APPENDICES

Appendix I	Traffic Impact Assessment
Appendix II	Tree Preservation and Landscape Proposal
Appendix III	Drainage Impact Assessment
Appendix IV	Fire Service Installations Proposal
Appendix V	Details of Alternative Sites for Relocation

Appendix I

Traffic Impact Assessment

Proposed Temporary Open Storage of Construction Materials, Construction Machineries and Vehicles with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land, Filling of Pond and Excavation of Land

Various Lots in D.D.125 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories

Final TIA Report
January 2024

Ozzo Technology (HK) Ltd
15/F, Heng Shan Centre
145 Queen's Road East
Wanchai, Hong Kong
Tel: 3488 5449 Fax: 3020 0370
http:// www.ozzotec.com

Section 16 Planning Application

Proposed Temporary Open Storage of Construction Materials, Construction Machineries and Vehicles with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land, Filling of Pond and Excavation of Land

Various Lots in D.D.125 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories

Final TIA Report
January 2024

Contents Amendment Record

This report has been issued and amended as follows:

Revision	Description	Prepared / Date	Checked / Date	Approved / Date
0	Draft Report	13/10/2023 LL	16/10/2023 DP	16/10/2023 SC
0a	Draft Report	26/10/2023 LL	27/10/2023 DP	27/10/2023 SC
0b	Final Report	16/11/2023 LL	17/11/2023 DP	17/11/2023 SC
1a	Final Report	05/01/2024 LL	29/01/2024 DP	29/01/2024 SC

Content

Page

List of Table

Page

List of Figures

Appendices

Appendix A Layout Plan and Swept Path Analysis

Appendix B 2023 Junction Calculation Sheets

Appendix C 2026 Junction Calculation Sheets

Appendix D 2024 Junction Calculation Sheets

1 INTRODUCTION

1.1 General

1.1.1 Ozzo Technology (HK) Limited was commissioned to undertake a Traffic Impact Assessment (TIA) Study in support of the S16 planning application for the Proposed Temporary Open Storage of Construction Materials, Construction Machineries and Vehicles with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land, Filling of Pond and Excavation of Land ("Project Site").

1.2 Project Descriptions

1.2.1 The Project Site is located at the east of Ling To Tsz, connecting with an existing access road leading to Kong Sham Western Highway in the east.

1.3 Study Objectives

1.3.1 The main objectives of this Traffic Impact Assessment ("TIA") Study are to:

(i) evaluate the existing vehicular traffic and transport conditions of the project site and to assess the traffic and transport implications of the development to the adjacent road network and pedestrian facilities for the operation of the Project Site;

(ii) identify any existing and potential traffic and transport problems and to recommend possible mitigation measures and advise any necessary traffic arrangement;

(iii) recommend traffic improvement measures for the Project Site, as necessary.

1.4 Report Structure

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

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

2 DESCRIPTONS OF THE PROJECT SITE

2.1 Site Location and Study Area

2.1.1 **Figure 2-1** shows the location of the Project Site, located at the west of Kong Sham Western Highway and adjacent to Ling To Tsz.

2.2 Development Parameters for the Project Site

2.2.1 Based on the latest information, the Project Site involves a temporary open storage area for construction materials, construction machineries and vehicles, with a Project Site area of around 41,569m^2.

2.3 Parking and Loading/Unloading Facilities

2.3.1 **Table 2-1** summarizes the internal transport facilities to be provided in the Project Site. As there are no specific parking and loading/unloading requirements for temporary open storage development in accordance to HKPSG, ancillary transport facilities are provided based on users' requirements to meet operational needs.

Table 2-1 Ancillary Transport Facilities Based on User's Requirement

Type of Ancillary Transport Facilities	Size	Provision based on User's Requirement
Private Car Parking Space	2.5m (W) x 5m (L)	23
Total Parking Facilities	**-**	**23**
L/UL Spaces for LGV	3.5m (W) x 7m (L)	3
L/UL Spaces for MGV	3.5m (W) x 11m (L)	10
Total L/UL Facilities	**-**	**13**

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

2.4 Vehicular Access Arrangement and Proposed Access Road

2.4.1 The Project Site consists of 2 portions, with the larger portion (hereinafter named as "Portion A") located at the north of the existing access road and the smaller portion (hereinafter named as "Portion B") located at the south of the existing access road. Individual site accesses are proposed for Portion A and Portion B, with access locations are proposed at the eastern side of each portion. **Figure 2-2** also presents the locations for each portion.

