PLANNING LIMITED
規劃顧問有限公司

[redacted]

By Email & Hand

Our Ref: S3040b/WYSE/21/005Lg

3 September 2026

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

Dear Sir/Madam,

Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and Minor Relaxation of Plot Ratio and Building Height Restrictions at 21-35 Wang Yip Street East in Yuen Long (Planning Application No. A/YL/332)

- Further Information No. 2 -

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB") on 15 May 2026, Further Information (F.I.) No. 1 submitted on 10 July 2026 and various departmental comments received on 10 August 2026.

In response to the departmental comments received, please find attached the F.I. submission. The submission document consists of:

Response-to-Comment Table
Appendix I Replacement Pages of the Supporting Planning Statement
Appendix II Revised Traffic Impact Assessment
Appendix III Replacement Pages of the Environment Assessment
Appendix IV Replacement Pages of the Sewerage Impact Assessment
Appendix V Updated Sectional Drawings

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact Mr Kenneth To or the undersigned at [redacted]

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Gladys Ng

Encl. (4 hard copies)

cc. TM&YLW DPO – Ms Zoe Lau/ Ms Carmen Cheung (By Email)
the Applicant & Team

KT/GN/vy

FS 579819

Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and Minor Relaxation of Plot Ratio and Building Height Restrictions In "Residential (Group E) 1" Zone at 21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long (Yuen Long Town Lot 362) S16 Planning Application

(Planning Application No: A/YL/332)

Response-to-Comment Table

Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and Minor Relaxation of Plot Ratio and Building Height Restrictions In "Residential (Group E) 1" Zone at 21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long (Yuen Long Town Lot 362) S16 Planning Application

(Planning Application No: A/YL/332)

Comments	Response
Comments of Director of Lands: **(Contact Person: Ms Ida WONG, Tel.: 2155 2443)**	
(a) The applicant's acknowledgement of my previous comments in the Response-to- Comment Table of the F1 is noted. It is further noted that the proposed domestic gross floor area under the F1 was reduced from 47,262m^2 to 43,626m^2, which would be same as the maximum gross floor area for private residential purpose permitted under New Grant No. YL3121 dated 27.11.1981 as varied or modified by two Modification Letters dated 22.1.1987 and 11.6.2026 respectively (collectively referred to as "the New Grant") governing Yuen Long Town Lot No. 362 ("the Lot") where the Site is situated. The proposed schematic design would be examined in detail during the building plan submission stage and there is no guarantee that the schematic design as presented in the planning application if reflected in future building plan submission(s) will be acceptable under the New Grant.	Noted.
(b) In response to para. 2.10.1 of the Supporting Planning Statement of the FI regarding land ownership, please note that a Modification Letter for the Lot was executed on 11.6.2026.	Noted.
(c) The parking provisions stipulated in para. 3.3.1 should be updated in accordance with the proposed revised development scheme under the FI. As per my comment under above, LandsD would reserve comments on their compliance under lease at the building plan submission stage.	Para. 3.3.1 has been updated (*Appendix I* refers).

Comments	Response
Comments of Commissioner of Transport: **(Contact Person: Ms Sarita CHAN, Tel.: 2399 2191)**	
(i) Please indicate the parking spaces for persons with disabilities on the layout plan. The dimensions and number of such spaces should be agreed with the Housing Authority.	The parking spaces for person with disabilities have been indicated in **Figure 2.1 (Rev.B)** and **Figure 2.2 (Rev.B)** accordingly (*Appendix II* refers).
(ii) In view of the deficiency in motorcycle parking spaces, please provide an additional 25% motorcycle parking spaces on top of the HKPSG requirement for the residential development.	As discussed, the provision of motorcycle parking space shall follow the requirement as stipulated in lease.
(iii) Please review the run-in/out arrangement for 8m and 11m vehicles, as vehicles leaving the site may occupy two lanes at Po Yip Street.	Please kindly note that the width of the run in/out has already been confirmed under the land lease. The 7m-wide vehicular access at Po Yip Street shown in **Figure 2.1 (Rev.B)** adheres to the location and width of $X_2Y_2Z_2$ as per the lease plan. To alleviate any potential traffic conditions, mitigation measures such as traffic warden, security staff and/or traffic control alarm will be considered. In addition, the loading and unloading activities could be scheduled during off-peak hours to minimize the traffic impact at Po Yip Street.
(iv) Figures 5.1 and Tables 6.2, 6.3, and 6.6: please include the pedestrian flow and LOS for the pedestrian access at Keung Yip Street.	The pedestrian flow and LOS for the pedestrian access at Keung Yip Street have been included in the revised TIA accordingly, as illustrated and summarized in **Figure 5.1 (Rev.B)** and **Tables 6.2**, **6.3**, and **6.6** (*Appendix II* refers).

Comments	Response
(v) Figures 5.1 and Tables 6.2, 6.3, and 6.6: please include the pedestrian flow and LOS for the crossing at Kwong Yip Street.	The pedestrian flow and LOS for the crossing at Kwong Yip Street have been included accordingly, as illustrated and summarized in **Figure 5.1 (Rev.B)** and **Section 5.4** (*Appendix II* refers).
(vi) As the relocation arrangement of the pillar boxes near the crossing at Po Yip Street has not yet been confirmed, please reserve space for the option of retaining the pillar boxes at their original locations for flexibility.	The developer would take the responsibility of the relocation works. The Applicant/the developer) will continue to liaise with the relevant government departments at detailed design stage.
(vii) Figure 2.3 (RevA): Please advise if there is any traffic facility on the 2nd floor and provide swept path demonstrating vehicular maneuvering for reaching and leaving the two ends of the road.	The 2nd floor serves as EVA purpose only without provision of any internal transport facilities. The swept path of 12m fire engine maneuvering at the hammer head of the EVA has been illustrated in **Figure SP-04** (*Appendix II* refers).
(viii) RtC Item 5: Please further elaborate how traffic flows generated from individual adjacent developments are split to the road links and junctions concerned in the 2033 reference year.	The distribution of the traffic by the individual adjacent developments to the road links and junctions has been illustrated in **Figure 4.1** to **Figure 4.9** (*Appendix II* refers).
Comments of Chief Highway Engineer/New Territories West, Highways Department: **(Contact Person: Mr Steve YU, Tel.: 2762 3528)**	
(a) His previous comments remain applicable.	Your no in principle objection to the captioned planning application and your comments from highway maintenance point of view are noted.
(b) If any proposed road improvements (including but not limited to works for road widening, junction improvements, transport lay-by	Noted.

Comments	Response
etc.) in the Traffic Impact Assessment, if any, are considered necessary by TD due to the subject development, they shall be implemented by the Applicant to the satisfaction of TD and HyD at the applicant's own cost.	
Comments of Director of Leisure and Cultural Services: **(Contact Person: Mr Jaco TSANG, Tel.: 3549 6619)** **From Yuen Long District Leisure Services Office:** - Shall any landscaped areas are proposed to be handed over to LCSD, LCSD will only take up the horticultural maintenance of landscaped areas in accordance with DEVB TC(W) No.6/2015 with sufficient recurrent cost provided to the Department as well as the relevant maintenance agents.	Noted. However, to clarify, there would be no landscaped areas to be handed over to LCSD.
- Detailed landscaped plan must be submitted for comment well in advance.	Ditto.
- Shall any landscaped areas are proposed to be handed over to LCSD, project proponent is reminded to observe the requirements specified in the attached "General Standards and Maintenance Requirements for Landscape Works to be Handed Over to LCSD"	Ditto.
- LCSD reserves the right to provide further comments when more detailed information is available.	Noted.

Comments	Response
From NTN Tree Team: - The project proponent is required to clarify whether any roadside tree located at the above-mentioned locations in Yuen Long District is going to be affected by the proposed work. In case any roadside tree under our current maintenance is going to be affected, the project proponent should provide relevant information (e.g. tree survey report and /or Tree Preservation and Removal Proposal) for our comments. - LCSD reserves the right to provide further comments when more detailed information is available.	There would be no roadside trees to be affected by the proposed works. Relevant information of the affected trees, if any in future, will be provided to LCSD for comment. Noted.
Comments of the Director of Environmental Protection: **(Contact Person: Ms Candice CHUNG, Tel.: 2835 1586)** (a) Please refer to their detail comments at **Annex I**. (b) The following requirements are requested to be clearly stated in the EA: (i) Detailed noise impact assessment (NIA) will be conducted in the detailed design stage according to the actual building plan to confirm the location and extent of at-receiver noise mitigation measures, and the implementation of such mitigation measures; and	 Noted. Noted, the relevant information has been supplemented in **S7.1.7** of the Environmental Assessment (*Appendix III* refers).

Comments	Response
(ii) Submission of land contamination assessment, and if land contamination is confirmed, completion of remedial works before commencement of construction of the proposed development.	Noted, the relevant information has been supplemented in **S7.1.10** of the Environmental Assessment (*Appendix III* refers).
(c) Besides, the carrying-out and submission of a revised Sewerage Impact Assessment should also be stated clearly in the SIA.	Noted, the relevant information has been supplemented in **S3.1.5** of the Sewerage Impact Assessment (*Appendix IV* refers).
Environmental Assessment Report **Air Quality**	
1. Section 2.3.1 and Table 2-4 (a) Please check if the data of 2025 becomes available and update the recent five years' data as appropriate.	The air quality monitoring data from 2021 to 2025 has been updated in **S.2.3.1** and **Table 2-4** of the Environmental Assessment (*Appendix III* refers).
2. Section 2.4.1 (a) Please delete "" after "Primary Distributor" in the last line.	Relevant text has been removed.
3. Section 2.4.7 (a) Please add "set out in ProPECC PN 2/96" after "guidelines" in line 8, and update the title of Table 2-5 accordingly.	Relevant text has been revised.
(b) Please review if the location and direction of potential mechanical ventilation exhaust will be directed away from the nearby ASRs as far as practicable and supplement in the 4th sentence accordingly.	As the "Garden" is not considered as ASR (see Response 3c below), it is confirmed that the location and direction of potential mechanical ventilation exhaust have been directed away from the nearby ASRs as far as practicable.

Comments	Response
(c) For Comment #3(b) above, it is noted from Figure 2.2a that the potential mechanical ventilation exhaust is proposed to face "Garden", please advise if it should be considered as ASR or greenery area only. Please provide support (e.g. site photos, etc.) for the justification. If it is the ASR, please consider to propose the alternative location and direction of the exhaust.	A site survey has been conducted to determine whether the "Garden" should be classified as an ASR or regarded solely as a greenery area. Based on the observations during site survey, it is confirmed that there is no seating nor recreational facilities within the "Garden". Therefore, prolonged human activity is not anticipated in this area. On this basis, the "Garden" should not be considered as an ASR. A site photo has been included in Fig. 2.2 to support this justification (*Appendix III* refers).
(d) Suggest to add "with no parking spaces for heavy goods vehicles or coaches" after "served" in line 12 if affirmative.	It is confirmed that no parking spaces for heavy goods vehicles or coaches will be provided. S.2.4.7 has been revised accordingly.
4. Section 2.5.1	
(a) Please add "area" after "assessment" in line 5.	Relevant text has been added.
5. Section 2.5.2	
(a) Please delete "there is adverse" in the last two lines.	Relevant text has been removed.
6. Section 2.6.1	
(a) Please add a sentence "Apart from nullahs and Tung Tai Street Refuse Collection Point, there is no other potential odour source within the 200m odour buffer zone." after the 2nd sentence.	Relevant text has been added.
7. Section 2.6.2	
(a) Please correct the typo "nallahs" in line 3.	Relevant text has been updated.

Comments	Response
(b) Please provide more information to support if adverse odour impact is not anticipated from nullahs and Tung Tai Street Refuse Collection Point (e.g. if the complaints were unsubstantiated and/or the complaints concerned were not related to nullahs and Tung Tai Street Refuse Collection Point, etc.).	An additional site survey was conducted under high temperature condition to confirm that no adverse odour impact would be anticipated from nullahs and Tung Tai Street Refuse Collection Point.
8. Section 2.7.1	
(a) Please revise "well met" in line 3 to "fulfilled".	Relevant text has been revised.
(b) Please add "in open space" after "uses" in line 5.	Relevant text has been revised.
9. Section 6.2.3	
(a) Please review if all concurrent projects within the 500m assessment area have been considered and supplement clearly by avoiding using ambiguous descriptions (e.g. in close vicinity, in the vicinity, etc.).	All concurrent projects within the 500m assessment area have been considered in **S.6.2.3** and updated in **Fig. 6.2**. Ambiguous descriptions in S.6.2.3 have been removed.
(b) Please delete "it is recommended that" in lines 16-17.	Relevant text has been removed.
(c) Please add "heavy or" before "dusty" in line 18.	Relevant text has been added.
(d) Please revise "dust" in the last line to "air quality".	Relevant text has been revised.
10. Figures 2.2a and 2.2b	
(a) Please add "of Proposed Carpark" after "Exhaust" in the titles and legends.	**Figures 2.2a** and **2.2b** have been updated accordingly (*Appendix III* refers).

Comments	Response
11. Figure 2.3 (a) The location of Sewage Treatment Work under Sol City is missing in the figure.	The Sewage Treatment Work under Sol City has been included in **Fig 2.3**.
12. Air Sensitive Receivers (a) The representative ASRs should be identified. Please refer to Annex 12 of EIAO-TM for the determination of ASRs (e.g. On Lok Industrial Building, Keung Yip Street Rest Garden, etc.) and supplement accordingly.	Relevant information has been supplemented in **Table 6-1** (*Appendix III* refers).
(b) Please supplement figure for the locations of representative ASRs.	**Fig. 6.1** has been updated accordingly.
13. Sections 1.4.4 to 1.4.6 (a) These sections should be updated accordingly in response to the above comments.	Noted.
14. Please highlight all the changes/amendments in the next submission.	Noted.
<u>Noise</u> 15. The Applicant shall carry out detailed noise impact assessment (NIA) according to the actual building plan to confirm the location and extent of at- receiver noise mitigation measures, and please state so in the Environmental Assessment.	Noted.
16. Further to Comment #15 above, we would like to take the opportunity to remind the applicant to (i) provide confirmed	(i) Noted, please refer to the revised **App4.1** in *Appendix III*.

Comments	Response
operational information from MTRC for the railway noise impact assessment specific to this application, as the letter appended in the current EA is dated 2022, and (ii) obtain TD's endorsement on the traffic forecast.	(ii) TD's endorsement will be provided once available.
Waste	
17. Section 1.4.15 - Suggest to amend as "**With reference to Plate 2.7 of ~~Based on~~** Waste Statistics for 2024, the per capita disposal rates of municipal solid waste, domestic waste, commercial & industrial waste **are assumed to be ~~respectively~~** 1.40kg/person/day, 0.86kg/person/day and 0.53kg/person/day **respectively ~~(Plate 2.7 of Waste Statistics for 2024).~~**"	Relevant text has been updated.
Land Contamination	
18. Section 7.1.9 – Please clearly state that the proposed submission of Land Contamination Assessment Plan, and completion of remedial works if land contamination is confirmed, would be made under the subject application, instead of the previously approved application.	Noted and stated in **S7.1.10** (previously named **S7.1.9**).
Sewerage Impact Assessment	
19. Please clearly state that the carrying-out and submission of a revised Sewerage Impact Assessment should be provided at a later stage.	Relevant information has been supplemented in **S3.1.5** (*Appendix IV* refers).

Comments	Response
Comments of the Director of Social Welfare: **(Contact Person: Mr Neo NG, Tel.: 3791 2803)**	
(a) Please note that LWB and SWD intend to remove the requirement of Home Care Services (HCS) for Frail Elderly Persons (2-team size non-kitchen based) from the captioned development.	The two proposed GIC facilities have already been included in the land lease, and the land lease has already been executed. As such, the Applicant, who is also the landowner, will proceed to develop the Site with the two proposed GIC facilities to comply with the lease conditions.
(b) Notwithstanding the above comments, please see the following comments on the revised Planning Statement and TIA.	Noted, please see our responses below.
(c) Revised Supporting Planning Statement (Tables at Para. 2.6.2 and 4.3.1) and Revised Visual Impact Assessment (Table at Para. 3.4.2.)	Please kindly note that some of these tables refer to the proposed GIC facilities under the approved planning application no. A/YL/304 (providing 'sub-base' STFAST) and some refer to the current application (providing 'main-base' STFAST). Information in these tables have been checked and amended where appropriate (*Appendix I* refers).

<table>
<tr><th>Comments</th><th>Response</th></tr>
<tr><td>
Main base of Short-term Food Assistance Service Team instead of Sub-base should be included in the development
<table>
<tr><td>GIC Facilities</td><td>Sub-base/premises for:
- Short Term Food Assistance Service Team (STFAST)
- Home Care Services (HCS) for Frail Elderly Persons (2- team size non-kitchen</td></tr>
</table>
(d) Revised Traffic Impact Assessment, Table 2.1 & Table 4.5
Besides STFAST and HCS, it is noted that a 100-p CCC and a 100-p RCHE have been included. Please confirm if these two facilities will NOT form part of the Government Accommodation and will be self-financed?
<table>
<tr><td>GFA for Welfare Facilities</td><td>Around 422m^2, including:
- 100-place Child Care Centre (CCC)
- A 100-place Residential Care Home for the Elderly (RCHE)
- A main base of Short-term Food Assistance Service Team (STFAST)
- Home Care Services (HCS) for Frail Elderly Persons</td></tr>
</table>
</td><td>Table 2.1 & Table 4.5 have been updated accordingly.
Please be kindly confirmed that the Proposed Development will include two GIC facilities, i.e. Main base of Short-term Food Assistance Service Team and Home Care Services (HCS) for Frail Elderly Persons (2-team size non-kitchen based).</td></tr>
</table>

Comments	Response
Comments of the Chief Engineer/Mainland North, Drainage Services Department: **(Contact Person: Mr David TSANG, Tel.: 3965 8927)**	
No objection in principle to the application from drainage perspective and no adverse comment on the submitted SIA.	No objection in principle to the application is noted.
The applicant is reminded on the following: (a) The SIA shall meet the satisfaction of the EPD, which is the planning authority for sewerage infrastructure. In this regard, the applicant should seek EPD's comments; and (b) The corresponding drainage submission to the buildings Department shall tally with the information presented in the latest DIA and SIA.	Noted.
Comments of the Chief Town Planner / Urban Design & Landscape, Planning Department: **(Contact Person: Mr Jason KO, Tel.: 3565 3941)**	
We have no adverse comments on the application from urban design and visual perspectives. Our detailed comments are as follows:	The no adverse comment is noted.
(a) the application site (the Site) is located in the southeastern fringe of the Tung Tau Industrial Area (TTIA) which primarily consists of industrial/industrial- office and commercial/residential buildings with building heights (BHs) ranging from about 12mPD to 96mPD. While low-rise village settlements with BHs ranging from about 7mPD to 16mPD are located to the east of the Site, clusters of high-	Noted.

Comments	Response
rise commercial/residential developments are found to the south and further east in the Yuen Long Town Centre area along Castle Peak Road – Yuen Long and around the Tuen Ma Line Long Ping Station and Yuen Long Station, with BHs ranging from about 100mPD to 175mPD;	
(b) the Site is the subject of an approved application (No. A/YL/304) with BH of 100.75mPD. As compared to the approved scheme, the proposed maximum BH of 112.7mPD will result in an increase in BH of 11.95m (+11.9%), and 27.7m (+32.6%) as compared to the OZP compliance scheme. According to the applicant, the increase in BH is mainly due to the relocation of basement carpark in approved scheme to aboveground and the inclusion of refuge floor. A VIA has been submitted by the applicant which concludes that significant adverse visual impacts are not anticipated. While the proposed development is comparatively taller than those buildings in the immediate locality, it is considered not incompatible with the building height profile in the wider context; and	Noted.
(c) the proposed design/mitigation measures, including BH variation, 15m building separation, greening/landscaping measures, the terraced podium design and building setback, are considered to have urban design merits.	Noted.

Comments	Response
Comments of the Chief Town Planner / Urban Design & Landscape, Planning Department: **(Contact Person: Ms May CHAN, Tel.: 3565 3949)**	
(a) We have **no adverse comments** on the further information from landscape planning perspective. Our detailed comments are as follows:	The no adverse comment is noted.
(i) based on the aerial photo taken in 2025, the Site was situated in an area of industrial urban landscape character comprising industrial buildings, village houses and residential buildings. The proposed development is considered not incompatible with the landscape setting in the proximity;	Noted.
(ii) with reference to the above aerial photo and site photos taken by DPO on 26.5.2026, the Site was entirely formed and occupied by an industrial building. No existing trees were observed within the Site;	Noted.
(iii) the applicant has submitted a Landscape Proposal (LP) in support of the application. According to the LP, no less than 20% site coverage of greenery is proposed and 74 new trees are proposed to be planted within Site; and	Noted.
(iv) in view of the above, significant adverse landscape impact arising from the proposed development is not anticipated.	Noted.

Comments	Response
Advisory Comments (b) The applicant is reminded that approval of the application does not imply approval of the site coverage of greenery requirements under PNAP APP- 152. The site coverage of greenery calculation should be submitted separately to Building Department (BD) for approval.	Noted.
Comments of the Tuen Mun and Yuen Long West District Planning Officer, Planning Department: **(Contact Person: Ms Carmen CHEUNG, Tel.: 2158 6333)**	
(a) Planning Statement Table 3.1 – Please clarify if the L/UL Bay (for shared use) under proposed welfare facilities are shared with L/UL (1 HGV) under Residential and Commercial Portion.	Please kindly note that there will be 3 HGV L/UL bays serving the residential and commercial portion and 1 HGV L/UL bay serving the proposed welfare facilities. The two proposed welfare facilities will be sharing the HGV L/UL bay as per the requirements provided by SWD.
(b) Noting from SWD's latest comments at para. 6 above, the applicant is advised to liaise with SWD on their latest requirement and amend the development proposal as appropriate.	We liaised with LWB and SWD in this regard. The two proposed GIC facilities have already been included in the land lease, and the land lease has already been executed. As such, the Applicant, who is also the landowner, will proceed to develop the Site with the two proposed GIC facilities to comply with the lease conditions.
(c) Planning Statement Para. 3.2.1 – the car parking and bicycle spaces do not tally with table 3.1.	Para. 3.3.1 has been updated (*Appendix I* refers).
(d) Planning Statement Para. 4.2.2 – Please correct the number of flats.	Para. 4.2.2 has been updated (*Appendix I* refers).

Comments	Response
(e) Planning Statement Para. 3.2.2 – Please clarify if the communal open space shares the same meaning as private open space.	Correct.
(f) Appendix I: Section Plans A-A & B-B – According to the plans, the main roof of T1 and T2 are 112.7mPD (i.e. absolute BH of 108.25m based on assumed mean street level of 4.45m). It appears that the rooftop structures of 11m for both T1 and T2 may exceed the 10% limit as stipulated under JPN No. 5, and should therefore be counted towards the overall BH of the respective towers. Please clarify.	Noted, the rooftop structures should not exceed 10% of the overall building height. The sectional drawings have been updated accordingly (*Appendix V* refers).
(g) TIA (Table 4.3) and EA (NIA para. 6.23) – Please note that under planned/committed development in the vicinity, the planning permission of planning application no. A/YL/290 has lapsed. Please revise the assessment accordingly.	Planning application no. A/YL/290 has been removed accordingly. **Table 4.3** and the associated traffic impact assessment have also been updated in the revised TIA report (*Appendix II* refers).
The following department consulted has no comment/objection on the application: (a) District Officer (Yuen Long), Home Affairs Department (b) Chief Engineer/Construction, Water Supplies Department (c) Project Manager (West), Civil Engineering and Development Department (d) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (e) Commissioner of Police (f) Director-General of Trade and Industry	

Compiled by : KTA Planning Limited

Date : **3 September 2026**

List of Appendices

Appendix I Replacement Pages of the Supporting Planning Statement

Appendix II Revised Traffic Impact Assessment

Appendix III Replacement Pages of the Environment Assessment

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Appendix V Updated Sectional Drawings

Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and Minor Relaxation of Plot Ratio and Building Height Restrictions In "Residential (Group E) 1" Zone at 21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long (Yuen Long Town Lot 362) S16 Planning Application

(Planning Application No: A/YL/332)

Appendix I

Replacement Pages of the Supporting Planning Statement

3.2.2 There will be open spaces with different functions and activities at various locations/levels within the Site to cater for the active and passive recreational needs of the future residents. Total area of the communal open space will be not less than 2,777m^2 to meet the requirement under HKPSG. Please refer to *Appendix II* for details.

3.3 Internal Transportation Facilities Provision and Vehicular Access Arrangement

3.3.1 The Site fronts onto Wang Yip Street East, Keung Yip Street Rest Garden to the north, and On Lok Road Substation to the south. The vehicular run-in/out access of the Proposed Residential Development is located at Wang Yip Street East, on the north-western corner of the site boundary. The car parking and loading/unloading provisions would be provided in compliance with the HKPSG recommendations. The carpark will be located on G/F and 1/F in response to PNAP APP-2, providing 150 nos. of car parking spaces, 13 nos. motorcycles parking spaces, 4 nos. of L/UL bays and 143 nos. of bicycle parking spaces.

3.3.2 Long Yip Street is an eastbound road with 2 traffic lanes connecting Castle Peak Road – Yuen Long at its eastern end to Wang Tat Road at its western end, and where numerous franchised bus routes operate along. Po Yip Street, to the east of the Site, is a dual-carriageway road with 4 traffic lanes that connects Long Yip Street and TTIA. Whilst, Wang Yip Street East, Keung Yip Street and Hi Yip Street are single-carriageway local roads with 2 traffic lanes serving mainly the industrial buildings within TTIA.

3.3.3 The Site is highly accessible to both road-based and rail-based public transport services. The MTR Long Ping Station is located within 350m, or just around 6 minutes' walk away. Moreover, there are numerous franchised bus routes and Green Minibus (GMB) routes running operating close to the Site.

3.3.4 The 2033 junction capacity analysis was undertaken for the cases with and without the Proposed Residential Development and concluded that these junctions have sufficient capacity to accommodate the expected traffic volume in 2033 and the additional traffic by the Proposed Residential Development. Please refer to *Appendix III* for details.

3.3.5 Pedestrian headcounts have also been conducted at the concerned footpaths sections connecting the Site with the MTR Long Ping Station to estimate the future pedestrian flows during the Am and PM peak hours. The LOS assessment demonstrates the concerned footpaths will continue to have adequate capacity to accommodate the estimated pedestrian flows in 2033.

4.2.2 Being located in Yuen Long New Town, abutting Tung Tau Industrial Area and well served by mass transit, the Site has great potential in providing more residential flats at this early stage of the development of the Northern Metropolis ("NM"). While the planned I&T developments and job opportunities will be realised step-by-step and would straddle across ten to twenty years, the Proposed Residential Development at the Site near Long Ping Station would be able to produce **1,068 domestic units in 2030**, just two stops away from the future Hung Shui Kiu Station.

4.2.3 The Application Site is solely owned by the Applicant; and the lease modification is ongoing and will be executed in a few months' time. The Site is ready for implementation. Benefited by the updated PNAP APP-2 which reduces construction costs, shorten timelines, and boost residential flat provision without compromising overall development intensity, the Proposed Residential Development is in line with the Government's rapid pace in development.

4.3 Major Development Parameters of the Proposed Development Scheme are Similar to the Approved S16 Scheme

4.3.1 On 22 December 2023, TPB approved the S16 Planning Application under application No. A/YL/304. The table below shows the comparison of the major development parameters of the approved S16 scheme and the current Proposed Development Scheme:

	Approved S16 Scheme	Proposed Development Scheme	Changes
Site Area	About 7,271m²	About 7,271m²	No Change
Total Gross Floor Area	About 45,226m^2	About 45,226m^2	No Change
- Domestic	About 43,626m^2	About 43,626m^2	No Change
- Non-domestic	About 1,600m^2	About 1,600m^2	
Total Plot Ratio	6.22	6.22	No Change
- Domestic	6	6	No Change
- Non-domestic	0.22	0.22	
No. of Blocks	3 - 2 for residential with lobbies, shop and services/ eating places, residents' club house and social welfare facilities - 1 for shop and services and plant rooms	2	-1

	Approved S16 Scheme	Proposed Development Scheme	Changes
Max. Building Height	Non-domestic block: 3 storeys/19.45mPD Residential blocks: 27 storeys above 2-storey podium / 100.75mPD (excluding 2 basement levels)	25 to 27 storeys (+ refuge floor) above 3-storey podium / 105.7 – 112.7mPD (without basement level)	Domestic floor: No Change +1 Refuge Floor +1 Podium Floor
No. of Flats	1,019	1,068	+49
GIC Facilities [1]	Sub-base/premises for: - Short Term Food Assistance Service Team (STFAST) - Home Care Services (HCS) for Frail Elderly Persons (2-team size non-kitchen based)	Main-base/premises for: - Short Term Food Assistance Service Team (STFAST) - Home Care Services (HCS) for Frail Elderly Persons (2-team size non-kitchen based)	No Change

4.3.2 Changes in development parameter to the approved S16 scheme rest on the proposed building height and number of flats to be provided only. Since the building height under the approved S16 scheme has already exceeded the Building Height Restriction on the extant OZP, this is neither a Class A nor Class B Amendment under the Town Planning Board Guidelines on Class A and Class B Amendments to Approved Development Proposals (TPB PG-No. 36C).

4.3.3 The Proposed Development Scheme has taken into account the latest PNAP APP-2 published on 4 November 2025, which grant 100% GFA exemption for no more than two levels of above-ground carparks, and some design updates as the project has got into detailed design stage. In terms of building height, the Applicant has intentionally kept the number of domestic storey unchanged. The increase in building height comprises a higher floor-to-floor on G/F to meet the headroom requirement for loading/unloading facilities, an aboveground carpark level with reference to the latest PNAP APP-2, a clubhouse level above the carpark level, a refuge floor to fulfil requirements stipulated by the Buildings Department and Fire Services Department and some design changes upon detailed design.

4.4 The Proposed Building Height is Considered Acceptable

4.4.1 The Applicant has made an endeavour to maintain the domestic site coverage (i.e. ≤33%), building separation, stepped height profile and to provide as much setback as possible while seeking a further relaxation in Plot Ratio Restriction (from PR5 to PR6.5 with reference to the recommendations of the updated HKPSG; *Section 4.3* refers). The proposed building height comprises increase in number of domestic

Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and Minor Relaxation of Plot Ratio and Building Height Restrictions In "Residential (Group E) 1" Zone at 21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long (Yuen Long Town Lot 362) S16 Planning Application

(Planning Application No: A/YL/332)

Appendix II

Revised Traffic Impact Assessment

Planning Application for Redevelopment of Lai Sun Yuen Long Centre, 21 -35 Wang Yip Street East, Yuen Long

Traffic Impact Assessment Report (Rev.B)

September 2026

CTA Consultants Limited
志達顧問有限公司

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1. INTRODUCTION

1.1 Background

1.1.1 The site location is shown in **Figure 1.1**.

1.1.2 On 12 January, 2024, the Town Planning Board (TPB) approved the section 16 application (Application No. A/YL/304) for a minor relaxation of building height and plot ratio restrictions for construction of a residential development at the subject site with 1,019 flats, 1,600m^2 retail shops and 422.1m^2 welfare facilities.

1.1.3 In connection to the above, the Applicant would like to submit a new section 16 planning application for above-ground carpark proposal. The overall GFA is unchanged (same as previously approved S16 planning application) but only update podium design and max. height on main roof.

1.1.4 We, CTA Consultants Limited (CTA), are therefore commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and provide technical justifications in supporting the application from the traffic engineering point of view.

1.2 Study Objectives

1.2.1 Main objectives of this study are listed below:

- To assess the existing and proposed traffic arrangement & provision of internal transport facilities at the subject site;
- To assess the existing traffic condition in the vicinity of the proposed development;
- To estimate the traffic trips related to the proposed development;
- To carry out the forecasts about the traffic demand of the adjacent road network in the design year 2033;
- To appraise any possible traffic impact induced by the proposed development on the adjacent road network;
- To recommend traffic improvement measures to alleviate any foreseeable traffic problem to the surrounding road network, if any.

2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 The proposed development is located at Wang Yip Street East, the Keung Yip Street Rest Garden in the north, Po Yip Street in the east and the On Lok Road Substation to the South.

2.2 Proposed Development

2.2.1 Parameters of the proposed development are listed in **Table 2.1**.

Table 2.1 Parameters of the Proposed Development

<table>
<tr><td>Site Location</td><td>Wang Yip Street East</td></tr>
<tr><td>Proposed Use</td><td>Residential Development</td></tr>
<tr><td>Site Area (m^2)</td><td>7,271</td></tr>
<tr><td>Nos. of Flat</td><td>1,068 nos., including
<table>
<tr><th><u>Flat size</u></th><th><u>Size of Flat (GFA)</u></th><th><u>No. of Flat</u></th></tr>
<tr><td rowspan="3">Flat Size ≤ 40m^2</td><td>32</td><td>266</td></tr>
<tr><td>37.6</td><td>185</td></tr>
<tr><td>39.9</td><td>294</td></tr>
<tr><td rowspan="4">40m^2 < Flat Size ≤ 70m^2</td><td>45.4</td><td>216</td></tr>
<tr><td>48.1</td><td>54</td></tr>
<tr><td>60.1</td><td>26</td></tr>
<tr><td>68.8</td><td>27</td></tr>
</table></td></tr>
<tr><td>Retail Shops</td><td>1,600m^2</td></tr>
<tr><td>GFA for Welfare Facilities</td><td>Around 422m^2, including:
- A main base of Short-term Food Assistance Service Team (STFAST)
- Home Care Services (HCS) for Frail Elderly Persons</td></tr>
<tr><td>Domestic Plot Ratio</td><td>6.0</td></tr>
<tr><td>Nos. of Block</td><td>2</td></tr>
</table>

2.2.2 It is anticipated that the proposed development will be commissioned in year 2030. Therefore, the design year 2033 (i.e. 3 years after the planned commencement year of the proposed development) is adopted for this Traffic Impact Assessment.

2.3 Proposed Vehicular Access

2.3.1 The proposed vehicular access is located at Wang Yip Street East and the location of the proposed vehicular access as shown diagrammatically in **Figure 2.1 (Rev.B)**. The proposed vehicular access would be able to facilitate the turning of 12m long vehicle from Wang Yip Street East / to site entrance.

2.4 Provision of Internal Transport Facilities

2.4.1 The required internal transport facilities provision for the proposed development for individual lots are summarized in **Table 2.2** and **2.3** below.

Table 2.2 Internal Transport Provision under the HKPSG Requirements

Proposed Development		**HKPSG Requirement**							
		Private Car Parking Space						**Motorcycle Parking**	**Loading / Unloading Bay**
Residential (1,068 flats)									
Flat size	No. of Flats	GPS	R1	R2	R3	GPS x R1 x R2 x R3	5 visitor spaces per block	1 motorcycle parking per 100 – 150 flats	1 bay for each housing block
Flat Size ≤ 40m^2	745	4-7	0.50	0.75	0.90	36 – 63	10 (2 Blocks)	-	2
40m^2 < Flat Size ≤ 70m^2	323	4-7	1.20	0.75	0.90	38 - 66			
Total Required		**74 - 129**					**10**	**-**	**2**
Required Provision[A]		**84 - 139**						**8 - 11**	**2**
Retail (1,600 m^2)									
		1 car space per 150 – 300 m^2 GFA						5 – 10% of the total provision for private cars	1 per 800 – 1200 m^2 GFA
Required Provision [B]		**6 - 11**						**1 - 2**	**2**
Total Required Provision [A+B]		***90 - 150***						***9 - 13***	***4***
Proposed Provision		***150 nos. (Included 2 nos. of accessible parking)***						***13 nos.***	***4 nos. (Included 3 nos. of HGV and 1 no. of LGV)***

Note: (1) The above parking requirements under the latest HKPSG is the same as that adopted in the Approved TIA under approved Planning Application (Application No. A/YL/304).

Table 2.3 Transport Facilities Provision for Welfare Facilities and Bicycle Parking Space for Residential

Requirement	Proposed Provision
Welfare Facilities (Based on Technical Schedule for the Government Accommodation)	
1 space (11m (L) x 3.5m (W)) for shared use for loading / unloading of goods vehicles and picking-up / setting-down of passengers	1 no. (11m (L) x 3.5m (W))
1 space (8m (L) x 3m (W)) for parking of private light bus	1 no. (8m (L) x 3m (W))
Bicycle Parking Space for Residential (Based on Approved Planning Application (No. A/YL/304))	
1 bicycle parking space for every 7.5 flats with flat size smaller than $70m^2$	143 nos.

2.4.2 The carpark layout plans for loading/unloading and parking spaces at ground floor and first floor are shown in **Figure 2.1 (Rev.B)** to **Figure 2.2 (Rev.B)** and the EVA connects from first floor to second floor as shown in **Figure 2.3 (Rev.B)**.

3. THE EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

3.1.1 Po Yip Street is a dual-carriageway which connects Long Yip Street to the southern side and Keung Yip Street at the middle of section.

3.1.2 Long Yip Street is an eastbound road which connecting Castle Peak Road – Yuen Long at its eastern end and to Wang Tat Road at its western end.

3.2 Critical Junctions

3.2.1 Nine junctions are identified to be critical for the Traffic Impact Assessment due to the proposed development. Relevant details are listed in **Table 3.1** and shown in **Figure 3.1 (Rev.A)**. Existing junction layouts are tabulated in **Figures 3.2** to **3.10** respectively.

Table 3.1 Identified Critical Junctions

Ref.	Junction	Type	Figure No.
A	Yuen Long On Lok Road/ Long Yip Street/ Po Yip Street / Yuen Long Tung Tai Street	Signalized	3.2
B	Po Yip Street / Keung Yip Street	Priority	3.3
C	Wang Yip Street East/ Keung Yip Street	Priority	3.4
D	Wang Yip Street East/ Hi Yip Street	Priority	3.5
E	Yuen Long On Lok Road/ Long Yip Street /Wang Lok Street/ Wang Tat Road/ Ma Wang Road	Signalized	3.6
F	Fo Yip Street / Wang Yip Street West / Hi Yip Street	Priority	3.7
G	Castle Peak Road - Yuen Long / Yuen Long On Lok Road / Long Yat Road	Signalized	3.8
H	Castle Peak Road - Yuen Long / Long Yat Road	Signalized	3.9
I	Pok Oi Interchange	Signalized	3.10

3.2.2 In order to study the existing traffic condition of the above critical junctions, traffic survey in the form of manual-classified count was conducted for the nine junctions

during the peak periods on a typical weekday in 16 March 2026 from 07:30 to 09:30 and from 17:00 to 19:00 respectively. The survey provides most up-to-date details of the traffic condition within the study area under normal operation. Based on the observed traffic flows, it reveals that morning and evening peak hours occurred from 07:45 to 08:45 and from 17:15 to 18:15 respectively.

3.2.3 The 2026 existing peak traffic flows are presented in **Figure 3.11 (Rev.A)**. The operational performances of the critical junctions are listed in **Table 3.2** below.

Table 3.2 Operational Performances of Critical Junctions in 2026

Ref.	Junction	Method of Control	Year 2026 RC/DFC (1)	
			AM Peak	PM Peak
A	Yuen Long On Lok Road/ Long Yip Street/ Po Yip Street / Yuen Long Tung Tai Street	Signalized	58%	88%
B	Po Yip Street / Keung Yip Street	Priority	0.31	0.34
C	Wang Yip Street East/ Keung Yip Street	Priority	0.24	0.25
D	Wang Yip Street East/ Hi Yip Street	Priority	0.20	0.15
E	Yuen Long On Lok Road/ Long Yip Street /Wang Lok Street/ Wang Tat Road/ Ma Wang Road	Signalized	72%	88%
F	Fo Yip Street / Wang Yip Street West / Hi Yip Street	Priority	0.43	0.34
G	Castle Peak Road - Yuen Long / Yuen Long On Lok Road / Long Yat Road	Signalized	38%	50%
H	Castle Peak Road - Yuen Long / Long Yat Road	Signalized	43%	56%
I-1	Pok Oi Interchange (Yuen Long Highway Slip Road Northbound)	Signalized	28%	25%
I-2	Pok Oi Interchange (Yuen Long Highway Slip Road Southbound)	Signalized	36%	35%

Note: (1) RC = Reserve Capacity for Signal Junction;
DFC = Design Ratio of Flow to Capacity for Priority Junction/Roundabout

3.2.4 The assessment results in **Table 3.2** indicate that all critical junctions are at present operating with ample capacities during the peak hours.

3.2.5 The existing link capacity for adjacent road network is assessed and the results are shown in **Table 3.3.**

Table 3.3 Existing Link Capacity Assessment

Road Section	Direction	Capacity (veh/hr)	Traffic Flows (veh/hr)		V/C Ratio	
			AM	PM	AM	PM
Wang Yip Street East	Two-way	744(1)	265	280	0.36	0.38
Keung Yip Street	Two-way	744(1)	240	265	0.32	0.36
Po Yip Street	Northbound	1,300(3)	365	315	0.28	0.24
	Southbound	2,340(2)	590	490	0.25	0.21
Long Yip Street	Eastbound	2,418(1)	1,425	1,120	0.59	0.46
Yuen Long On Lok Road	Westbound	4,200	1,365	1,455	0.33	0.35
Kwong Yip Street	Northbound	744(1)	150	115	0.20	0.15
Wang Yip Street South	Two-way	720(2)	120	135	0.17	0.19

Notes:
(1) With reduction factor of 7% for HV percentage between 15-20%
(2) With reduction factor of 10% for HV percentage between 20-25%
(3) Consideration is given to illegal parking along the nearside traffic lane

3.2.6 **Table 3.3** shows that all critical road links operate with capacities during the AM and PM peak hours.

3.3 Public Transport Services in the Vicinity

3.3.1 Numerous road-based public transport services, for instance, franchised bus and GMB are also provided in vicinity of the proposed development. Details of the current services of franchised bus and GMB routes are listed in **Table 3.4** and are illustrated diagrammatically in **Figure 3.12**.

