60630968/GAZ/LEGEND.

工程名稱 PROJECT TITLE
工務計劃項目第 7827CL 號（部分）
元朗南第二期發展的道路工程
PWP ITEM NO. 7827CL (PART)
ROAD WORKS UNDER YUEN LONG SOUTH
DEVELOPMENT - SECOND PHASE DEVELOPMENT

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)
十五張之第一張 SHEET 1 OF 15

圖則編號 PLAN NO. 60630968/GAZ/101
比例 SCALE A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

CEDD 土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Plot File by: PIL
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2023/5/12

Junction Improvement Scheme under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

圖例:
LEGEND:

施工區界限
LIMIT OF WORKS AREA

擬建地面行車道
PROPOSED AT-GRADE CARRIAGEWAY

擬建高架行車道
PROPOSED ELEVATED CARRIAGEWAY

擬建行人路
PROPOSED FOOTPATH

擬建行人隧道
PROPOSED PEDESTRIAN SUBWAY

擬建行人隧道上的地面行車道
PROPOSED AT-GRADE CARRIAGEWAY ABOVE PEDESTRIAN SUBWAY

擬建通道
PROPOSED ACCESS ROAD

擬建美化市容地帶
PROPOSED AMENITY AREA

擬建直立式隔音屏障
PROPOSED VERTICAL NOISE BARRIER

擬建懸臂式隔音屏障
PROPOSED CANTILEVER NOISE BARRIER

擬建擋土牆
PROPOSED RETAINING WALL

擬建斜坡
PROPOSED SLOPE

現有地面/高架行車道將永久封閉並改建為中央分隔帶/安全島
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN/REFUGE ISLAND

現有地面行車道將永久封閉並改建為路旁帶
EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO VERGE

現有通道將永久封閉並改建為地面行車道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有美化市容地帶將永久封閉並改建為地面行車道
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有中央分隔帶/安全島將永久封閉並改建為地面行車道
EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有地面行車道將暫時封閉並重建
EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有高架行車道將暫時封閉並重建
EXISTING ELEVATED CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有中央分隔帶/安全島將暫時封閉並重建
EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由工務計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程(下稱"元朗南第一期發展項目")建造的行人路將永久封閉並改建為地面行車道
FUTURE FOOTPATH UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (HEREAFTER CALLED "YLS FIRST PHASE DEVELOPMENT") TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

將由元朗南第一期發展項目建造的行人路將永久封閉並改建為美化市容地帶
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA

將由元朗南第一期發展項目建造的美化市容地帶將永久封閉並改建為行人路
FUTURE AMENITY AREA UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展項目建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展項目建造的行人路將暫時封閉並重建
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由工務計劃項目第7827CL號(部分)元朗南第二期發展的道路工程(下稱"元朗南第二期發展項目")建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER PWP ITEM NO. 7827 (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT (HEREAFTER CALLED "YLS SECOND PHASE DEVELOPMENT") TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展項目建造的直立式隔音屏障將改移
FUTURE VERTICAL NOISE BARRIER UNDER YLS FIRST PHASE DEVELOPMENT TO BE REALIGNED

將由元朗南第二期發展項目建造的懸臂式隔音屏障將改移
FUTURE CANTILEVER NOISE BARRIER UNDER YLS SECOND PHASE DEVELOPMENT TO BE REALIGNED

將由元朗南第二期發展項目建造的直立式隔音屏障將改移
FUTURE VERTICAL NOISE BARRIER UNDER YLS SECOND PHASE DEVELOPMENT TO BE REALIGNED

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 SPECIFIED.
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，施工區界限內的部分現有地面行車道、高架行車道、行人路和中央分隔帶/安全島或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, ELEVATED CARRIAGEWAYS, FOOTPATHS AND CENTRAL MEDIANS/REFUGE ISLANDS 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.
5. 工務計劃項目第7817CL號及第7827CL號（部分）元朗南發展第一階段工程及第二階段工程第一期的道路工程見圖則第60566218/GAZ/100號至60566218/GAZ/112號所示及其附連的計劃內說明，該圖則及計劃於2021年3月26日及2021年4月1日的憲報公告編號1637提述。相關道路工程已根據道路（工程、使用及補償）條例（第370章）於2022年2月8日獲授權進行。
   THE ROAD WORKS PROPOSED UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 ARE SHOWN ON PLANS NOS. 60566218/GAZ/100 TO 60566218/GAZ/112 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 1637 PUBLISHED ON 26 MARCH 2021 AND 1 APRIL 2021, SUCH ROAD WORKS HAVE BEEN AUTHORIZED UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CAP. 370) ON 8 FEBRUARY 2022.
6. 工務計劃項目第7827CL號（部分）元朗南第二期發展的道路工程見圖則第60630968/GAZ/100號至60630968/GAZ/115號所示及其附連的計劃內說明，該圖則及計劃於2023年6月2日及2023年6月9日的憲報公告編號3284提述。
   THE ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT ARE SHOWN ON PLANS NOS. 60630968/GAZ/100 TO 60630968/GAZ/115 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 3284 PUBLISHED ON 2 JUNE 2023 AND 9 JUNE 2023.