2.4.2 To minimize the traffic impact to the existing single track access road, an access road with a single-2 configuration connecting Portion A is proposed. Layout of the proposed access road is also presented in **Figure 2-2**.

2.4.3 While Portion B only serves around 13.3% of the total development traffic and the operation traffic covers private cars and light goods vehicles only, development traffic to/from Portion B will travel via the existing access road.

2.4.4 Swept path analysis is also conducted for the vehicular accesses and the proposed access road, indicating sufficient turning spaces for goods vehicles. **Appendix A** also presents the swept path analysis for the access points and the access road.

3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

3.1.1 As shown in **Figure 2-1**, the Project Site is currently connecting to a local access road, with further connection to Kong Sham Western Highway. Current condition of the connecting carriageways are summarized as follows:

3.1.2 The connecting access road (Unnamed Road A) is a single track rural road connecting Ling To Tsz and in the west and access road underneath Kong Sham Western Highway in the east. Acting as single carriageway with 1-lane-2 way operation, passing bays are generally identified along the carriageway, while serving a low volume of traffic.

3.1.3 The access road underneath Kong Sham Western Highway (KSWH) is a current connecting road between local storage area / concrete plant and KSWH. The northern section of the access road is a single-2 carriageway (with no loading activities, standing vehicles and pedestrian crossings identified along the northern section) while the southern section of the access road is a single carriageway with 1-lane-2-way operation. Passing bays are generally identified the single carriageway section, while serving a low volume of traffic.

3.2 Traffic Surveys

3.2.1 To assess the existing traffic condition, vehicular traffic count surveys were conducted on 4 October 2023 (Wednesday) between 07:00 and 20:00. A summary of the types of surveys being undertaken and the survey locations are shown in **Figure 3-1** and **Table 3-1**.

Table 3-1 Summary of Comprehensive Surveys

Survey Type	Location	Figure	Survey Date	Data Collected
Vehicular Count Surveys	J1 to J5	Figure 3-1	2023-10-04 (Wednesday)	Manual Classified count in 15 min intervals
	L1 to L3	Figure 3-1	2023-10-04 (Wednesday)	Manual Classified count in 15 min intervals

3.3 Existing Vehicle Traffic Conditions

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

Table 3-2 Passenger Car Unit Conversion Factors

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

Notes: (1) Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2021

3.3.2 By applying the above PCU factors, vehicular traffic flows in PCUs are calculated and the AM and PM peak hour is identified to occur at 10:45-11:45 and 15:15-16:15 for AM peak and PM peak respectively. **Figure 3-2** presents the 2023 observed Weekday AM and PM peak hour traffic flows on the road network in the vicinity of the Project Site.

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

Table 3-3 2023 Peak Hour Junction Capacity Assessment

Jn. ID.	Location(1)	Type	Capacity Index(2)	2023 Weekday	
				AM Peak	PM Peak
J1	Unnamed Road A / Access to Portion A	Priority	DFC	<0.01	<0.01
J2	Unnamed Road A / Access to Existing Fish Farm	Priority	DFC	0.02	0.01
J3	Unnamed Road A / Access Road underneath KSWH	Priority	DFC	0.02	0.02
J4	Access Road underneath KSWH / Ha Tsuen Road	Priority	DFC	0.17	0.18
J5	KSWH Roundabout	Roundabout	DFC	0.53	0.43

Notes:
*(1) Refer to **Figure 3-1** for junction locations*
(2) DFC = Design Flow to Capacity for priority junction and roundabout

3.3.4 The results reveal that all the assessed key junctions are operated satisfactorily during the peak hours.

3.3.5 Based on the existing traffic flows, the peak hour performances of the key road links in the vicinity of the Project Site are also assessed and the results are indicated in **Table 3-4**.

Table 3-4 2023 Peak Hour Road Link Capacity Assessment

No.	Location[1]	Direction	Design[2] Capacity (veh/hr)	Weekday AM Peak		Weekday PM Peak	
				Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]
L1	Unnamed Road A	2-way	100	11	0.11	12	0.12
L2	Access Road underneath HSWH (Section south of Ha Tsuen Road)	2-way	100	67	0.67	73	0.73
L3	Access Road underneath KSWH (Section north of Ha Tsuen Road)	NB	850	377	0.44	302	0.36
		SB	850	375	0.44	325	0.38

Notes: (1) Refer to Figure 3-1 for road link locations
(2) TPDM Vol 2 Chapter 2.4.1.1 and TPDM Vol 3 Chapter 3.11.3.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

3.3.6 The results reveal that all the key road links in the vicinity of the Project Site operate within capacity during the peak hours.