Table 3.4 Public Transport Services in the Vicinity of the Proposed Development

Service	Route	Origin / Destination	Frequency (mins)
KMB	53	Yoho Mall (Yuen Long) - Tsuen Wan (Nina Tower)	25-35
	54	Yuen Long (West) - Sheung Tsuen (Circular)	30
	69	Tin Shui Wai Town Centre - Yuen Long (Tak Yip Street)	20-30
	64K	Yuen Long (West) - Tai Po Market Station	7-20
	64X	Hung Shui Kiu (Hung Yuen Road) - Hong Kong Science Park	AM Peak
	68M	Tsuen Wan Station - Yuen Long (West) B/T	7-20
	68X	Hung Shui Kiu (Hung Fuk Estate) - Mong Kok (Park Avenue)	9-25
	77K	Sheung Shui - Yuen Long (Fung Cheung Road)	12-30
	76K	Sheung Shui (Ching Ho) - Long Ping Estate	20-30
	251C	Kong Ha Wai - Yuen Long (Hong Lok Road)	30
	264R	Tai Po Market Station - Tin Yiu	30
	265S	Tai Po Industrial Estate - Tin Shui Wai Town Centre	AM
	268A	Long Ping Estate - Kwun Tong Ferry	AM and PM Peak
	268B	Long Ping Station - Hung Hom (Hung Luen Road)	20-30
	268C	Long Ping Station - Kwun Tong Ferry	5-30
	268P	Ma Wang Road (San Shui House) - Kwun Tong Ferry	AM and PM Peak
	268X	Hung Shui Kiu (Hung Fuk Estate) - Jordan (West Kowloon Station)	6-35
	269D	Tin Fu - Lek Yuen	7-25
	276	Tin Tsz - Sheung Shui	15-30
	276C	Tin Shui Wai Station - Fanling (Cheung Wah)	AM and PM Peak
	276P	Tin Shui Wai Station - Sheung Shui	7-30
	968	Yuen Long (West) - Causeway Bay (Tin Hau)	6-20
	968A	Yuen Long (West) - Causeway Bay (Tin Hau)	AM Peak
	968X	Yuen Long (Tak Yip Street) - Quarry Bay (King's Road)	AM and PM Peak
	P968	Yuen Long (West) - Causeway Bay (Tin Hau)	AM and PM Peak
	B1	Tin Tsz - Lok Ma Chau Station (Futian)	8-30
	N269	Tin Tsz - Mei Foo	Overnight
	N368	Yuen Long (West) - Central (Macao Ferry)	Overnight
LWB	A36	Kam Sheung Road Station - Airport (Ground Transportation Centre)	15-60
	A37	Long Ping Station - Airport (Ground Transportation Centre)	20-30
	E36	Pat Heung Road - Airport (Ground Transportation Centre)	15-30
	E36C	Yuen Long (Tak Yip Street) - Aircraft Maintenance Area	AM Peak and PM Peak
	E36S	Yuen Long (Ma Wang Road) - Airport (Ground Transportation Centre)	15-25
	NA36	Kam Sheung Road Station - Cathay Pacific City	Overnight
	N30	Yuen Long Station - Airport (Cheong Tat Road)	Overnight
MTR	K68	Yuen Long Industrial Estate - Tai Kiu Tsuen	10-20
	K73	Yuen Long West - Tin Heng	4-10
	K74	Tin Shui Wai Town Centre - Au Tau (Circular)	20-60
	K66	Long Ping - Tai Tong Wong Nai Tun Tsuen	4-15
	K65	Yuen Long Station - Lau Fau Shan	9-16
NLB	B2	Yuen Long Mtr Station - Shenzhen Bay Port	20

GMB	32	Yuen Long Station (North) Public Transport Interchange - Tan Kwai Tsuen	10-15
	33	Yuen Long (Tai Fung Street) - Ha Pak Nai	20-30
	35	Yuen Long (Tai Fung Street) - Sha Kiu (Tsim Bei Tsui)	18-23
	36	Yuen Long (Fook Hong Street) - Tai Shang Wai Rural Office	10-15
	36A	Yuen Long (Fook Hong Street) - Yau Pok Road Light Public Housing	20
	37	Yuen Long (Fook Hong Street) - Yau Tam Mei Village Office	12-15
	38	Yuen Long (Fook Hong Street) - Ha Chuk Yuen (Near Ho Sang Farm)	10-15
	71	Shek Wu Tong (Ho Pui) - Yuen Long (Yuen Long Tai Hang Street)	15
	72	Yuen Long (Yuen Long Tai Hang Street) - Lui Kung Tin	10
	73	Yuen Long (Fook Hong Street) Public Light Bus Terminus - Sung Shan San Tsuen	10-20
	74	Yuen Long (Fook Hong Street) - Shing Uk Tsuen	8-15
	74A	Yuen Long (Fook Hong Street) - Tung Tau Wai	15
	75	Yuen Long (Fook Hong Street) - Ha Wan Tsuen	15-20
	76	Yuen Long (Fook Hong Street) - Siu Hum Tsuen	15-20
	79S	Tin Shui Wai (Grandeur Terrace) - Lok Ma Chau Control Point	30-60
	601	Yuen Long (Fung Cheung Road) - Pak Wai Tsuen	10-20
	601C	Yuen Long (Fung Cheung Road) - Kam Sheung Road Station (Circular)	20
	602	Yuen Long (Fung Cheung Road) - Tai Kong Po	15-20
	603	Yuen Long (Fung Cheung Road) - Fung Kat Heung	20-25
	604	Yuen Long (Fung Cheung Road) - Shan Ha Tsuen	10-20
	608	Wang Toi Shan (Pat Heung) > Yuen Long (Fung Cheung Road) (Circular Route)	10-13
	609	Yuen Long Stadium - Pok Oi Hospital (Circular Route)	6-15
	609B	Long Shin Estate - Yuen Long Station (Circular)	6
	609S	Long Shin Estate - Yuen Long Station (North) Public Transport Interchange	10
	611	Shan Pui Road - Fau Tsoi Street (Circular)	8-15
	611A	Yuen Long Station - Shan Pui Road (Circular)	5
	611B	Kwan Lok Lane - Yuen Long Station (Circular)	15
	611P	Shan Pui Road - On Shun Street (Circular)	20-30
	611S	United Court (Shan Pui Road) - Yuen Long Station (Circular)	15

Note:
KMB – Kowloon Motor Bus
LWB – Long Win Bus
MTR – MTR Bus
NLB – New Lantao Bus

4. FUTURE TRAFFIC CONDITION & TRAFFIC IMPACT ASSESSMENT

4.1 Design Year

4.1.1 It is anticipated that the proposed development would be completed in 2030 tentatively with full intended operation. In order to assess the possible traffic impacts to the local road network due to the proposed development, year 2033 (i.e. 3 years after completion) has been adopted as the design year for this study.

4.2 Traffic Forecast

4.2.1 To estimate the reference traffic flow in year 2033 (without the proposed development) in the local road network, an appropriate growth factor has to be identified for the area in the first instance. The following approaches have been adopted to derive the growth factor for the Area of Influence.

Historical Trend

4.2.2 Numerous traffic-count stations are located in the vicinity of the proposed development. The traffic counts reported in the Annual Traffic Census (ATC), which is published by Transport Department, over a period of seven years, i.e. 2018 to 2024 are summarized in **Table 4.1**.

Table 4.1 Historical Traffic Data from Annual Traffic Census (ATC)

Stn No.	Road Name	AADT							Annual Growth Rate
		2018	2019	2020	2021	2022	2023	2024	2018-2024
5011	Wang Chau Rd (From Yuen Long On Ning Rd to Yuen Long On Lok Rd)	5,970	5,880	5,300	5,210	5,080	4,990	5,140	-2.46%
5837	Yuen Long On Ning Rd (From Tai Kiu Rd to Wang Chau Rd)	10,140	10,070	9,650	9,860	9,290	9,510	9,053	-1.87%
5812	Long Yip St & Yuen Long On Lok Rd (From Tai Kiu Rd to Wang Chau Rd)	23,790	24,730	23,540	25,330	25,340	26,920	27,080	2.18%
6032	Yuen Long On Ning Rd (From Wang Chau Rd to Tai)	16,080	15,960	15,300	15,920	13,430	13,640	13,680	-2.66%
6008	Long Yip St & Yuen Long On Lok Rd (From Wang Chau Rd to Tai Cheung St)	32,160	33,440	31,830	33,380	32,480	32,660	32,840	0.35%

5836	Tai Kiu Rd (From Yuen Long On Ning Rd to Yuen Long On Lok Rd)	6,480	6,430	6,170	6,590	7,180	7,350	7,370	2.17%
6059	Long Yip St FO <192>	25,480	26,500	25,230	26,460	24,450	23,240	23,370	-1.43%
5440	Castle Peak Rd - Yeun Long	45,510	45,570	45,860	47,700	46,240	47,330	45,680	0.06%
5208	Long Yip St & Yuen Long On Lok Rd	37,360	37,050	35,270	36,990	35,350	37,320	39,600	0.98%
6019	Long Yip St & Yuen Long On Lok Rd	22,050	22,920	21,820	22,890	24,180	26,130	26,280	2.97%
5611	Wang Tat Rd, Ma Wang Rd, Long Yip Rd & Yuen Long On Lok Rd	16,620	17,280	19,150	20,760	19,840	21,080	21,200	4.14%
6628	Wang Lok St	15,220	16,720	15,430	16,410	16,460	16,680	17,490	2.34%
Total AADT of Vicinity		**256,860**	**262,550**	**254,550**	**267,500**	**259,320**	**266,850**	**268,783**	**+0.76%**

Planning Data

4.2.3 Reference has also been made to the latest 2021-Based Territorial Population Employment Data Matrices (TPEDM) planning data published by the Planning Department for projection of population and employment within the study district. The average annual growth rates in terms of population and employment from 2026 to 2031 are tabulated in **Table 4.2**.

Table 4.2 2021-Based Planning Data from 2021 to 2031

Yuen Long District				
Data	**Year**			**Average Annual Growth Rate (2026-2031)**
	2021	**2026**	**2031**	
Population	668,100	685,000	760,600	2.12%
Employment	152,850	238,500	258,200	1.60%
Total	820,950	923,500	1018,800	**+1.99%**

4.2.4 From Hong Kong Population Projections 2022-2046 obtained from the Census and Statistics Department, average annual growth rates in terms of population from 2031 to 2046 is +0.31%, details are summarised in **Table 4.3**.

Table 4.3 Hong Kong Population Projections 2031-2046

Year	2031	2046	Average Growth Rate
Population	7,820,200	8,190,400	**+0.31%**

Adopted Growth Rate

4.2.5 A.A.D.T. of ATC indicates that the traffic flow of the local road network has an average annual growth rate of +0.76% from year 2018 to year 2024.

4.2.6 Whilst, the planning data indicates that the population and employment of the study area are expected to grow with an average annual growth rate of +1.99% from 2026 to 2031 and the population with an average growth rate of +0.31% from 2031 to 2046.

4.2.7 As a conservative approach, an annual growth rate of **+1.99% p.a.** is adopted for assessment year 2026-2031 and an annual growth rate of **+0.31% p.a**. is adopted from assessment year 2031-2033. It is deemed sufficient to allow for any unexpected future growth as a result of some changes in land use or development in the study area.

Adjacent New Developments

4.2.8 Additional traffic generation and attraction of major committed/planned developments in the vicinity have been estimated and superimposed onto the road network to derive the year 2033 reference traffic flow. The estimated trip generation and attractions of the planned developments are summarized and illustrated in **Table 4.3**.

Table 4.3 Major Planned/ Committed Development in the Vicinity

Planning Application No.	Development Site	Uses	Development Parameters (Approx.)	Trip (pcu/hr)			
				AM Peak		PM Peak	
				GEN	ATT	GEN	ATT
/	Wang Chau Phase I (1)	Domestic	4,400 flats	217	156	121	167
A/YL/312	Multi-storey Building in YLIE (2)	Non-domestic	161,500 m^2	195	311	222	202
/	Public Housing Development at Tin Tsz Road (3)	Domestic	8,400 flats	493	407	319	348
LSPS/005	Land Sharing Pilot Scheme at Wing Ning Tsuen (4)	Domestic	5,613 flats	460	324	246	290
/	Wang Chau Remaining Phase (5)	Domestic	13,000 flats	922	732	505	597
/	Proposed Extension of YLIE (6)	Non-domestic	2,915,000 m^2	81	87	91	47
Y/YL/21	Proposed RCHE, residential and retail uses development of Yuen Long Theatre Lot 3678 in DD120 (7)	Domestic	74 flats	16	17	23	21
		RCHE	220 beds				
		Non-domestic	1,546 m^2				
LSPS/002	Proposed Land Sharing Pilot Scheme for a Site at Various Lots in D.D. 115, Yuen Long, the New Territories (8)	Domestic	3,316 flats	272	196	114	147
		Non-domestic	25,770 m^2				
/	Proposed Comprehensive Development with Wetland Enhancement (CDWE) at Nam Sang Wai and Lut Chau (9)	Domestic	2,512 Flats	662	494	485	501

Notes:
1. Data retrieved from 'Wang Chau Phase 1 Planning Brief', published by Hong Kong Housing Authority https://www.pland.gov.hk/file/resources/approved_pb/hd_pb/pdf/Wang_Chau_Phase_1_Yuen_Long.pdf
2. Reference from Town Planning Board: https://www.tpb.gov.hk/en/plan_application/A_YL_312.html
3. Data retrieved from 'Sites for Public Housing Development Estimated to be Completed from 2029-30 to 2033-34 (Position as at September 2023)', published by Development Bureau https://www.devb.gov.hk/filemanager/en/content_1322/2nd%20five-year%20project%20list_EN.pdf
4. Reference from: https://www.devb.gov.hk/filemanager/en/content_1154/LSPS_005_Gist.pdf
5. Reference from: https://www.cedd.gov.hk/eng/media-corner/project-reports/index-id-18.html
6. Reference from: https://hos.housingauthority.gov.hk/pdf/wangchau_report/TIA_Main_text.pdf
7. Reference from: https://www.tpb.gov.hk/en/plan_application/A_YL_319/FI_20240805/Traffic_Impact_Assessment_1.pdf
8. Reference from its TIA
9. Reference from: https://www.epd.gov.hk/eia/files/applications/en/pp_234/eia_5872/progress/action_172864/HTML/EIA%20Report%20PDF/Executive%20Summary/%E8%A1%8C%E6%94%BF%E6%91%98%E8%A6%81.pdf

4.2.9 The distribution of the traffic by the concerned committed/planned developments to the road network is illustrated in **Figure 4.1** to **Figure 4.9**.

4.3 Reference Traffic Flow in Year 2033

4.3.1 The year 2033 reference traffic flow is estimated by applying the adopted growth rate to the year 2026 adopted traffic flow.

4.3.2 The 2033 reference peak traffic flows are presented in **Figure 4.10**. The derivation for traffic flow of adjacent development has been made reference from the other TIA's report.

2033 Reference Traffic Flows (without proposed development)	=	**2026 Adopted Traffic Flows**	x	**Adopted Growth Factor i.e. +1.99% p.a. for 5 years and +0.31% p.a. for 2 years**	+	**Adjacent Developments**

4.4 Traffic Trips of the Proposed Development

4.4.1 Trip generation and attraction rates of private housing and retail as stipulated in T.P.D.M have been adopted for estimating the trip generations and attractions of the proposed development and summarized in the **Table 4.4**.

Table 4.4 Adopted Trip Rates for the Proposed Private Housing and Retail

Use	Category	Unit	Trip Generation Rates			
			AM Peak		PM Peak	
			Gen	Att	Gen	Att
Residential	R(A) - FS </= 60 - Mean	pcu/hour/flat	0.0718	0.0425	0.0286	0.0370
	R(A) - FS </= 70 - Mean	pcu/hour/flat	0.0888	0.0515	0.0356	0.0480
Retail	Retail/ Shopping Complex (Office + Retail)	pcu/hour/100m^2	0.2296	0.2434	0.3100	0.3563

4.4.2 As the use of government, institution and community (GIC) is not specified in the latest Transport Planning & Design Manual (TPDM), the estimation of the traffic trips related to GIC made reference to A/FSS/299, Instruction No. A20 – Proposed Public Housing Development at Po Shek Wu Road Traffic Review. Detail is summarized in the **Table 4.5**.

Table 4.5 Adopted Trip Rates for Proposed GIC

Use	Units	Trip Generation (pcu/hr) (1)			
		AM Peak		PM Peak	
		Gen	Att	Gen	Att
Government, Institution and Community (GIC) (2): - A main base of Short-term Food Assistance Service Team (STFAST) - Home Care Services (HCS) for Frail Elderly Persons	pcu/hr/ 100m^2 GFA	0.2230	0.2230	0.2230	0.2230

Notes:
(1) The adopted trip rates for the proposed development were referenced from *A/FSS/299, Instruction No. A20 – Proposed Public Housing Development at Po Shek Wu Road, Traffic Review* approved on 10 January 2025, which could be retrieved from pages 121-180 of https://www.tpb.gov.hk/uploads/page/meetings/RNTPC/A_FSS_299_A/A_FSS_299_A_Appendix.pdf.
The GFA of its approved welfare facilities is 4,484 m^2, with corresponding trips of 10 pcu/hr for both AM and PM trip generation and attraction, as shown at p.124 of the pdf.
The trip rate estimation method applied to the proposed GIC is calculated as 10 pcu/hr ÷ 4,484 m^2× 100 m^2 = 0.2230 pcu/hr/100m^2 GFA.
(2) Refer to p.187 on the pdf of *A/FSS/299, Instruction No. A20 – Proposed Public Housing Development at Po Shek Wu Road, Traffic Review* for type of GIC

4.4.3 Based on the adopted trip rate listed in **Table 4.4** and **Table 4.5** as well as the development parameters in **Table 2.1**, the total of the trip generation and attraction of the proposed development are estimated and summarized in the **Table 4.6**.

Table 4.6 Traffic Generations and Attractions of Proposed Development

Use	Development Parameter	Trip Generation (pcu/hr)			
		AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Private Housing: High-Density (Average Flat Size: 60 m^2)	1,015 flats	73	44	30	38
Private Housing: High-Density (Average Flat Size: 70 m^2)	53 flats	5	3	2	3
Retail	1,600 m^2	4	4	5	6
Government, Institution and Communities (GIC)	422 m^2	1	1	1	1
Total (pcu/hr)		**83**	**52**	**38**	**48**

4.4.4 For reference, the net change in traffic generation between the Proposed Development and the approved scheme, the traffic trips will slightly decrease in AM peak but slightly increase in PM peak to the surrounding road network, as shown in **Table 4.7**.

Table 4.7 Net Difference of Traffic Trip between current and the approved proposals

Item	Trip Generation (pcu/hour)			
	AM Peak		PM Peak	
	Gen	Att	Gen	Att
Current Scheme (1)	83	52	38	48
Approved Scheme (2)	83	53	38	47
Difference	**0**	**-1**	**0**	**+1**

Notes:
(1) Refer to Table 4.6
(2) Reference from previously approved Traffic Impact Assessment report Table 4.4.

4.5 Traffic Forecast for Design Year 2033

4.5.1 The traffic trips of the proposed development as shown in **Figure 4.11**, which is superimposed onto the year 2033 reference traffic flow (without the proposed development) as shown in **Figure 4.10** to derive the year 2033 design traffic flow (with the proposed development).

Year 2033 Design Traffic Flow (with the Proposed Development) = **Year 2033 Reference Traffic Flow (without the Proposed Development)** + **Traffic Trips of the Proposed Development**

4.5.2 The traffic flow during peaks derived from AM and PM peak periods in the design year 2033 (with the proposed development) as shown in **Figure 4.12**.

4.6 Operational Assessment

4.6.1 To assess traffic impacts due to the proposed development, operational assessment of the critical junctions identified in **Chapter 3** are carried out for both reference (without the proposed development) and design (with the proposed development) scenarios in year 2033. The results are summarized in **Table 4.8**.

Table 4.8 Operational Performance of Critical Junctions in Year 2033

Ref.	Junction	Method of Control	Year 2033 RC/DFC (1)			
			Reference Scenario (Without the Proposed Development)		Design Scenario (With the Proposed Development)	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Yuen Long On Lok Road/ Long Yip Street/ Po Yip Street / Yuen Long Tung Tai Street	Signalized	25%	48%	21%	45%
B	Po Yip Street / Keung Yip Street	Priority	0.35	0.39	0.53	0.46
C	Wang Yip Street East/ Keung Yip Street	Priority	0.27	0.28	0.34	0.34
D	Wang Yip Street East/ Hi Yip Street	Priority	0.22	0.17	0.24	0.18
E	Yuen Long On Lok Road/ Long Yip Street /Wang Lok Street/ Wang Tat Road/ Ma Wang Road	Signalized	21%	37%	21%	36%
F	Fo Yip Street / Wang Yip Street West / Hi Yip Street	Priority	0.48	0.39	0.49	0.41

G	Castle Peak Road - Yuen Long / Yuen Long On Lok Road / Long Yat Road	Signalized	24%	35%	24%	35%
H	Castle Peak Road - Yuen Long / Long Yat Road	Signalized	18%	32%	16%	31%
I-1	Pok Oi Interchange (Yuen Long Highway Slip Road Northbound)	Signalized	**8%**	**5%**	**7%**	**4%**
I-2	Pok Oi Interchange (Yuen Long Highway Slip Road Southbound)	Signalized	**9%**	**6%**	**8%**	**6%**

Notes: (1) RC = Reserve Capacity for Signal Junction;
DFC = Design Ratio of Flow to Capacity for Priority Junction/Roundabout

4.6.2 The assessment result in **Table 4.8** reveals that all junctions operate with ample capacities in both reference and design scenarios in year 2033 except junction I-1 and I-2 (Pok Oi Interchange).

4.6.3 However, it is considered that the proposed development only generated insignificant traffic impact to Pok Oi Interchange with maximum -1% for the junction performance.

4.6.4 The traffic generated by the proposed development would induce insignificant impact on the surrounding road network. Therefore, the application is supported from the traffic points of view.

4.6.5 The 2033 link capacity for adjacent road network is also assessed and the results are shown in **Table 4.9** and **Table 10**.

Table 4.9 2033 Link Capacity Assessment (Without Proposed Development)

Road Section	Direction	Capacity (veh/hr)	Traffic Flows (veh/hr)		V/C Ratio	
			AM	PM	AM	PM
Wang Yip Street East	Two-way	744	300	315	0.40	0.42
Keung Yip Street	Two-way	744	265	295	0.36	0.40
Po Yip Street	Northbound	1,300	435	385	0.33	0.30
	Southbound	2,340	685	565	0.29	0.24
Long Yip Street	Eastbound	2,418	1895	1440	0.78	0.60
Yuen Long On Lok Road	Westbound	4,200	1815	1915	0.43	0.46
Kwong Yip Street	Northbound	744	165	135	0.22	0.18
Wang Yip Street South	Two-way	720	135	150	0.19	0.21

Table 4.10 2033 Link Capacity Assessment (With Proposed Development)

Road Section	Direction	Capacity (veh/hr)	Traffic Flows (veh/hr)		V/C Ratio	
			AM	PM	AM	PM
Wang Yip Street East	Two-way	744	400	375	0.54	0.50
Keung Yip Street	Two-way	744	365	355	0.49	0.48
Po Yip Street	Northbound	1,300	470	420	0.36	0.32
	Southbound	2,340	750	590	0.32	0.25
Long Yip Street	Eastbound	2,418	1940	1460	0.80	0.60
Yuen Long On Lok Road	Westbound	4,200	1840	1940	0.44	0.46
Kwong Yip Street	Northbound	744	170	135	0.23	0.18
Wang Yip Street South	Two-way	720	135	150	0.19	0.21

4.6.6 **Tables 4.9** and **4.10** shows that all critical road links operate with capacities during the AM and PM peak hours in both reference and design scenarios in year 2033.

5. PEDESTRIAN IMPACT ASSESSMENT

5.1 Survey on Pedestrian Flows in the Vicinity

5.1.1 In order to acquire the existing pedestrian condition around the proposed development, a pedestrian headcount survey was conducted at concerned footpath sections on a normal weekday on 16 March 2026 from 07:30 to 09:30 and from 17:00 to 19:00 respectively. The assessment sections are shown in **Figure 5.1 (Rev.B)**.

5.1.2 To concept of Minimum Width of Footways and Level-of-service (LOS) in accordance with **T.P.D.M. Volume 2 Chapter 3.4.11** and **Volume 6 Chapter 10** have been applied for assessing the concerned walkways. The Minimum Width of Footways refers to the desirable minimum effective widths of footways according to pedestrian volume and type of land use. LOS directly relates to the pedestrian comfort and ease with which pedestrians queued and proceed at the walkway.

5.1.3 The related assessment of pedestrian is based on Level-of-Service (LOS) approach, which is stipulated in T.P.D.M. (**Volume 6, Chapter 10, Section 10.4.2**), defines the service level of walkway in terms of several parameters such as pedestrian flow rate, pedestrian space, walking speed, etc. The standard with relevant descriptions is summarized in **Table 6.1**.

Table 6.1 Descriptions of Level-of-Service (LOS)

LOS	Flow Rate (ped/min/meter)	Description
A	≤ 16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16 - 23	Sufficient space is provided for pedestrians to freely select their walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	23 - 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional stream. Where reverse direction or crossing movement exists, minor conflicts will occur, and speed and volume will be somewhat lower.

D	33 - 49	Freedom to select individual walking speeds and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflicts is high and its avoidance requires changes of speeds and position. The LOS provides reasonable fluid flow; however considerable friction and interactions between pedestrians are likely to occur.
E	49 - 75	Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow.
F	> 75	Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross- and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams.

5.1.4 The level-of-service (LOS) for baseline operational performances of the identified critical sections are listed in **Table 6.2** and presented in **Figure 5.1 (Rev.B)**.

Table 6.2 Performance of Critical Footpath in Year 2026

2026 Observed Scenario								
			AM Peak			PM Peak		
Critical Sections	**Actual Width (m)**	**Effective Width (m)** (1)	**Two-way Pedestrian Flow (ped/hr)**	**Two-way Pedestrian Flow Rate (ped/min/m)** (2)	**LOS** (3)	**Two-way Pedestrian Flow (ped/hr)**	**Two-way Pedestrian Flow Rate (ped/min/m)** (2)	**LOS** (3)
A	3.5	2.5	217	1.45	A	285	1.90	A
B	3.2	2.2	166	1.26	A	188	1.42	A
C	3.3	2.3	562	4.07	A	687	4.98	A
D	3.5	2.5	1,219	8.13	A	1,363	9.09	A
E	2.7	1.7	50	0.49	A	93	0.91	A
F	4.7	3.7	56	0.25	A	66	0.30	A
G	4.7	3.7	20	0.09	A	17	0.08	A

Notes: (1) Effective Width = Actual Width – Death Width (0.5m from railings or walls for both sides)
(2) Two-way Pedestrian Flow Rate (ped/min/m) – Peak Pedestrian Flow / 60min / Effective Width
(3) LOS details extracted from the HCM are tabulated in TPDM Volume 6 Chapter 10 Clause 10.4.2.3

5.1.5 The results of assessment shown in **Table 6.2** indicate that all critical sections are operating with ample reserved capacity during AM and PM peak hours.

5.2 Future Pedestrian Conditions

5.2.1 Based on the observed pedestrian flows and the adopted growth rate of **+1.99%** from 2026 to 2031 and growth rate of **+0.31%** from 2031 to 2033 as in **Section 4.3.2**, future pedestrian reference flows at the critical sections (without proposed development) in Year 2033 are estimated and summarized in **Table 6.3** and presented in **Figure 5.2 (Rev.B)**.

Table 6.3 Performance of Critical Footpath in Reference Scenario Year 2033

2033 Reference Scenario								
Critical Sections	Actual Width (m)	Effective Width (m) (1)	AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)(2)	LOS (3)	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m) (2)	LOS (3)
A	3.5	2.5	240	1.60	A	315	2.10	A
B	3.2	2.2	185	1.40	A	210	1.59	A
C	3.3	2.3	625	4.53	A	765	5.54	A
D	3.5	2.5	1,355	9.03	A	1,515	10.10	A
E	2.7	1.7	55	0.54	A	105	1.03	A
F	4.7	3.7	60	0.27	A	75	0.34	A
G	4.7	3.7	20	0.09	A	20	0.09	A

5.3 Pedestrian Traffic Forecast

5.3.1 To estimate the pedestrian trips related to the proposed developments, same pedestrian trip rates are adopted from the approved TIA report as shown in the **Table 6.4**.

Table 6.4 Pedestrian Generation Rates

Use	Units	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Private Housing	ped/15-min/flat	0.075	0.0487	0.0443	0.0443
Retail	ped/15-min/100m^2	0.4900	0.2170	1.0670	1.0670
Welfare Facilities	ped/15-min/100m^2	0.0482	0.2651	0.2892	0.2048

5.3.2 The pedestrian generated by the proposed development are summarized in **Table 6.5**.

Table 6.5 Proposed Development Pedestrian Generation

Use	Units	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Residential	1,068 flats	81	53	48	48
Retail	1,600 m^2	8	4	18	18
Welfare Facility	422m^2	1	2	2	1
Total (15-min)		90	59	68	67
Total (Hourly)		**360**	**236**	**272**	**268**

5.3.3 Based on the pedestrian generation as shown in **Table 6.5**. The expected pedestrian trips at AM and PM peak hour due to the proposed development is assigned to the reference pedestrian flow and the LOS assessment is shown in **Table 6.6** and presented in **Figure 5.3 (Rev.B)**.

Table 6.6 Performance of Critical Footpath in Design Scenario Year 2033

2033 Design Scenario								
Critical Sections	Actual Width (m)	Effective Width (m) (1)	AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m) (2)	LOS (3)	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m) (2)	LOS (3)
A	3.5	2.5	810	5.40	A	780	5.20	A
B	3.2	2.2	780	5.91	A	750	5.68	A
C	3.3	2.3	1,220	8.84	A	1,305	9.46	A
D	3.5	2.5	1,950	13.00	A	2,055	13.70	A
E	2.7	1.7	85	0.83	A	180	1.76	A
F	4.7	3.7	90	0.41	A	150	0.68	A
G	4.7	3.7	590	2.66	A	485	2.18	A

5.3.4 The assessment results in **Table 6.6** show that the concerned sections of footpath and will all operate with ample reserved capacity (LOS A) during AM and PM peak hours in design year 2033.

5.4 Pedestrian Crossing Assessment

5.4.1 The cautionary crossing at Kwong Yip Street is also assessed. The assessment section is shown in **Figure 5.1 (Rev.B)**. Based on the observed and pedestrian forecast in Sections 5.1 to 5.3, the operational performance of the cautionary crossing is summarized in **Table 6.7**.

Table 6.7 Operational Performance of Cautionary Crossing at Kwong Yip Street

Index	Input Parameters		Year 2026 Observed Scenario		Year 2033 Reference Scenario		Year 2033 Design Scenario	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
H	S_p	= average pedestrian walking speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
	t_s	= pedestrian start-up time and end clearance time (s)	3	3	3	3	3	3
	L	= crosswalk length (m)	8	8	8	8	8	8
	v_p	= pedestrian flow rate (p/h)	135	365	150	405	745	945
		= pedestrian flow rate (p/s)	*0.04*	*0.1*	*0.04*	*0.11*	*0.21*	*0.26*
	v	= vehicular flow rate (veh/h)	30	25	35	30	35	30
		= vehicular flow rate (veh/s)	*0.01*	*0.01*	*0.01*	*0.01*	*0.01*	*0.01*
	W_E	= effective crosswalk (m)	1.5	1.5	1.5	1.5	1.5	1.5
Step								
1	t_c	= single pedestrian critical gap	10	10	10	10	10	10
2	N_c	= total number of pedestrian in the crossing platoon (p)	1	1	1	1	1.1	1.1
3	N_p	= spatial distribution of pedestrian (p)	1	1	1	1	1	1
4	t_G	= group critical gap (s)	10	10	10	10	10	10
5	d_p	= average pedestrian delay (s)	0.5	0.5	0.5	0.5	0.5	0.5
6	LOS	= Level of Services	**A**	**A**	**A**	**A**	**A**	**A**

Note: Methodology from HCM Chapter 18

5.4.2 The assessment results in **Table 6.7** show that the concerned crossing will operate with ample reserved capacity (LOS A) during AM and PM peak hours in 2026 observed, 2033 reference and 2033 design scenarios.

6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 CTA Consultants Limited (CTA) is commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and provide technical justifications in supporting the planning application from traffic engineering point of view.

6.1.2 To appraise the existing traffic condition, a traffic survey in the form of manual-classified count was conducted at the surrounding road network of the proposed development. Current operational performance of the critical junctions and road links have been assessed with the observed traffic flow. The results reveal that all critical junctions and road links are at present operating within its capacities.

6.1.3 Assessment of operational performance of the critical junctions revealed that all critical junctions would still operate within their capacities in both reference scenario (without proposed development) and design scenario (with proposed development) in 2033 during the peak hours except Pok Oi Interchange. However, the proposed development only generated insignificant traffic impact to Pok Oi Interchange with maximum -1% for the junction performance.

6.1.4 The LOS assessment results indicated that the critical section of footpath and crossing near the proposed site will operate with adequate capacities to accommodate the estimated pedestrian flows in 2033 design year.

6.1.5 Based on the above assessment, the development is supported from the traffic points of view.

6.2 Conclusion

6.2.1 In conclusion, this Traffic Impact Assessment (TIA) study demonstrated that the related traffic trips related to the proposed development can be absorbed by the nearby road network and no significant traffic impact will be induced.

6.2.2 Therefore, the Site is considered feasible for the proposed development from traffic engineering point of view.

Appendix 1

Junction Calculation Sheets

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Yuen Long On Lok Road / Long Yip Street / Po Yip Street / Yuen Long Tung Tai Street (Jn A)**

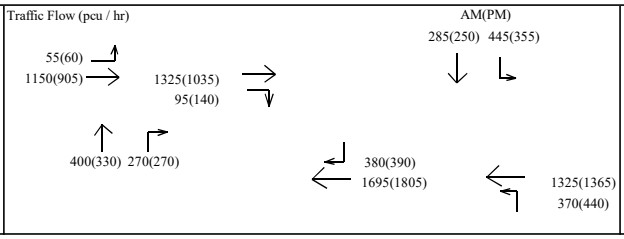
Description: **2026 Observed Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Po Yip Street	S		A	1	3.5	35	0	1	100%	100%	1965	6175	1885	1885	6020	6025	229	0.121	0.121	189	0.100	
	S		A	1	3.5	35	0	0	88%	81%	2105	0	2030	2035	0	0	246	0.121		204	0.100	
	S		A	1	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	255	0.121		211	0.100	
Po Yip Street	S		E	1	3.5	0	15	0	100%	100%	2105	4210	1915	1915	3830	3830	190	0.099		195	0.102	0.102
	S		E	1	3.5	0	15	0	100%	100%	2105	0	1915	1915	0	0	190	0.099		195	0.102	
Long Yip Street	E		B	2	3.3	40	0	0	14%	19%	2085	6255	2075	2070	6245	6240	400	0.193	0.193	320	0.155	
	E		B	2	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	402	0.193		322	0.155	
	E		B	2	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	402	0.193		322	0.155	
Long Yip Street	E		D	2,3,4	3.3	0	0	0	0%	0%	2085	4170	2085	2085	4170	4170	663	0.318		518	0.248	
	E		D	2,3,4	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	663	0.318		518	0.248	
	E		D	2,3,4	3.3	0	15	0	100%	100%	2085	2085	1895	1895	1895	1895	95	0.050		140	0.074	
Po Yip Street	N		C	3,4	5.5	0	0	1	0%	0%	2165	4470	2165	2165	4295	4280	338	0.156	0.156	304	0.140	
	N		C	3,4	5.5	0	15	0	81%	91%	2305	0	2130	2115	0	0	332	0.156		296	0.140	
Yuen Long On Lok Road	W		F	2,3,4	3.5	0	0	1	0%	0%	1965	6175	1965	1965	6175	6175	539	0.274		574	0.292	0.292
	W		F	2,3,4	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	578	0.274		615	0.292	
	W		F	2,3,4	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	578	0.274		615	0.292	
Yuen Long On Lok Road	W		G	2,3	3.5	0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	442	0.210		455	0.216	
	W		G	2,3	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	442	0.210		455	0.216	
	W		G	2,3	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	442	0.210		455	0.216	
Yuen Long Tung Tai Street	N		H	1,4	3.5	15	0	0	100%	100%	2105	4210	1915	1915	3830	3830	185	0.097		220	0.115	
	N		H	1,4	3.5	15	0	0	100%	100%	2105	0	1915	1915	0	0	185	0.097		220	0.115	

Pedestrian Crossing			
	Ip	2,3,4	Min. Crossing Time = 9Gm + 10FGm =19s
	Jp	1	Min. Crossing Time = 8Gm + 9Gm =17s
	Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
	Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
	Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
	Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

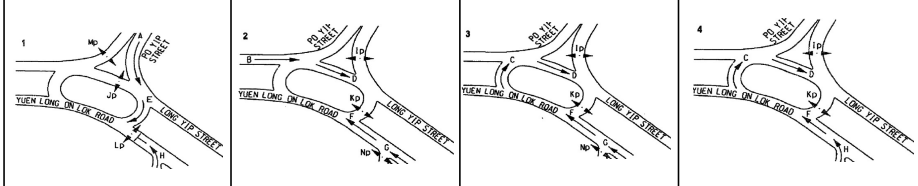
Traffic Flow (pcu / hr)



A.M. Check Phase	
εy	0.470
L (sec)	21
C (sec)	120
y pract.	0.743
R.C. (%)	58%

P.M. Check Phase	
εy	0.394
L (sec)	21
C (sec)	120
y pract.	0.743
R.C. (%)	88%

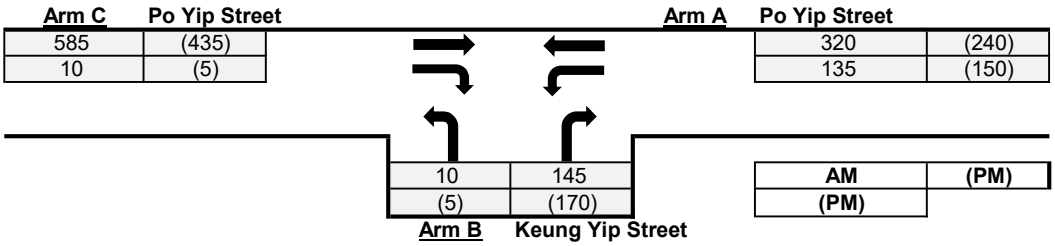
Stage / Phase Diagrams



I/G =7s I/G = 7s I/G =10s

Priority Junction Calculation

Junction :	Po Yip Street / Keung Yip Street (Jn B)	Job No.:	26016HK
Scenario :	2026 Observed Traffic Flows		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**					**Calculated**	
W	17	V-rBA	80	w-BA	3.5	D	0.921
W-CR	1.5	V-IBA	98	w-BC	3.5	E	0.955
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	85	w-CB	4	F	1.154
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	250			Y	0.414

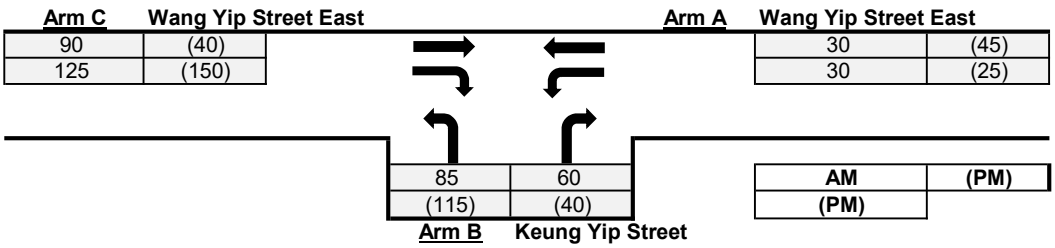
Analysis :	**Traffic Flow pcu/hr**	**AM**	**PM**	**Capacity pcu/hr**	**AM**	**PM**	
	q-CA	585	435	Q-BA	492	516	
	q-CB	10	5	Q-BC	658	668	
	q-AB	135	150	Q-CB	781	792	
	q-AC	320	240	Q-CA	N/A	N/A	(If C-B blocked C-A)
	q-BA	145	170	Q-BAC	500	520	(If Minor Road Share LT&RT)
	q-BC	10	5				
	f	0.065	0.029				

Results :	**Ratio of Flow-to-Capacity**	**AM**	**PM**
	B-A	N/A	N/A
	B-C	N/A	N/A
	C-B	0.01	0.01
	C-A	N/A	N/A
	B-AC	0.31	0.34
	Critical DFC	**0.31**	**0.34**

CTA Consultants Ltd.

Priority Junction Calculation

Junction :	Wang Yip Street East/ Keung Yip Street (Jn C)	Job No.:	26016HK
Scenario :	2026 Observed Traffic Flows		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**					**Calculated**	
W	10	V-rBA	80	w-BA	3.5	D	0.891
W-CR	0	V-IBA	45	w-BC	3.5	E	0.955
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	1	V-rBC	85	w-CB	5	F	1.259
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	250			Y	0.655

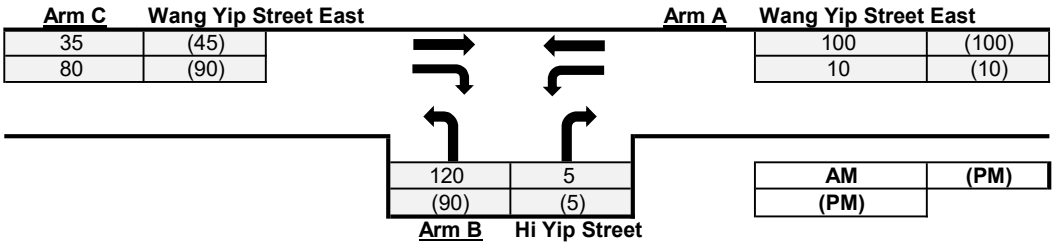
Analysis :	**Traffic Flow pcu/hr**	**AM**	**PM**	**Capacity pcu/hr**	**AM**	**PM**	
	q-CA	90	40	Q-BA	500	496	
	q-CB	125	150	Q-BC	702	699	
	q-AB	30	25	Q-CB	920	917	
	q-AC	30	45	Q-CA	1555	1505	(If C-B blocked C-A)
	q-BA	60	40	Q-BAC	601	632	(If Minor Road Share LT&RT)
	q-BC	85	115				
	f	0.586	0.742				

Results :	**Ratio of Flow-to-Capacity**	**AM**	**PM**
	B-A	N/A	N/A
	B-C	N/A	N/A
	C-B	0.14	0.16
	C-A	0.06	0.03
	B-AC	0.24	0.25
	Critical DFC	**0.24**	**0.25**

CTA Consultants Ltd.

Priority Junction Calculation

Junction :	Wang Yip Street East/ Hi Yip Street (Jn D)	Job No.:	26016HK
Scenario :	2026 Observed Traffic Flows		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**					**Calculated**	
W	10	V-rBA	37	w-BA	3.3	D	0.838
W-CR	0	V-IBA	45	w-BC	3.3	E	0.900
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	1	V-rBC	43	w-CB	5	F	1.121
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	114			Y	0.655

Analysis :	**Traffic Flow pcu/hr**	**AM**	**PM**	**Capacity pcu/hr**	**AM**	**PM**	
	q-CA	35	45	Q-BA	478	474	
	q-CB	80	90	Q-BC	648	648	
	q-AB	10	10	Q-CB	806	806	
	q-AC	100	100	Q-CA	1621	1599	(If C-B blocked C-A)
	q-BA	5	5	Q-BAC	639	636	(If Minor Road Share LT&RT)
	q-BC	120	90				
	f	0.960	0.947				

Results :	**Ratio of Flow-to-Capacity**	**AM**	**PM**
	B-A	N/A	N/A
	B-C	N/A	N/A
	C-B	0.10	0.11
	C-A	0.02	0.03
	B-AC	0.20	0.15
	Critical DFC	**0.20**	**0.15**

CTA Consultants Ltd.