工程名稱 PROJECT TITLE
工務計劃項目第 888TH 號
元朗公路（藍地至唐人新村段）
擴闊工程
PWP ITEM NO. 888TH
WIDENING OF YUEN LONG HIGHWAY
(SECTION BETWEEN LAM TEI AND
TONG YAN SAN TSUEN)

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)

圖例
LEGEND

圖則編號 PLAN NO.
60695325/GAZ/LEGEND

比例 SCALE
A1 1 : 1000

辦事處 OFFICE
主要工程管理處
MAJOR WORKS PROJET
MANAGEMENT OFFICE

路政署
HIGHWAYS
DEPARTMENT

Plot File by: Hocc
PATH P:\PROJECTS\60695325\DRAWING\REPORT\A6\A6_001.dgn
3/10/2023

Junction Improvement Scheme under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

818200 E

連接線 E - E
CUT LINE E-E
連接圖則編號 60695325/GAZ/104
SEE PLAN NO. 60695325/GAZ/104

洪天路 HUNG TIN ROAD

832800 N

插圖 'A'
INSET 'A'
比例 SCALE 1:1000

818600 E

由工務計劃項目第7817CL號及第7827CL號(部分)
元朗南發展第一階段工程及第二階段工程第一期興建中
的道路工程 (只供示意用途)(請參閱註釋6)
ROAD WORKS BEING EXECUTED UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (FOR INDICATIVE PURPOSE ONLY) (SEE NOTE NO. 6)

833000 N

818800 E

連接線 D - D
CUT LINE D-D
連接圖則編號 60695325/GAZ/105
SEE PLAN NO. 60695325/GAZ/105

N

818400 E

由工務計劃項目第7827CL號(部分)
元朗南第二期發展擬進行的道路工程
(只供示意用途)(請參閱註釋7)
ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT (FOR INDICATIVE PURPOSE ONLY)(SEE NOTE NO. 7)

連接線 E - E
CUT LINE E-E
連接圖則編號 60695325/GAZ/104
SEE PLAN NO. 60695325/GAZ/104

元朗公路
YUEN LONG HIGHWAY

L5

832800 N

洪天路 HUNG TIN ROAD

天水圍西交匯處
TIN SHUI WAI WEST INTERCHANGE

大道村
TAI TAO TSUEN

連接線 C - C
CUT LINE C-C
連接圖則編號 60695325/GAZ/103
SEE PLAN NO. 60695325/GAZ/103

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 SPECIFIED.

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，施工區界限內的部分現有地面行車道、高架行車道、行人路和中央分隔帶/安全島或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, ELEVATED CARRIAGEWAYS, FOOTPATHS AND CENTRAL MEDIANS/REFUGE ISLANDS 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.

5. 圖例載於圖則編號60695325/GAZ/LEGEND。
DETAILS OF LEGEND ARE SHOWN ON PLAN NO. 60695325/GAZ/LEGEND.

6. 工務計劃項目第7817CL號及第7827CL號（部分）元朗南發展第一階段工程及第二階段工程第一期的道路工程見圖則第60566218/GAZ/100號至60566218/GAZ/112號所示及其附連的計劃內說明，該圖則及計劃於2021年3月26日及2021年4月1日的憲報公告編號1637提述。相關道路工程已根據道路（工程、使用及補償）條例（第370章）於2022年2月8日獲授權進行。
THE ROAD WORKS PROPOSED UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 ARE SHOWN ON PLANS NOS. 60566218/GAZ/100 TO 60566218/GAZ/112 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 1637 PUBLISHED ON 26 MARCH 2021 AND 1 APRIL 2021, SUCH ROAD WORKS HAVE BEEN AUTHORIZED UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CAP. 370) ON 8 FEBRUARY 2022.

7. 工務計劃項目第7827CL號（部分）元朗南第二期發展的道路工程見圖則第60630968/GAZ/100號至60630968/GAZ/115號所示及其附連的計劃內說明，該圖則及計劃於2023年6月2日及2023年6月9日的憲報公告編號3284提述。
THE ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT ARE SHOWN ON PLANS NOS. 60630968/GAZ/100 TO 60630968/GAZ/115 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 3284 PUBLISHED ON 2 JUNE 2023 AND 9 JUNE 2023.

工程名稱 PROJECT TITLE
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PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

五張之第四張
SHEET 4 OF 5

圖則編號 PLAN NO. 60695325/GAZ/104
比例 SCALE A1 1 : 1000

辦事處 OFFICE
主要工程管理處
MAJOR WORKS PROJET MANAGEMENT OFFICE

路政署
HIGHWAYS DEPARTMENT

$DATE$
Plot File by: $USER$
PATH: $FILE$