4 ESTIMATION OF DEVELOPMENT FLOWS

4.1 Peak Hour Vehicular Flows

4.1.1 With reference to the Planning Statement, the development trips during the identified peak hours are summarized in **Table 4-1**.

Table 4-1 2023 Peak Hour Road Link Capacity Assessment

Time Period	Trip Generation and Attraction (veh/hr)						
	PC		LGV		MGV		2-Way Total
	In	Out	In	Out	In	Out	
Trips at AM Peak (10:45-11:45)	4	4	1	1	3	3	16
Trips at PM Peak (15:15-16:15)	4	4	1	1	3	3	16

4.1.2 For the purpose of this TIA, the captioned peak hour development trips will be adopted in the traffic impact assessment.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Design Year

5.1.1 With the planning application for the Proposed Open Storage development involves a period of 3 years, the expected end year for the Project Site would be year 2026. For conservative, 2026 is adopted as the design year for this Study.

5.2 Methodology

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

- Historical traffic data from Annual Traffic Census (ATC) published by Transport Department;
- The forecast population and employment from the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department;
- Committed and planned developments in the Study Area.

5.2.2 The following steps are undertaken to derive the 2026 Peak Hour Reference Flows (i.e. without the Project Site) and Design Flows (i.e. with the Project Site).

2026 Background Flows = 2023 Flows x annual growth factors

2026 Reference Flows = 2026 Background Flows + additional traffic by planned and committed developments

2026 Design Flows = 2026 Reference Flows + development traffic

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

5.3 Future Year Reference Traffic Flows

Historical Traffic Growth

5.3.1 To gain an understanding of the historical trends of traffic growth on the nearby road network, relevant traffic data over the 5-year period of 2013 to 2018 are extracted from the Annual Traffic Census (ATC) Reports for the ATC stations within the Study Area. The traffic data in 2019 and 2021 are excluded from the analysis due to social activities and outbreak of COVID-19 respectively. **Table 5-1** describes the location of the nearby ATC station (Ping Ha Road and Lau Fau Shan Road) and provides the corresponding traffic data.

Table 5-1 Average Annual Daily Traffic from Annual Traffic Census

Station	Road	Between		2013	2014	2015	2016	2017	2018	Average Annual Growth
5907	KSWH	KSWH nr Yick Yuen Road	Shenzhen Bay Bridge (HK Section)	18,410	18,290	19,140	19,470	19,080	19,690	1.35%
				-	-0.65%	4.65%	1.72%	-2.0%	3.2%	
TOTAL				**18,410**	**18,290**	**19,140**	**19,470**	**19,080**	**19,690**	**1.35%**
				-	**-0.65%**	**4.65%**	**1.72%**	**-2.0%**	**3.2%**	

5.3.2 As indicated in **Table 5-1**, the traffic on the road network within the Study Area is increased by 1.35% p.a. over the period from 2013 – 2018.

2019-Based TPEDM

5.3.3 **Table 5-2** presents the population and employment data in Tin Shui Wai District for 2019, 2026 and 2031 from the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data provided by Planning Department.

Table 5-2 2019-Based TPEDM for Northwest New Territories

Category	2019	2023[(1)]	2026	2023-2026 Average Growth (% p.a.)
Population	222,800	232,200	239,250	1.00%
Employment	584,00	68,943	76,850	3.69%
Total	**281,200**	**301,143**	**316,100**	**1.63%**

Source: 2019-based TPEDM published by Planning Department

Note (1): 2023 population and employment places are calculated by interpolation between 2019 and 2026.

5.3.4 It is anticipated that the population and employment places in Northwest New Territories would be increased by 1.00% and 3.69% p.a. respectively, i.e. an overall increase of 1.63% per annum.

5.3.5 For conservative, annual growth rate derived from 2019-Based TPEDM of 1.63% will be adopted in the Study.

Planned and Committed Developments

5.3.6 Based on the published information from Town Planning Board, no planned/committed developments in the site vicinity are identified in design year 2026 in the site vicinity.

2026 Reference Flows

5.3.7 Taking into account of the above factors, to summarize, the following steps are undertaken to derive the 2026 Reference Traffic Flows (i.e. without Project Site):

2026 Background Flows = 2023 Flows x annual growth factors (+1.63% p.a.)

2026 Reference Flows = 2026 Background Flows + Planned / Committed Development Traffic (refer to **Section 5.3.6**)

5.3.8 The 2026 Reference Traffic Flows (i.e. without Project Site) are presented in **Figure 5-1**.

5.4 Future Year Design Peak Hour Traffic Flows

5.4.1 The additional development traffic in **Table 4-1** is then assigned onto the nearby road network with reference to the existing traffic distribution pattern in the Study Area. The resulting peak hour development flows are shown in **Figure 5-2**.