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Yuen Long On Lok Road / Long Yip Street / Ma Wang Road / Wang Tat Road / Wang Lok Street (Jn E)**

Description: **2026 Observed Traffic Flows**

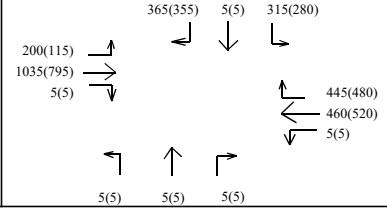
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M.			P.M.		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Long Yip Street	W		A	1	3.0	0	27	0	100%	100%	2055	4110	1945	1945	3890	3890	223	0.114	0.114	240	0.123	
	W		A	1	3.0	0	27	0	100%	100%	2055	4110	1945	1945	3890	3890	223	0.114		240	0.123	
	W		A	1	3.0	0	0	0	0%	0%	2055	4110	2055	2055	4110	4110	230	0.112		260	0.127	0.127
	W		A	1	3.0	0	0	0	0%	0%	2055	0	2055	2055	0	0	230	0.112		260	0.127	
	W		A	1	3.0	10	0	1	100%	100%	1915	1915	1665	1665	1665	1665	5	0.003		5	0.003	
Wang Lok Street	N		D	2	3.0	0	25	0	100%	100%	2055	2055	1940	1940	1940	1940	5	0.003		5	0.003	
	N		D	2	3.0	20	0	1	50%	50%	1915	1915	1845	1845	1845	1845	10	0.005		10	0.005	
Wang Tat Road	E		C	3	3.5	16	0	1	100%	100%	1965	8280	1795	1795	8105	8105	200	0.111		115	0.064	
	E		C	3	3.5	18	0	0	0%	0%	2105	0	2105	2105	0	0	347	0.165	0.165	267	0.127	0.127
	E		C	3	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	347	0.165		267	0.127	
	E		C	3	3.5	0	15	0	1%	2%	2105	0	2100	2100	0	0	346	0.165		266	0.127	
Wang Lok Street	S		B	4	3.5	25	0	1	100%	100%	1965	6175	1855	1855	5855	5855	217	0.117	0.117	203	0.109	0.109
	S		B	4	3.5	25	27	0	2% / 565% / 62'		2105	0	1995	1995	0	0	233	0.117		218	0.109	
	S		B	4	3.5	0	30	0	100%	100%	2105	0	2005	2005	0	0	235	0.117		219	0.109	

Pedestrian Crossing

Ep	3	Min. Crossing Time = 6Gm + 12FGm =18s
Fp	1,2,4	Min. Crossing Time = 10Gm + 15FGm =25s
Gp	4	Min. Crossing Time = 7Gm + 11FGm =18s
Hp	1,2,3	Min. Crossing Time = 8Gm + 10FGm =18s
Ip	2	Min. Crossing Time = 7Gm + 7FGm =14s
Jp	1,3,4	Min. Crossing Time = 5Gm + 6FGm =11s

Notes:

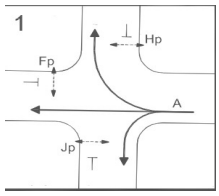
Traffic Flow (pcu / hr) AM(PM)



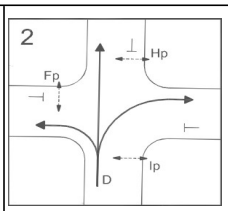
A.M. Check Phase	
εy	0.396
L (sec)	29
C (sec)	120
y pract.	0.683
R.C. (%)	72%

P.M. Check Phase	
εy	0.363
L (sec)	29
C (sec)	120
y pract.	0.683
R.C. (%)	88%

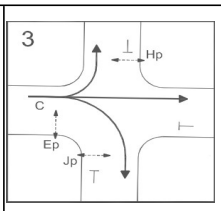
Stage / Phase Diagrams



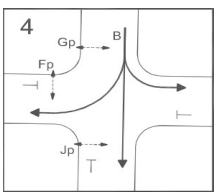
I/G =7s



I/G = 5+4s

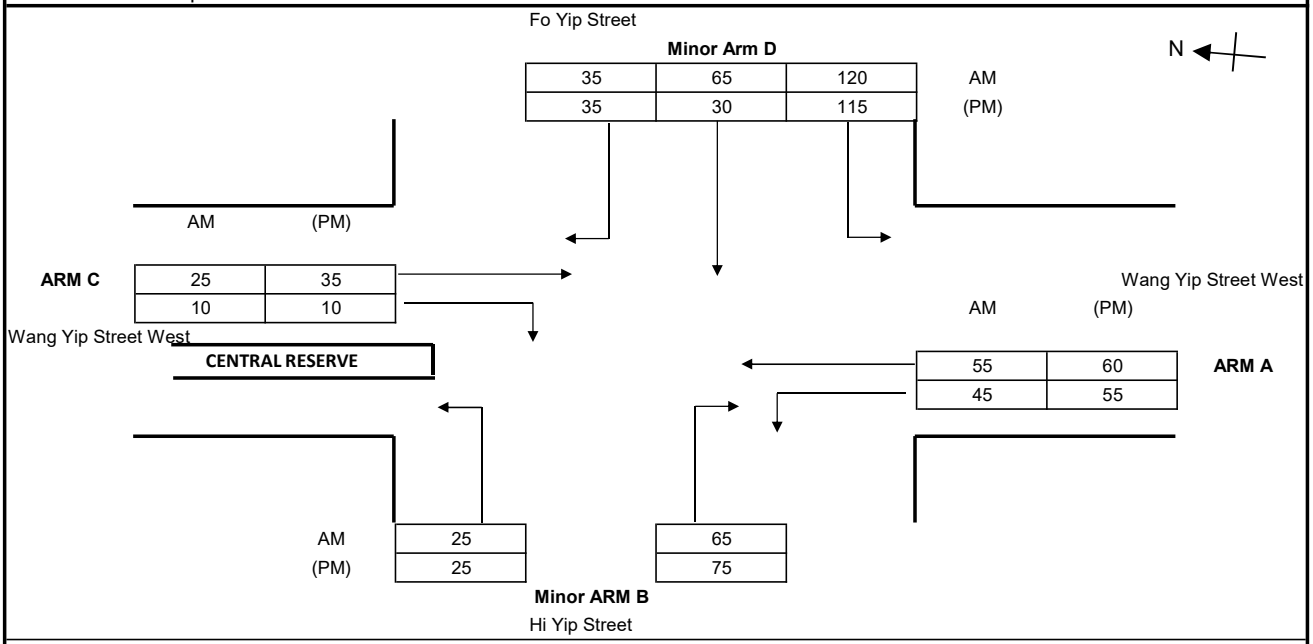


I/G = 8s



I/G =9s

Job Title:			
Junction:	Fo Yip Street / Wang Yip Street West / Hi Yip Street (Jn F)		
Scheme:			Ref. No.:
Year:	2026 Observed Traffic Flows	Job No.: 26016HK	Rev.: -
ARM A:	Wang Yip Street West		
ARM B:	Hi Yip Street		
ARM C:	Wang Yip Street West		
ARM D:	Fo Yip Street		



GEOMETRY					ARM B		ARM D	
Major road width	W	10.00	Lane widths		w(b-a)	2.60	w(d-c)	2.20
Central Reserve width	Wcr	0.00			w(b-c)	2.60	w(d-a)	2.20
					w(c-b)	2.05	w(a-d)	2.05
Visibilities	Vr(b-a)	40	Vr(d-c)	55	D	0.78	D	0.75
	Vl(b-a)	40	Vl(d-c)	30	E	0.84	E	0.81
	Vr(b-c)	45	Vr(d-a)	55	F	0.95	F	0.87
	Vr(c-b)	250	Vr(a-d)	150	Y	0.66	Y	0.66

		Arm B		Arm D	
ANALYSIS		AM PEAK	(PM) PEAK	AM PEAK	(PM) PEAK
TRAFFIC FLOWS	q(c-a)	145	150	q(a-c) 80	85
	q(c-b)	10	10	q(a-d) 0	0
	q(a-b)	45	55	q(c-d) 0	0
	q(a-c)	90	95	q(c-a) 90	110
	q(b-a)	65	75	q(d-c) 100	65
	q(b-c)	25	25	q(d-a) 120	115
	f	0.28	0.25	f 0.55	0.64
CAPACITIES	Q(b-a)	450	448	Q(d-c) 448	444
	Q(b-c)	605	603	Q(d-a) 588	584
	Q(c-b)	676	673	Q(a-d) 631	627
	Q(b-ac)	484	479	Q(d-ca) 515	524
	Q(c-a)	1773	1773	Q(a-c) 1800	1800
RFC's	b-a	0.144	0.167	d-c 0.223	0.146
	b-c	0.041	0.041	d-a 0.204	0.197
	c-b	0.015	0.015	a-d 0.000	0.000
	b-ac	0.186	0.209	d-ca 0.427	0.343
	c-a	0.082	0.085	a-c 0.044	0.047

	AM	(PM)
Worst RFC	**0.427**	**0.343**

Where Vl and Vr are visibility distances to the left or right of the respective streams

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))

E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))

F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))

Y = 1-0.0345W

f = proportion of minor traffic turning left

Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)

Capacity of combined streams
- in accordance with TPDM V2.4

T.P.D.M.V.2.4
Appendix 1

Calculated by:	Date: Jul-26	Checked by:

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Castle Peak Road - Yuen Long / Yuen Long On Lok Road / Long Yat Road (Jn G)**

Description: **2026 Observed Traffic Flows**

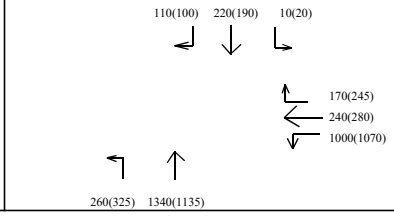
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Castle Peak Road - Yuen Long	N		B	1	4.0	25	0	1	100%	100%	2015	2015	1900	1900	1900	1900	260	0.137		325	0.171	
	N		B	1	3.3	0	0	0	0%	0%	2085	4170	2085	2085	4170	4170	670	0.321		568	0.272	
	N		B	1	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	670	0.321	0.321	568	0.272	0.272
Castle Peak Road - Yuen Long	N		C	1,3	3.6	0	0	1	0%	0%	1975	4090	1975	1975	4090	4090	647	0.328		548	0.278	
	N		C	1,3	3.6	0	0	0	0%	0%	2115	0	2115	2115	0	0	693	0.328		587	0.278	
Long Yat Road	S		D1	2,3	3.0	25	0	1	100%	100%	1915	1915	1805	1805	1805	1805	10	0.006		20	0.011	
	S		D2	2	3.0	0	0	0	0%	0%	2055	4110	2055	2055	4110	4110	165	0.080		145	0.071	
	S		D2	2	3.0	0	0	0	0%	0%	2055	0	2055	2055	0	0	165	0.080		145	0.071	
Long Yat Road	S		E	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	3940	3935	165	0.084		145	0.074	
	S		E	2	3.5	0	15	0	67%	69%	2105	0	1975	1970	0	0	165	0.084	0.084	145	0.074	0.074
Castle Peak Road - Yuen Long	W		G	3	3.0	0	15	0	100%	100%	2055	2055	1870	1870	1870	1870	170	0.091	0.115	245	0.131	0.134
	W		G	3	3.3	0	0	0	0%	0%	2085	2085	2085	2085	2085	2085	240	0.115		280	0.134	
	W		M	1,3	3.2	20	0	1	100%	100%	1935	4010	1800	1800	3760	3760	479	0.266		512	0.285	
	W		M	1,3	3.2	25	0	0	100%	100%	2075	0	1960	1960	0	0	521	0.266		558	0.285	

Pedestrian Crossing

Hp	2,3	Min. Crossing Time = 10Gm + 8FGm =18s
Ip	1,3	Min. Crossing Time = 5Gm + 6FGm =11s
Jp	2	Min. Crossing Time = 5Gm + 6FGm =11s
Lp	1,2	Min. Crossing Time = 5Gm + 5FGm =10s
Np	2	Min. Crossing Time = 5Gm + 7FGm =12s
Op	1	Min. Crossing Time = 5Gm + 6FGm =11s
Pp	1	Min. Crossing Time = 5Gm + 5FGm =10s

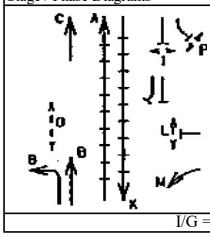
Notes:

Traffic Flow (pcu / hr) AM(PM)

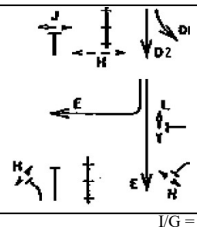


A.M. Check Phase		P.M. Check Phase	
εy	0.520	εy	0.480
L (sec)	19	L (sec)	19
C (sec)	120	C (sec)	120
y pract.	0.758	y pract.	0.758
R.C. (%)	46%	R.C. (%)	58%

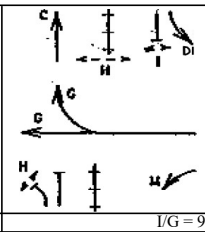
Stage / Phase Diagrams



I/G =8s



I/G = 5s



I/G = 9s

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Castle Peak Road - Yuen Long / Long Yat Road (Jn H)**

Description: **2026 Observed Traffic Flows**

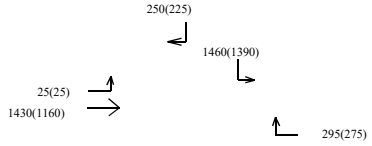
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Castle Peak Road - Yuen Long	E		B	1	3.5	20	0	1	100%	100%	1965	1965	1830	1830	1830	1830	25	0.014		25	0.014	
	E	→	A	1,2	3.5	0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	477	0.226		387	0.184	
	E	→	A	1,2	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	477	0.226		387	0.184	
	E	→	A	1,2	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	477	0.226	0.226	387	0.184	0.184
Castle Peak Road - Yuen Long	W		D	3	3.7	0	30	0	100%	100%	2120	2120	2020	2020	2020	2020	295	0.146		275	0.136	
Long Yat Road	S		E	3,4	3.7	25	0	1	100%	100%	2145	4265	2025	2025	4045	4045	731	0.361	0.361	696	0.344	0.344
	S		E	3,4	3.7	30	0	0	100%	100%	2120	0	2020	2020	0	0	729	0.361		694	0.344	
	S		C	1,4	3.7	0	25	0	100%	100%	2120	2120	2000	2000	2000	2000	250	0.125		225	0.113	

Pedestrian Crossing

Fp	1,4	Min. Crossing Time = 5Gm + 10FGm =15s
Gp	1,2	Min. Crossing Time = 5Gm + 17FGm =22s

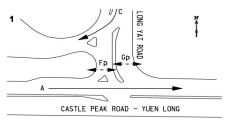
Notes:

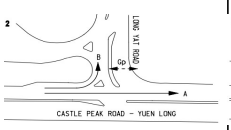
Traffic Flow (pcu / hr) AM(PM)

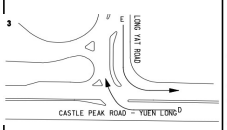


A.M. Check Phase		P.M. Check Phase	
εy	0.587	εy	0.527
L (sec)	8	L (sec)	8
C (sec)	120	C (sec)	120
y pract.	0.840	y pract.	0.840
R.C. (%)	43%	R.C. (%)	59%

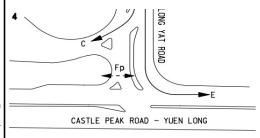
Stage / Phase Diagrams







I/G = 5s



I/G = 5s

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Pok Oi Interchange (Yuen Long Highway Slip Road Northbound) (Jn I)**
Description: **2026 Observed Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Long Highway	N		D	2	5.00	25	0	1	47%	61%	2060	2040	558	0.271	0.271	482	0.236	0.236
Slip Road	N		D	2	5.00	0	0	0	0%	0%	2255	2255	612	0.271		533	0.236	
Pok Oi Interchange	W	←	C	1	5.00	0	0	1	0%	0%	2115	2115	753	0.356	0.356	854	0.404	0.404
	W	←	C	1	5.00	0	0	0	0%	0%	2255	2255	802	0.356		911	0.404	

Notes:	Traffic Flow (pcu / hr) [AM (PM)]	Check Phase	Check Phase
	← 1555(1765) 260(295) 910(720)	εy 0.627 L (sec) 12 C (sec) 110 y pract. 0.802 R.C. (%) 28%	εy 0.640 L (sec) 12 C (sec) 110 y pract. 0.802 R.C. (%) 25%

Stage / Phase Diagrams

1	2			
C ←	D			
I/G = 7	I/G = 7			

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Pok Oi Interchange (Yuen Long Highway Slip Road Southbound) (Jn I)**
Description: **2026 Observed Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak Critical y
Pok Oi Interchange	E	→	B	2	5.00	0	0	1	0%	0%	2115	2115	762	0.360	0.360	649	0.307	0.307
	E	→	B	2	5.00	0	0	0	0%	0%	2255	2255	813	0.360		691	0.307	
Yuen Long Highway Slip Road	S	↓	A	1	5.00	50	0	1	0%	0%	2115	2115	486	0.230	0.230	612	0.289	0.289
	S	↓	A	1	5.00	0	0	0	0%	0%	2255	2255	519	0.230		653	0.289	

Notes:

Traffic Flow (pcu / hr) [AM (PM)]

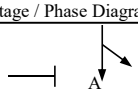
1005(1265) 0(0)

1575(1340) →

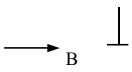
Check Phase		Check Phase	
εy	0.590	εy	0.596
L (sec)	12	L (sec)	12
C (sec)	110	C (sec)	110
y pract.	0.802	y pract.	0.802
R.C. (%)	36%	R.C. (%)	35%

Stage / Phase Diagrams

1



2



I/G = 7

I/G = 7

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Yuen Long On Lok Road / Long Yip Street / Po Yip Street / Yuen Long Tung Tai Street (Jn A)**

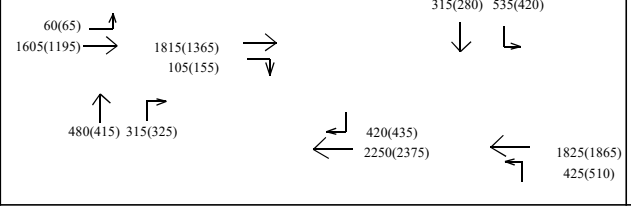
Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Po Yip Street	S		A	1	3.5	35	0	1	100%	100%	1965	6175	1885	1885	6015	6020	266	0.141	0.141	219	0.116	0.116
	S		A	1	3.5	35	0	0	94%	85%	2105	0	2025	2030	0	0	286	0.141		236	0.116	
	S		A	1	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	298	0.141		245	0.116	
Po Yip Street	S		E	1	3.5	0	15	0	100%	100%	2105	4210	1915	1915	3830	3830	210	0.110		218	0.114	
	S		E	1	3.5	0	15	0	100%	100%	2105	0	1915	1915	0	0	210	0.110		218	0.114	
Long Yip Street	E		B	2	3.3	40	0	0	11%	16%	2085	6255	2075	2075	6245	6245	554	0.267	0.267	418	0.202	
	E		B	2	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	556	0.267		421	0.202	
	E		B	2	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	556	0.267		421	0.202	
Long Yip Street	E		D	2,3,4	3.3	0	0	0	0%	0%	2085	4170	2085	2085	4170	4170	908	0.435		683	0.327	
	E		D	2,3,4	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	908	0.435		683	0.327	
	E		D	2,3,4	3.3	0	15	0	100%	100%	2085	2085	1895	1895	1895	1895	105	0.055		155	0.082	
Po Yip Street	N		C	3,4	5.5	0	0	1	0%	0%	2165	4470	2165	2165	4300	4280	400	0.185	0.185	374	0.173	
	N		C	3,4	5.5	0	15	0	80%	89%	2305	0	2135	2115	0	0	395	0.185		366	0.173	
Yuen Long On Lok Road	W		F	2,3,4	3.5	0	0	1	0%	0%	1965	6175	1965	1965	6175	6175	716	0.364		756	0.385	0.385
	W		F	2,3,4	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	767	0.364		810	0.385	
	W		F	2,3,4	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	767	0.364		810	0.385	
Yuen Long On Lok Road	W		G	2,3	3.5	0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	608	0.289		622	0.295	
	W		G	2,3	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	608	0.289		622	0.295	
	W		G	2,3	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	608	0.289		622	0.295	
Yuen Long Tung Tai Street	N		H	1,4	3.5	15	0	0	100%	100%	2105	4210	1915	1915	3830	3830	213	0.111		255	0.133	
	N		H	1,4	3.5	15	0	0	100%	100%	2105	0	1915	1915	0	0	213	0.111		255	0.133	

Pedestrian Crossing	Ip	2,3,4	Min. Crossing Time = 9Gm + 10FGm =19s
	Jp	1	Min. Crossing Time = 8Gm + 9Gm =17s
	Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
	Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
	Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
	Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

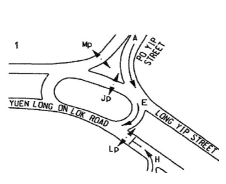
Traffic Flow (pcu / hr)



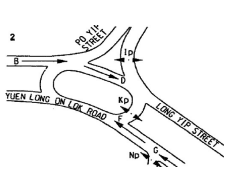
A.M. Check Phase	
εy	0.593
L (sec)	21
C (sec)	120
y pract.	0.743
R.C. (%)	25%

P.M. Check Phase	
εy	0.501
L (sec)	21
C (sec)	120
y pract.	0.743
R.C. (%)	48%

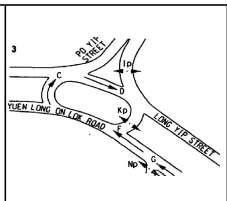
Stage / Phase Diagrams

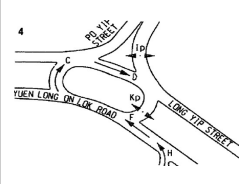


I/G =7s



I/G = 7s

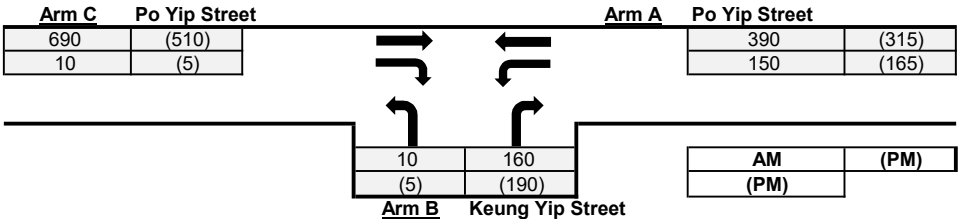




I/G =10s

Priority Junction Calculation

Junction :	Po Yip Street / Keung Yip Street (Jn B)	Job No.:	26016HK
Scenario :	2033 Reference Traffic Flows		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where
Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :

Input						Calculated	
W	17	V-rBA	80	w-BA	3.5	D	0.921
W-CR	1.5	V-IBA	98	w-BC	3.5	E	0.955
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	85	w-CB	4	F	1.154
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	250			Y	0.414

Analysis :

Traffic Flow pcu/hr	AM	PM	Capacity pcu/hr	AM	PM	
q-CA	690	510	Q-BA	472	498	
q-CB	10	5	Q-BC	647	657	
q-AB	150	165	Q-CB	766	776	
q-AC	390	315	Q-CA	N/A	N/A	(If C-B blocked C-A)
q-BA	160	190	Q-BAC	480	502	(If Minor Road Share LT&RT)
q-BC	10	5				
f	0.059	0.026				

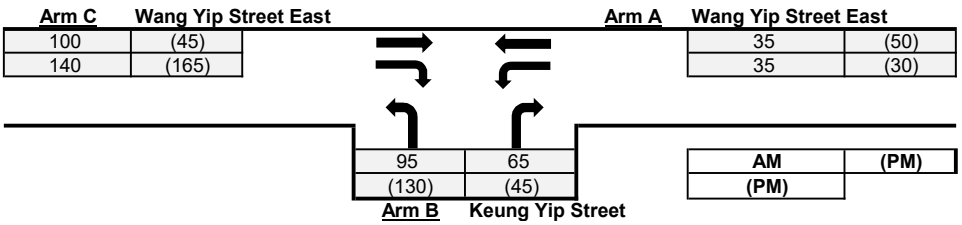
Results :

Ratio of Flow-to-Capacity	AM	PM
B-A	N/A	N/A
B-C	N/A	N/A
C-B	0.01	0.01
C-A	N/A	N/A
B-AC	0.35	0.39
Critical DFC	**0.35**	**0.39**

CTA Consultants Ltd.

Priority Junction Calculation

Junction :	Wang Yip Street East/ Keung Yip Street (Jn C)	Job No.:	26016HK
Scenario :	2033 Reference Traffic Flows		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :

Input						Calculated	
W	10	V-rBA	80	w-BA	3.5	D	0.891
W-CR	0	V-IBA	45	w-BC	3.5	E	0.955
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	1	V-rBC	85	w-CB	5	F	1.259
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	250			Y	0.655

Analysis :

Traffic Flow pcu/hr	AM	PM	Capacity pcu/hr	AM	PM	
q-CA	100	45	Q-BA	492	489	
q-CB	140	165	Q-BC	700	697	
q-AB	35	30	Q-CB	917	914	
q-AC	35	50	Q-CA	1525	1475	(If C-B blocked C-A)
q-BA	65	45	Q-BAC	598	629	(If Minor Road Share LT&RT)
q-BC	95	130				
f	0.594	0.743				

Results : Ratio of Flow-to-Capacity

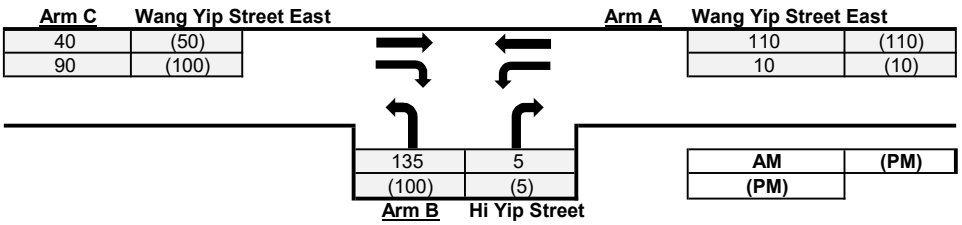
	AM	PM
B-A	N/A	N/A
B-C	N/A	N/A
C-B	0.15	0.18
C-A	0.07	0.03
B-AC	0.27	0.28

	AM	PM
Critical DFC	**0.27**	**0.28**

CTA Consultants Ltd.

Priority Junction Calculation

Junction :	Wang Yip Street East/ Hi Yip Street (Jn D)	Job No.:	26016HK
Scenario :	2033 Reference Traffic Flows		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :

Input						Calculated	
W	10	V-rBA	37	w-BA	3.3	D	0.838
W-CR	0	V-IBA	45	w-BC	3.3	E	0.900
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	1	V-rBC	43	w-CB	5	F	1.121
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	114			Y	0.655

Analysis :

Traffic Flow pcu/hr	AM	PM	Capacity pcu/hr	AM	PM	
q-CA	40	50	Q-BA	472	468	
q-CB	90	100	Q-BC	646	646	
q-AB	10	10	Q-CB	803	803	
q-AC	110	110	Q-CA	1598	1576	(If C-B blocked C-A)
q-BA	5	5	Q-BAC	638	635	(If Minor Road Share LT&RT)
q-BC	135	100				
f	0.964	0.952				

Results :

Ratio of Flow-to-Capacity	AM	PM
B-A	N/A	N/A
B-C	N/A	N/A
C-B	0.11	0.12
C-A	0.03	0.03
B-AC	0.22	0.17

Critical DFC	0.22	0.17

CTA Consultants Ltd.

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Yuen Long On Lok Road / Long Yip Street / Ma Wang Road / Wang Tat Road / Wang Lok Street (Jn E)**

Description: **2033 Reference Traffic Flows**

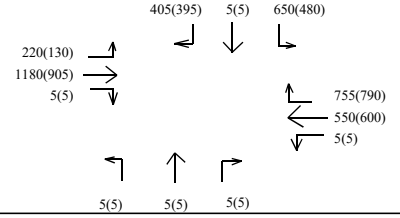
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M.			P.M.		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Long Yip Street	W		A	1	3.0	0	27	0	100%	100%	2055	4110	1945	1945	3890	3890	378	0.194	0.194	395	0.203	0.203
	W		A	1	3.0	0	27	0	100%	100%	2055	4110	1945	1945	3890	3890	378	0.194		395	0.203	
	W		A	1	3.0	0	0	0	0%	0%	2055	4110	2055	2055	4110	4110	275	0.134		300	0.146	
	W		A	1	3.0	0	0	0	0%	0%	2055	0	2055	2055	0	0	275	0.134		300	0.146	
	W		A	1	3.0	10	0	1	100%	100%	1915	1915	1665	1665	1665	1665	5	0.003		5	0.003	
Wang Lok Street	N		D	2	3.0	0	25	0	100%	100%	2055	2055	1940	1940	1940	1940	5	0.003		5	0.003	
	N		D	2	3.0	20	0	1	50%	50%	1915	1915	1845	1845	1845	1845	10	0.005		10	0.005	
Wang Tat Road	E		C	3	3.5	16	0	1	100%	100%	1965	8280	1795	1795	8105	8105	220	0.123		130	0.072	
	E		C	3	3.5	18	0	0	0%	0%	2105	0	2105	2105	0	0	395	0.188	0.188	304	0.144	0.144
	E		C	3	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	395	0.188		304	0.144	
	E		C	3	3.5	0	15	0	1%	2%	2105	0	2100	2100	0	0	395	0.188		303	0.144	
Wang Lok Street	S		B	4	3.5	25	0	1	100%	100%	1965	6175	1855	1855	5850	5850	336	0.181	0.181	279	0.150	0.150
	S		B	4	3.5	25	27	0	7% / 127% / 31		2105	0	1990	1990	0	0	360	0.181		299	0.150	
	S		B	4	3.5	0	30	0	100%	100%	2105	0	2005	2005	0	0	363	0.181		302	0.150	

Pedestrian Crossing

Ep	3	Min. Crossing Time = 6Gm + 12FGm =18s
Fp	1,2,4	Min. Crossing Time = 10Gm + 15FGm =25s
Gp	4	Min. Crossing Time = 7Gm + 11FGm =18s
Hp	1,2,3	Min. Crossing Time = 8Gm + 10FGm =18s
Ip	2	Min. Crossing Time = 7Gm + 7FGm =14s
Jp	1,3,4	Min. Crossing Time = 5Gm + 6FGm =11s

Notes:

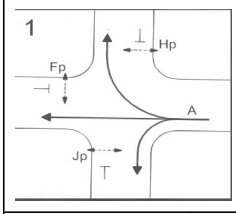
Traffic Flow (pcu / hr) AM(PM)



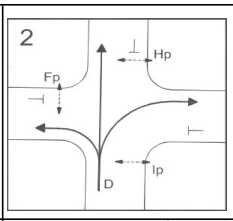
A.M. Check Phase	
εy	0.563
L (sec)	29
C (sec)	120
y pract.	0.683
R.C. (%)	21%

P.M. Check Phase	
εy	0.498
L (sec)	29
C (sec)	120
y pract.	0.683
R.C. (%)	37%

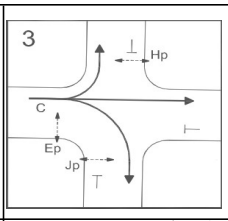
Stage / Phase Diagrams



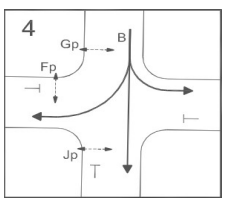
I/G =7s



I/G = 5+4s

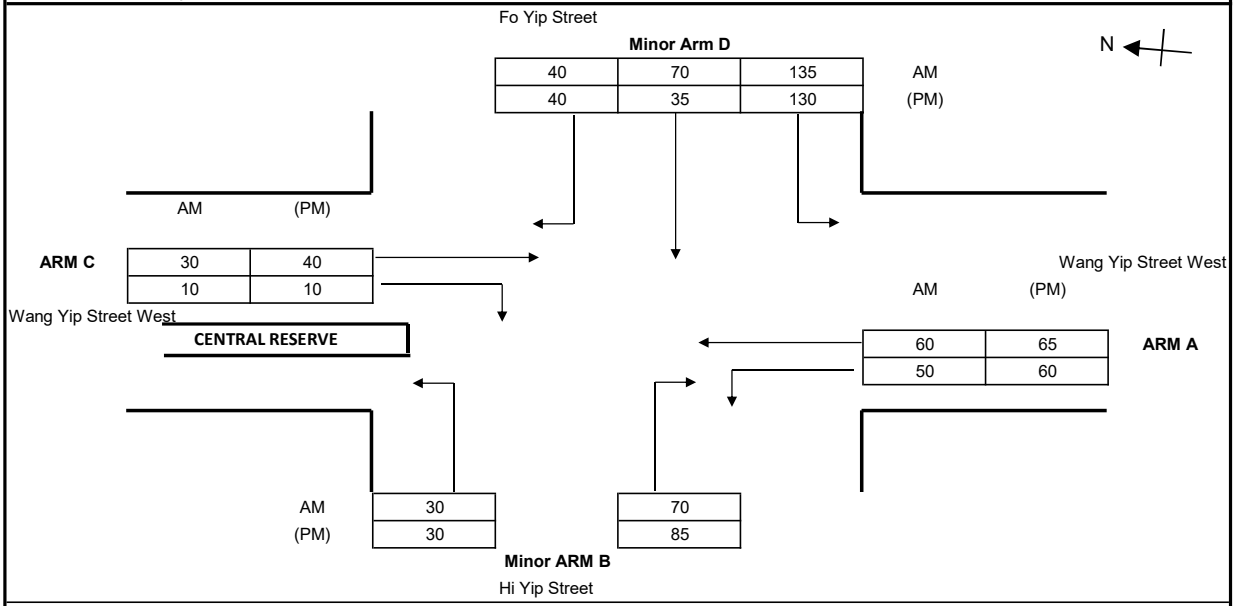


I/G = 8s



I/G =9s

Job Title:			
Junction:	Fo Yip Street / Wang Yip Street West / Hi Yip Street (Jn F)		
Scheme:			Ref. No.:
Year:	2033 Reference Traffic Flows	Job No.: 26016HK	Rev.: -
ARM A:	Wang Yip Street West		
ARM B:	Hi Yip Street		
ARM C:	Wang Yip Street West		
ARM D:	Fo Yip Street		



GEOMETRY					ARM B		ARM D	
Major road width	W	10.00	Lane widths		w(b-a)	2.60	w(d-c)	2.20
Central Reserve width	Wcr	0.00			w(b-c)	2.60	w(d-a)	2.20
					w(c-b)	2.05	w(a-d)	2.05
Visibilities	Vr(b-a)	40	Vr(d-c)	55	D	0.78	D	0.75
	Vl(b-a)	40	Vl(d-c)	30	E	0.84	E	0.81
	Vr(b-c)	45	Vr(d-a)	55	F	0.95	F	0.87
	Vr(c-b)	250	Vr(a-d)	150	Y	0.66	Y	0.66

ANALYSIS		Arm B AM PEAK	Arm B (PM) PEAK		Arm D AM PEAK	Arm D (PM) PEAK
TRAFFIC FLOWS	q(c-a)	165	170	q(a-c)	90	95
	q(c-b)	10	10	q(a-d)	0	0
	q(a-b)	50	60	q(c-d)	0	0
	q(a-c)	100	105	q(c-a)	100	125
	q(b-a)	70	85	q(d-c)	110	75
	q(b-c)	30	30	q(d-a)	135	130
	f	0.30	0.26	f	0.55	0.63
CAPACITIES	Q(b-a)	446	443	Q(d-c)	445	440
	Q(b-c)	602	600	Q(d-a)	586	582
	Q(c-b)	673	670	Q(a-d)	629	624
	Q(b-ac)	484	475	Q(d-ca)	513	520
	Q(c-a)	1773	1773	Q(a-c)	1800	1800
RFC's	b-a	0.157	0.192	d-c	0.247	0.170
	b-c	0.050	0.050	d-a	0.230	0.224
	c-b	0.015	0.015	a-d	0.000	0.000
	b-ac	0.207	0.242	d-ca	0.477	0.394
	c-a	0.093	0.096	a-c	0.050	0.053

	AM	(PM)
Worst RFC	**0.477**	**0.394**

Where Vl and Vr are visibility distances to the left or right of the respective streams

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))

E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))

F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))

Y = 1-0.0345W

f = proportion of minor traffic turning left

Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)

Capacity of combined streams
- in accordance with TPDM V2.4

T.P.D.M.V.2.4
Appendix 1

Calculated by:	Date: Aug-26	Checked by:

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Castle Peak Road - Yuen Long / Yuen Long On Lok Road / Long Yat Road (Jn G)**

Description: **2033 Reference Traffic Flows**

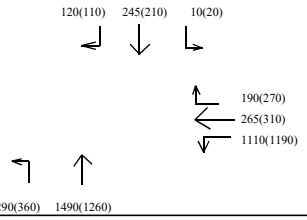
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M.			P.M.		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Castle Peak Road - Yuen Long	N		B	1	4.0	25	0	1	100%	100%	2015	2015	1900	1900	1900	1900	290	0.153		360	0.189	
	N		B	1	3.3	0	0	0	0%	0%	2085	4170	2085	2085	4170	4170	745	0.357		630	0.302	
	N		B	1	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	745	0.357	0.357	630	0.302	0.302
Castle Peak Road - Yuen Long	N		C	1,3	3.6	0	0	1	0%	0%	1975	4090	1975	1975	4090	4090	719	0.364		608	0.308	
	N		C	1,3	3.6	0	0	0	0%	0%	2115	0	2115	2115	0	0	771	0.364		652	0.308	
Long Yat Road	S		D1	2,3	3.0	25	0	1	100%	100%	1915	1915	1805	1805	1805	1805	10	0.006		20	0.011	
	S		D2	2	3.0	0	0	0	0%	0%	2055	4110	2055	2055	4110	4110	183	0.089		160	0.078	
	S		D2	2	3.0	0	0	0	0%	0%	2055	0	2055	2055	0	0	183	0.089		160	0.078	
Long Yat Road	S		E	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	3940	3935	182	0.093		160	0.081	
	S		E	2	3.5	0	15	0	66%	69%	2105	0	1975	1970	0	0	183	0.093	0.093	160	0.081	0.081
Castle Peak Road - Yuen Long	W		G	3	3.0	0	15	0	100%	100%	2055	2055	1870	1870	1870	1870	190	0.102	0.127	270	0.144	0.149
	W		G	3	3.3	0	0	0	0%	0%	2085	2085	2085	2085	2085	2085	265	0.127		310	0.149	
	W		M	1,3	3.2	20	0	1	100%	100%	1935	4010	1800	1800	3760	3760	531	0.295		570	0.316	
	W		M	1,3	3.2	25	0	0	100%	100%	2075	0	1960	1960	0	0	579	0.295		620	0.316	

Pedestrian Crossing

Hp	2,3	Min. Crossing Time = 10Gm + 8FGm =18s
Ip	1,3	Min. Crossing Time = 5Gm + 6FGm =11s
Jp	2	Min. Crossing Time = 5Gm + 6FGm =11s
Lp	1,2	Min. Crossing Time = 5Gm + 5FGm =10s
Np	2	Min. Crossing Time = 5Gm + 7FGm =12s
Op	1	Min. Crossing Time = 5Gm + 6FGm =11s
Pp	1	Min. Crossing Time = 5Gm + 5FGm =10s

Notes:

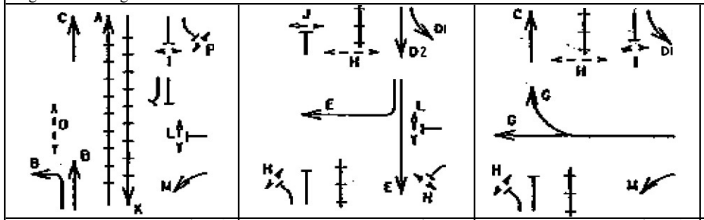
Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase	
εy	0.577
L (sec)	19
C (sec)	120
y pract.	0.758
R.C. (%)	31%

P.M. Check Phase	
εy	0.532
L (sec)	19
C (sec)	120
y pract.	0.758
R.C. (%)	42%

Stage / Phase Diagrams



I/G =8s | I/G = 5s | I/G = 9s

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Castle Peak Road - Yuen Long / Long Yat Road (Jn H)**

Description: **2033 Reference Traffic Flows**

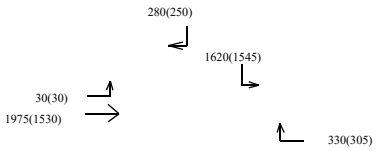
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Castle Peak Road - Yuen Long	E		B	1	3.5	20	0	1	100%	100%	1965	1965	1830	1830	1830	1830	30	0.016		30	0.016	
	E	→	A	1,2	3.5	0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	658	0.313		510	0.242	
	E	→	A	1,2	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	658	0.313		510	0.242	
	E	→	A	1,2	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	658	0.313	0.313	510	0.242	0.242
Castle Peak Road - Yuen Long	W		D	3	3.7	0	30	0	100%	100%	2120	2120	2020	2020	2020	2020	330	0.163		305	0.151	
Long Yat Road	S		E	3,4	3.7	25	0	1	100%	100%	2145	4265	2025	2025	4045	4045	811	0.400	0.400	773	0.382	0.382
	S		E	3,4	3.7	30	0	0	100%	100%	2120	0	2020	2020	0	0	809	0.400		772	0.382	
	S		C	1,4	3.7	0	25	0	100%	100%	2120	2120	2000	2000	2000	2000	280	0.140		250	0.125	

Pedestrian Crossing

Fp	1,4	Min. Crossing Time = 5Gm + 10FGm =15s
Gp	1,2	Min. Crossing Time = 5Gm + 17FGm =22s

Notes:

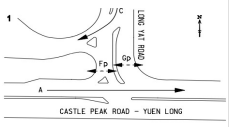
Traffic Flow (pcu / hr) AM(PM)

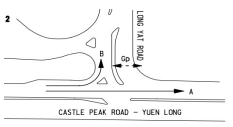


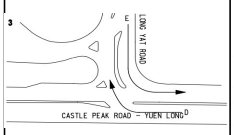
A.M. Check Phase	
εy	0.713
L (sec)	8
C (sec)	120
y pract.	0.840
R.C. (%)	18%

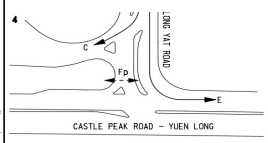
P.M. Check Phase	
εy	0.624
L (sec)	8
C (sec)	120
y pract.	0.840
R.C. (%)	35%

Stage / Phase Diagrams









I/G = 5s I/G = 5s

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Pok Oi Interchange (Yuen Long Highway Slip Road Northbound) (Jn I)**
Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Long Highway	N		D	2	5.00	25	0	1	45%	59%	2060	2045	649	0.315	0.315	561	0.274	0.275
Slip Road	N		D	2	5.00	0	0	0	0%	0%	2255	2255	711	0.315		619	0.275	
Pok Oi Interchange	W	←	C	1	5.00	0	0	1	0%	0%	2115	2115	907	0.429	0.429	1036	0.490	0.490
	W	←	C	1	5.00	0	0	0	0%	0%	2255	2255	968	0.429		1104	0.490	

Notes:	Traffic Flow (pcu / hr) [AM (PM)]	Check Phase		Check Phase	
	← 1875(2140)	εy	0.744	εy	0.764
	↰ 290(330) ↑ 1070(850)	L (sec)	12	L (sec)	12
		C (sec)	110	C (sec)	110
		y pract.	0.802	y pract.	0.802
		R.C. (%)	8%	R.C. (%)	5%

Stage / Phase Diagrams

1	2			
C ←	D ⊢			
I/G = 7	I/G = 7			

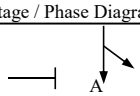
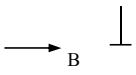
TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Pok Oi Interchange (Yuen Long Highway Slip Road Southbound) (Jn I)**
Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Pok Oi Interchange	E	→	B	2	5.00	0	0	1	0%	0%	2115	2115	876	0.414	0.414	745	0.352	0.352
	E	→	B	2	5.00	0	0	0	0%	0%	2255	2255	934	0.414		795	0.352	
Yuen Long Highway Slip Road	S	↓	A	1	5.00	50	0	1	0%	0%	2115	2115	682	0.323	0.323	854	0.404	0.404
	S	↓	A	1	5.00	0	0	0	0%	0%	2255	2255	728	0.323		911	0.404	

Notes:	Traffic Flow (pcu / hr) [AM (PM)]	Check Phase		Check Phase	
	1410(1765) 0(0) 1810(1540) →	εy	0.737	εy	0.756
		L (sec)	12	L (sec)	12
		C (sec)	110	C (sec)	110
		y pract.	0.802	y pract.	0.802
		R.C. (%)	9%	R.C. (%)	6%

Stage / Phase Diagrams

1	2			
				
I/G = 7	I/G = 7			

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Yuen Long On Lok Road / Long Yip Street / Po Yip Street / Yuen Long Tung Tai Street (Jn A)**

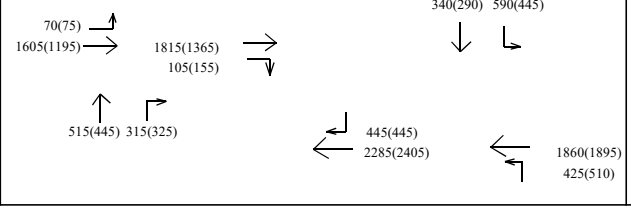
Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Po Yip Street	S		A	1	3.5	35	0	1	100%	100%	1965	6175	1885	1885	6010	6020	292	0.155	0.155	230	0.122	0.122
	S		A	1	3.5	35	0	0	95%	87%	2105	0	2020	2030	0	0	313	0.155		248	0.122	
	S		A	1	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	326	0.155		257	0.122	
Po Yip Street	S		E	1	3.5	0	15	0	100%	100%	2105	4210	1915	1915	3830	3830	223	0.116		223	0.116	
	S		E	1	3.5	0	15	0	100%	100%	2105	0	1915	1915	0	0	223	0.116		223	0.116	
Long Yip Street	E		B	2	3.3	40	0	0	13%	18%	2085	6255	2075	2070	6245	6240	557	0.268	0.268	421	0.204	
	E		B	2	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	559	0.268		424	0.203	
	E		B	2	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	559	0.268		424	0.203	
Long Yip Street	E		D	2,3,4	3.3	0	0	0	0%	0%	2085	4170	2085	2085	4170	4170	908	0.435		683	0.327	
	E		D	2,3,4	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	908	0.435		683	0.327	
	E		D	2,3,4	3.3	0	15	0	100%	100%	2085	2085	1895	1895	1895	1895	105	0.055		155	0.082	
Po Yip Street	N		C	3,4	5.5	0	0	1	0%	0%	2165	4470	2165	2165	4305	4290	417	0.193	0.193	389	0.180	
	N		C	3,4	5.5	0	15	0	76%	85%	2305	0	2140	2125	0	0	413	0.193		381	0.179	
Yuen Long On Lok Road	W		F	2,3,4	3.5	0	0	1	0%	0%	1965	6175	1965	1965	6175	6175	727	0.370		765	0.389	0.389
	W		F	2,3,4	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	779	0.370		820	0.389	
	W		F	2,3,4	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	779	0.370		820	0.389	
Yuen Long On Lok Road	W		G	2,3	3.5	0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	620	0.295		632	0.300	
	W		G	2,3	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	620	0.295		632	0.300	
	W		G	2,3	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	620	0.295		632	0.300	
Yuen Long Tung Tai Street	N		H	1,4	3.5	15	0	0	100%	100%	2105	4210	1915	1915	3830	3830	213	0.111		255	0.133	
	N		H	1,4	3.5	15	0	0	100%	100%	2105	0	1915	1915	0	0	213	0.111		255	0.133	

Pedestrian Crossing	Ip	2,3,4	Min. Crossing Time = 9Gm + 10FGm =19s
	Jp	1	Min. Crossing Time = 8Gm + 9Gm =17s
	Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
	Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
	Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
	Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

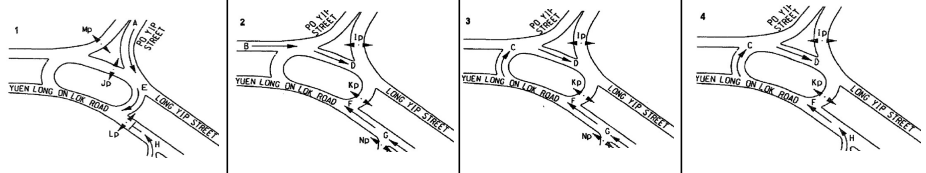
Traffic Flow (pcu / hr)



A.M. Check Phase	
εy	0.616
L (sec)	21
C (sec)	120
y pract.	0.743
R.C. (%)	21%

P.M. Check Phase	
εy	0.512
L (sec)	21
C (sec)	120
y pract.	0.743
R.C. (%)	45%

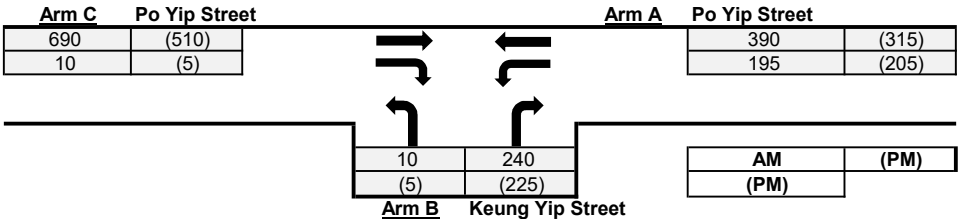
Stage / Phase Diagrams



I/G =7s I/G = 7s I/G =10s

Priority Junction Calculation

Junction :	Po Yip Street / Keung Yip Street (Jn B)	Job No.:	26016HK
Scenario :	2033 Design Traffic Flows		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where
Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :

Input						Calculated	
W	17	V-rBA	80	w-BA	3.5	D	0.921
W-CR	1.5	V-IBA	98	w-BC	3.5	E	0.955
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	85	w-CB	4	F	1.154
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	250			Y	0.414

Analysis :

Traffic Flow pcu/hr	AM	PM	Capacity pcu/hr	AM	PM	
q-CA	690	510	Q-BA	470	496	
q-CB	10	5	Q-BC	644	654	
q-AB	195	205	Q-CB	758	769	
q-AC	390	315	Q-CA	N/A	N/A	(If C-B blocked C-A)
q-BA	240	225	Q-BAC	475	499	(If Minor Road Share LT&RT)
q-BC	10	5				
f	0.040	0.022				

Results : **Ratio of Flow-to-Capacity**

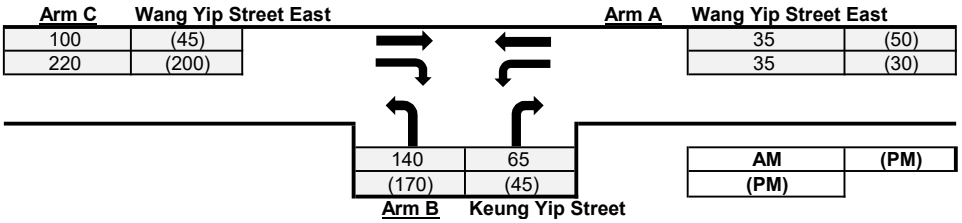
	AM	PM
B-A	N/A	N/A
B-C	N/A	N/A
C-B	0.01	0.01
C-A	N/A	N/A
B-AC	0.53	0.46

Critical DFC	**0.53**	**0.46**

CTA Consultants Ltd.

Priority Junction Calculation

Junction :	Wang Yip Street East/ Keung Yip Street (Jn C)	Job No.:	26016HK
Scenario :	2033 Design Traffic Flows		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where
Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :

Input						Calculated	
W	10	V-rBA	80	w-BA	3.5	D	0.891
W-CR	0	V-IBA	45	w-BC	3.5	E	0.955
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	1	V-rBC	85	w-CB	5	F	1.259
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	250			Y	0.655

Analysis :

Traffic Flow pcu/hr	AM	PM	Capacity pcu/hr	AM	PM	
q-CA	100	45	Q-BA	468	479	
q-CB	220	200	Q-BC	700	697	
q-AB	35	30	Q-CB	917	914	
q-AC	35	50	Q-CA	1368	1406	(If C-B blocked C-A)
q-BA	65	45	Q-BAC	605	636	(If Minor Road Share LT&RT)
q-BC	140	170				
f	0.683	0.791				

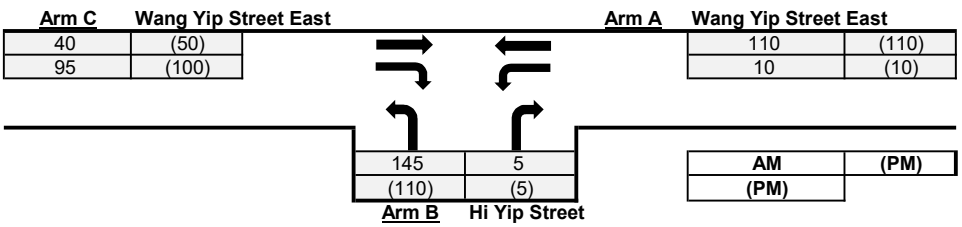
Results :

Ratio of Flow-to-Capacity	AM	PM
B-A	N/A	N/A
B-C	N/A	N/A
C-B	0.24	0.22
C-A	0.07	0.03
B-AC	0.34	0.34
Critical DFC	**0.34**	**0.34**

CTA Consultants Ltd.

Priority Junction Calculation

Junction :	Wang Yip Street East/ Hi Yip Street (Jn D)	Job No.:	26016HK
Scenario :	2033 Design Traffic Flows		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :

Input						Calculated	
W	10	V-rBA	37	w-BA	3.3	D	0.838
W-CR	0	V-IBA	45	w-BC	3.3	E	0.900
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	1	V-rBC	43	w-CB	5	F	1.121
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	114			Y	0.655

Analysis :

Traffic Flow pcu/hr	AM	PM	Capacity pcu/hr	AM	PM	
q-CA	40	50	Q-BA	471	468	
q-CB	95	100	Q-BC	646	646	
q-AB	10	10	Q-CB	803	803	
q-AC	110	110	Q-CA	1587	1576	(If C-B blocked C-A)
q-BA	5	5	Q-BAC	638	636	(If Minor Road Share LT&RT)
q-BC	145	110				
f	0.967	0.957				

Results :

Ratio of Flow-to-Capacity	AM	PM
B-A	N/A	N/A
B-C	N/A	N/A
C-B	0.12	0.12
C-A	0.03	0.03
B-AC	0.24	0.18
Critical DFC	**0.24**	**0.18**

CTA Consultants Ltd.

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Yuen Long On Lok Road / Long Yip Street / Ma Wang Road / Wang Tat Road / Wang Lok Street (Jn E)**

Description: **2033 Design Traffic Flows**

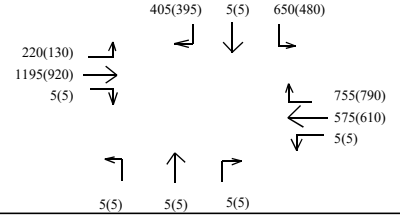
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M.			P.M.		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Long Yip Street	W		A	1	3.0	0	27	0	100%	100%	2055	4110	1945	1945	3890	3890	378	0.194	0.194	395	0.203	0.203
	W		A	1	3.0	0	27	0	100%	100%	2055	4110	1945	1945	3890	3890	378	0.194		395	0.203	
	W		A	1	3.0	0	0	0	0%	0%	2055	4110	2055	2055	4110	4110	288	0.140		305	0.148	
	W		A	1	3.0	0	0	0	0%	0%	2055	0	2055	2055	0	0	288	0.140		305	0.148	
	W		A	1	3.0	10	0	1	100%	100%	1915	1915	1665	1665	1665	1665	5	0.003		5	0.003	
Wang Lok Street	N		D	2	3.0	0	25	0	100%	100%	2055	2055	1940	1940	1940	1940	5	0.003		5	0.003	
	N		D	2	3.0	20	0	1	50%	50%	1915	1915	1845	1845	1845	1845	10	0.005		10	0.005	
Wang Tat Road	E		C	3	3.5	16	0	1	100%	100%	1965	8280	1795	1795	8105	8105	220	0.123		130	0.072	
	E		C	3	3.5	18	0	0	0%	0%	2105	0	2105	2105	0	0	400	0.190	0.190	309	0.147	0.147
	E		C	3	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	400	0.190		309	0.147	
	E		C	3	3.5	0	15	0	1%	2%	2105	0	2100	2100	0	0	400	0.190		308	0.147	
Wang Lok Street	S		B	4	3.5	25	0	1	100%	100%	1965	6175	1855	1855	5850	5850	336	0.181	0.181	279	0.150	0.150
	S		B	4	3.5	25	27	0	7% / 127% / 31		2105	0	1990	1990	0	0	360	0.181		299	0.150	
	S		B	4	3.5	0	30	0	100%	100%	2105	0	2005	2005	0	0	363	0.181		302	0.150	

Pedestrian Crossing

Ep	3	Min. Crossing Time = 6Gm + 12FGm =18s
Fp	1,2,4	Min. Crossing Time = 10Gm + 15FGm =25s
Gp	4	Min. Crossing Time = 7Gm + 11FGm =18s
Hp	1,2,3	Min. Crossing Time = 8Gm + 10FGm =18s
Ip	2	Min. Crossing Time = 7Gm + 7FGm =14s
Jp	1,3,4	Min. Crossing Time = 5Gm + 6FGm =11s

Notes:

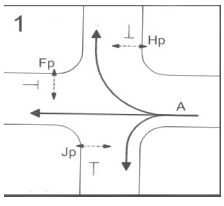
Traffic Flow (pcu / hr) AM(PM)



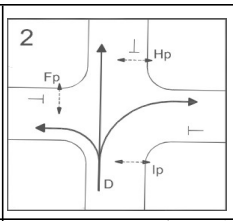
A.M. Check Phase	
εy	0.565
L (sec)	29
C (sec)	120
y pract.	0.683
R.C. (%)	21%

P.M. Check Phase	
εy	0.500
L (sec)	29
C (sec)	120
y pract.	0.683
R.C. (%)	36%

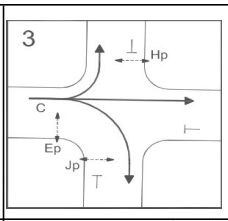
Stage / Phase Diagrams



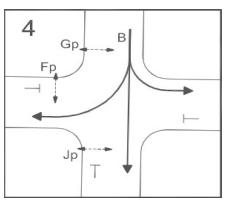
I/G =7s



I/G = 5+4s

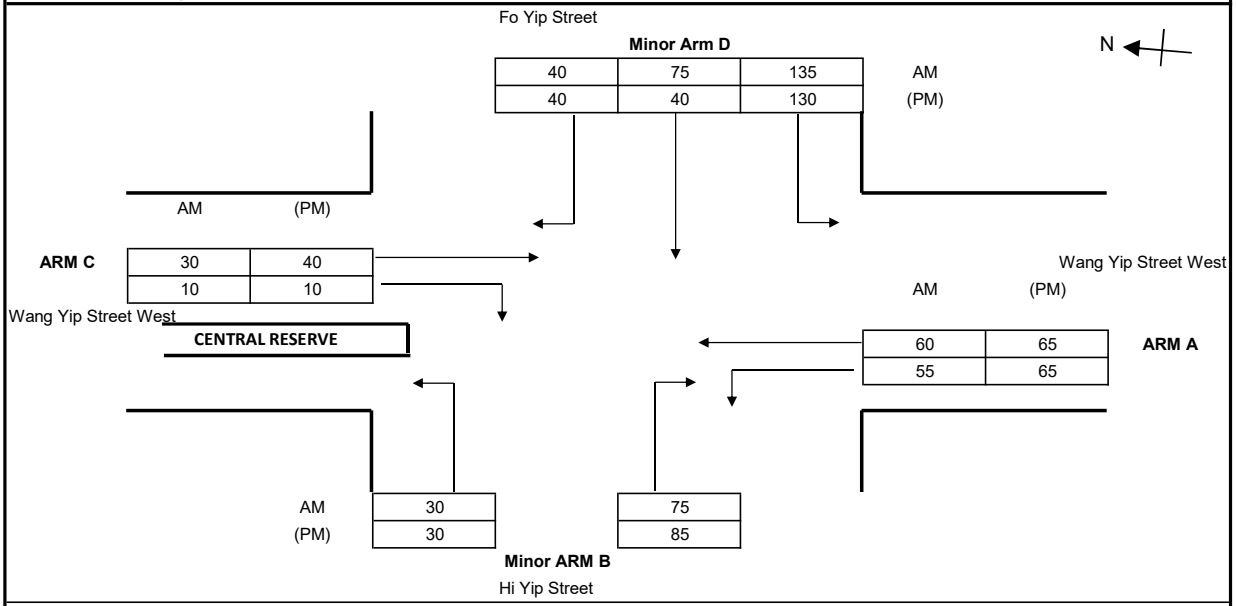


I/G = 8s



I/G =9s

Job Title:			
Junction:	Fo Yip Street / Wang Yip Street West / Hi Yip Street (Jn F)		
Scheme:			Ref. No.:
Year:	2033 Design Traffic Flows	Job No.: 26016HK	Rev.: -
ARM A:	Wang Yip Street West		
ARM B:	Hi Yip Street		
ARM C:	Wang Yip Street West		
ARM D:	Fo Yip Street		



GEOMETRY					ARM B		ARM D	
Major road width	W	10.00	Lane widths		w(b-a)	2.60	w(d-c)	2.20
Central Reserve width	Wcr	0.00			w(b-c)	2.60	w(d-a)	2.20
					w(c-b)	2.05	w(a-d)	2.05
Visibilities	Vr(b-a)	40	Vr(d-c)	55	D	0.78	D	0.75
	Vl(b-a)	40	Vl(d-c)	30	E	0.84	E	0.81
	Vr(b-c)	45	Vr(d-a)	55	F	0.95	F	0.87
	Vr(c-b)	250	Vr(a-d)	150	Y	0.66	Y	0.66

ANALYSIS		Arm B AM PEAK	Arm B (PM) PEAK		Arm D AM PEAK	Arm D (PM) PEAK
TRAFFIC FLOWS	q(c-a)	165	170	q(a-c)	90	95
	q(c-b)	10	10	q(a-d)	0	0
	q(a-b)	55	65	q(c-d)	0	0
	q(a-c)	100	105	q(c-a)	105	125
	q(b-a)	75	85	q(d-c)	115	80
	q(b-c)	30	30	q(d-a)	135	130
	f	0.29	0.26	f	0.54	0.62
CAPACITIES	Q(b-a)	445	443	Q(d-c)	444	440
	Q(b-c)	602	600	Q(d-a)	585	582
	Q(c-b)	672	669	Q(a-d)	628	624
	Q(b-ac)	481	475	Q(d-ca)	511	518
	Q(c-a)	1773	1773	Q(a-c)	1800	1800
RFC's	b-a	0.169	0.192	d-c	0.259	0.182
	b-c	0.050	0.050	d-a	0.231	0.224
	c-b	0.015	0.015	a-d	0.000	0.000
	b-ac	0.218	0.242	d-ca	0.490	0.405
	c-a	0.093	0.096	a-c	0.050	0.053

	AM	(PM)
Worst RFC	**0.490**	**0.405**

Where Vl and Vr are visibility distances to the left or right of the respective streams

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))

E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))

F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))

Y = 1-0.0345W

f = proportion of minor traffic turning left

Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)

Capacity of combined streams
- in accordance with TPDM V2.4

T.P.D.M.V.2.4
Appendix 1

Calculated by:	Date: Aug-26	Checked by:

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Castle Peak Road - Yuen Long / Yuen Long On Lok Road / Long Yat Road (Jn G)**

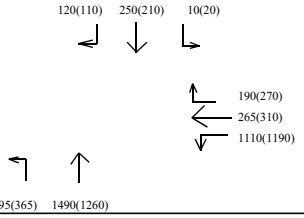
Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M.			P.M.		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Castle Peak Road - Yuen Long	N		B	1	4.0	25	0	1	100%	100%	2015	2015	1900	1900	1900	1900	295	0.155		365	0.192	
	N		B	1	3.3	0	0	0	0%	0%	2085	4170	2085	2085	4170	4170	745	0.357		630	0.302	
	N		B	1	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	745	0.357	0.357	630	0.302	0.302
Castle Peak Road - Yuen Long	N		C	1,3	3.6	0	0	1	0%	0%	1975	4090	1975	1975	4090	4090	719	0.364		608	0.308	
	N		C	1,3	3.6	0	0	0	0%	0%	2115	0	2115	2115	0	0	771	0.364		652	0.308	
Long Yat Road	S		D1	2,3	3.0	25	0	1	100%	100%	1915	1915	1805	1805	1805	1805	10	0.006		20	0.011	
	S		D2	2	3.0	0	0	0	0%	0%	2055	4110	2055	2055	4110	4110	185	0.090		160	0.078	
	S		D2	2	3.0	0	0	0	0%	0%	2055	0	2055	2055	0	0	185	0.090		160	0.078	
Long Yat Road	S		E	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	3940	3935	184	0.094		160	0.081	
	S		E	2	3.5	0	15	0	65%	69%	2105	0	1975	1970	0	0	186	0.094	0.094	160	0.081	0.081
Castle Peak Road - Yuen Long	W		G	3	3.0	0	15	0	100%	100%	2055	2055	1870	1870	1870	1870	190	0.102	0.127	270	0.144	0.149
	W		G	3	3.3	0	0	0	0%	0%	2085	2085	2085	2085	2085	2085	265	0.127		310	0.149	
	W		M	1,3	3.2	20	0	1	100%	100%	1935	4010	1800	1800	3760	3760	531	0.295		570	0.316	
	W		M	1,3	3.2	25	0	0	100%	100%	2075	0	1960	1960	0	0	579	0.295		620	0.316	

Pedestrian Crossing		
Hp	2,3	Min. Crossing Time = 10Gm + 8FGm =18s
Ip	1,3	Min. Crossing Time = 5Gm + 6FGm =11s
Jp	2	Min. Crossing Time = 5Gm + 6FGm =11s
Lp	1,2	Min. Crossing Time = 5Gm + 5FGm =10s
Np	2	Min. Crossing Time = 5Gm + 7FGm =12s
Op	1	Min. Crossing Time = 5Gm + 6FGm =11s
Pp	1	Min. Crossing Time = 5Gm + 5FGm =10s

Notes:

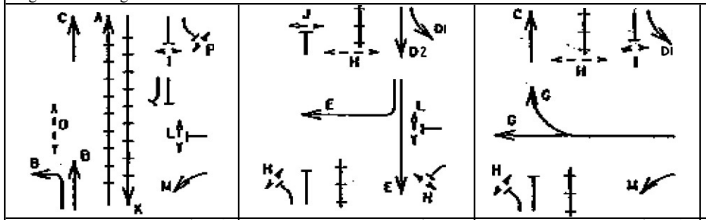
Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase	
εy	0.578
L (sec)	19
C (sec)	120
y pract.	0.758
R.C. (%)	31%

P.M. Check Phase	
εy	0.532
L (sec)	19
C (sec)	120
y pract.	0.758
R.C. (%)	42%

Stage / Phase Diagrams



I/G =8s | I/G = 5s | I/G = 9s

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Castle Peak Road - Yuen Long / Long Yat Road (Jn H)**

Description: **2033 Design Traffic Flows**

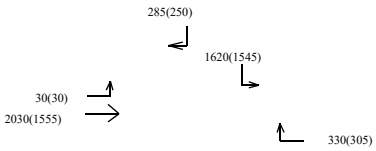
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Castle Peak Road - Yuen Long	E		B	1	3.5	20	0	1	100%	100%	1965	1965	1830	1830	1830	1830	30	0.016		30	0.016	
	E		A	1,2	3.5	0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	677	0.321		518	0.246	
	E		A	1,2	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	677	0.321		518	0.246	
	E		A	1,2	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	677	0.321	0.321	518	0.246	0.246
Castle Peak Road - Yuen Long	W		D	3	3.7	0	30	0	100%	100%	2120	2120	2020	2020	2020	2020	330	0.163		305	0.151	
Long Yat Road	S		E	3,4	3.7	25	0	1	100%	100%	2145	4265	2025	2025	4045	4045	811	0.400	0.400	773	0.382	0.382
	S		E	3,4	3.7	30	0	0	100%	100%	2120	0	2020	2020	0	0	809	0.400		772	0.382	
	S		C	1,4	3.7	0	25	0	100%	100%	2120	2120	2000	2000	2000	2000	285	0.143		250	0.125	

Pedestrian Crossing

Fp	1,4	Min. Crossing Time = 5Gm + 10FGm =15s
Gp	1,2	Min. Crossing Time = 5Gm + 17FGm =22s

Notes:

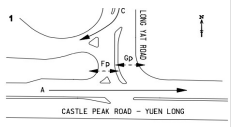
Traffic Flow (pcu / hr) AM(PM)



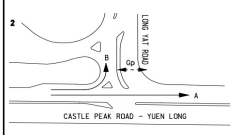
A.M. Check Phase	
εy	0.722
L (sec)	8
C (sec)	120
y pract.	0.840
R.C. (%)	16%

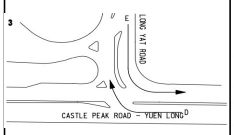
P.M. Check Phase	
εy	0.628
L (sec)	8
C (sec)	120
y pract.	0.840
R.C. (%)	34%

Stage / Phase Diagrams

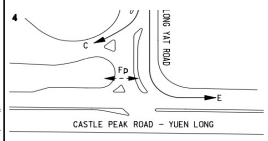


I/G = 5s





I/G = 5s



TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

Junction: **Pok Oi Interchange (Yuen Long Highway Slip Road Northbound) (Jn I)**
Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Long Highway	N		D	2	5.00	25	0	1	45%	59%	2060	2045	649	0.315	0.315	561	0.274	0.275
Slip Road	N		D	2	5.00	0	0	0	0%	0%	2255	2255	711	0.315		619	0.275	
Pok Oi Interchange	W	←	C	1	5.00	0	0	1	0%	0%	2115	2115	915	0.432	0.432	1043	0.493	0.493
	W	←	C	1	5.00	0	0	0	0%	0%	2255	2255	975	0.432		1112	0.493	

Notes:	Traffic Flow (pcu / hr) [AM (PM)]	Check Phase		Check Phase	
	← 1890(2155)	εy	0.748	εy	0.768
	290(330) 1070(850)	L (sec)	12	L (sec)	12
		C (sec)	110	C (sec)	110
		y pract.	0.802	y pract.	0.802
		R.C. (%)	7%	R.C. (%)	4%

Stage / Phase Diagrams

1	2			
C ←	D ⊢			
I/G = 7	I/G = 7			

TRAFFIC SIGNALS CALCULATION Job No: 26016HK **CTA Consultants Ltd.**

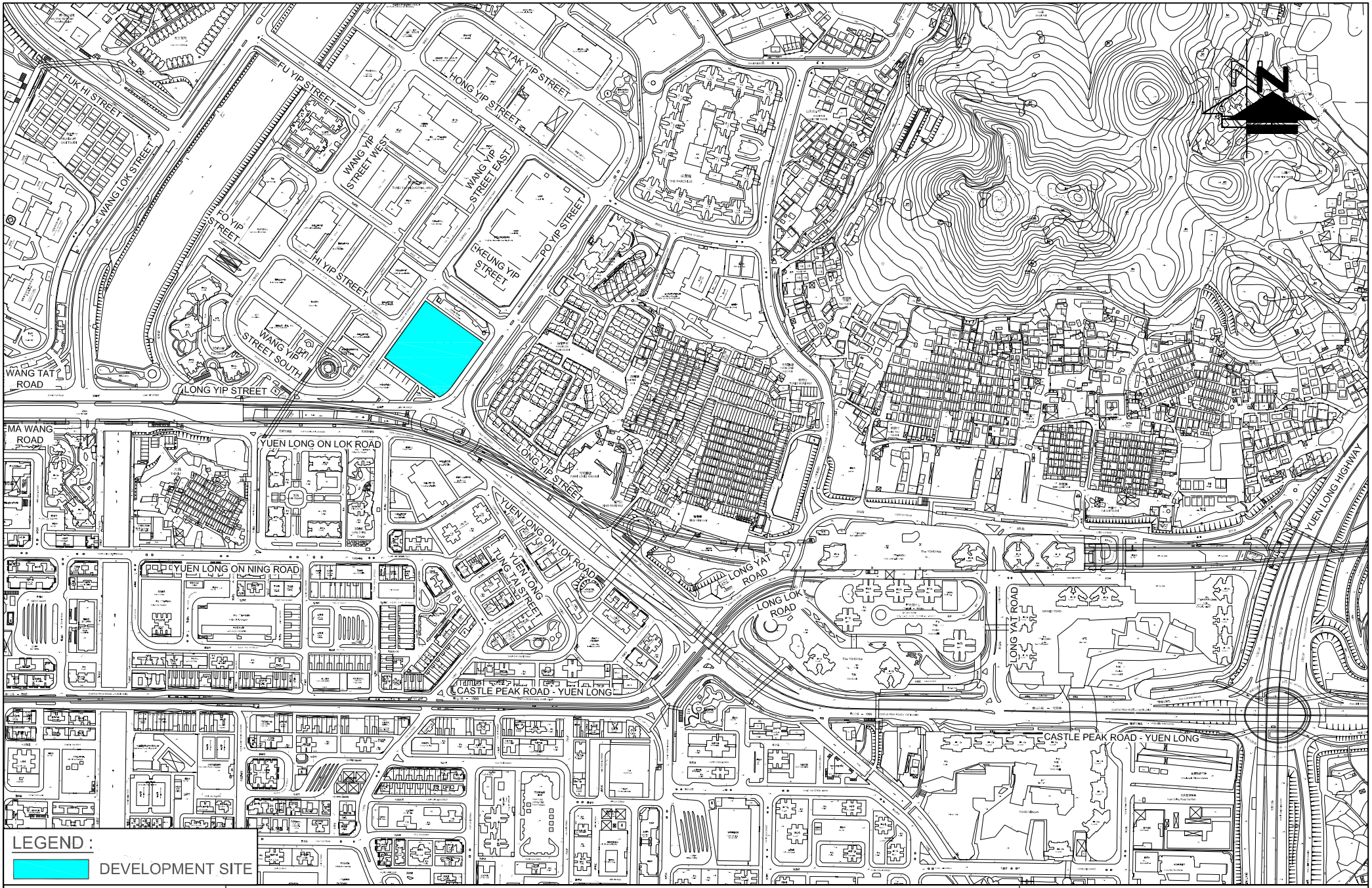
Junction: **Pok Oi Interchange (Yuen Long Highway Slip Road Southbound) (Jn I)**
Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Pok Oi Interchange	E	→	B	2	5.00	0	0	1	0%	0%	2115	2115	876	0.414	0.414	745	0.352	0.352
	E	→	B	2	5.00	0	0	0	0%	0%	2255	2255	934	0.414		795	0.352	
Yuen Long Highway Slip Road	S	↓	A	1	5.00	50	0	1	0%	0%	2115	2115	690	0.326	0.326	861	0.407	0.407
	S	↓	A	1	5.00	0	0	0	0%	0%	2255	2255	735	0.326		919	0.407	

Notes:	Traffic Flow (pcu / hr) [AM (PM)]	Check Phase		Check Phase	
	1425(1780) 0(0) 1810(1540) →	εy	0.740	εy	0.760
		L (sec)	12	L (sec)	12
		C (sec)	110	C (sec)	110
		y pract.	0.802	y pract.	0.802
		R.C. (%)	8%	R.C. (%)	6%

Stage / Phase Diagrams

1	2			
A	B			
I/G = 7	I/G = 7			



LEGEND :

DEVELOPMENT SITE

FIGURE NO.: 1.1	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: SITE LOCATION PLAN	
SCALE: 1 : 6000 @A4 / DATE: 06 JUL 2026		

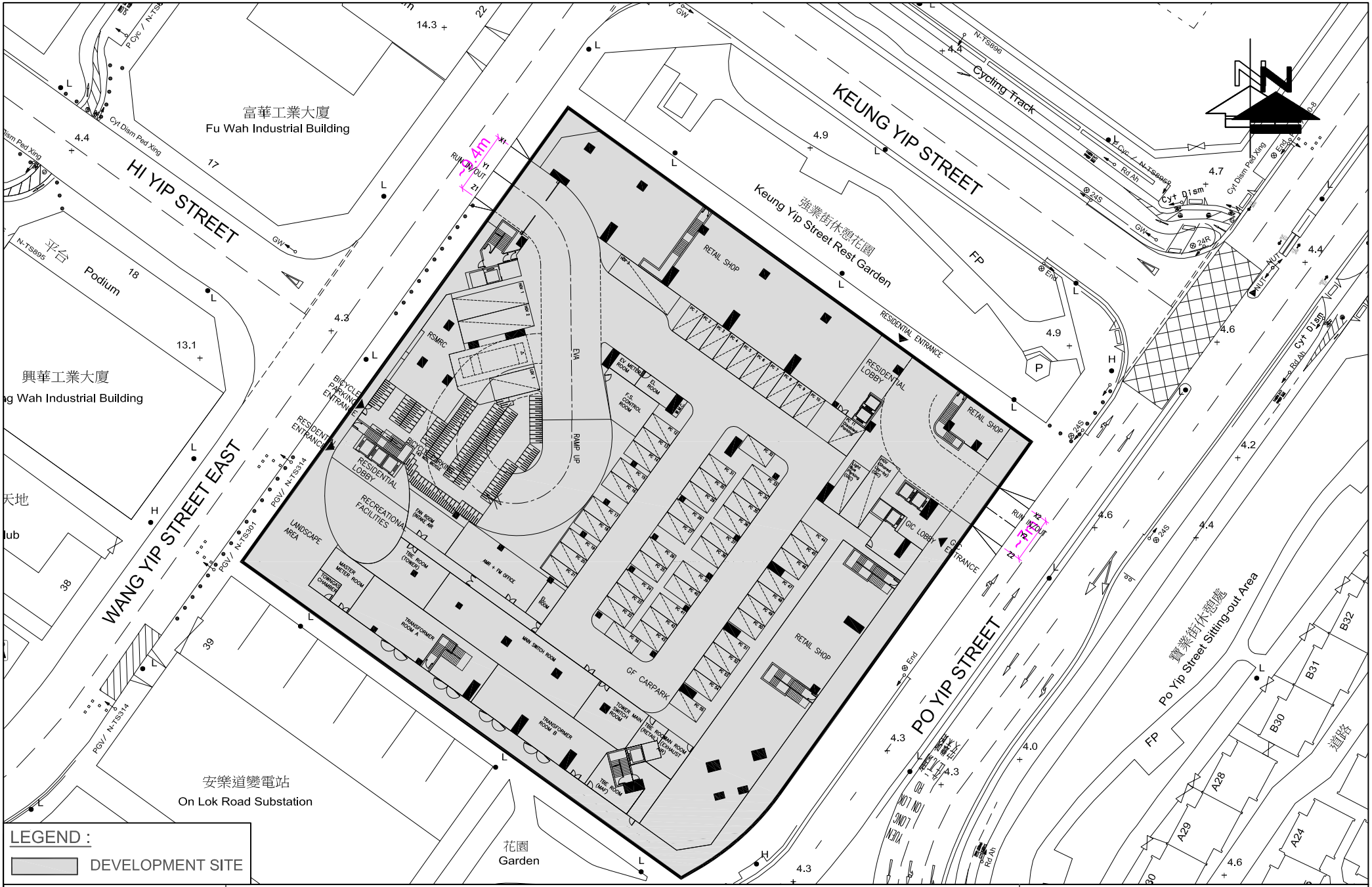


FIGURE NO.: 2.1(REV.B)	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long		
PROJECT NO.: 26016HK	DRAWING TITLE: G/F LAYOUT PLAN		
SCALE: 1 : 750 @A4	DATE: 01 SEP 2026		

CTA Consultants Limited
志達顧問有限公司

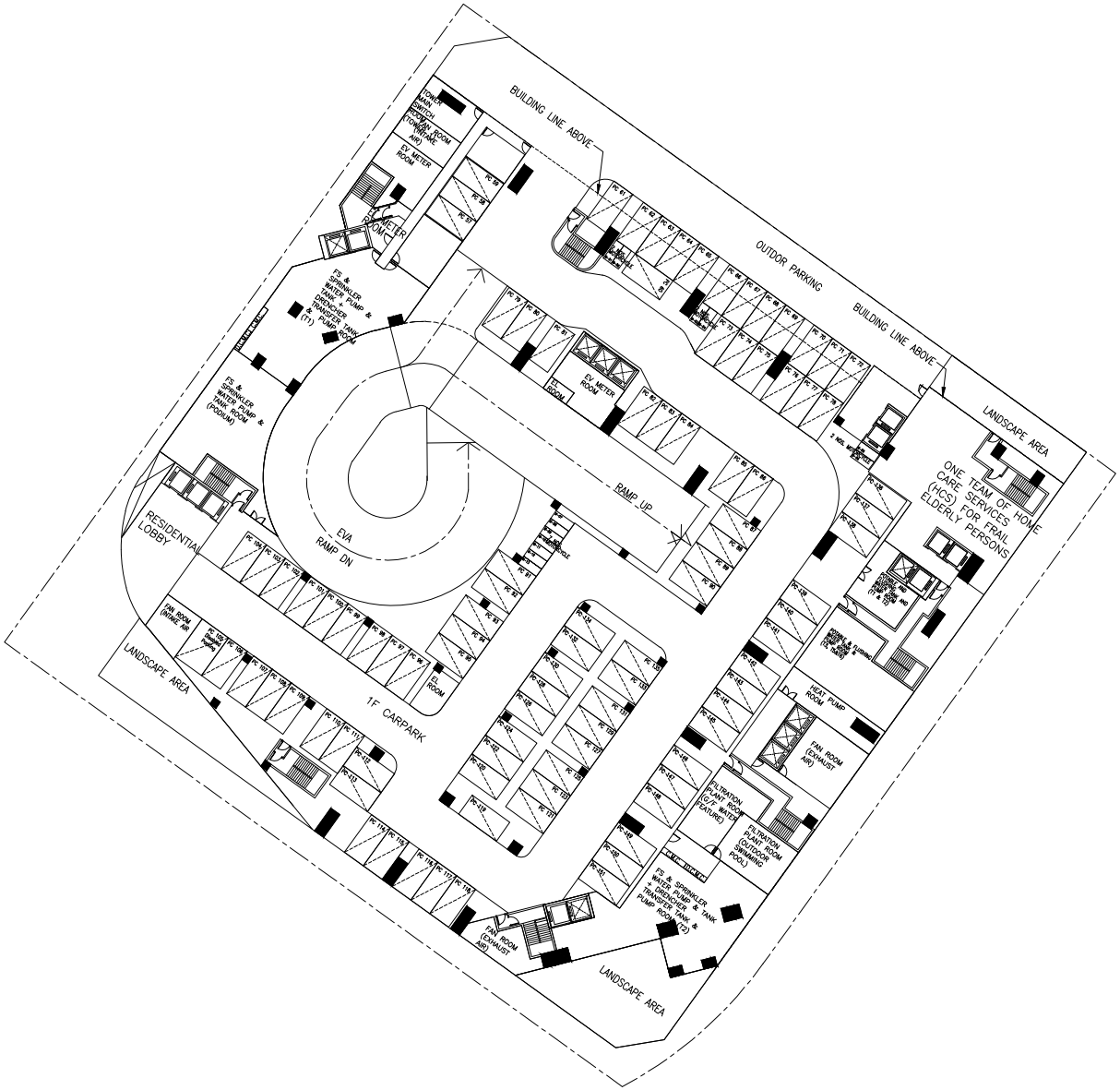


FIGURE NO.: 2.2 (REV.B)	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: 1/F LAYOUT PLAN	
SCALE: 1 : 750 @A4 / DATE: 01 SEP 2026		

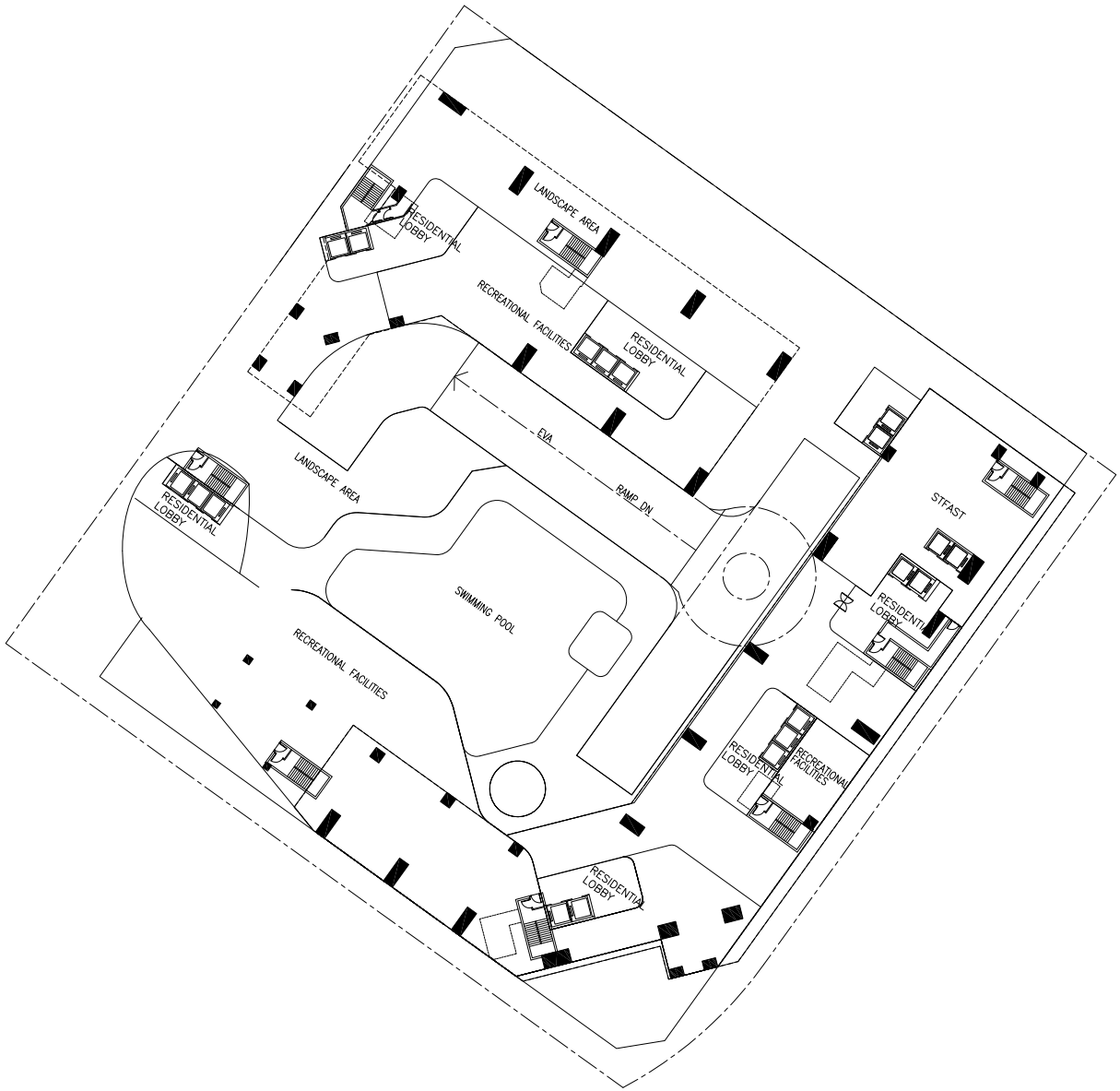


FIGURE NO.: 2.3 (REV.B)	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: 2/F LAYOUT PLAN	
SCALE: 1 : 750 @A4 / DATE: 01 SEP 2026		

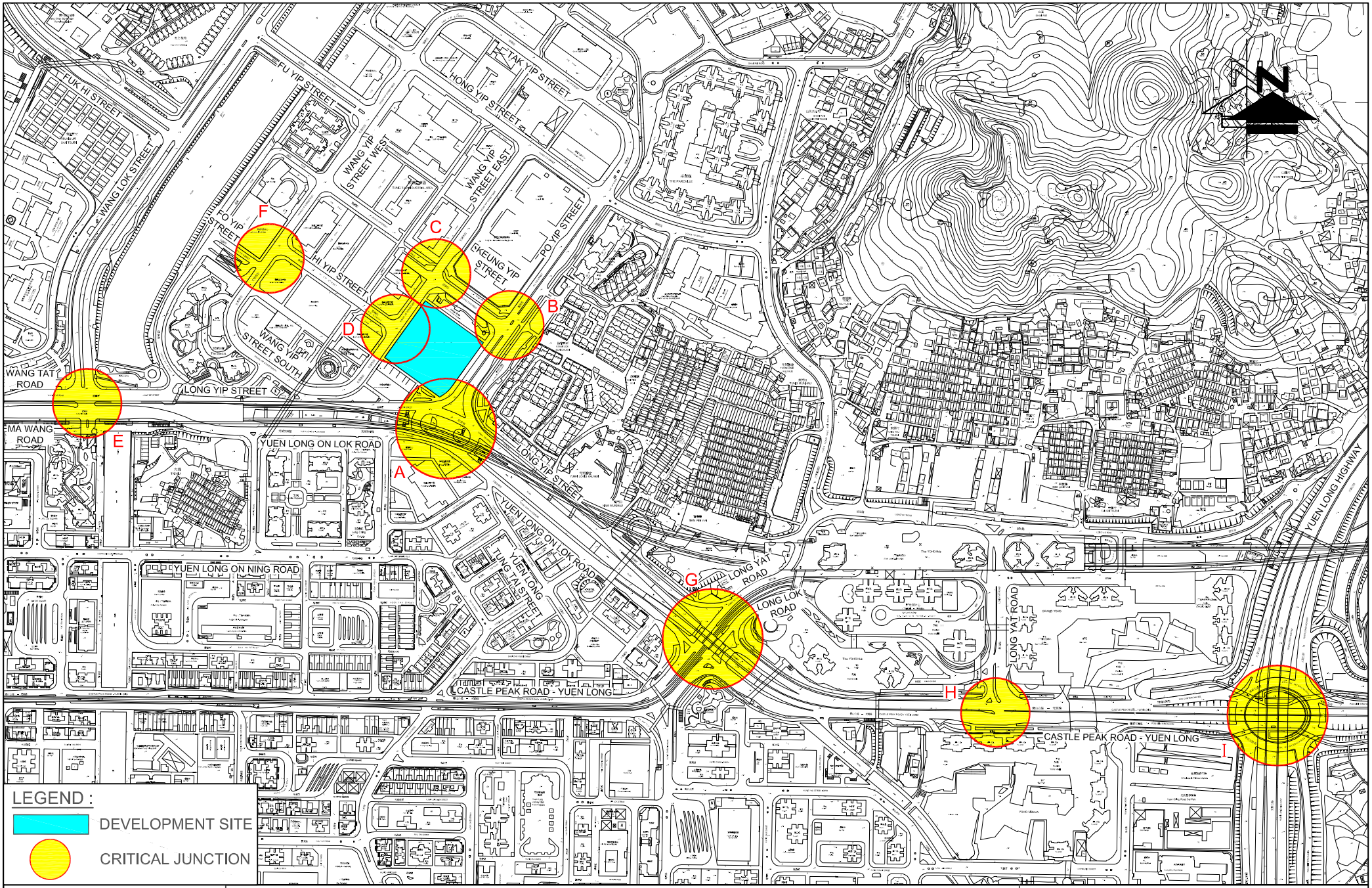


FIGURE NO.: 3.1(REV A)	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long		
PROJECT NO.: 26016HK	DRAWING TITLE: IDENTIFIED CRITICAL JUNCTIONS		
SCALE: 1 : 6000 @A4	DATE: 06 JUL 2026		