5.4.2 By adding the development flows in **Figure 5-2** to the 2026 Reference Peak Hour Flows (i.e. without Project Site) in Figure 5-1, the 2026 Design Peak Hour Flows (i.e. with Project Site) are derived and shown in **Figure 5-3**.

5.5 Future Year Junction Capacity Assessments

5.5.1 Based on the Reference Flows (i.e. without Project Site) and Design Flows (i.e. with Project Site) for the Design Year, junction capacity assessment are undertaken and the results shown in **Table 5-3** with detailed calculation sheets provided in **Appendix C**.

Table 5-3 2026 Peak Hour Junction Capacity Assessment

Jn. ID.	Location(1)	Type	Capacity Index(2)	2026 Reference Scenario		2026 Design Scenario	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Unnamed Road A / Access to Portion A	Priority	DFC	<0.01	<0.01	<0.01	<0.01
J2	Unnamed Road A / Proposed Access Road(3)	Priority	DFC	0.02	0.02	0.02	0.02
J3	Unnamed Road A / Access Road underneath KSWH	Priority	DFC	0.03	0.02	0.05	0.04
J4	Access Road underneath KSWH / Ha Tsuen Road	Priority	DFC	0.18	0.19	0.21	0.23
J5	KSWH Roundabout	Roundabout	DFC	0.56	0.45	0.57	0.46

Notes:
*(1) Refer to **Figure 3-1** for junction locations*
(2) DFC = Design Flow to Capacity for priority junction and roundabout
(3) With the Proposed Access Road in place, geometry of J2 has also been modified.

5.5.2 It is indicated in **Table 5-3** that all the key junctions in the vicinity of the Project Site will operate within capacity during peak hours for both the Reference (without Project Site) and Design (with Project Site) scenarios.

5.6 Future Year Link Capacity Assessments

5.6.1 Based on the Reference Flows (i.e. without Project Site) and Design Flows (i.e. with Project Site), link capacity assessments for Design Year 2026 are carried out and the results are presented in **Table 5-4**.

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

Table 5-4 2026 Peak Hour Road Link Capacity Assessment

No.	Location[1]	Dir.	Design[2] Capacity (veh/hr)	2026 Reference Scenario (AM Peak)		2026 Reference Scenario (PM Peak)		2026 Design Scenario (AM Peak)		2026 Design Scenario (PM Peak)	
				Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]
L1	Unnamed Road A	2-way	100	13	0.13	14	0.14	19	0.19	17	0.17
L2	Access Road underneath HSWH (Section south of Ha Tsuen Road)	2-way	100	73	0.73	79	0.79	89	0.89	95	0.95
L3	Access Road underneath KSWH (Section north of Ha Tsuen Road)	NB	850	397	0.47	318	0.37	405	0.48	326	0.38
		SB	850	394	0.46	342	0.40	402	0.47	350	0.41
L4	Proposed Access Road	EB	400	0	0.00	0	0.00	7	0.02	7	0.02
		WB	400	0	0.00	0	0.00	7	0.02	7	0.02

Notes: (1) Refer to Figure 3-1 for road link locations
(2) TPDM Vol 2 Chapter 2.4.1.1 and TPDM Vol 3 Chapter 3.11.3.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

6 CONSTRUCTION TRAFFIC IMPACT ASSESSMENT

6.1 Design Year and Peak Hour Construction Traffic

6.1.1 Under current programme, the construction works will be completed in year 2024. Thus 2024 will be adopted as the design year for construction traffic impact assessment.

6.1.2 The construction traffic mainly consists of concrete delivery and dump trucks. To limit the construction traffic onto nearby road network (particularly for the Access Road underneath HSWH), construction traffic for the Project Site during peak hour is limited to 8 veh/hr, which is equivalent to 16 pcu/hr.