CTA Consultants Limited
志達顧問有限公司

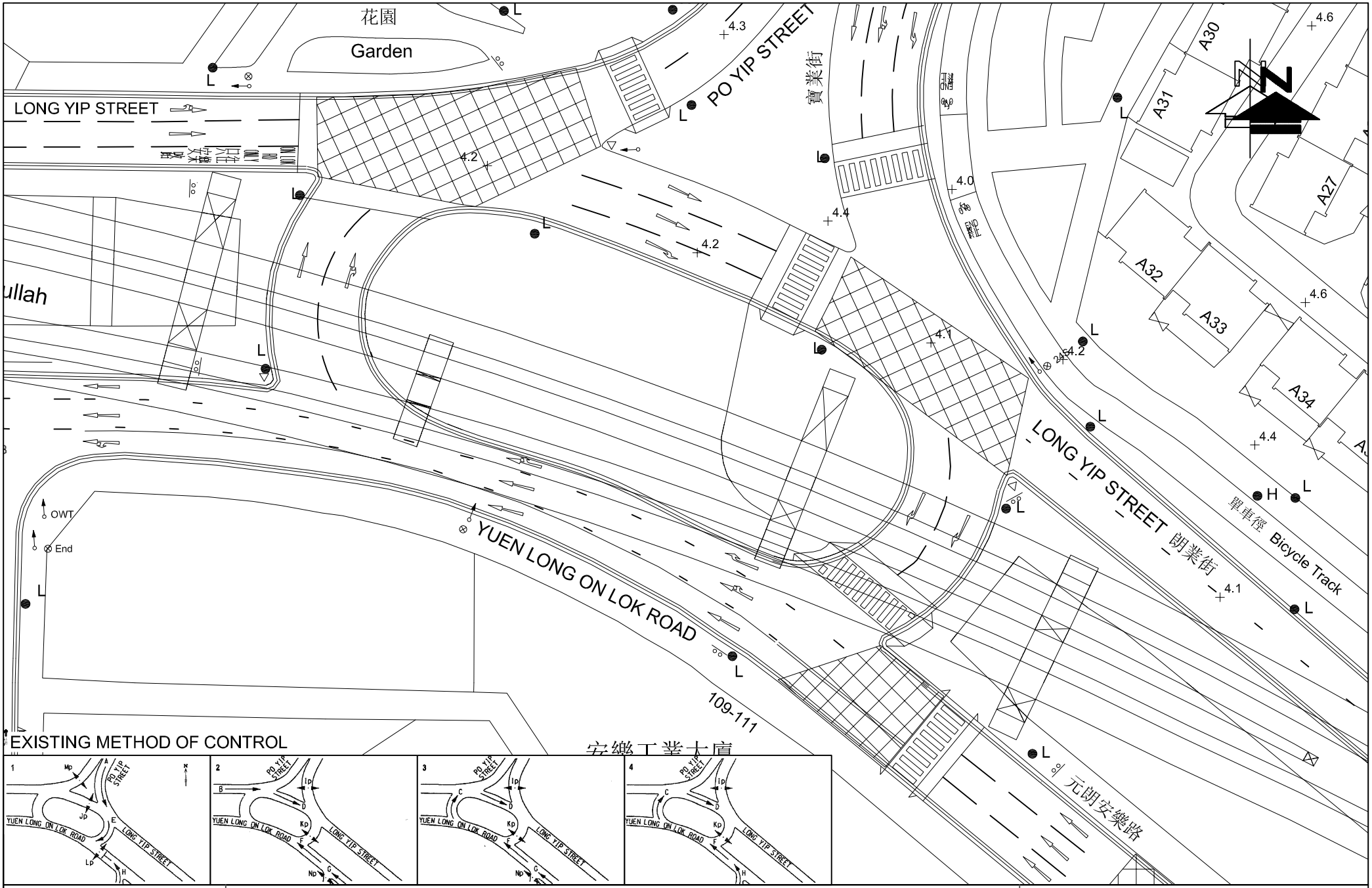


FIGURE NO.: 3.2	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON LOK ROAD / LONG YIP STREET / PO YIP STREET / YUEN LONG TUNG TAI STREET (A)	
SCALE: 1 : 550 @A4 / DATE: 22 APR 2026		

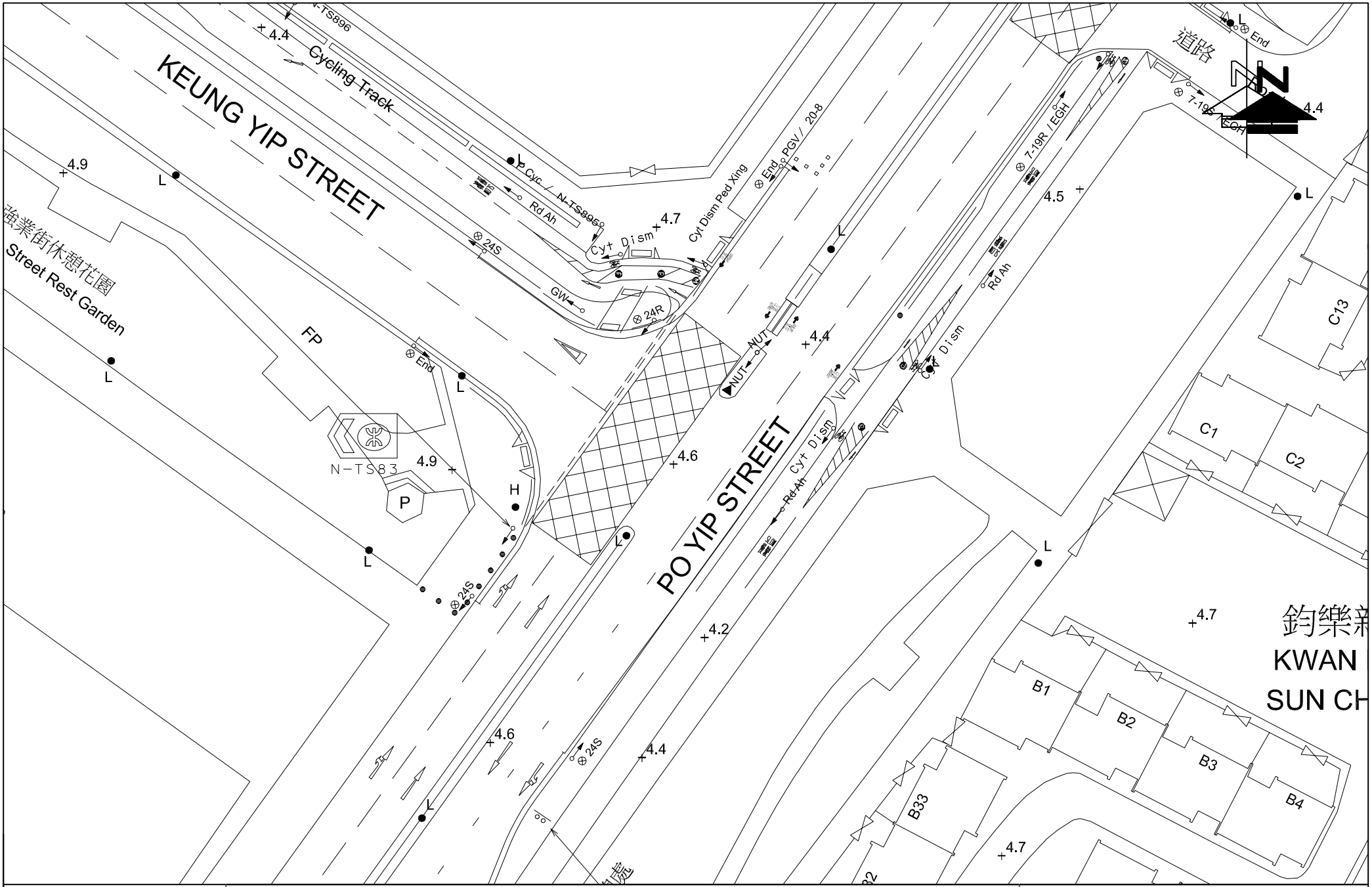


FIGURE NO.: 3.3	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long		
PROJECT NO.: 26016HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF PO YIP STREET / KEUNG YIP STREET (B)		
SCALE: 1 : 500 @A4	DATE: 27 MAR 2026		

CTA Consultants Limited
志達顧問有限公司

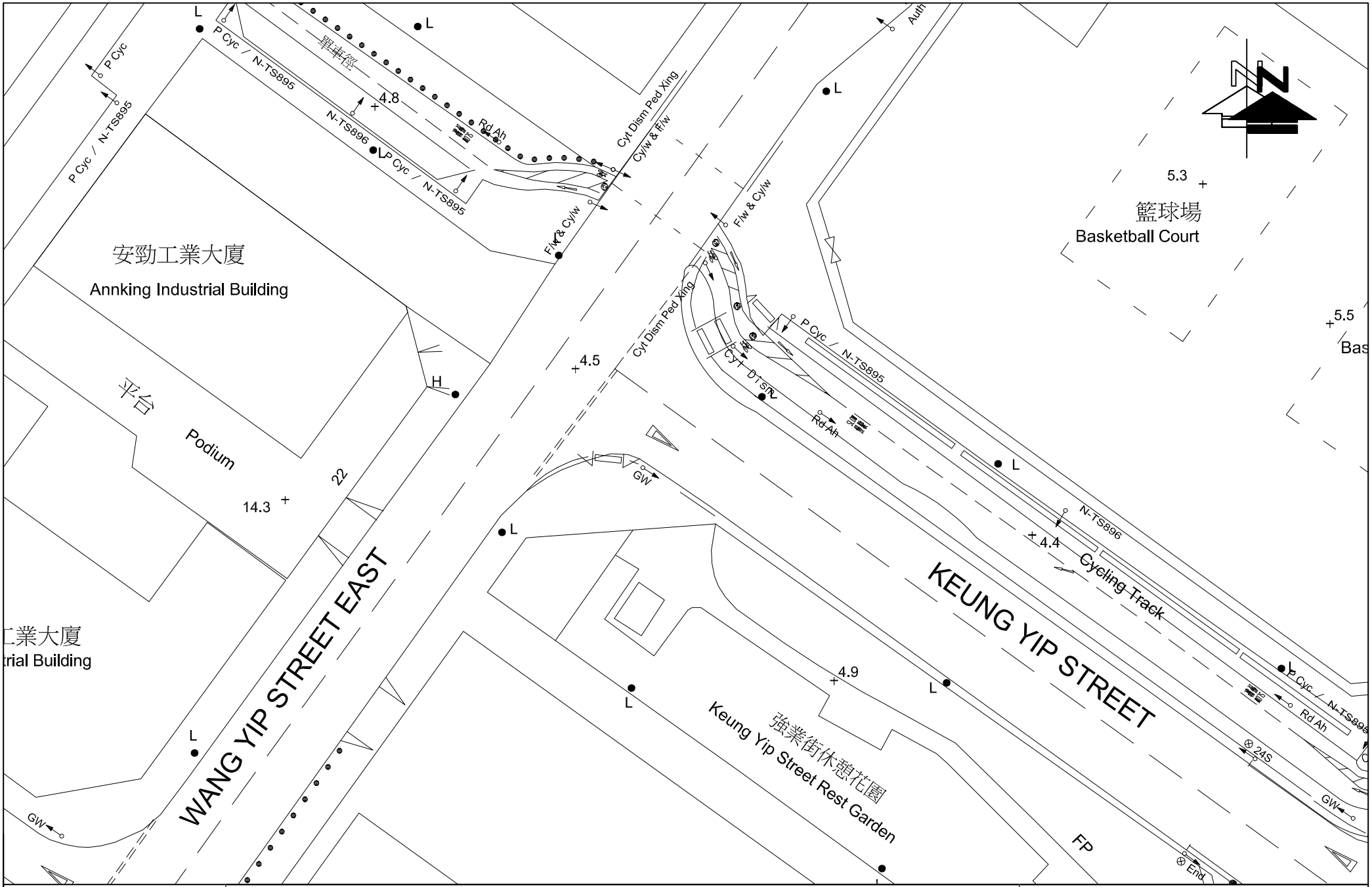


FIGURE NO.: 3.4	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long		
PROJECT NO.: 26016HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF WANG YIP STREET EAST / KEUNG YIP STREET (C)		
SCALE: 1 : 500 @A4	DATE: 27 MAR 2026		

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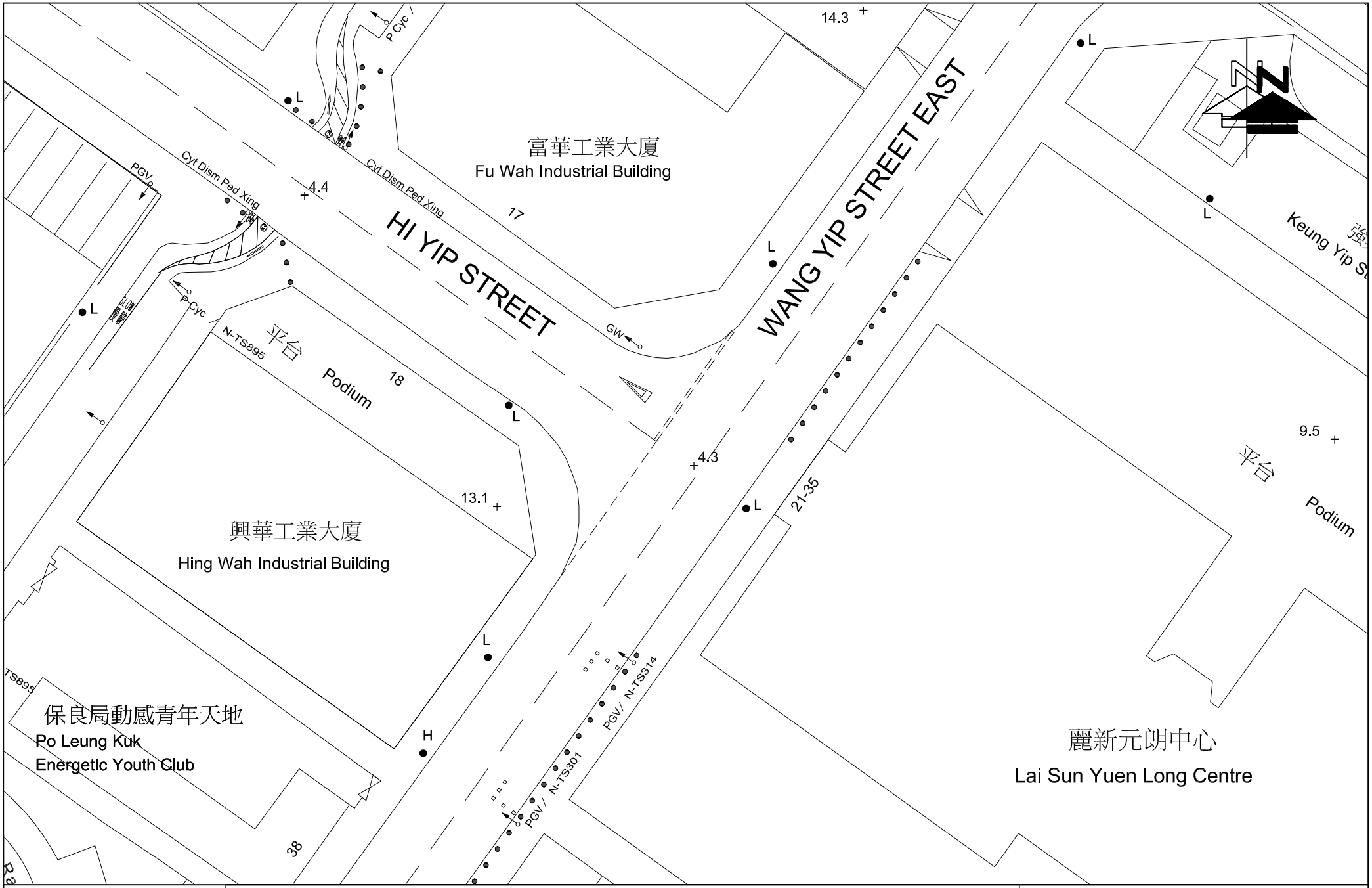


FIGURE NO.: 3.5	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF WANG YIP STREET EAST / HI YIP STREET (D)	
SCALE: 1 : 500 @A4	DATE: 27 MAR 2026	

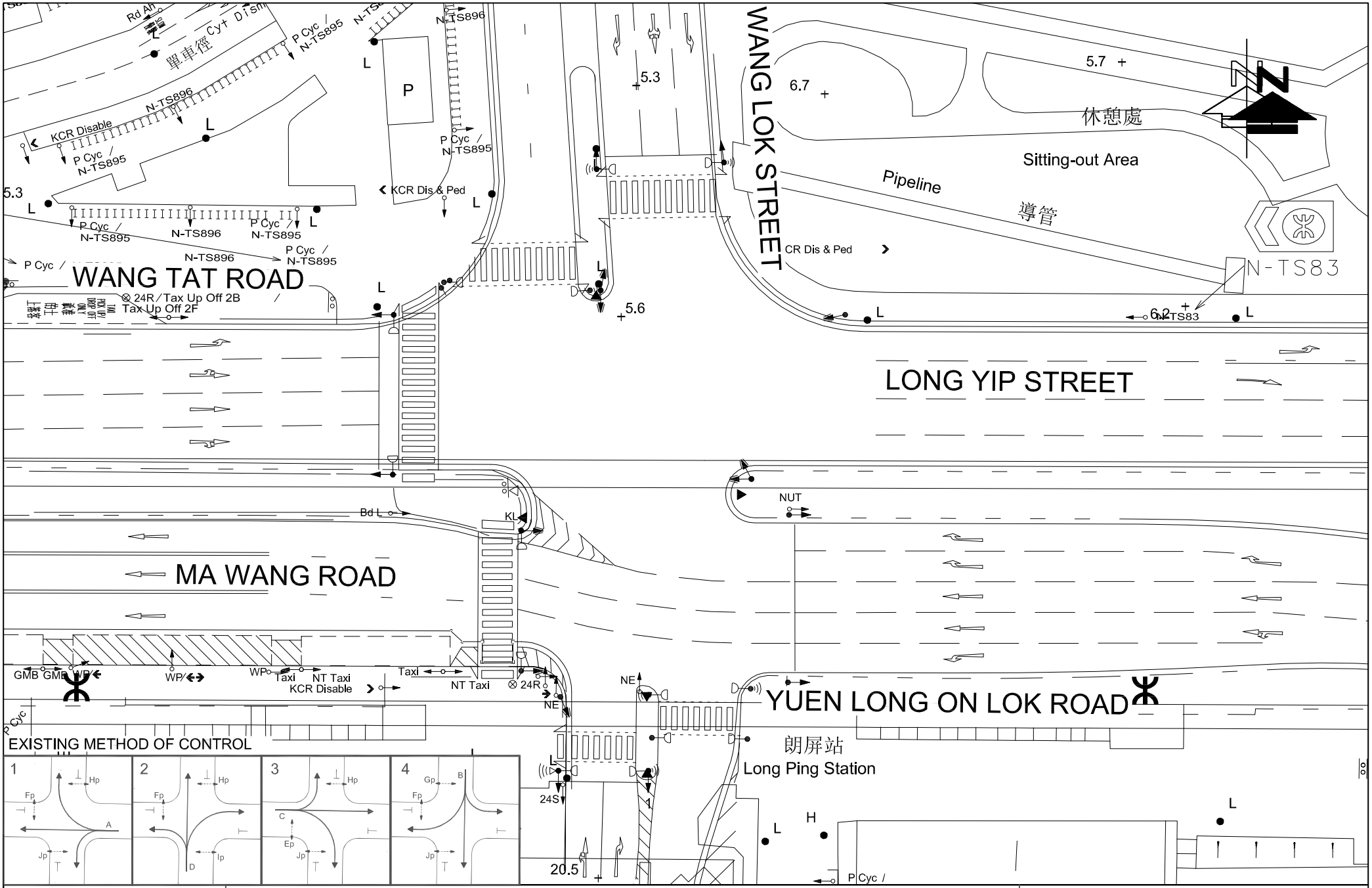


FIGURE NO.: 3.6	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON LOK ROAD / LONG YIP STREET / WANG LOK STREET / WANG TAT ROAD / MA WANG ROAD (E)	
SCALE: 1 : 500 @A4 / DATE: 22 APR 2026		

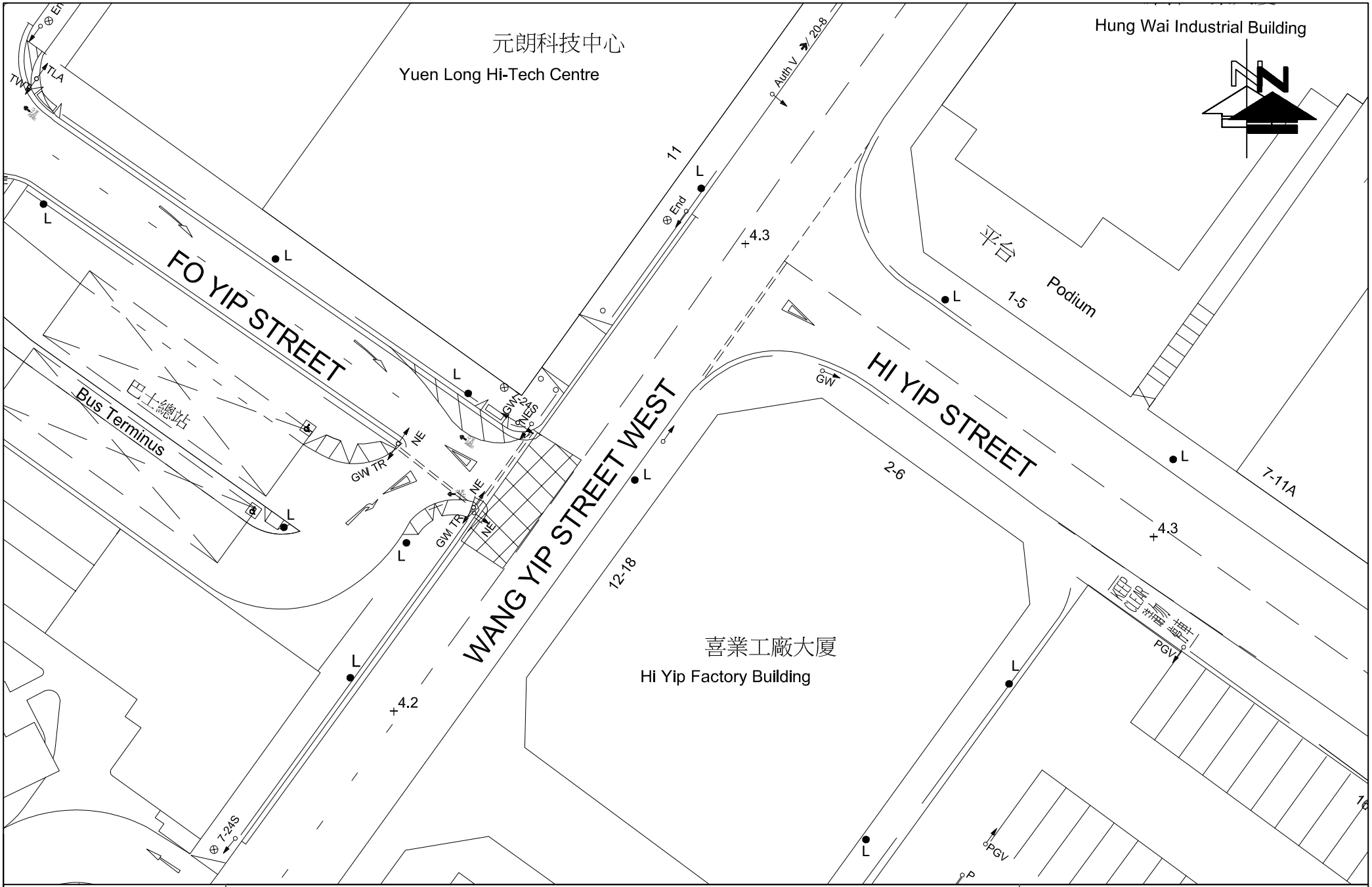


FIGURE NO.: 3.7	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF WANG YIP STREET WEST / HI YIP STREET / FO YIP STREET (F)	
SCALE: 1 : 500 @A4	DATE: 06 JUL 2026	

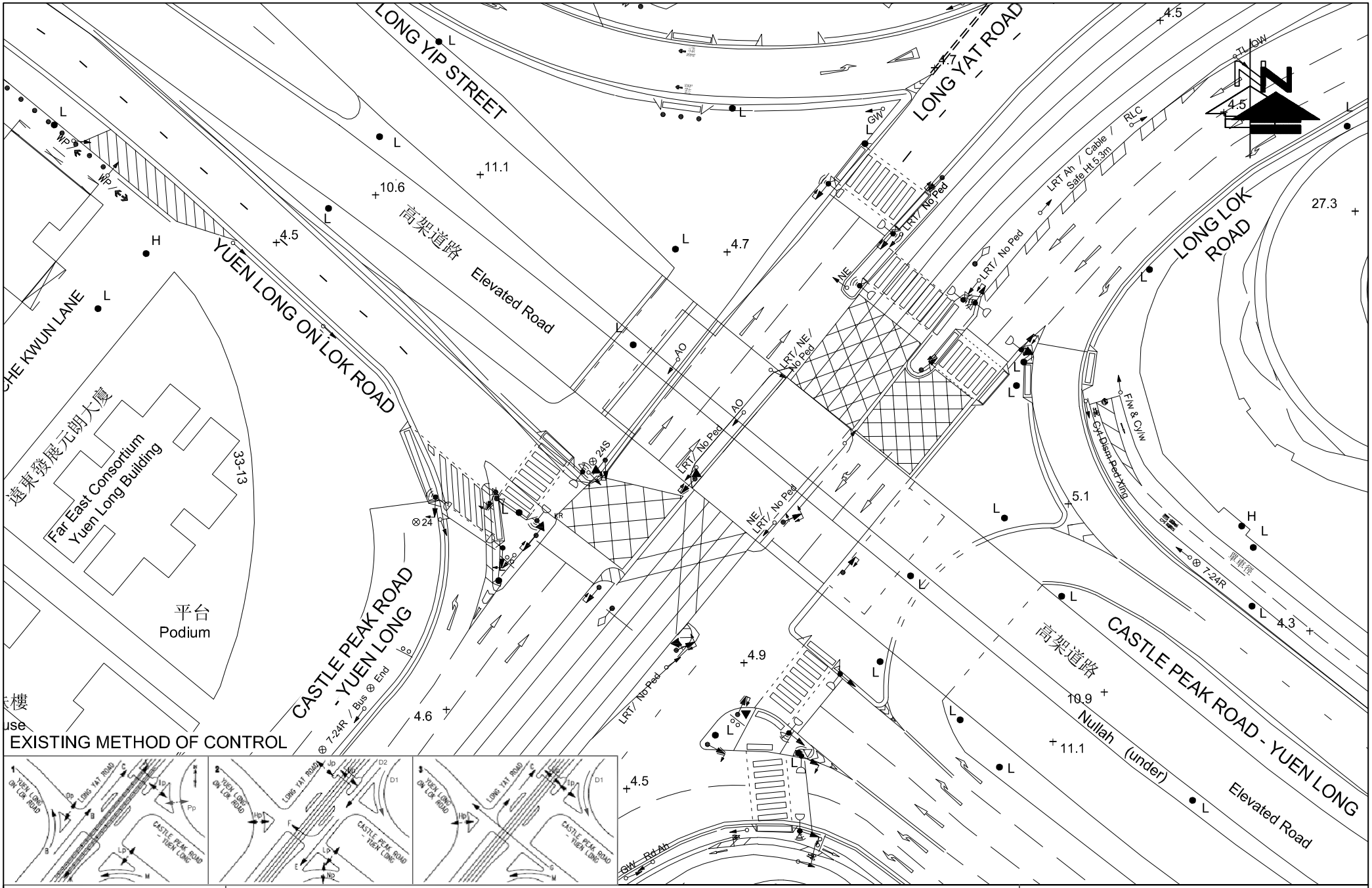


FIGURE NO.: 3.8	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF CASTLE PEAK ROAD - YUEN LONG / YUEN LONG ON LOK ROAD / LONG YIP STREET / LONG YAT ROAD / LONG LOK ROAD (G)	
SCALE: 1 : 550 @A4 / DATE: 06 JUL 2026		

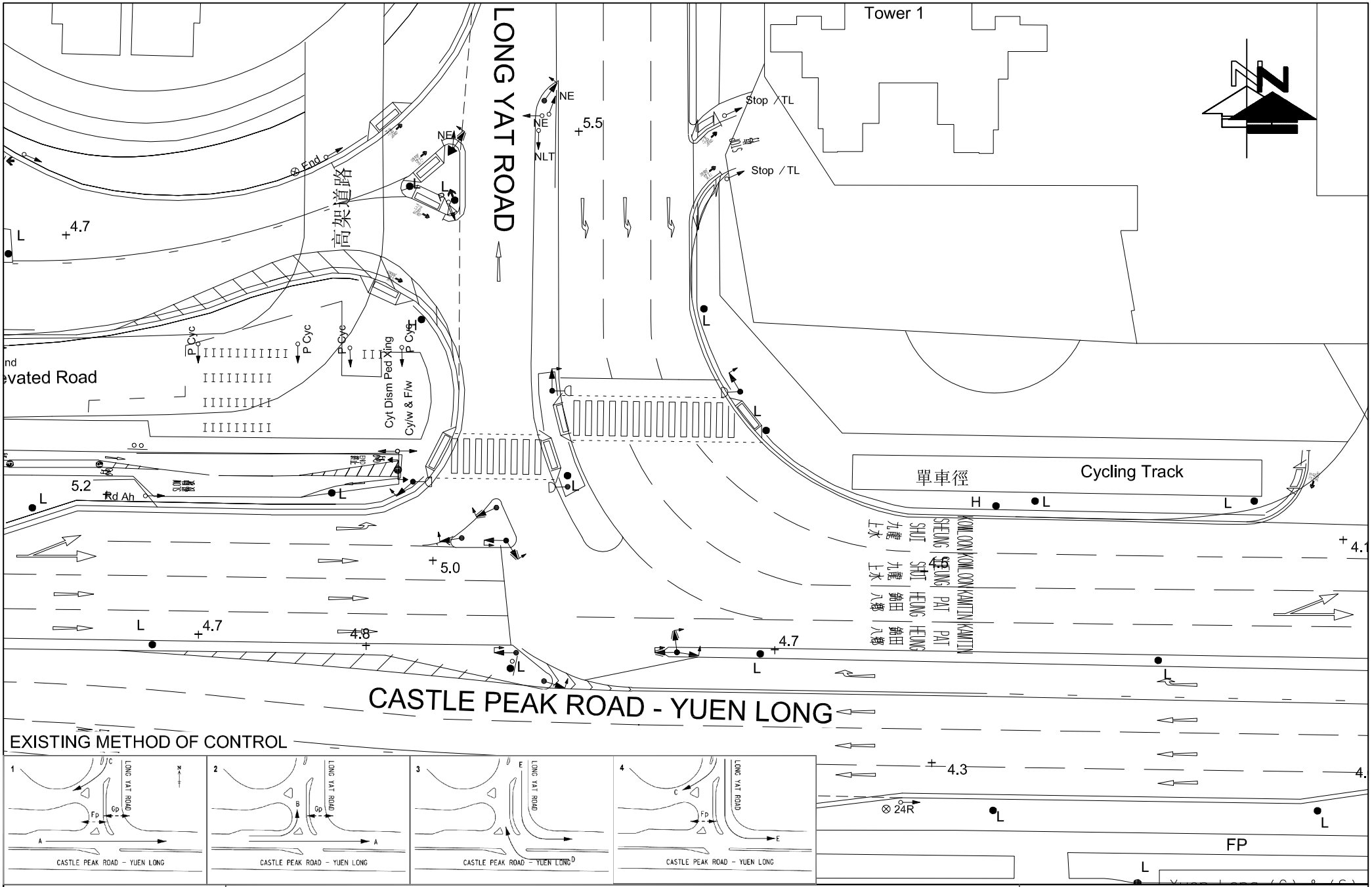


FIGURE NO.: 3.9	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long		
PROJECT NO.: 26016HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF CASTLE PEAK ROAD - YUEN LONG / LONG YAT ROAD (H)		
SCALE: 1 : 500 @A4	DATE: 06 JUL 2026		

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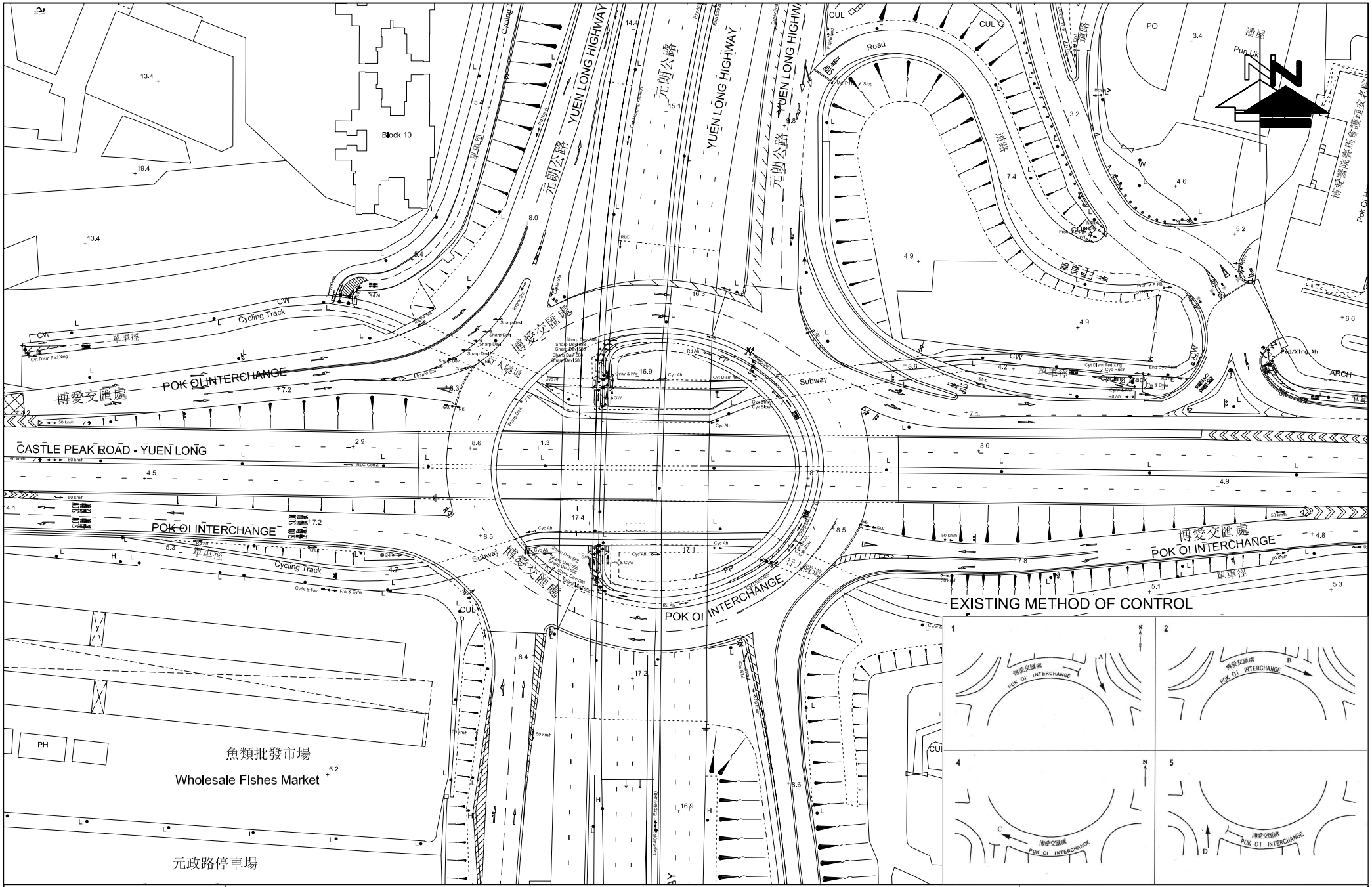


FIGURE NO.: 3.10	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF POK OI INTERCHAHGE (I)	
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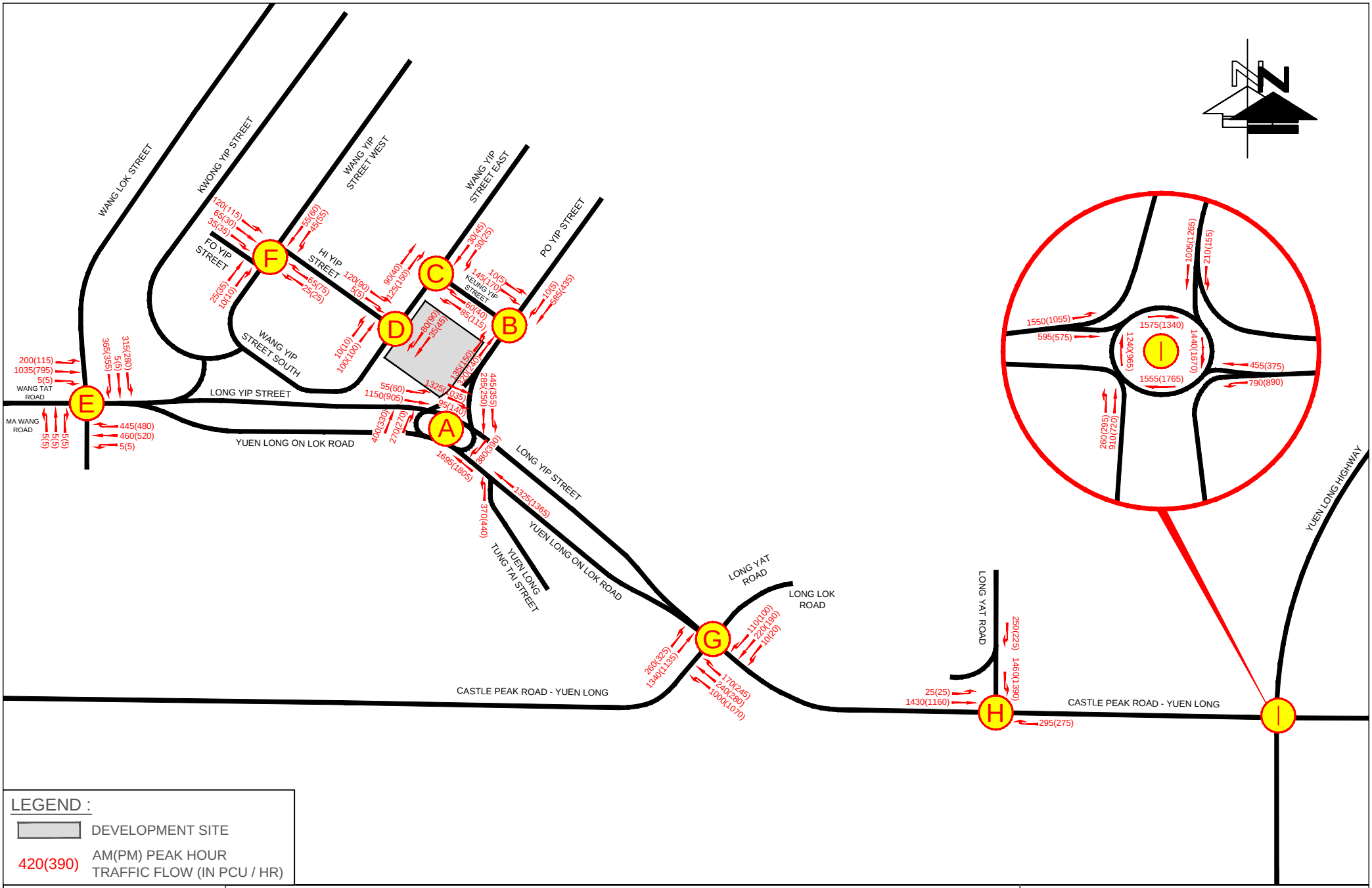


FIGURE NO.: 3.11 (REV. A)	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: 2026 OBSERVED TRAFFIC FLOW	
SCALE: N.T.S. @A4 / DATE: 06 JUL 2026		

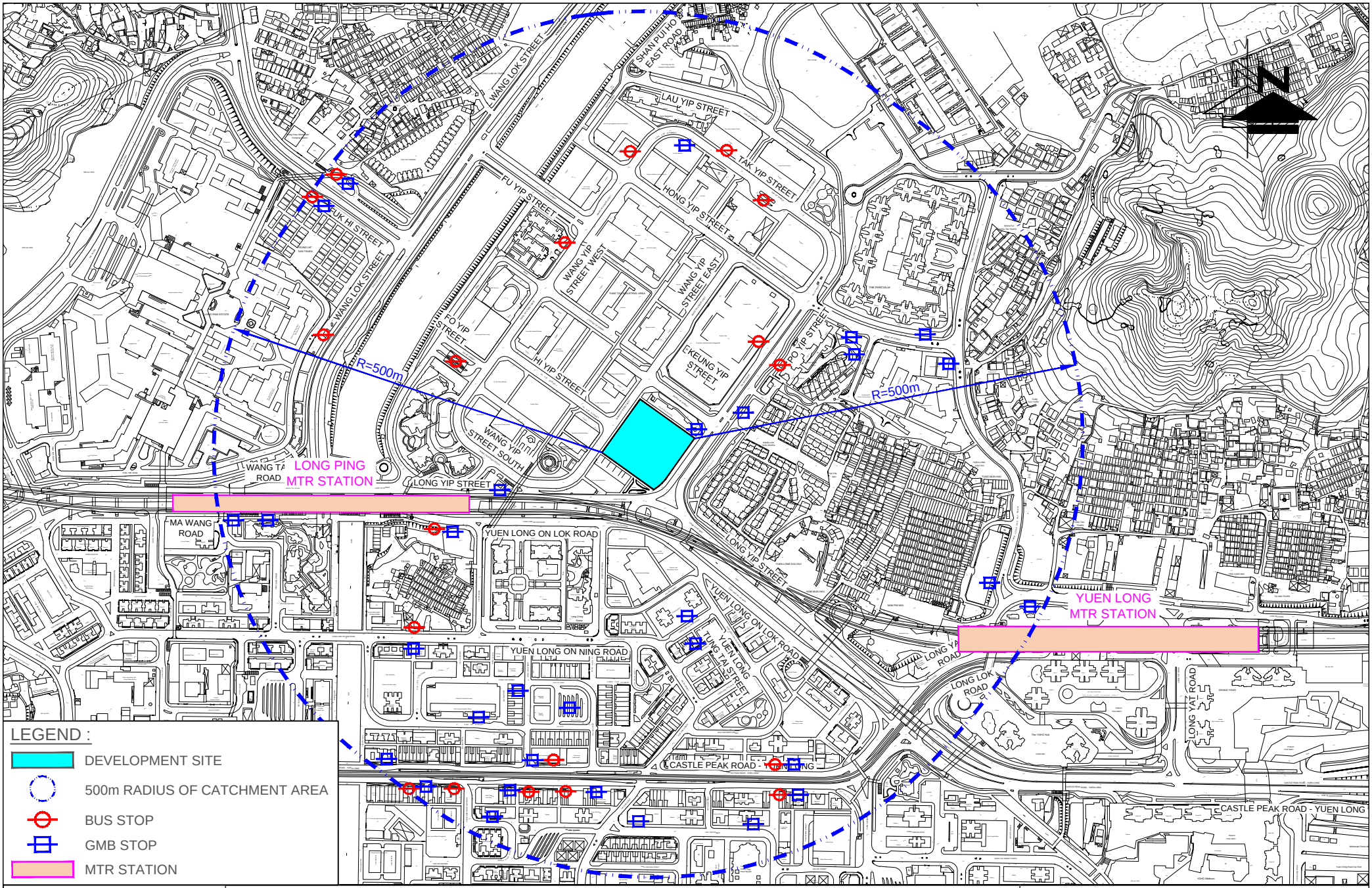


FIGURE NO.: 3.12	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long		
PROJECT NO.: 26016HK	DRAWING TITLE: PUBLIC TRANSPORT SERVICES IN THE VICINITY		
SCALE: 1 : 6400 @A4	DATE: 6 JUL 2026		

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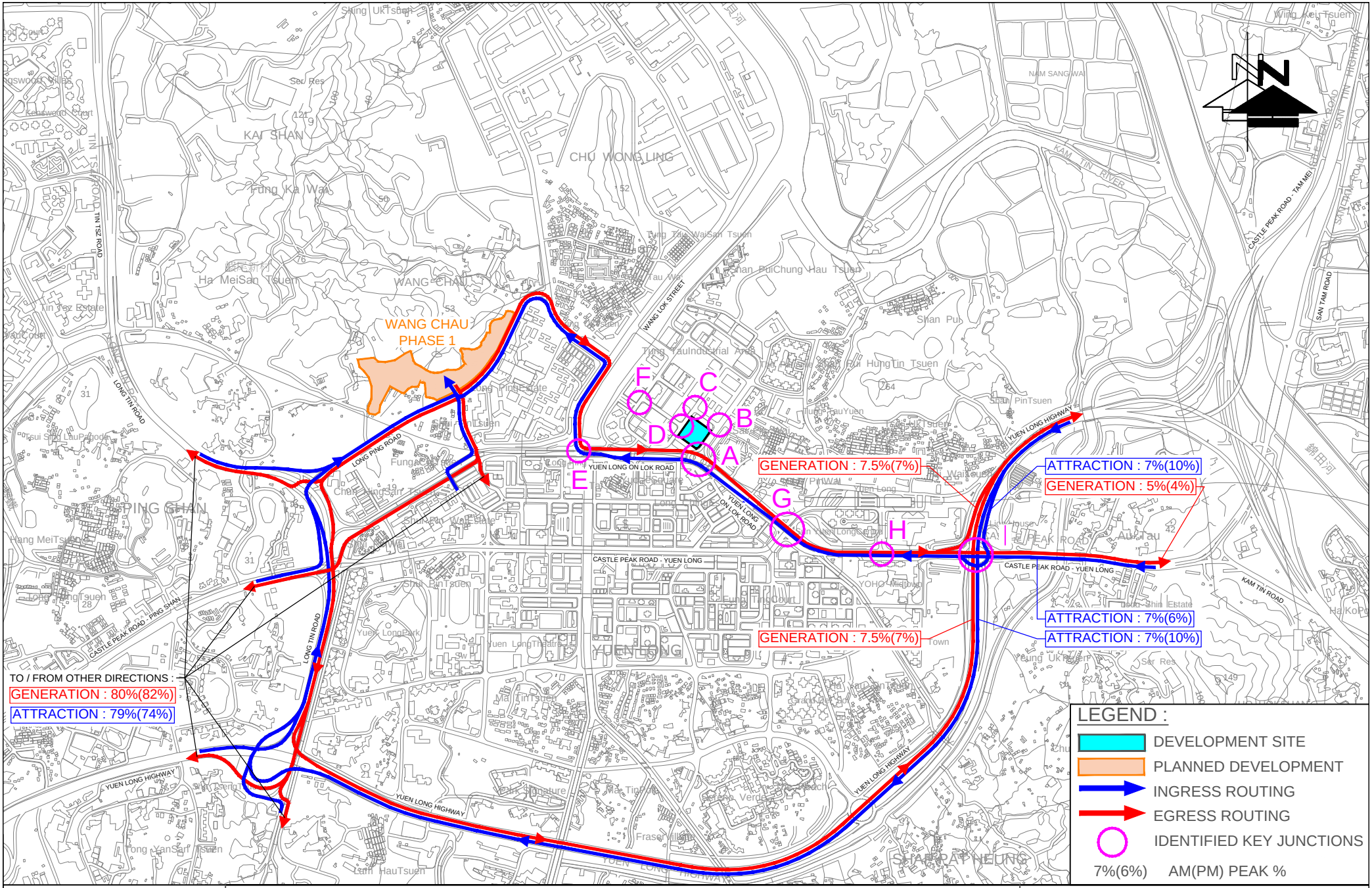


FIGURE NO.: 4.1	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long
PROJECT NO.: 26016HK	DRAWING TITLE: PROPORTION OF TRIP GENERATION FROM PLANNED DEVELOPMENT - WANG CHAU PHASE 1
SCALE: 1 : 18000 @A4	DATE: 31 AUG 2026

CTA Consultants Limited
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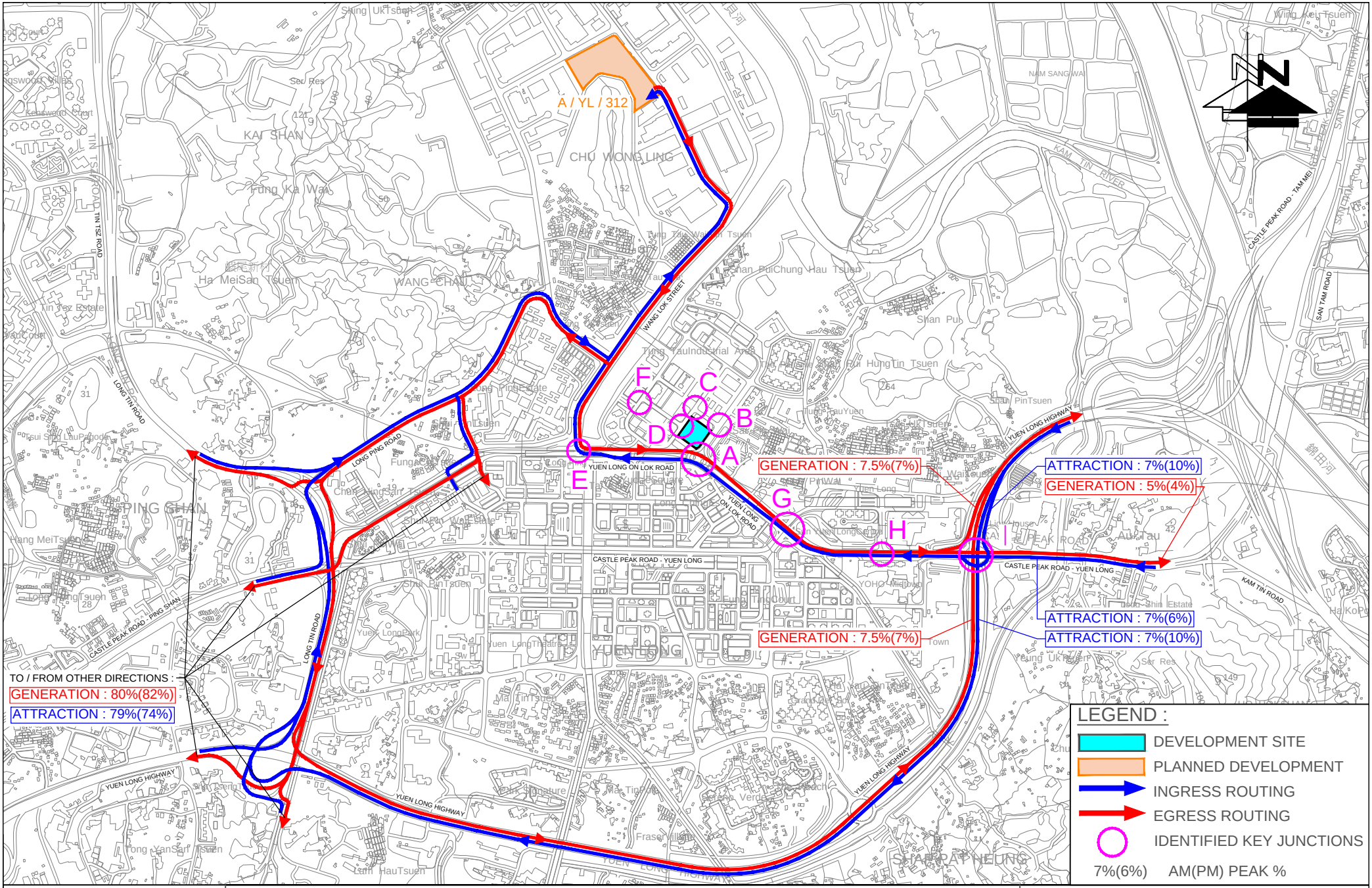


FIGURE NO.: 4.2	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: PROPORTION OF TRIP GENERATION FROM PLANNED DEVELOPMENT - A / YL / 312	
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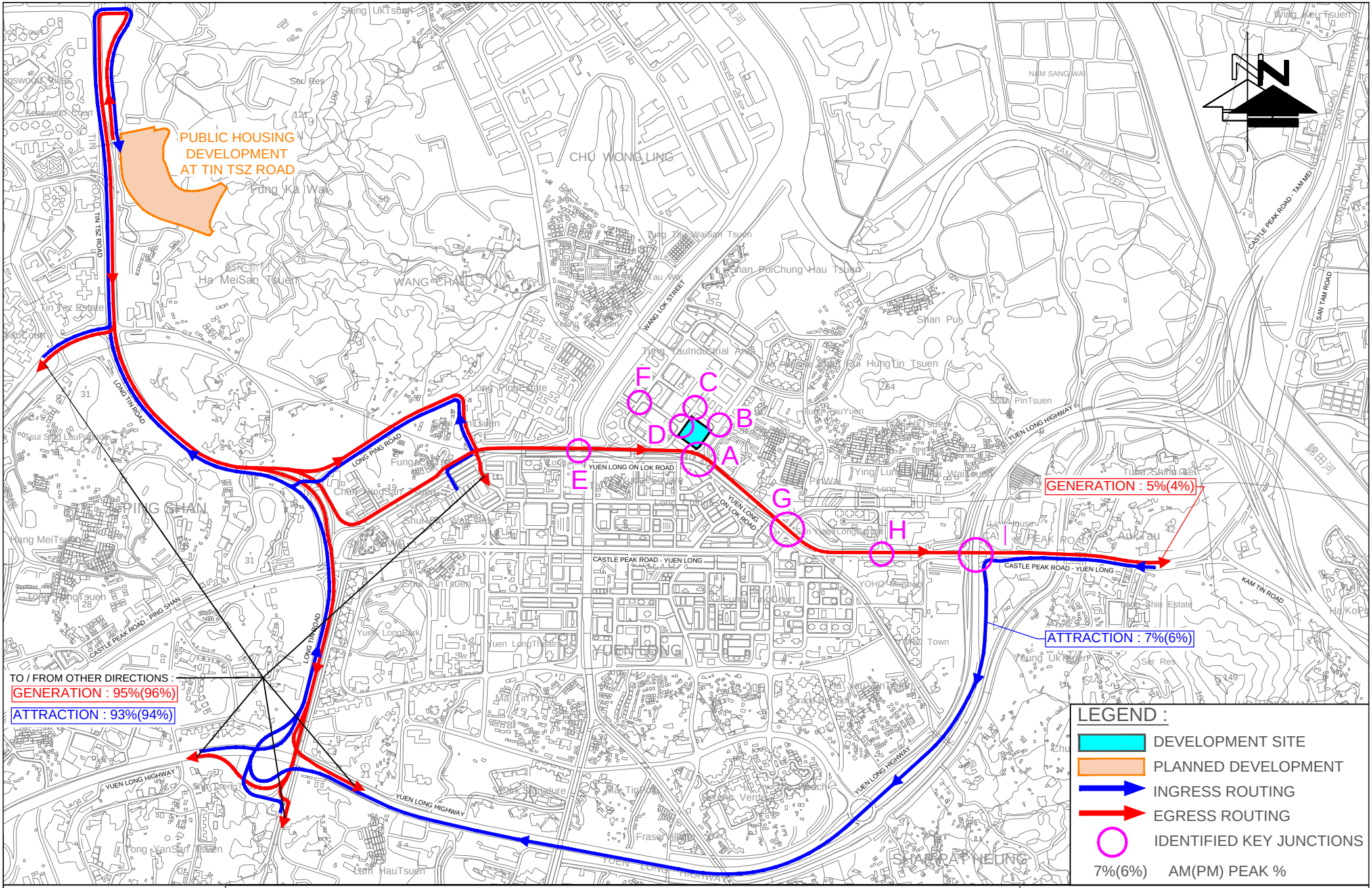


FIGURE NO.: 4.3	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	
PROJECT NO.: 26016HK	DRAWING TITLE: PROPORTION OF TRIP GENERATION FROM PLANNED DEVELOPMENT - PUBLIC HOUSING DEVELOPMENT AT TIN TSZ ROAD	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 18000 @A4 / DATE: 31 AUG 2026		

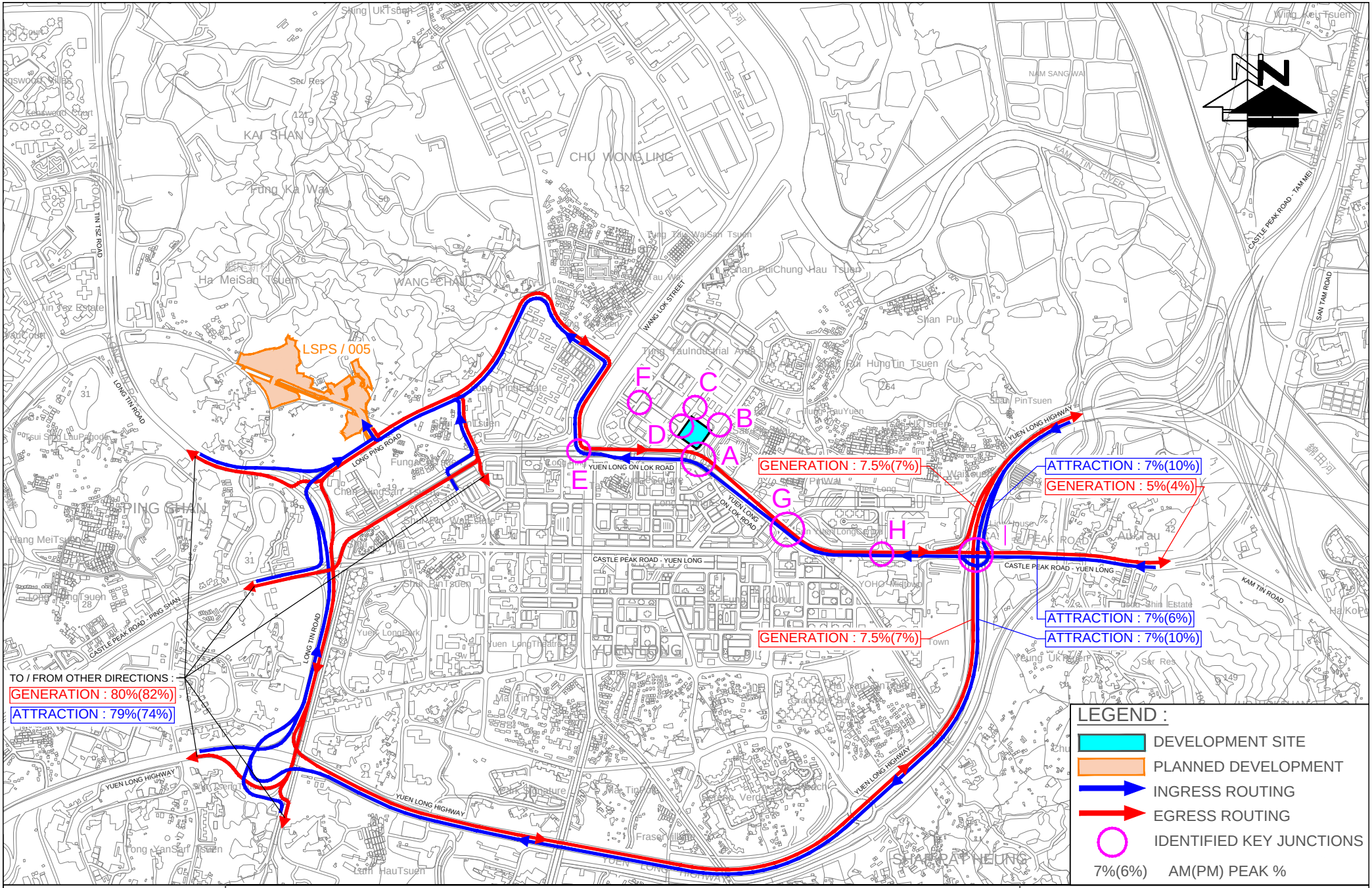


FIGURE NO.: 4.4	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: PROPORTION OF TRIP GENERATION FROM PLANNED DEVELOPMENT - LSPS / 005	
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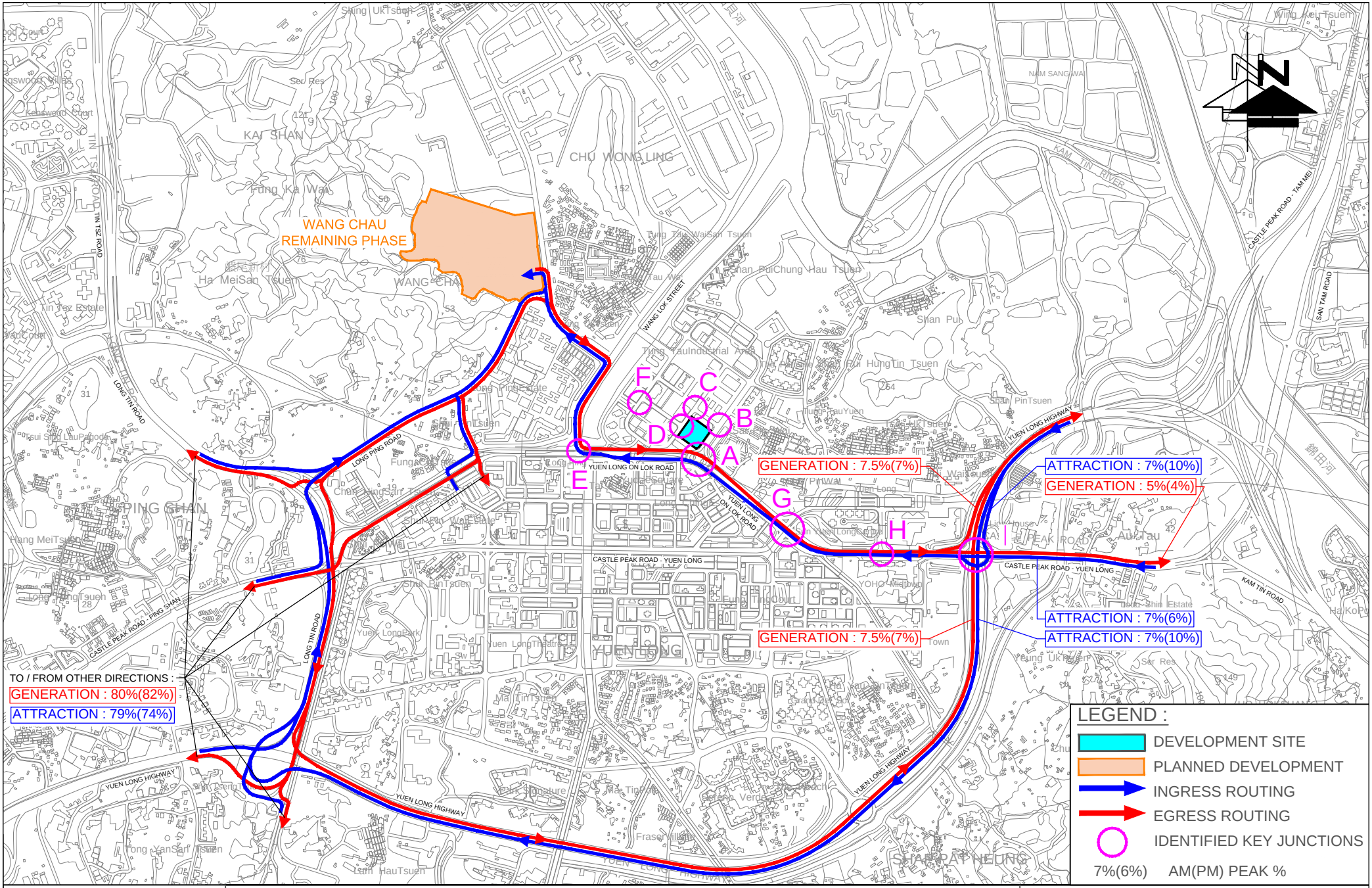


FIGURE NO.: 4.5	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long
PROJECT NO.: 26016HK	DRAWING TITLE: PROPORTION OF TRIP GENERATION FROM PLANNED DEVELOPMENT - WANG CHAU REMAINING PHASE
SCALE: 1 : 18000 @A4	DATE: 31 AUG 2026

CTA Consultants Limited
志達顧問有限公司

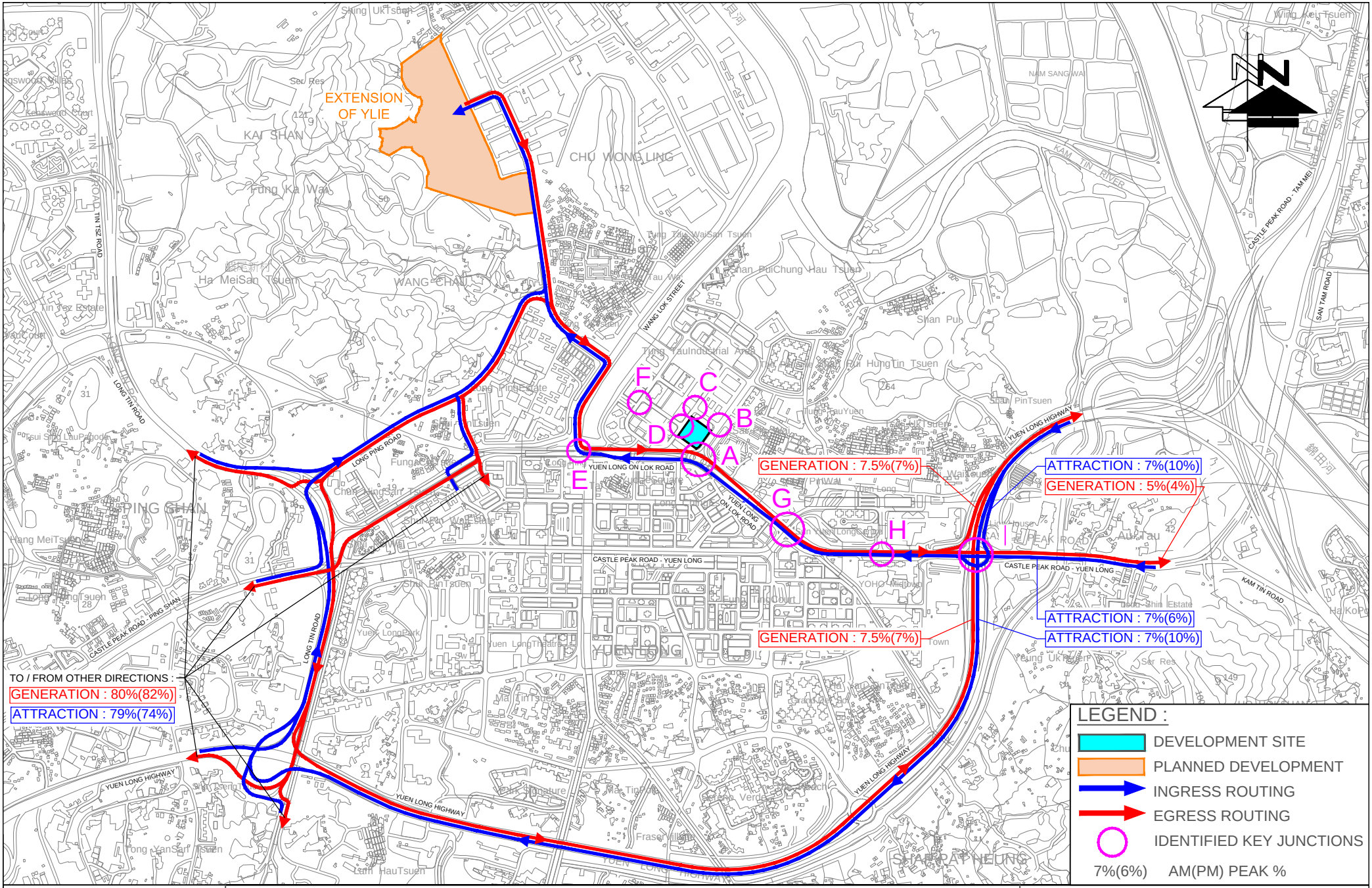


FIGURE NO.: 4.6	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: PROPORTION OF TRIP GENERATION FROM PLANNED DEVELOPMENT - EXTENSION OF YLIE	
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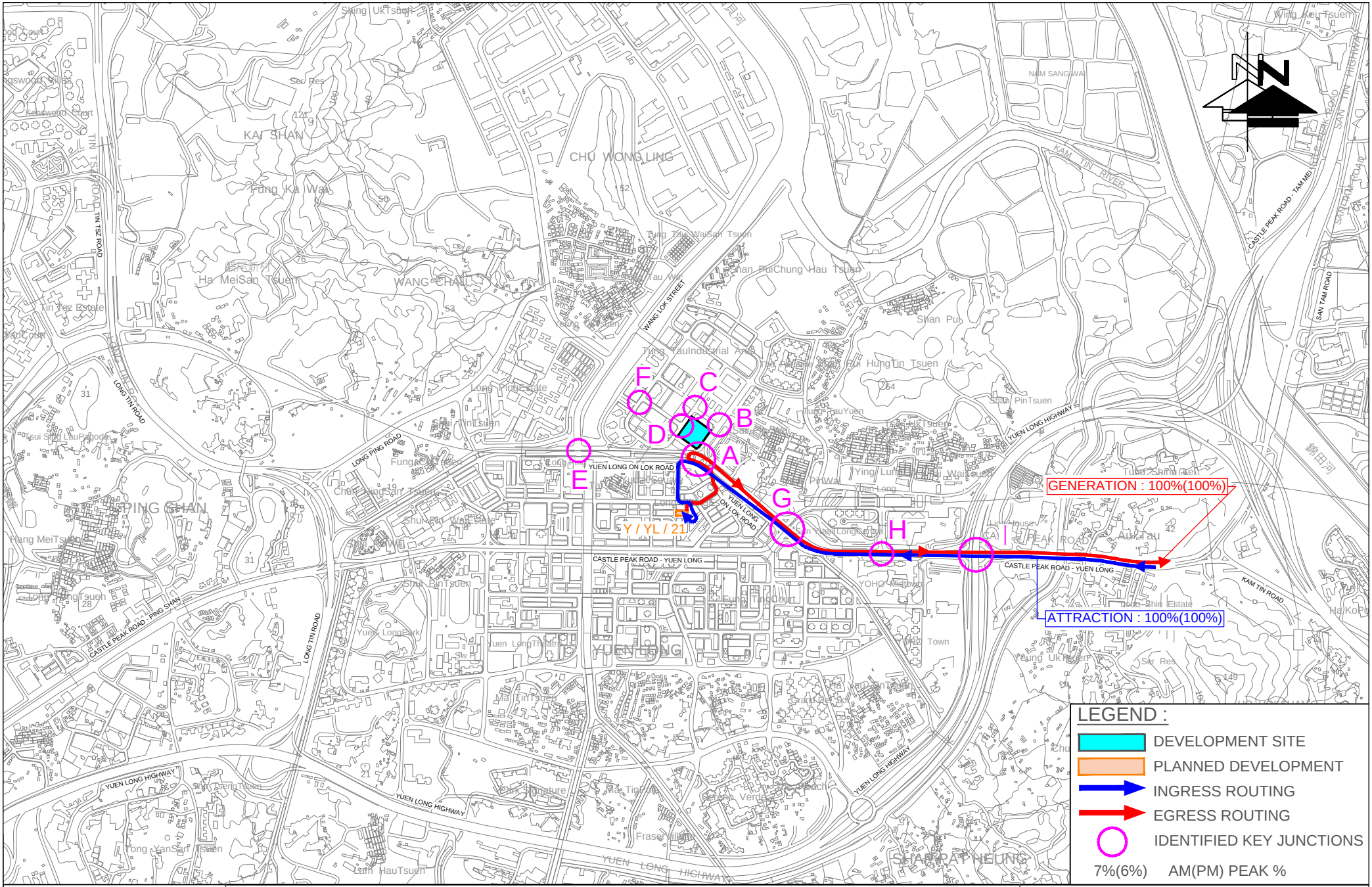


FIGURE NO.: 4.7	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: PROPORTION OF TRIP GENERATION FROM PLANNED DEVELOPMENT - Y / YL / 21	
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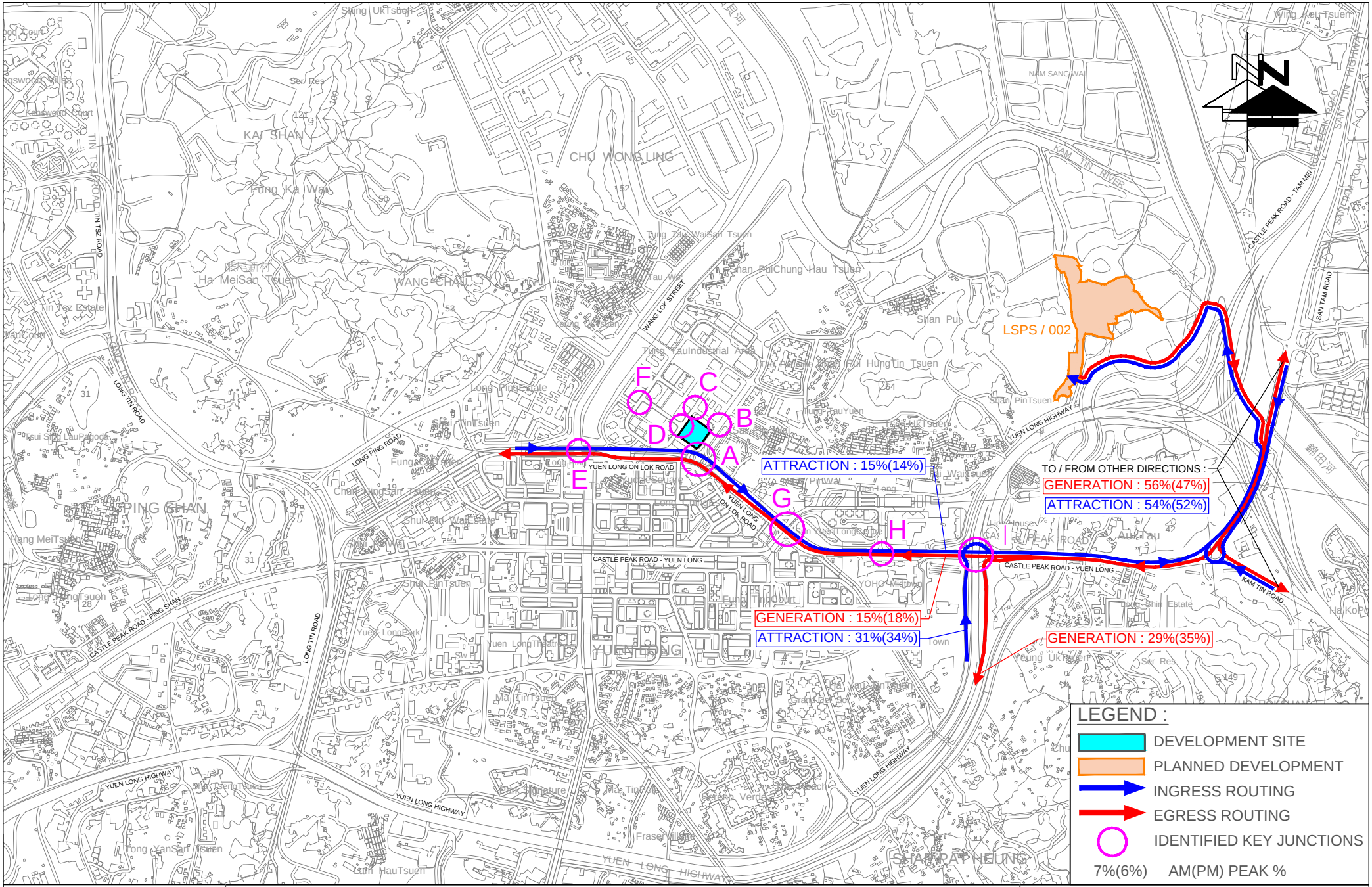


FIGURE NO.: 4.8	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: PROPORTION OF TRIP GENERATION FROM PLANNED DEVELOPMENT - LSPS / 002	
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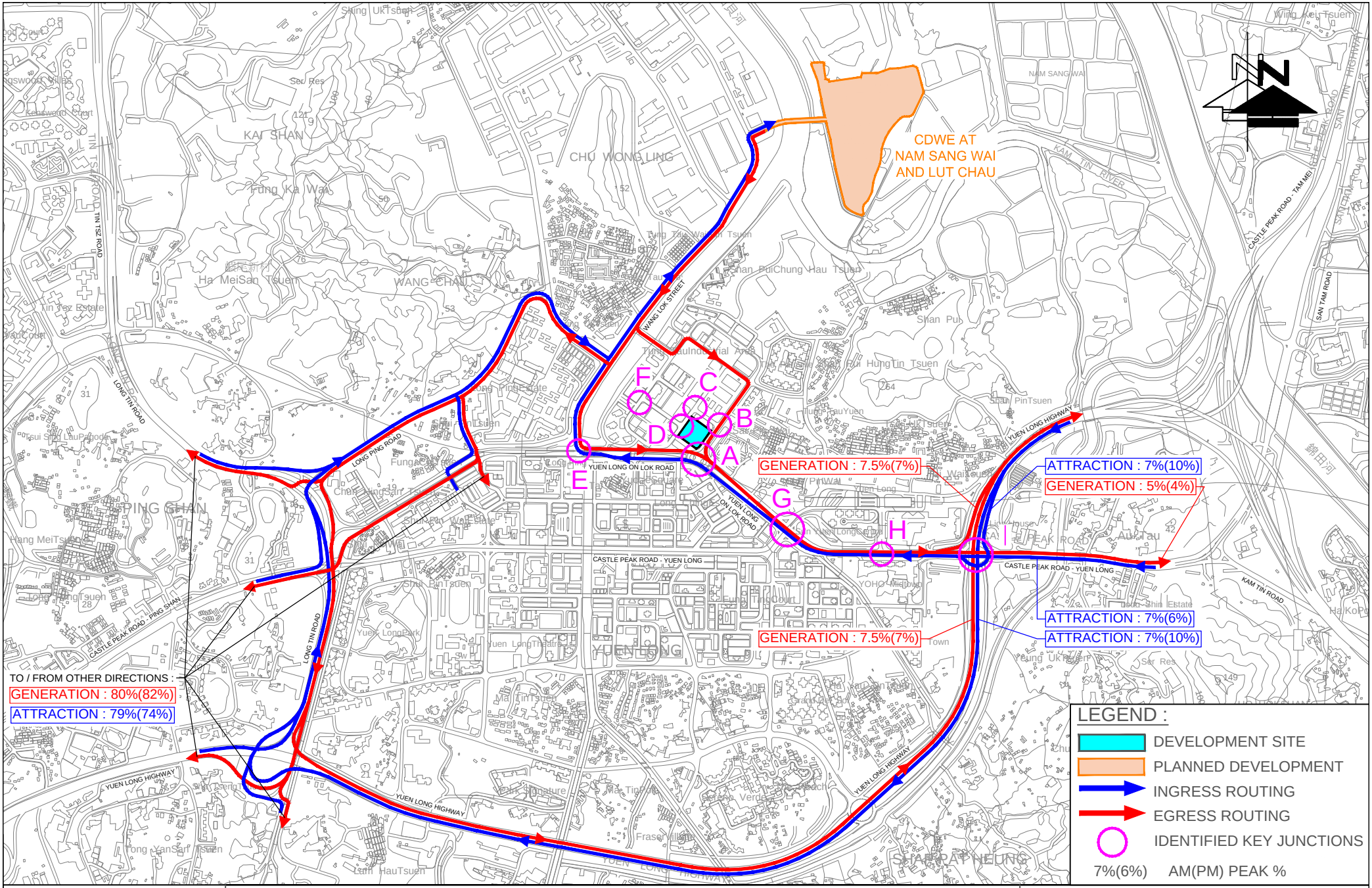
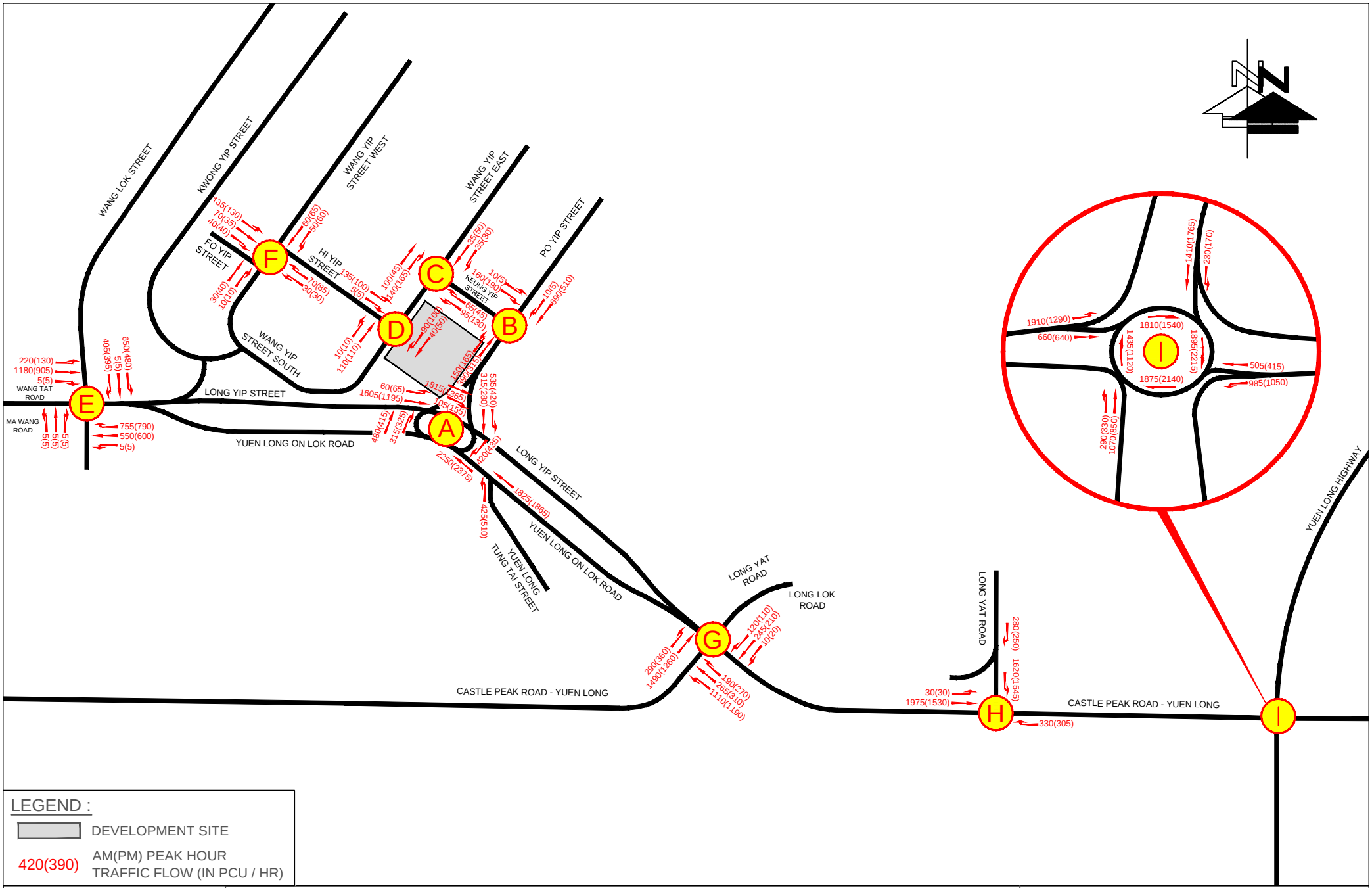


FIGURE NO.: 4.9	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: PROPORTION OF TRIP GENERATION FROM PLANNED DEVELOPMENT - CDWE AT NAM SANG WAI AND LUT CHAU	
SCALE: 1 : 18000 @A4 / DATE: 31 AUG 2026		



LEGEND :

DEVELOPMENT SITE

420(390) AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 4.10		PROJECT TITLE:	S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long
PROJECT NO.: 26016HK		DRAWING TITLE:	2033 REFERENCE TRAFFIC FLOW (WITHOUT PROPOSED DEVELOPMENT)
SCALE: N.T.S. @A4	DATE: 28 AUG 2026		

CTA Consultants Limited
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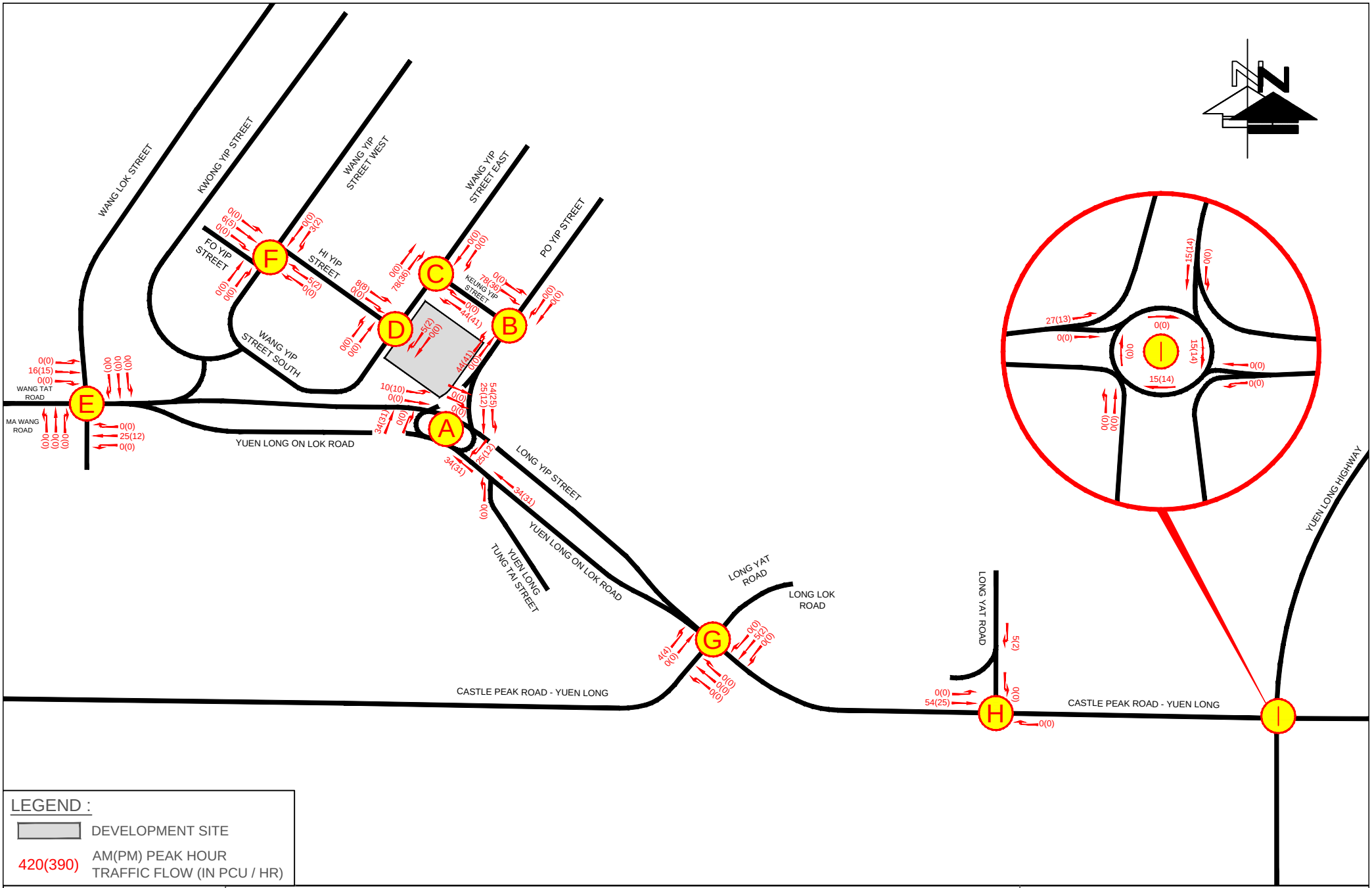
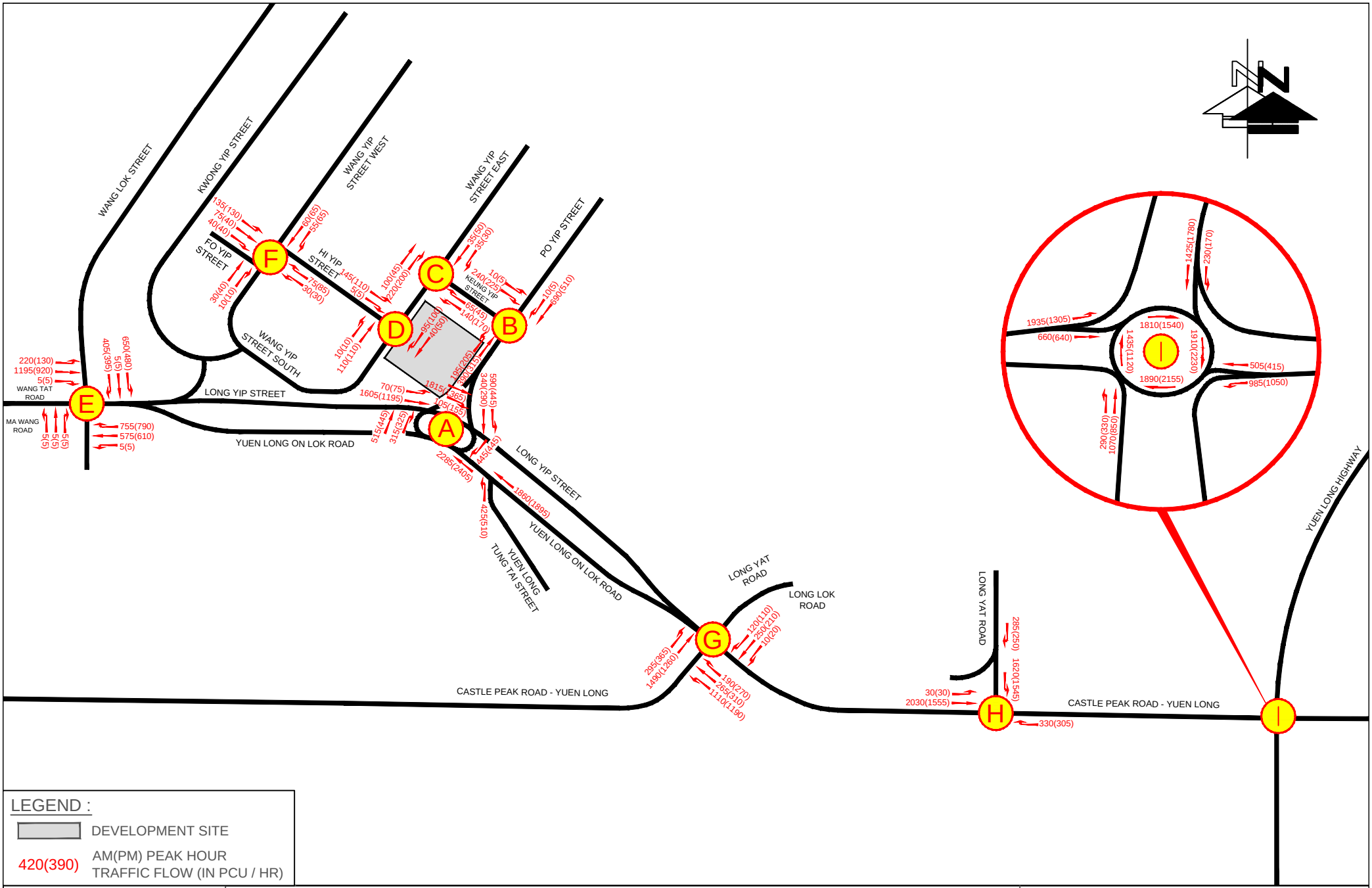


FIGURE NO.: 4.11	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: 2033 DEVELOPMENT TRAFFIC FLOW	
SCALE: N.T.S. @A4	DATE: 28 AUG 2026	



LEGEND :

DEVELOPMENT SITE

420(390) AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 4.12		PROJECT TITLE:	S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long
PROJECT NO.: 26016HK		DRAWING TITLE:	2033 DESIGN TRAFFIC FLOW (WITH PROPOSED DEVELOPMENT)
SCALE: N.T.S. @A4	DATE: 28 AUG 2026		

CTA Consultants Limited
志達顧問有限公司

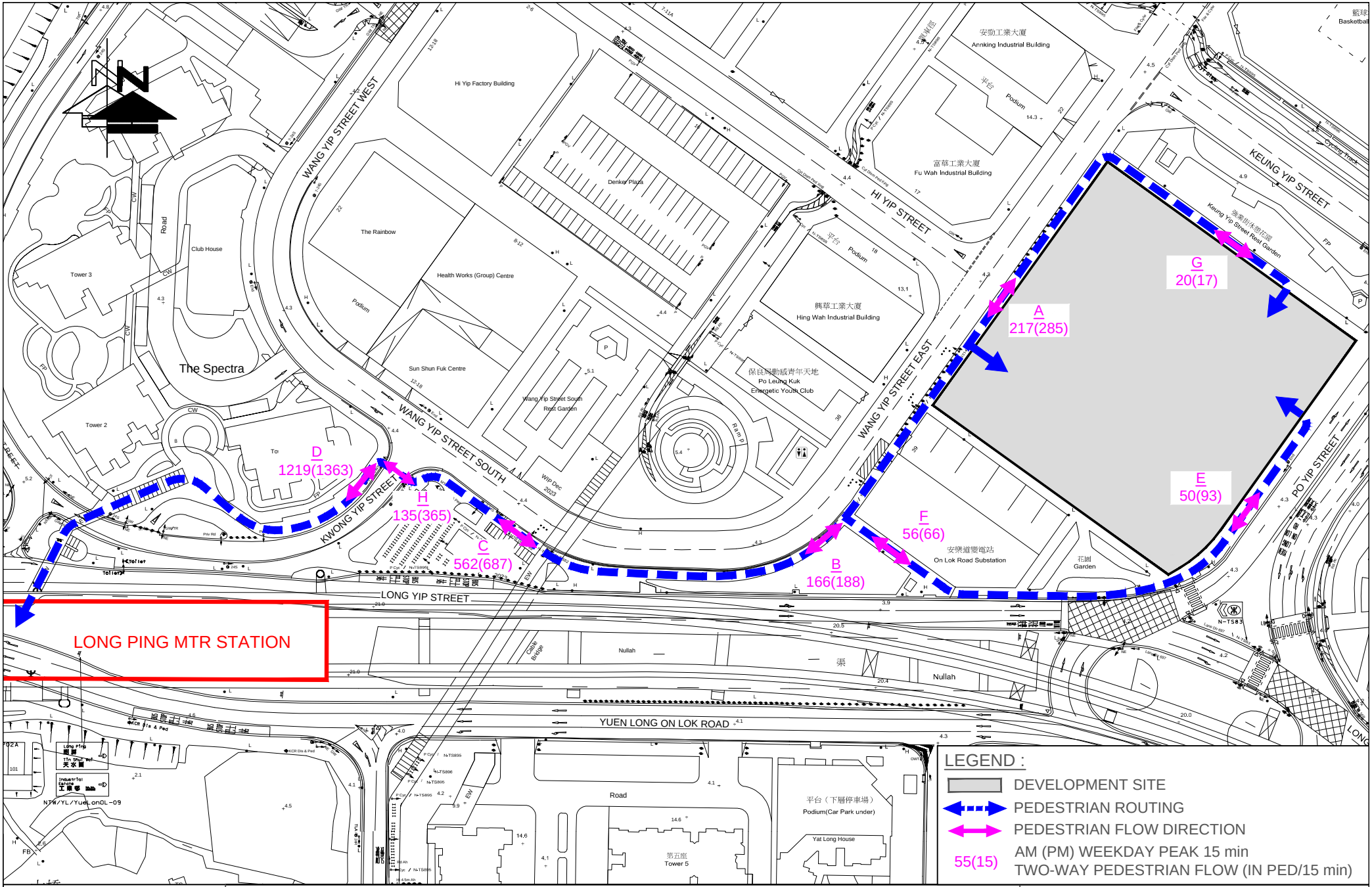


FIGURE NO.: 5.1(REV B)	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: 2026 OBSERVED PEDESTRIAN FLOWS	
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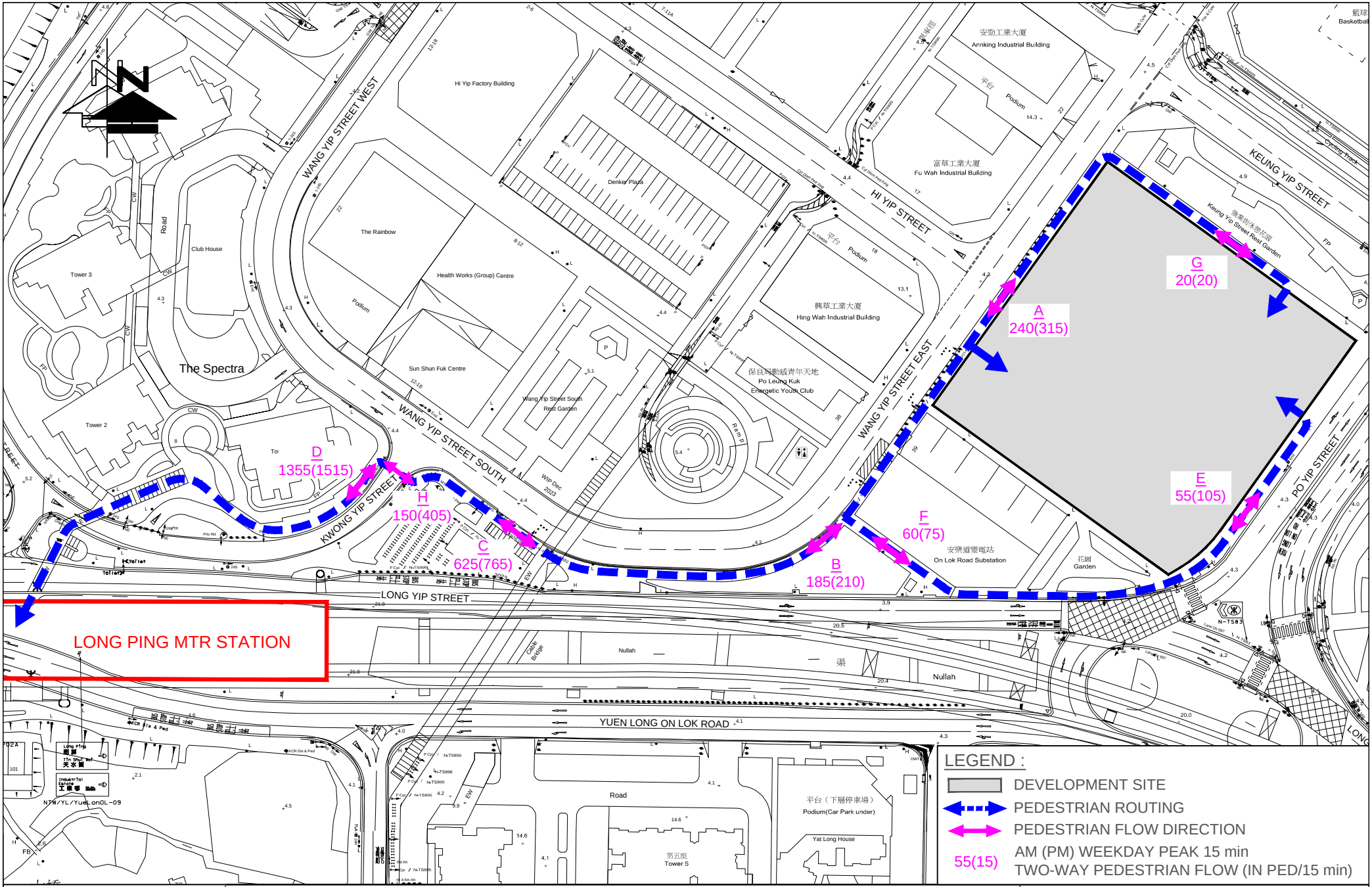


FIGURE NO.: 5.2(REV B)	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: 2033 REFERENCE PEDESTRIAN FLOWS	
SCALE: 1 : 1400 @A4	DATE: 28 AUG 2026	

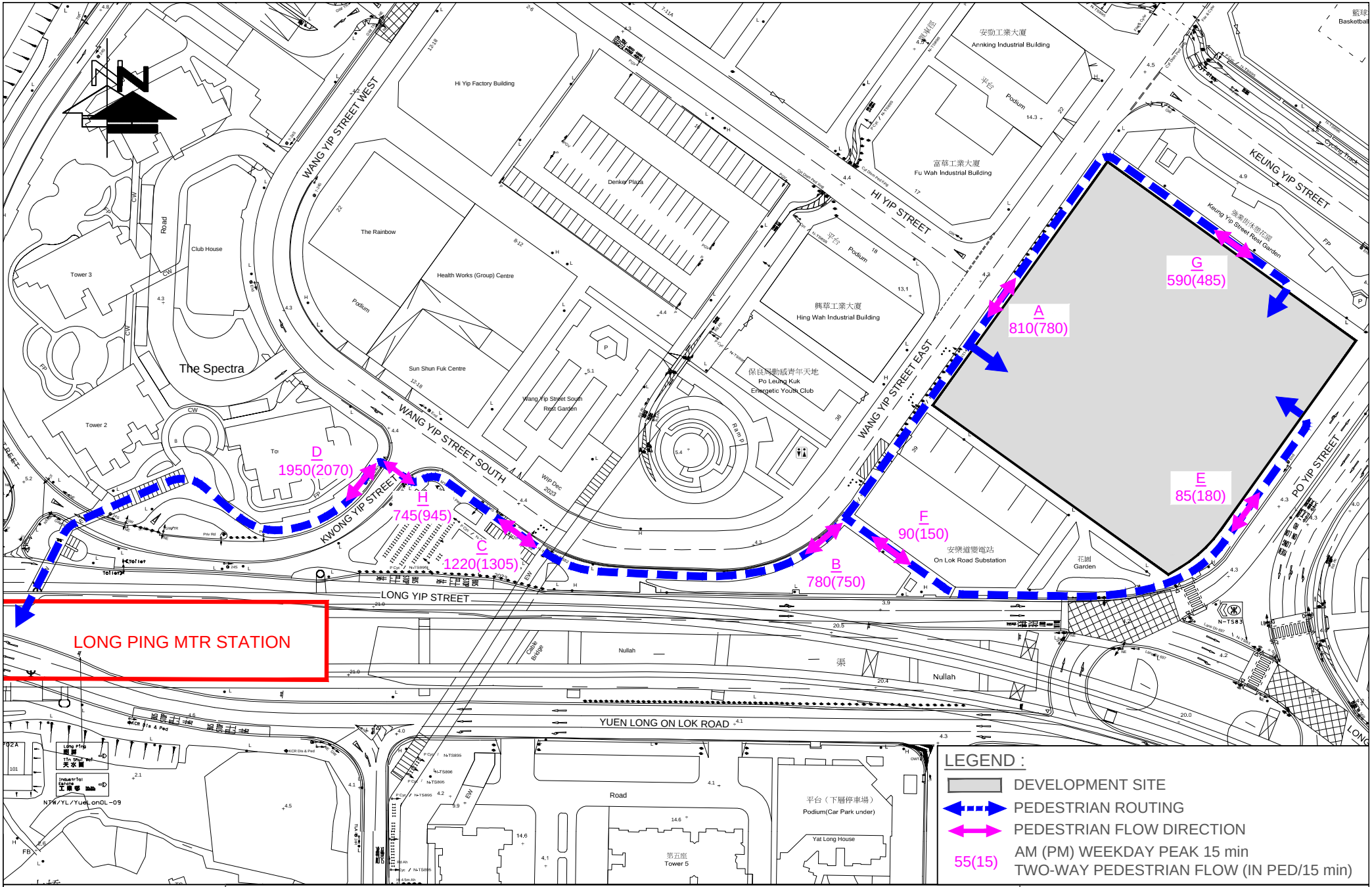


FIGURE NO.: 5.3(REV B)	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: 2033 DESIGN PEDESTRIAN FLOWS	
SCALE: 1 : 1400 @A4	DATE: 28 AUG 2026	

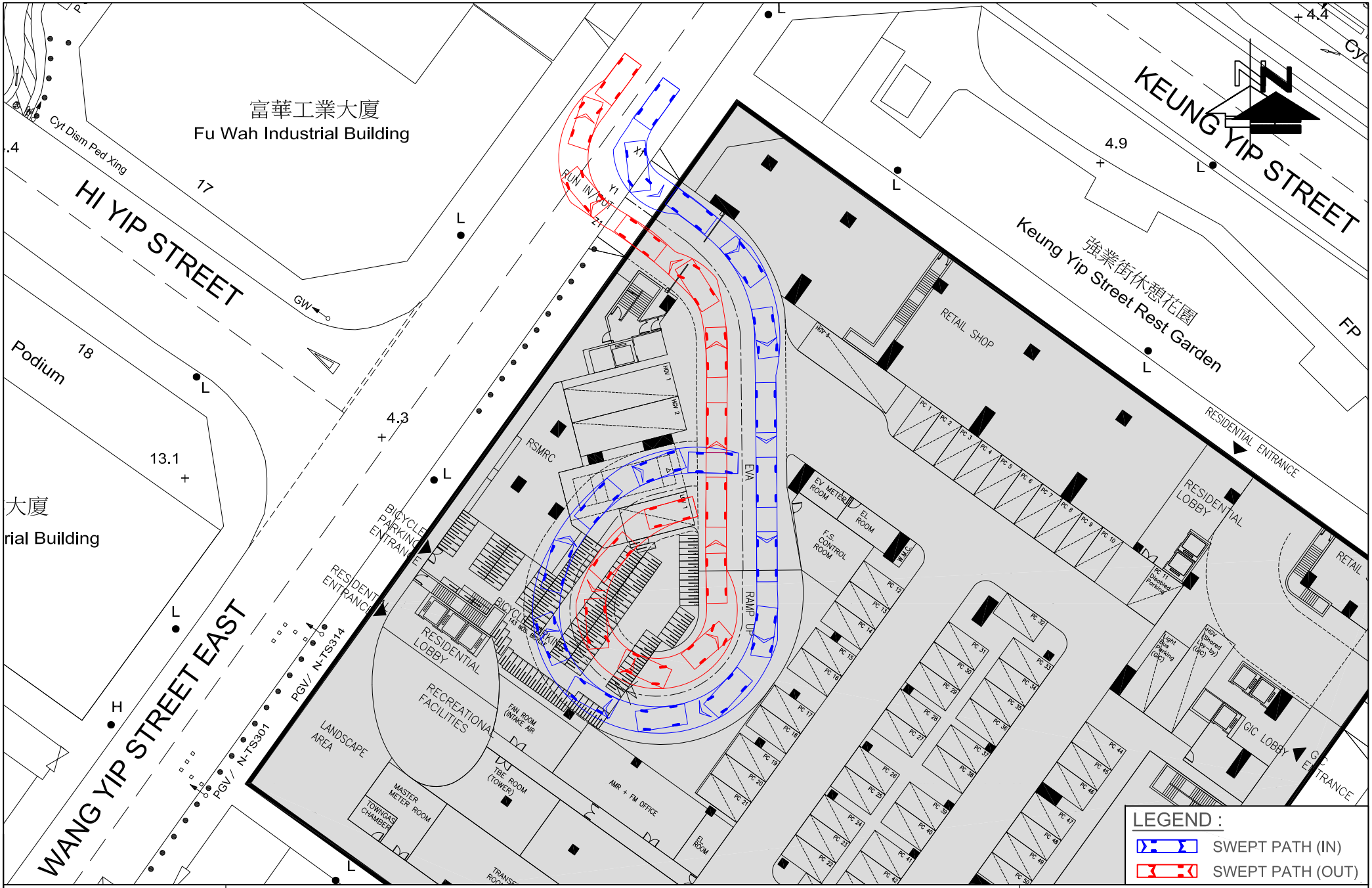


FIGURE NO.: SP-01(REV.A)	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF PRIVATE VEHICLE AT G/F	
SCALE: 1 : 500 @A4 / DATE: 01 SEP 2026		

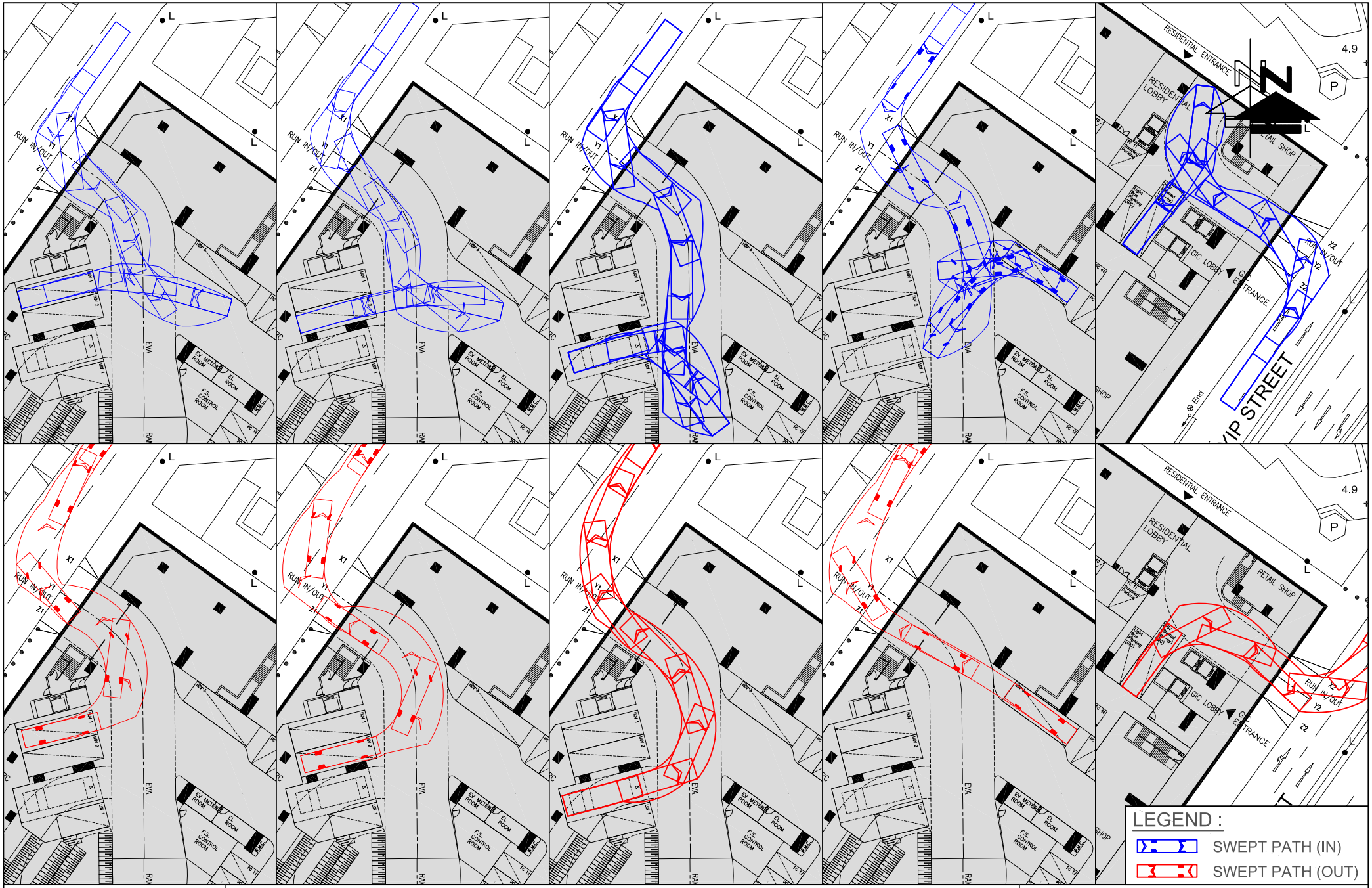


FIGURE NO.: SP-02 (REV.A)	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF 11m VEHICLE AT G/F	
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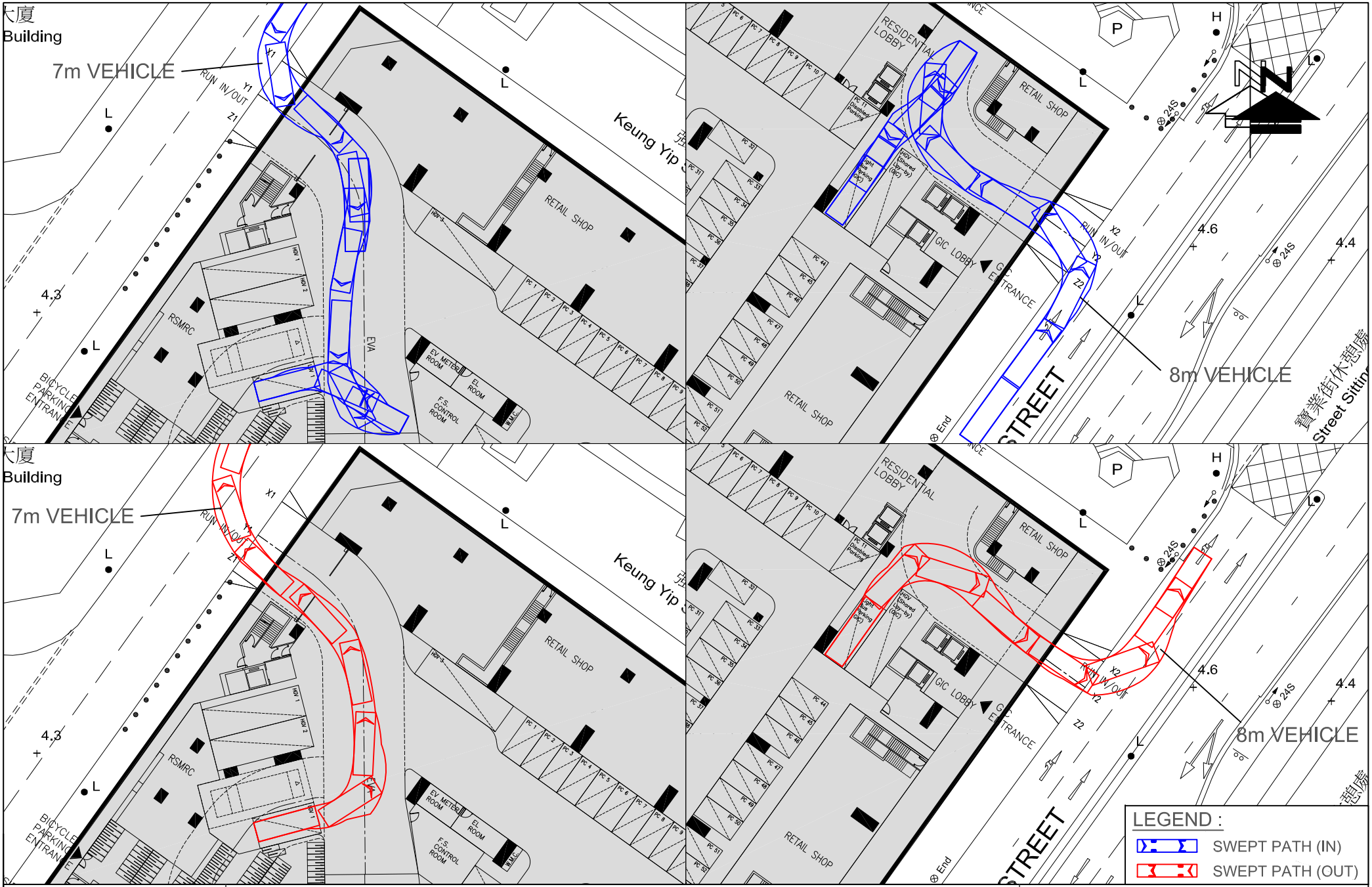


FIGURE NO.: SP-03 (REV.A)	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF 7m AND 8m VEHICLE AT G/F	
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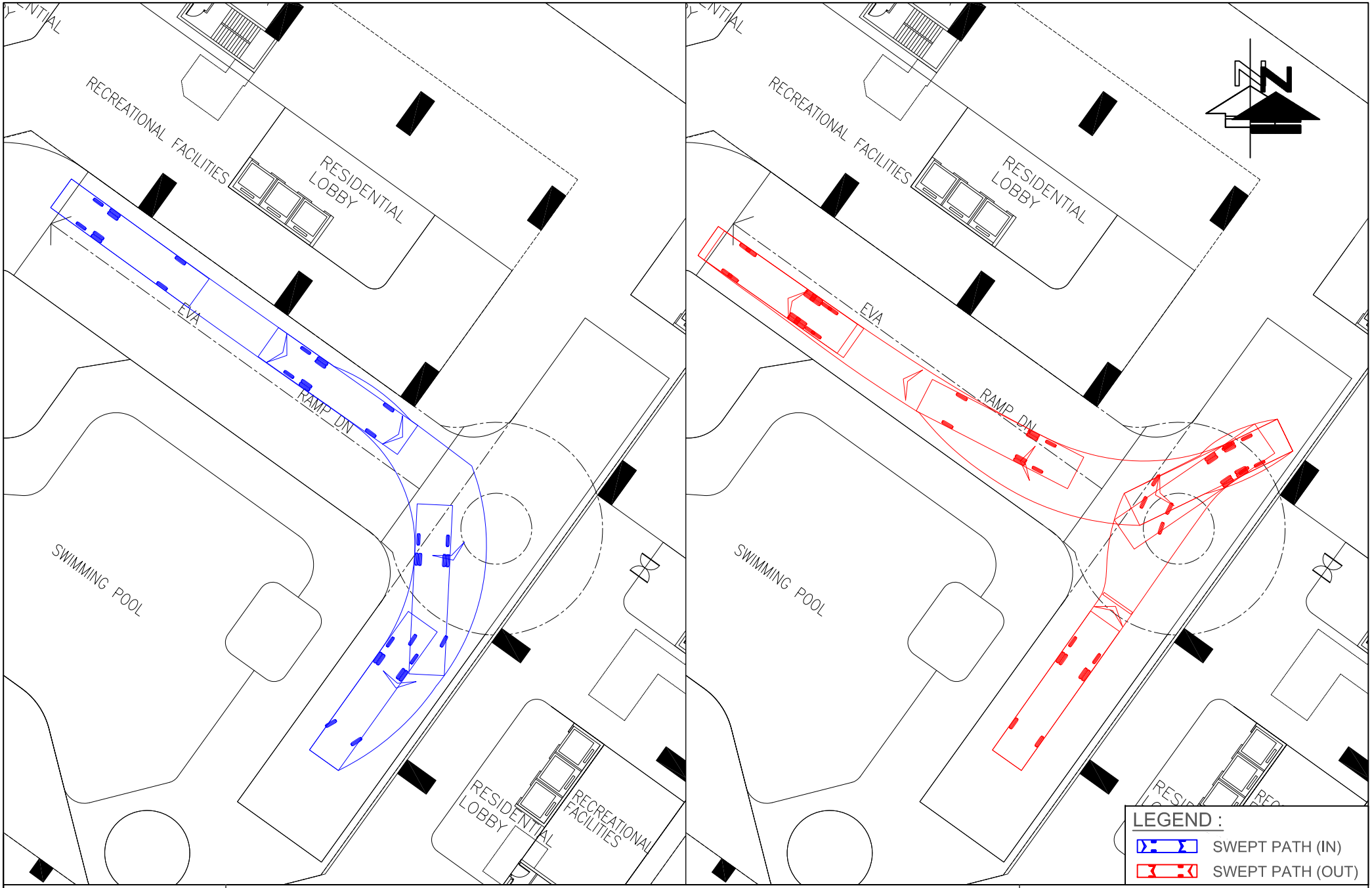


FIGURE NO.: SP-04	PROJECT TITLE: S16 of Lai Sun Yuen Long Center at 21-35 Wang Yip Street East, Yuen Long	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26016HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF 12m FIRE ENGINE AT 2/F	
SCALE: 1 : 350 @A4 / DATE: 01 SEP 2026		

Appendix III

Replacement Pages of the Environment Assessment

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Figure 6.2 Locations of Potential Concurrent Projects
Figure 7.1 Proposed Overall Noise Mitigation Measures

1.4.12 Construction noise is usually generated by using powered mechanical equipment. It will be controlled with reference to relevant technical memorandum. Best Management practice will be adopted where appropriate to suppress the impact.

1.4.13 For water quality aspect, during construction of the Proposed Development, water pollution is likely due to sediments, construction runoff and drainage, sewage effluent and liquid spillage if not mitigated. Best management practice will be adopted. No sewage effluent discharge will be allowed. ProPECC PN2/24 on construction site drainage will be observed and followed.

1.4.14 Waste generation during construction will be sorted and handled in compliance with the Waste Disposal Ordinance and regulations.

1.4.15 With adequate mitigation measures incorporated during construction of the project, no significant construction phase environmental impact is anticipated. Further discussion on construction phase environmental impact is also included in **Section 6**.

Operation Phase Waste Management

1.4.16 During the operation of the project, there will be waste generation from the residential, retail, clubhouse uses, etc. such as glass, metals, plastics, food wastes, textile, wood, household hazardous wastes and others. Adequate waste collection/storage facilities will be provided for collection and storage of sorted recyclable wastes (glass, paper, metal, plastic) to enable recycling. With reference to Plate 2.7 Waste Statistics for 2024, the per capita disposal rates of municipal solid waste, domestic waste, commercial & industrial waste are assumed to be 1.40kg/person/day, 0.86kg/person/day and 0.53kg/person/day respectively. Among domestic and commercial waste, the recovery rates are 22% and 48% respectively (Plate 3.2 of Waste Statistics for 2024).

1.4.17 Based on the Proposed Development with around 2777 residential population and 148 working population, there will be around 3213kg/day of waste generation (i.e. 0.86/(1-22%) x 2777 + 0.53/(1-48%) x 148). With adequate waste collection/storage facilities provided to segregate recyclable and non-recyclable wastes, the burden of waste treatment facilities in Hong Kong will be reduced. In addition, the applicant will explore in detailed design stage to collect food waste alongside these recyclable wastes mentioned above to further reduce waste generation.

1.4.18 Retail facilities are proposed in the development, and chemical waste may be generated from retail operations and maintenance. If chemical wastes are generated, it will be handled in accordance with the Code of Practice on the Packaging, Handling and Storage of Chemical Wastes. All chemical wastes will be collected by a licensed chemical waste collector and disposed of at the Chemical Waste Treatment Centre (CWTC) in Tsing Yi. Moreover, generation of other types of waste (such as clinical waste, etc.) is not anticipated from the Project during operation phase.

1.5 Organization of this Report

1.5.1 The report is structured as follows: -

- **Section 2** is an air quality impact assessment;
- **Section 3** is a road traffic noise impact assessment;
- **Section 4** is a railway noise impact assessment;
- **Section 5** is a fixed noise sources impact assessment;

Type of Road	Buffer Distance	Permitted Uses
Trunk Road (including expressway) and Primary Distributor	< 3 m	Amenity areas
District Distributor	> 10 m	Active and passive recreational uses
	< 10 m	Passive recreational uses
Local Distributor	> 5 m	Active and passive recreational uses
	< 5 m	Passive recreational uses
Under Flyovers	-	Passive recreational uses

Table 2-3 HKPSG's Recommended Minimum Buffer Distance from Industrial Chimneys

Difference in Height between Industrial Chimney Exit and the Site	Buffer Distance	Permitted Uses
< 20 m	> 200 m	Active and passive recreation uses
	5 – 200 m	Passive recreational uses
20 m – 30 m	> 100 m	Active and passive recreational uses
	5 – 100 m	Passive recreational uses
30 m – 40 m	> 50 m	Active and passive recreational uses
	5 – 50 m	Passive recreational uses
> 40 m	> 10 m	Active & Passive recreational uses

2.3 Existing Air Quality at the Application Site

2.3.1 The nearest air quality monitoring station (AQMS) to the Application Site is the Yuen Long Air Quality Monitoring Station (AQMS). The five most recent years of air quality monitoring data, 2021 to 2025, from the Yuen Long Air Quality Monitoring Station (AQMS) are summarized in **Table 2-4**. According to the AQMS monitoring data presented in **Table 2-4**, exceedance in 24-hour average FSP concentration, annual average FSP concentration and 8-hour average O_3 concentration were recorded between Year 2021 and 2025.

2.3.2 As the tentative year of completion of the Proposed Development is 2030, the year of 2030 background concentrations from the PATH v3.0 model has been adopted for the purpose of this assessment, which is considered as a more conservative approach. The data for Year 2030 was extracted from the *Pollutants in the Atmosphere and the Transport over Hong Kong*-model version 3.0 (PATH v3.0) developed and released by EPD in January 2024 (Grid (25,47) and (26,47)). According to **Table 2-4**, except O_3, there would be no exceedance of AQOs for the future background air quality.

Table 2-4 EPD Air Quality Monitoring Data in Yuen Long AQMS and PATH-v3.0 (Grid (25,47) and (26,47))

Pollutant	Averaging time	Parameter	AQO (μg/m³)	Concentration [1] (μg/m³)						
				2021	2022	2023	2024	2025	PATH in Year 2030 (25, 47)	PATH in Year 2030 (26, 47)
RSP (PM_{10})	24-hour	10th highest	75	73	56	59	61	63	54	54
	Annual	Maximum	30	30	25	26	25	26	21	21
FSP ($PM_{2.5}$)	24-hour	19th highest	37.5	36	**38**	34	**38**	37	32	32
	Annual	Maximum	15	**17**	**16**	**16**	**17**	**16**	13	13
NO_2	1-hour	19th highest	200	148	122	130	125	134	77	78
	24-hour	10th highest	120	78	68	67	66	72	33	32
	Annual	Maximum	40	40	37	37	35	36	18	17
SO_2	10-minute	4th highest	500	24	21	20	14	22	21	26
	24-hour	4th highest	40	14	7	10	5	5	7	7
O_3	8-hour	10th highest	160	**178**	**194**	155	**168**	141	**186**	**185**
	Peak Season	Maximum	100	84	95	84	92	84	**120**	**120**
CO	1-Hour	Maximum	30,000	2090	1700	1580	1920	2000	527	527
	8-Hour	Maximum	10,000	1591	1519	1273	1778	1500	493	494
	24-hour	Maximum	4,000	1183	1159	1047	1342	1400	463	462

Notes:
[1] Bolded and underlined values exceed the relevant AQO.

2.4 Vehicular Emission Impact Assessment

2.4.1 The Application Site is surrounded by carriageways, including Long Yip Street and Yuen Long On Lok Road to its south, Po Yip Street to its east, Keung Yip Street to its northeast and Wang Yip Street East to its northwest. According to the latest Annual Traffic Census (ATC) published by Transport Department (TD) in 2024, Long Yip Street and Yuen Long On Lok Road are classified as Primary Distributor while the road types of Po Yip Street, Keung Yip Street and Wang Yip Street East are not available in the latest ATC.

2.4.2 Po Yip Street, Keung Yip Street and Wang Yip Street East are two-way single-lane carriageways. According to the recommendation from project traffic consultant and reply from TD before (**Appendix 2-2**), it is considered that all these 3 roads are classified as local distributor.

2.4.3 According to the Table 3.1 of the Chapter 9 (Environment) of the Hong Kong Planning Standard and Guideline (HKPSG), minimum horizontal buffer separations of 20m and 5m are recommended for Primary Distributor and Local Distributor respectively.

2.4.4 **Figure 2.1** presents the buffer distance between the carriageways and the air sensitive uses of the Application Site. The shortest separation distance from Long Yip Street and Yuen Long On Lok Road (primary distributor) to the nearest air sensitive uses of the Application Site is 23m which is more than the separation requirement of 20m; and distances from Po Yip Street, Keung Yip Street to the nearest air sensitive uses of the Application Site are 10m, 38m respectively, which can meet the separation requirement of 5m. For Wang Yip Street East, the separation distance to the nearest air sensitive uses of the Application Site is 4m, where a small portion of habitable room falls within the recommended 5m buffer zone. Therefore, fixed glazing is proposed at

these strategic locations such that no air sensitive uses of the Application Site including openable window, fresh air intake and recreational use in open space shall be located within the 5m buffer zone from Wang Yip Street East for the residential towers (see **Figure 2.1**).

2.4.5 The proposed development will also be designed so that all fresh air intake location will be outside the 5m/20mbuffer zone.

2.4.6 It is noted that part of footprint of landscape area would maintain less than 20m from Long Yip Street (primary distributor) and maintain less than 5m from Wang Yip Street (local distributor). The landscape area will be used for planters only (i.e. non air sensitive use). No adverse air quality impact due to vehicular emission is anticipated with the proposed fixed glazing at residential towers.

2.4.7 On the other hand, while the nature of the proposed development is not environmentally polluting in nature, there exists future use such as carpark with mechanical ventilation system that may emit pollutant at all. The design and operation of the proposed car park will comply with the requirements stipulated in EPD's Practice Note for Professional Persons – Control of Air Pollution in Car Parks (ProPECC PN 2/96). With the adoption of appropriate ventilation systems and design measures, the air quality associated with the proposed car park is expected to meet the air quality guidelines set out in ProPECC PN 2/96 as given in **Table 2-5**. To minimize potential air quality impacts, the mechanical ventilation exhaust should be located and directed away from the nearby ASRs as far as practicable. Based on the site survey conducted on 13 August 2026, the Garden located immediate south of the Application Site has no seating or recreational facilities. Therefore, the Garden would not be classified as an ASR as prolonged human activity is not anticipated. The locations of the potential mechanical ventilation exhaust are shown in **Figure 2.2**. In addition, it is noted that vehicle movement within carpark is limited and vehicles in the carpark is stationary with no engine on and emission at most time. The number of parking spaces for different vehicle classes are shown in **Table 2-6**. Only private cars and motorcycles will be served with no parking spaces for heavy goods vehicles or coaches. Emission from mechanical ventilation exhaust of the proposed carpark is expected to be limited. In all circumstances, in detailed design of the development, it is advisable to locate the exhaust away from nearby air sensitive receivers as far as practicably possible.

Table 2-5 Air Quality Guidelines in ProPECC PN 2/96

Air Pollutants	Maximum Concentration		
	Averaging Time	Micrograms Per Cubic Metre ($\mu g/m^3$)	Parts Per Million (ppm)
CO	5 minutes	115,000	100
NO_2	5 minutes	1,800	1

Table 2-6 Proposed Parking Spaces for Different Vehicles

Vehicle Classes	No. of parking spaces
Private Cars	192
Motorcycle	13

2.5 Industrial Emission Impact Assessment

2.5.1 According to the survey map and site survey result (site surveys conducted in Jan & Nov 2020, Feb & Oct 2022 and Feb 2023 (during normal working day between 10:00 and 17:00) and verification survey in Apr and June 2026, there is no designated industrial area and existing and planned chimney/industrial emission identified within 500m assessment area of the Application Site. The area located at northwest of the

Application Site is zoned as Other Specified Uses (OU), which mainly consists of industrial buildings with some vehicle repair workshops at G/F. There is no fluff, odour, dusty, smoke or any other criteria pollutant emission observed at the Application Site and adjacent areas such as from Tung Tai Street Refuse Collection Point on southeast side and the industrial buildings & vehicle repair workshops on northwest side. Therefore, no adverse air quality impact arisen from the industrial buildings and vehicle repair workshops and no adverse industrial/residential (I/R) interface problem are anticipated.

2.5.2 Since no chimney/industrial emission sources and no heavy industrial operation with emission or dusty use has been identified within the 200m buffer distance of Application Site, the buffer distance requirement under the HKPSG is satisfied. Therefore, it is expected that the ASRs of the proposed development would not be subject to adverse air quality impact from chimney/industrial emission and I/R interface problem.

2.6 Odour Impact Assessment

2.6.1 Shan Pui River, nallahs, Yuen Long Kau Hui Sewage Pumping Station, Ping Shun Street Refuse Collection Point, Sewage Treatment Work under Sol City, Tai Kiu Refuse Collection Point, Tung Tai Street Refuse Collection Point, Tai Wong Temple, Yuen Kwan Yi Tai Temple and Tin Hau Temple have been identified as the potential odour sources within 500m assessment area from the Application Site (shown in **Figure 2.3**). No potential odour emission source (e.g. on-site SPS, refuse collection points, etc.) is proposed within the Application Site. Apart from nullahs and Tung Tai Street Refuse Collection Point, there is no other potential odour source within the 200m odour buffer zone. As nullahs and Tung Tai Street Refuse Collection Point fall within the 200m odour buffer distance requirement stipulated under HKPSG, site survey was conducted to identify any odour impact arising from identified odour sources within 200m buffer distance from the Application Site.

2.6.2 According to the observation during the site surveys on 19 June 2026 (at 2pm; Temperature: ~32°C; Relative Humidity: 75%) and 13 August 2026 (at 3pm; Temperature: ~33°C; Relative Humidity: 67%), no odour impact was observed near the nullahs and Tung Tai Street Refuse Collection Point within 200m from the Application Site. The enquires on the odour related complaints against the odour sources within 500m assessment area have been made to EPD. According to the reply from EPD, there are altogether 18 complaints received in year 2021 to 2025. In 2020, EPD reived highest number of complaints (8 nos.) where in recent 2025, EPD received 1 complaint. All these complaint cases were already settled, and it implies that there is no persistently adverse odour impact. The relevant correspondences with EPD are shown in **Appendix 2-1**. Therefore, it is anticipated that no adverse odour impact would be arisen from the potential odour sources on the air sensitive receivers of the Application Site based on site survey.

2.7 Conclusion

2.7.1 As confirmed in site survey, there is no chimney and no heavy industrial operation with emission or dusty use identified within 200m from the Application Site so that the buffer separation requirement can be fulfilled. At the same time, the air sensitive uses in the MLP including fresh air intake location, openable window and recreational uses in open space are designed to meet the buffer separation requirement with respect to the existing/ future carriageways. Hence, it is envisaged that the proposed development at the Application Site would not be subject to adverse air quality impact.

6. CONSTRUCTION PHASE IMPACTS

6.1 Introduction

6.1.1 During the construction phase of the Proposed Development, there may be potential air, noise and water quality impacts upon the nearby sensitive receivers such as villages. Practicable environmental mitigation measures are recommended to reduce these impacts to acceptable ranges. Nearest noise and air sensitive receivers are summarised below and **Figure 6.1**. Among these uses, Tung Tau Industrial Area Playground and Kwan Lok Sun Chuen to the north and east are sited nearest to the Application Site.

Table 6-1 Surrounding Noise and Air Sensitive Receivers

ID	(N)oise/(A)ir Sensitive Receivers	Horizontal Separation from Site Boundary
SR01	Tung Tau Industrial Area Playground (A)	about 45m to the north
SR02	One Regent Place (N)(A)	about 136m to the northeast
SR03	Cumberland Presbyterian Church Yao Dao Secondary School (N)(A)	about 212m to the northeast
SR04	Kwan Lok Sun Chuen (N)(A)	about 51m to the east
SR05	Tai Hang Building (N)(A)	about 129m to the south
SR06	Long Ching Estate (N)(A)	about 95m to the south
SR07	Keader Centre (A)	about 59m to the south
SR08	Yuccie Square (N)(A)	about 123m to the southwest
SR09	Tai Kiu Tsuen (N)(A)	about 245m to the southwest
SR10	The Spectra (N)(A)	about 168m to the west
SR11	Wang Fu Court (N)(A)	about 202m to the northwest
SR12	After The Rain (N)(A)	about 192m to the northwest
SR13	Hing Wah Industrial Building (A)	about 17m to the northwest
SR14	Fu Wah Industrial Building (A)	about 18m to the northwest
SR15	Annking Industrial Building (A)	about 17m to the northwest
SR16	Keung Yip Street Rest Garden (A)	about 3m to the north
SR17	Wang Yip Centre (A)	about 56m to the north
SR18	Po Leung Kuk Energetic Youth Club (A)	about 21m to the west
SR19	Wang Yip Street South Rest Garden (A)	about 38m to the west
SR20	On Lok Industrial Building (A)	about 59m to the south
SR21	Flourish Food Manufactory Centre (A)	about 85m to the south
SR22	Pok Yip Street Sitting-out Area (A)	about 31m to the east

6.2 Fugitive Dust Emission

6.2.1 The existing Lai Sun Yuen Long Centre will be demolished for the proposed development. The major air quality impact of concern during the demolition and construction phase will be the potential fugitive dust emission. The major dust emission sources during the construction phase of the Proposed Development are expected to arise from construction activities during site formation stage such as:

- Demolition of existing building structures;
- Earthworks (minor excavation and backfilling activities;
- Wind effect on material stockpiling; and

- Vehicle movements on haul roads and over the construction site.

6.2.2 It is estimated that the size of works area is approximately 3100m^2. For the demolition of existing building, C&D materials generated is estimated to be around 11,6700m^3. Assuming a demolition period of around 1 year, there will be around 12 truckloads of materials generated per day. During the superstructure construction, it is estimated that 5,140m^3 construction waste will be generated. Assuming a period of 3 years for superstructure construction, there will be about 2 truckloads of construction waste generated per day. Therefore, necessary mitigation measures are recommended and will be implemented in order to control the construction air quality impact.

6.2.3 On the other hand, the planned developments under Approved Planning Applications Nos. Y/YL/21, A/YL/275, A/YL-NSW/334 and A/YL-NSW/282 are located approximately 225m, 395m, 430m and 430m from the Application Site respectively. These projects and their construction works are considered concurrent projects. However, the contribution to the cumulative fugitive dust impact assuming there are concurrent dusty activities is not considered significant by considering the fairly long separation distance from the Application Site. The locations of the potential concurrent projects are shown in **Figure 6.2**. It is reasonable to anticipate that mitigation measures for fugitive dust and gaseous emission would be implemented at these construction sites as well to reduce the impact generated. In all circumstances, it is believed that best management practice will be implemented for all concurrent projects. Moreover, the contractors of all the concurrent projects should have close liaison to avoid any heavy or dusty activities to be taken in place at the same time or at locations nearby to minimise the cumulative air quality impact.

6.2.4 Fugitive dust emission arising from construction activities can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses with reference to EPD's Recommended Pollution Control Clauses for Construction Contracts, where applicable, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulation for demolition and construction of the project. With the adoption of the above measures, it is expected that emission of construction dust can be controlled.

Construction Gaseous Emission Impact

6.2.5 There will be potential impacts from the criteria pollutants (e.g. nitrogen oxides (NOx), sulphur dioxide (SO_2), and carbon monoxide (CO)). Emission from diesel trucks for the haulage of materials and construction plants will contain high percentage of smoke particulate and unburned hydrocarbons in comparison with petrol driven vehicles. Ultra-low sulphur diesel (ULSD) with sulphur content not exceeding 0.001% by weight will be used as fuel to minimize SO_2 emission. In all circumstances, the contractor will be required to observe all relevant regulations and maintain all equipment in good condition to avoid any excessive emission. Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, excavator, crawler crane, bulldozer and etc.) with a proper label are allowed to be used in the construction site. With reference to other similar scale projects, the number of on-site diesel/ petroleum fuelled machinery (~5 machineries) to be used for construction works is limited due to the small size of the work site.

6.2.6 In addition, availability of electricity supply during construction of the project will be explored and such requirement will be specified in future contract. If available, contractor should maximise use of electricity and with least reliance of diesel fuelled equipment (e.g. for electricity powered stationary equipment such as pump instead of using generator).

7. OVERALL SUMMARY

7.1.1 An environmental assessment has been conducted for the proposed redevelopment to address the potential air quality, environmental noise, construction phase environmental impact and sewerage impact.

7.1.2 There is no air sensitive uses including openable window, fresh air intake and recreational uses within the recommended buffer zone from HKPSG with the proposed fixed glazing in place. Therefore, no adverse air quality impact due to traffic is anticipated. Chimney stacks are not identified within 200m of the Application Site, hence it is unlikely to have industrial emission impact.

7.1.3 Road Traffic Noise Impact Assessment has been carried out for the proposed redevelopment. With noise mitigation measures incorporated, including acoustic window (baffle type), enhanced acoustic balcony (baffle type), vertical acoustic fin, fixed glazing with or without maintenance window and door with auto-closing mechanism, the proposed redevelopment would not be subject to adverse road traffic noise impact.

7.1.4 Railway noise impact from open track section has been assessed. With building re-entrant design and vertical acoustic fins incorporated in the design, no unacceptable railway noise impact is anticipated. The predicted railway noise level would comply with the relevant criteria stipulated in the Noise Control Ordinance and Hong Kong Planning Standards and Guidelines.

7.1.5 Fixed Noise Impact Assessment has also been conducted. Single aspect building design, fixed glazing with or without maintenance window and noise barrier on top of retail building with sound absorptive material are proposed and incorporated at strategic locations. With the aforementioned noise mitigation measures in place, the predicted noise levels of all NSRs from all identified fixed noise sources within 300m study area comply with the criteria as stipulated in NCO. It can be concluded that the proposed redevelopment would not be subject to adverse fixed noise impact.

7.1.6 A consolidated figure showing all noise mitigation measures is presented in **Figure 7.1**.

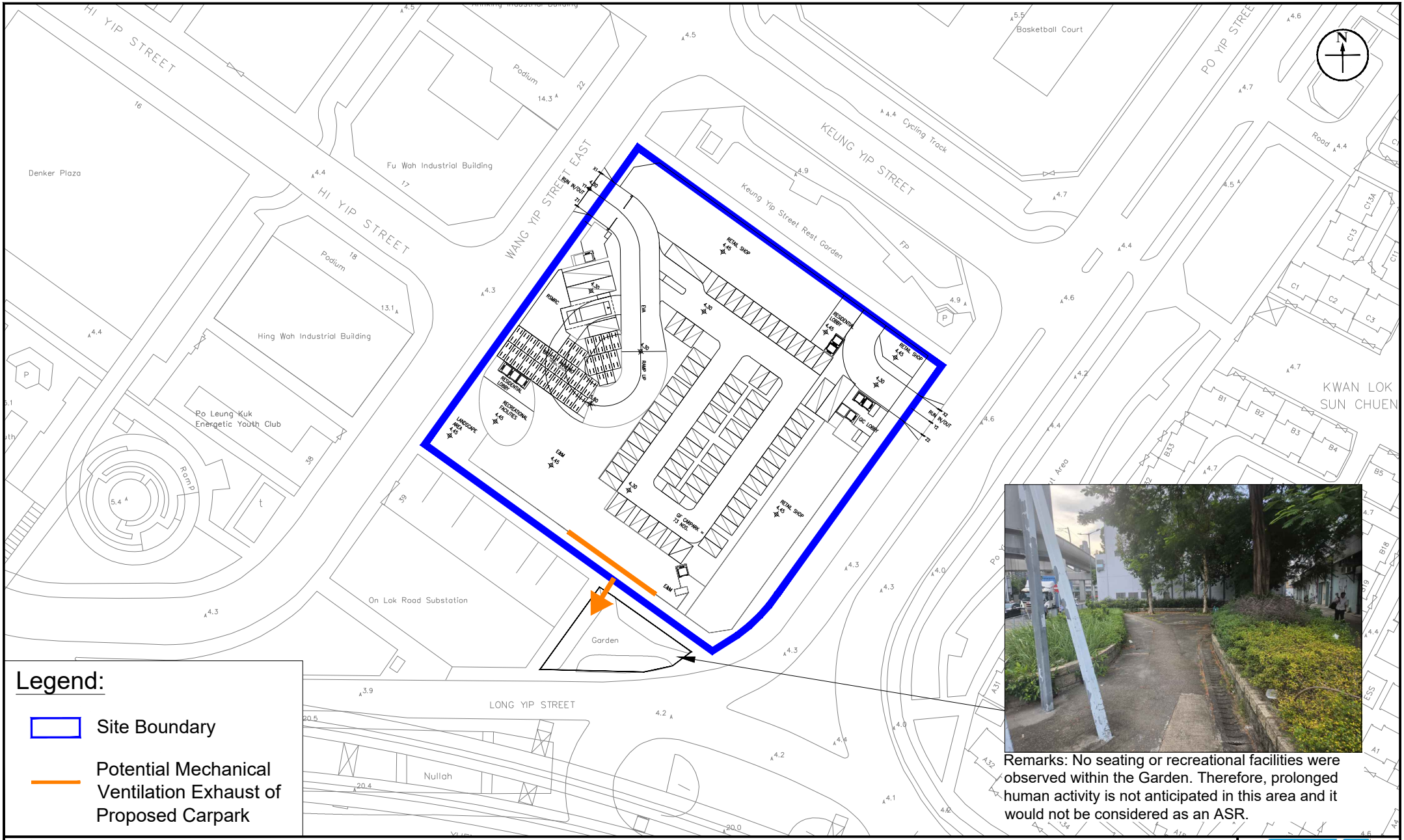
7.1.7 Detailed noise impact assessment (NIA) will be conducted in the detailed design stage according to the actual building plan to confirm the location and extent of at-receiver noise mitigation measures, and the implementation of such mitigation measures.

7.1.8 Environmental implication during construction (including demolition) of the project has been appraised. With best management practice and relevant environmental mitigation measures implemented, no adverse construction phase environmental impact is anticipated.

7.1.9 No insurmountable environmental noise, air quality and construction phase environmental impact is anticipated with the recommended environmental mitigation measures properly implemented. The environmental acceptability of the proposed redevelopment is demonstrated in this study.

7.1.10 The Application Site was used for industrial purpose. A Land Contamination Assessment Plan was submitted in December 2021 under the approved S16 Planning Application No. A/YL/259 for the same Application Site. The applicant commits to conduct/update the land contamination assessment in later stage where necessary to ensure that remediation work, if required, should be properly implemented in prior to the commencement of construction work of the proposed development under the subject application. Relevant prevailing guidelines will be followed for all assessment and remediation works.

Figure



Legend:

- Site Boundary
- Potential Mechanical Ventilation Exhaust of Proposed Carpark

Remarks: No seating or recreational facilities were observed within the Garden. Therefore, prolonged human activity is not anticipated in this area and it would not be considered as an ASR.

Figure: 2.2a

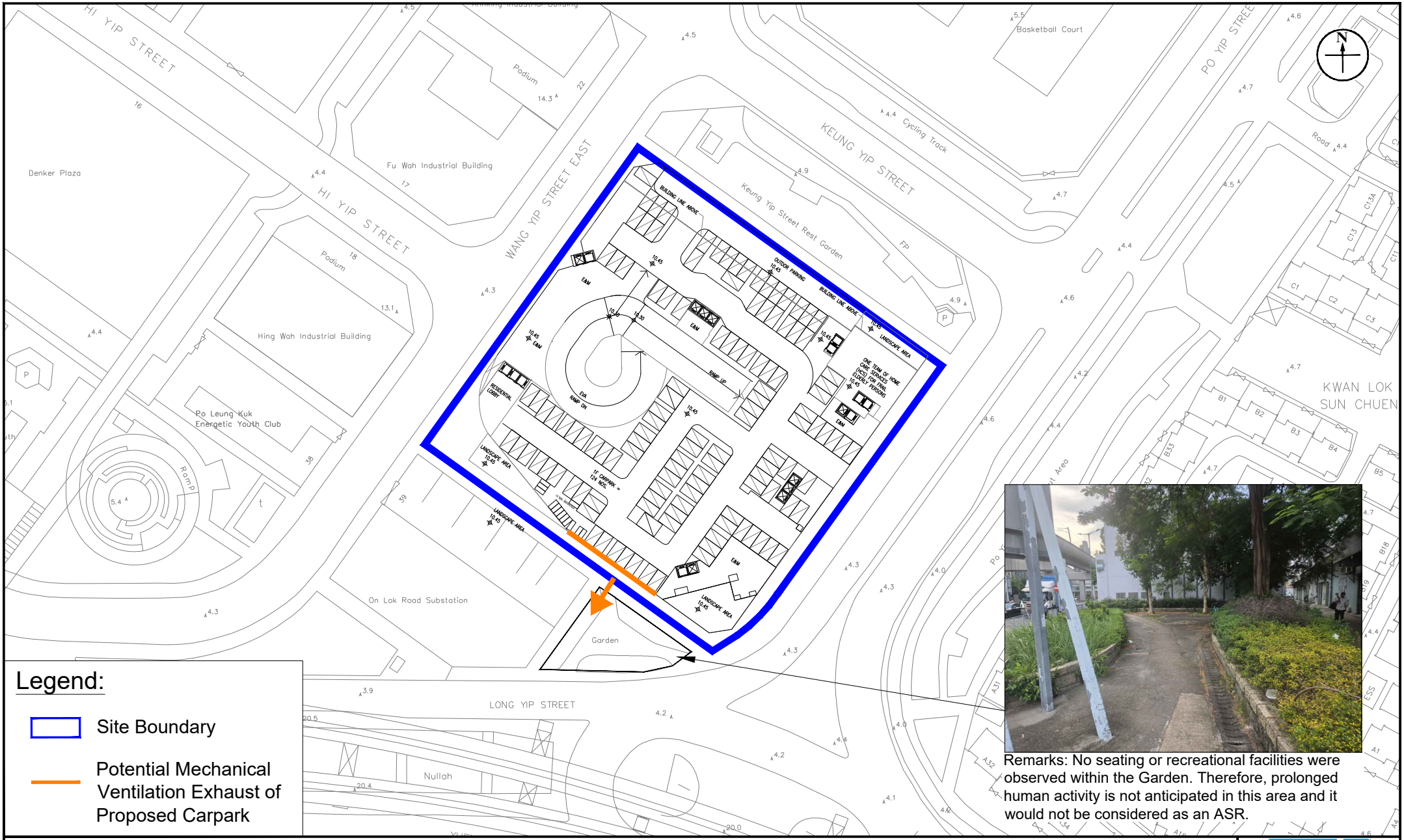
Title: Locations of Potential Mechanical Ventilation Exhaust of Proposed Carpark (G/F)

Project: Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	4.2
Date:	Aug 2026

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Remarks: No seating or recreational facilities were observed within the Garden. Therefore, prolonged human activity is not anticipated in this area and it would not be considered as an ASR.

Figure: 2.2b	RAMBOLL
Title: Locations of Potential Mechanical Ventilation Exhaust of Proposed Carpark (1/F)	Drawn by: AW Checked by: CC
Project: Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362	Rev.: 4.2 Date: Aug 2026

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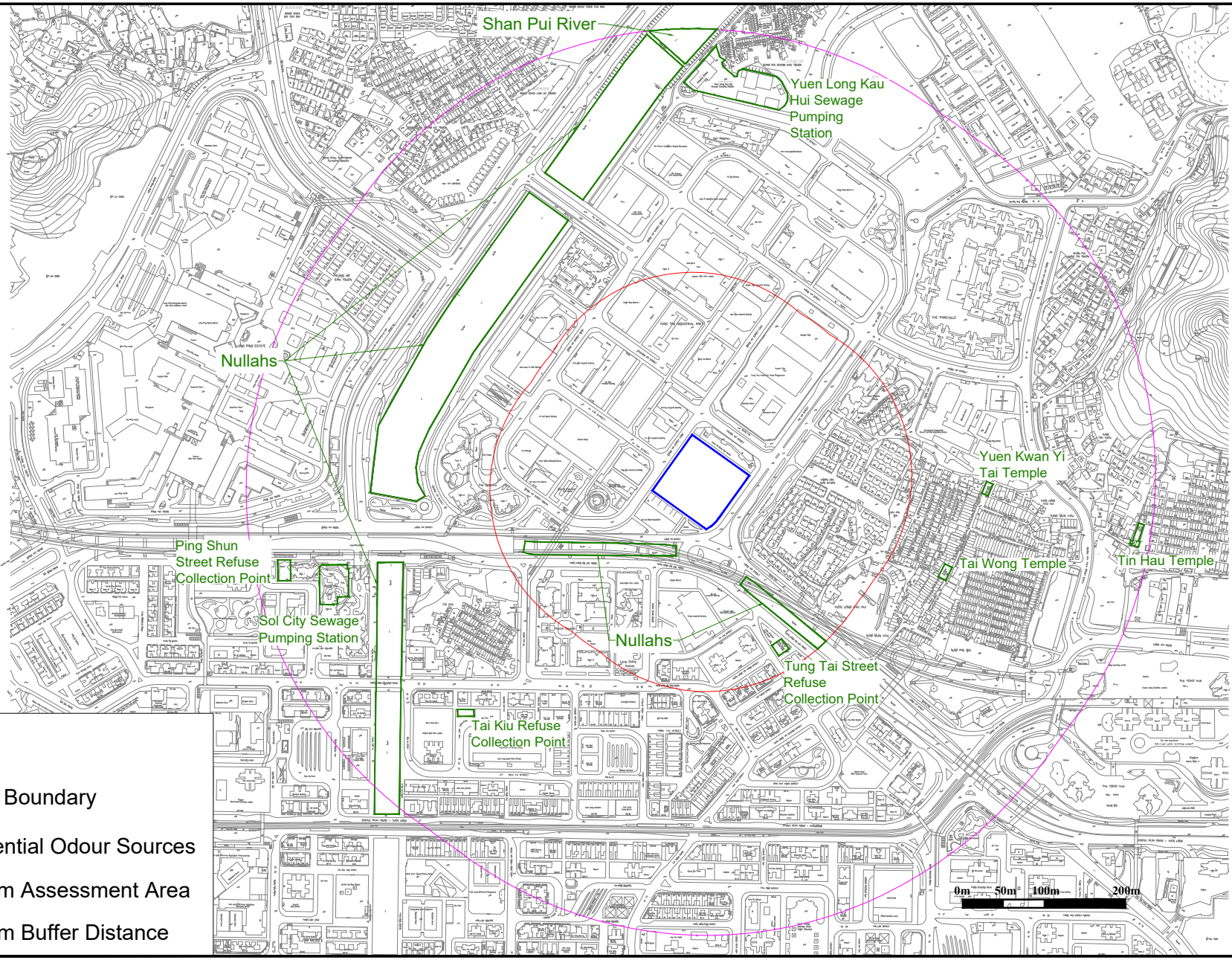


Figure: 2.3

Title: Locations of Identified Potential Odour Sources

Project: Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362

RAMBOLL

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Checked by:	CC
Rev.:	4.1
Date:	Jun 2026

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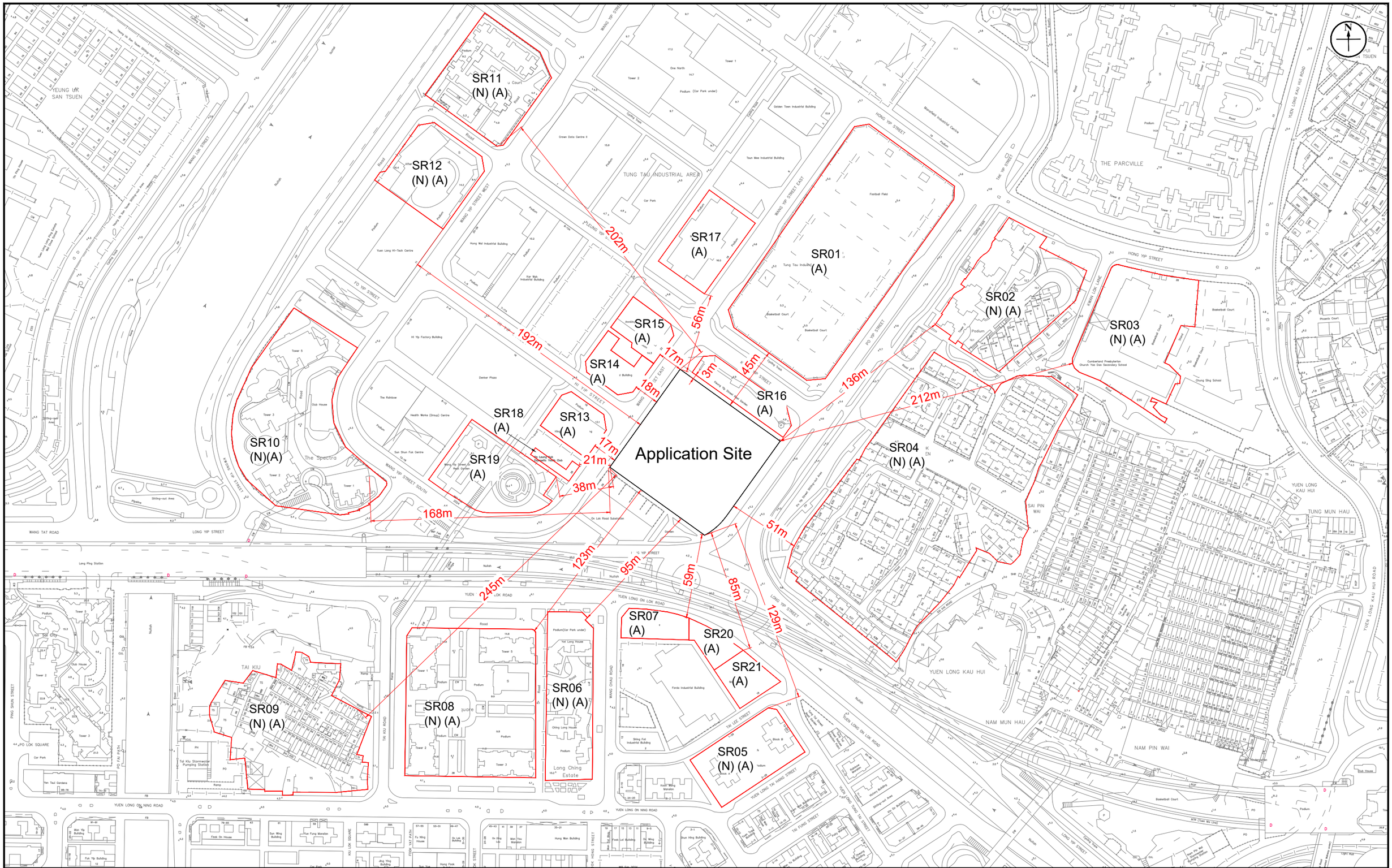


Figure: 6.1	RAMBOLL
Title: Location of Surrounding Noise and Air Sensitive Receivers during Construction Phase	Drawn by: MW
	Checked by: CC
Project: Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362	Rev.: 4.2
	Date: Aug 2026

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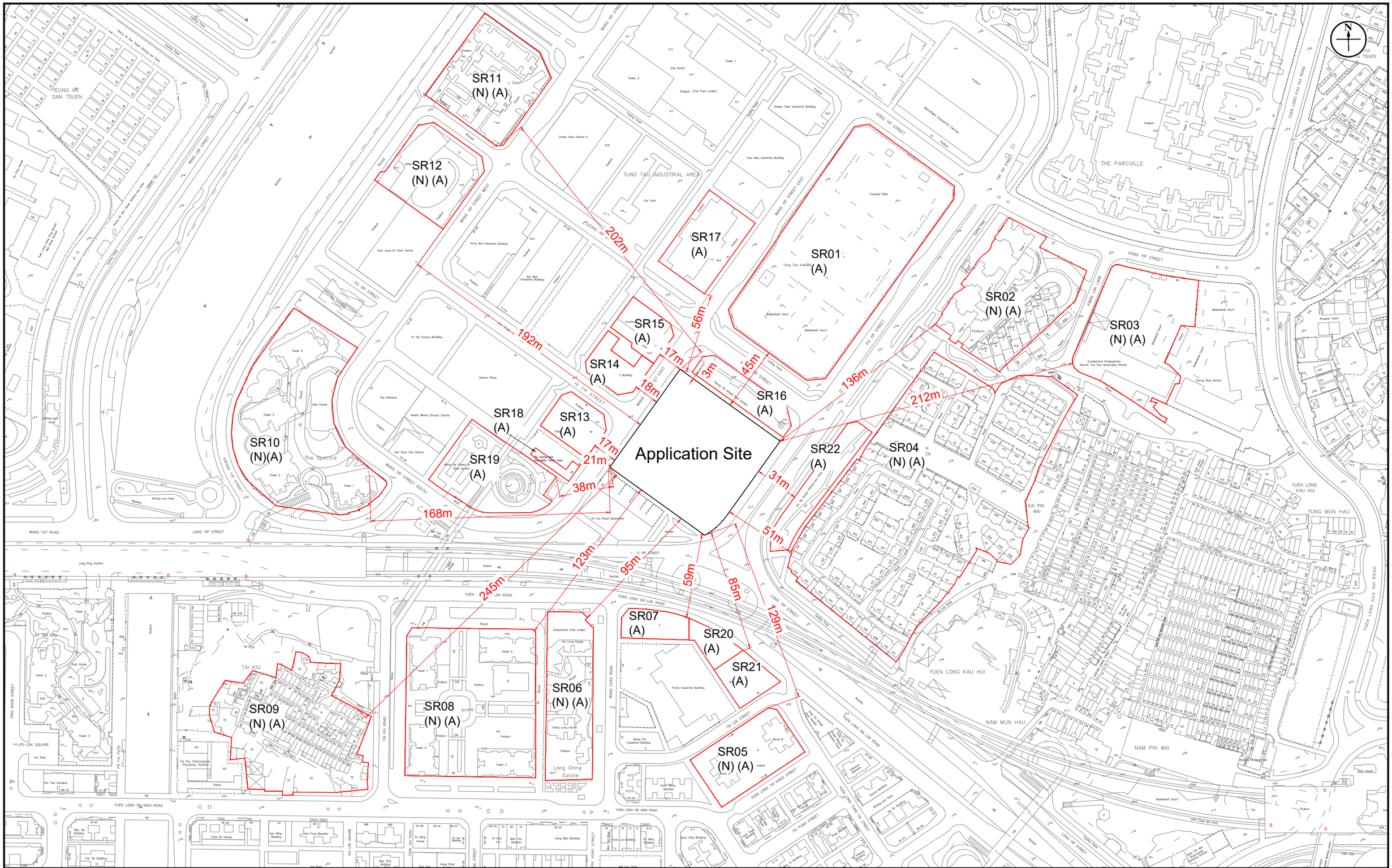


Figure: 6.1	RAMBOLL
Title: Location of Surrounding Noise and Air Sensitive Receivers during Construction Phase	Drawn by: MW Checked by: CC
Project: Redevelopment of Lai Sun Yuen Long Centre at Nos. 21-35 Wang Yip Street East, YLTL 362	Rev.: 4.2 Date: Aug 2026

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Appendix 4-1 Correspondence from MTRC

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai, Hong Kong

Our ref: T&ESD/E&IC/ES/EnvE/L1331

Date: 23 JUL 2026

Attention: Mr. Calvin CHIU

By Post and Fax
(Fax no.: 3465 2899)

Dear Mr. Chiu,

Re: New S16 Planning Application at 21-35 Wang Yip Street East in Yuen Long (Redeveloping of Lai Sun Yuen Long Centre) - Request for Operation Mode and Conditions of Tuen Ma Line

We refer to your letter (ref.: GYULSYLCEI00_0_0007L.26) dated 16 June 2026 requesting information regarding Tuen Ma Line (TML).

Operational Information for TML *(between Long Ping Station and Yuen Long Station)*

- The operating hours are from 05:30 – 01:15 hours, including both revenue and non-revenue trains.
- There are currently 8 cars per train for the operation condition of TML. However, according to the latest Environmental Permit (EP) for West Rail, the ultimate maximum train cars would be 9 cars.
- The future ultimate daily peak operating train frequency during the period of 07:00-23:00 hours is about 28 trains per hour per direction.
- For the future ultimate daily peak operating train frequency during the period of 23:00-07:00 hours, please refer to the latest EP for West Rail available via the EPD website.

Train Speed

The current maximum train speed for the track sections between Yuen Long Station and Long Ping Station is about 70 km/h for both directions.

Trackform

The concerned track sections of TML are in floating slab trackform.

Noise Mitigation Measures

There are no trackside noise barriers or enclosures along the concerned track sections of TML. Also, the Corporation does not have any plan on providing additional trackside noise barriers or enclosures along the concerned track sections of TML.

MTR Headquarters Building, Telford Plaza, Kowloon Bay,
Kowloon, Hong Kong. GPO Box 9916, Hong Kong
Tel (852) 2993 2111 Fax (852) 2798 8822

香港九龍灣德福廣場港鐵總部大樓
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MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

Our ref: T&ESD/E&IC/ES/EnvE/L1331
Date: 23 JUL 2026

Datum Level and Location of Joints

Please note that there are no rail crossing along the concerned track sections of TML. Your organization may contact us to arrange the checking of the respective drawings on the requested information suitable for your study, if needed.

We would like to take this opportunity to caution that the proposed development can be sensitive to air-borne noise, especially the noise emitted from the nearby curved tracks of TML. It is recommended that your organisation conduct noise measurements to obtain site-specific and representative noise source data for the noise assessment, and analyse the tonal characteristics of the noise so that appropriate corrections can be applied in the assessment where necessary. Like many other property development projects in close proximity to the railway, it is crucial for the development proponent and its consultant to ensure that any proposed noise mitigation measures are fit-for-purpose and capable of satisfactorily addressing both train noise issues. Potential mitigation measures may include:

- Incorporating self-protecting building designs,
- Optimizing building disposition to reduce noise reflection,
- Conducting noise verification tests for acoustic windows, and
- Specifying appropriate sound insulation properties for fixed glazing.

These measures are indicative only and non-exhaustive, and the development proponent and its consultants remain responsible for identifying and implementing all necessary mitigation measures to ensure compliance with applicable noise requirements.

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Should you have any additional enquiries, please feel free to contact Ms. Priscilla Chan at 2993-2534 or the undersigned at 2993 4127.

Yours sincerely,

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Lead Environmental Manager

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Appendix IV

Replacement Pages of the Sewerage Impact Assessment

3. OVERALL SUMMARY

3.1.1 A residential redevelopment is proposed at Nos. 21-35 Wang Yip Street East. The potential sewerage impacts have been evaluated.

3.1.2 Sewage generated from the Proposed Development will be discharged and connected to the existing manhole nos.: FMH1008777 (S1) via new Ø300mm sewerage pipeline.

3.1.3 Based on the sewerage impact assessment results, it is found that the capacity of the existing and proposed sewerage system serving the area would be sufficient to cater for sewage generated from the Proposed Development and cumulative impact by accounting nearby catchment areas.

3.1.4 With the proposed work in place, the hydraulic capacity will be adequate to receive cumulative sewage discharge. This assessment confirms the feasibility of the Proposed Development in terms of impact on the public drainage and sewerage system.

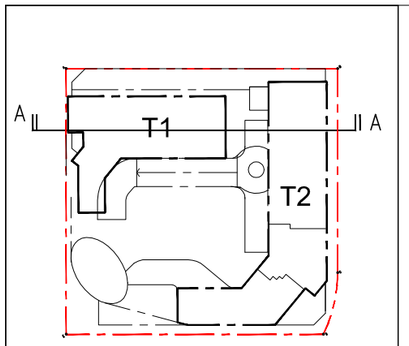
3.1.5 Revised sewage impact assessment (SIA) will be conducted and submitted at a later stage.

Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and Minor Relaxation of Plot Ratio and Building Height Restrictions In "Residential (Group E) 1" Zone at 21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long (Yuen Long Town Lot 362) S16 Planning Application

(Planning Application No: A/YL/332)

Appendix V

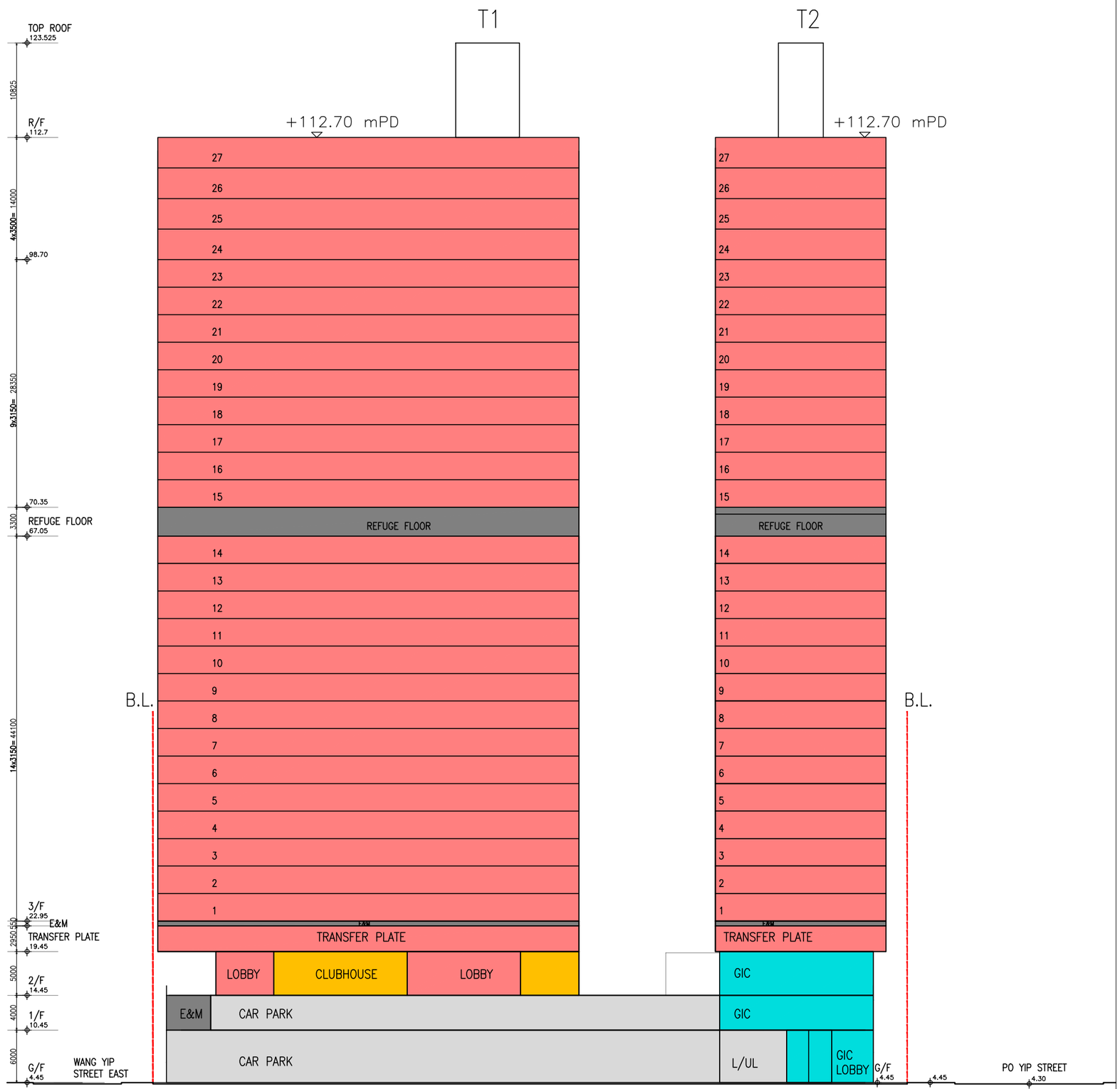
Updated Sectional Drawings



KP

Legend

- APPLICATION SITE BOUNDARY
- COMMERCIAL USE
- GIC USES
- EVA
- L/UL / CARPARK
- E&M
- RECREATIONAL FACILITIES
- RESIDENTIAL USE



SECTION A–A

B.D. REFERENCE	屋宇署檔案
F.S.D. REFERENCE	消防處檔案
W.W.O. REFERENCE	水務署檔案
CAD FILE NAME	檔案編號
NOTES	注釋

NO. 修定號	REVISIONS 修定內容	DATE 日期	BY 經手人

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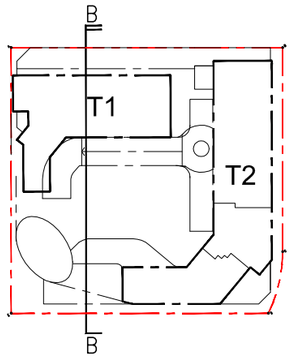
PROJECT 項目名稱

21–25 WANG YIP STREET EAST, YUEN LONG, NEW TERRITORIES, HONG KONG

TITLE 標題

INDICATIVE SECTION PLAN

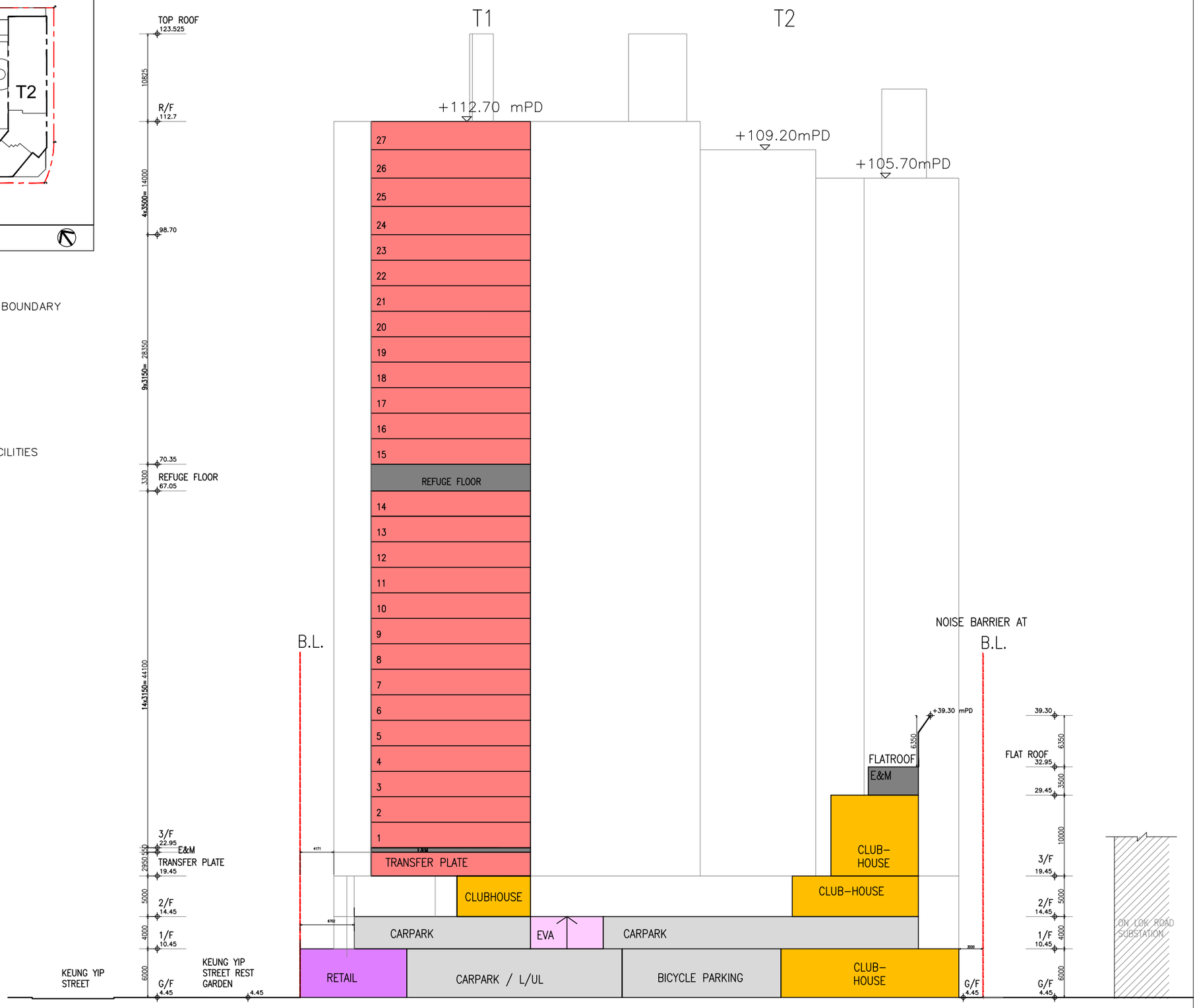
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JOB NO. 工程項目	DRAWING NO. 圖號
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Legend

- APPLICATION SITE BOUNDARY
- COMMERCIAL USE
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- RESIDENTIAL USE



SECTION B–B

B.D. REFERENCE	屋宇署檔案
F.S.D. REFERENCE	消防處檔案
W.W.O. REFERENCE	水務署檔案
CAD FILE NAME	檔案編號
NOTES	注釋

NO. 修定號	REVISIONS 修定內容	DATE 日期	BY 經手人

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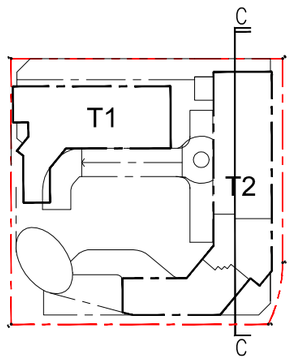
PROJECT 項目名稱

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TITLE 標題

INDICATIVE SECTION PLAN

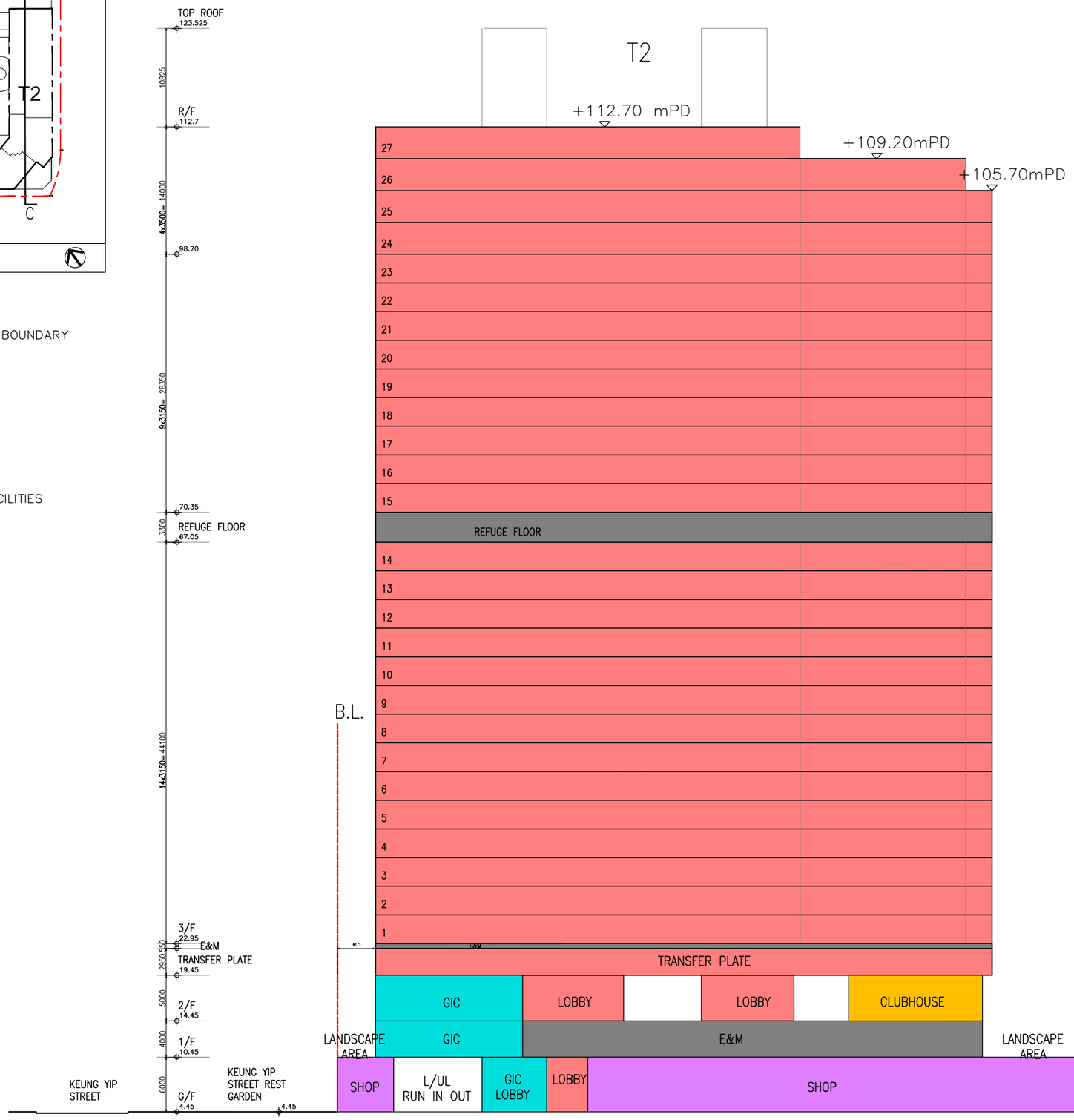
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JOB NO. 工程項目	DRAWING NO. 圖號
N3147–H	–



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- RESIDENTIAL USE



SECTION C–C

B.D. REFERENCE	屋宇署檔案
F.S.D. REFERENCE	消防處檔案
W.W.O. REFERENCE	水務署檔案
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TITLE 標題

INDICATIVE SECTION PLAN

SCALE 比例 1:500(A3)	DATE 日期 APRIL 2026
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