6.1.3 The same approach in forecasting the 2026 Design Peak Hour Traffic (refers to Chapter 5) is adopted to forecast the 2024 Design Peak Hour Traffic as summarized below:

2024 Background Flows = 2024 Flows x annual growth factors

2024 Reference Flows = 2024 Background Flows + additional traffic by planned and committed developments

2024 Design Flows = 2024 Reference Flows + construction traffic

6.2 Construction Traffic Impact Assessment

6.2.1 The 2024 Peak Hour Traffic Flows during construction period are shown in **Figure 6-1** and **Figure 6-2** respectively. Based on the traffic forecasts, results of the junction and link capacity assessments during the construction year are presented in **Table 6-1** and **Table 6-2** respectively. Detailed calculation sheets of the junction assessment are provided in **Appendix D**.

Table 6-1 2024 Peak Hour Junction Capacity Assessment

Jn. ID.	Location(1)	Type	Capacity Index(2)	2024 Reference Scenario		2024 Design Scenario	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Unnamed Road A / Access to Portion A	Priority	DFC	<0.01	<0.01	<0.01	<0.01
J2	Unnamed Road A / Proposed Access Road(3)	Priority	DFC	0.02	0.02	0.02	0.02
J3	Unnamed Road A / Access Road underneath KSWH	Priority	DFC	0.03	0.02	0.05	0.05
J4	Access Road underneath KSWH / Ha Tsuen Road	Priority	DFC	0.17	0.19	0.22	0.23
J5	KSWH Roundabout	Roundabout	DFC	0.54	0.44	0.55	0.45

Notes:
*(1) Refer to **Figure 3-1** for junction locations*
(2) DFC = Design Flow to Capacity for priority junction and roundabout
(3) With the Proposed Access Road in place, geometry of J2 has also been modified.

Table 6-2 2024 Peak Hour Road Link Capacity Assessment

No.	Location[1]	Dir.	Design[2] Capacity (veh/hr)	2024 Reference Scenario (AM Peak)		2024 Reference Scenario (PM Peak)		2024 Design Scenario (AM Peak)		2024 Design Scenario (PM Peak)	
				Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]
L1	Unnamed Road A	2-way	100	13	0.13	14	0.14	19	0.19	17	0.17
L2	Access Road underneath HSWH (Section south of Ha Tsuen Road)	2-way	100	71	0.71	77	0.77	87	0.87	93	0.93
L3	Access Road underneath KSWH (Section north of Ha Tsuen Road)	NB	850	384	0.45	308	0.36	392	0.46	316	0.37
		SB	850	382	0.45	331	0.39	390	0.46	339	0.40
L4	Proposed Access Road	EB	400	0	0.00	0	0.00	7	0.02	7	0.02
		WB	400	0	0.00	0	0.00	7	0.02	7	0.02

Notes: (1) Refer to Figure 3-1 for road link locations
(2) TPDM Vol 2 Chapter 2.4.1.1 and TPDM Vol 3 Chapter 3.11.3.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

6.2.2 The results indicate that the key junctions and road links in the vicinity of the project site would operate at an acceptable level during the weekday AM and PM peak hours even with the construction traffic to be generated during the construction period.

7 SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 Ozzo Technology (HK) Limited is commissioned to undertake this Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the Project Site on the nearby road network.

7.1.2 Capacity assessments are undertaken to reveal the 2023 AM and PM peak hour traffic conditions in the vicinity of the Project Site. The assessment results indicate that all the key junctions and road links perform satisfactorily during the AM and PM peak hours on a normal weekday.

7.1.3 To minimize the traffic impact to the existing single track access road, an access road with a single-2 configuration connecting Portion A is proposed.

7.1.4 With the planning application for the Temporary Open Storage development involves a period of 3 years, while the expected end year for the Project Site would be year 2026, year 2026 is adopted as the design year for this Study.

7.1.5 For traffic impact assessments, junction and link capacity assessments are undertaken for the 2026 AM and PM peak hours on a normal weekday. With the trivial development traffic generated from the Project Site, assessment results indicate that all the key junctions and road links would perform satisfactorily in the Design Year even with the Project Site in place.

7.1.6 Construction traffic impact assessment also indicate that the key junctions and road links in the vicinity of the project site would operate at an acceptable level during the weekday AM and PM peak hours even with the construction traffic to be generated during the construction period.

7.2 Conclusion

7.2.1 The impact assessment results indicate that the Project Site would not create adverse impact on the surrounding road network.

Figures

X:\Ozzo\82794_Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Data\Dwg\82794-Figure 2-1B.dwg 2024/01/29 12:11:54

Kong Sham Western Highway
港深西部公路

Ha Tsuen Road
廈村路

Portion A

Portion B

Kong Sham Western Highway
港深西部公路

Ling To Monastery

0 40 80 120 160

LEGEND:

Project Site

Project Title

Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

Site Location

Date 29/01/2024

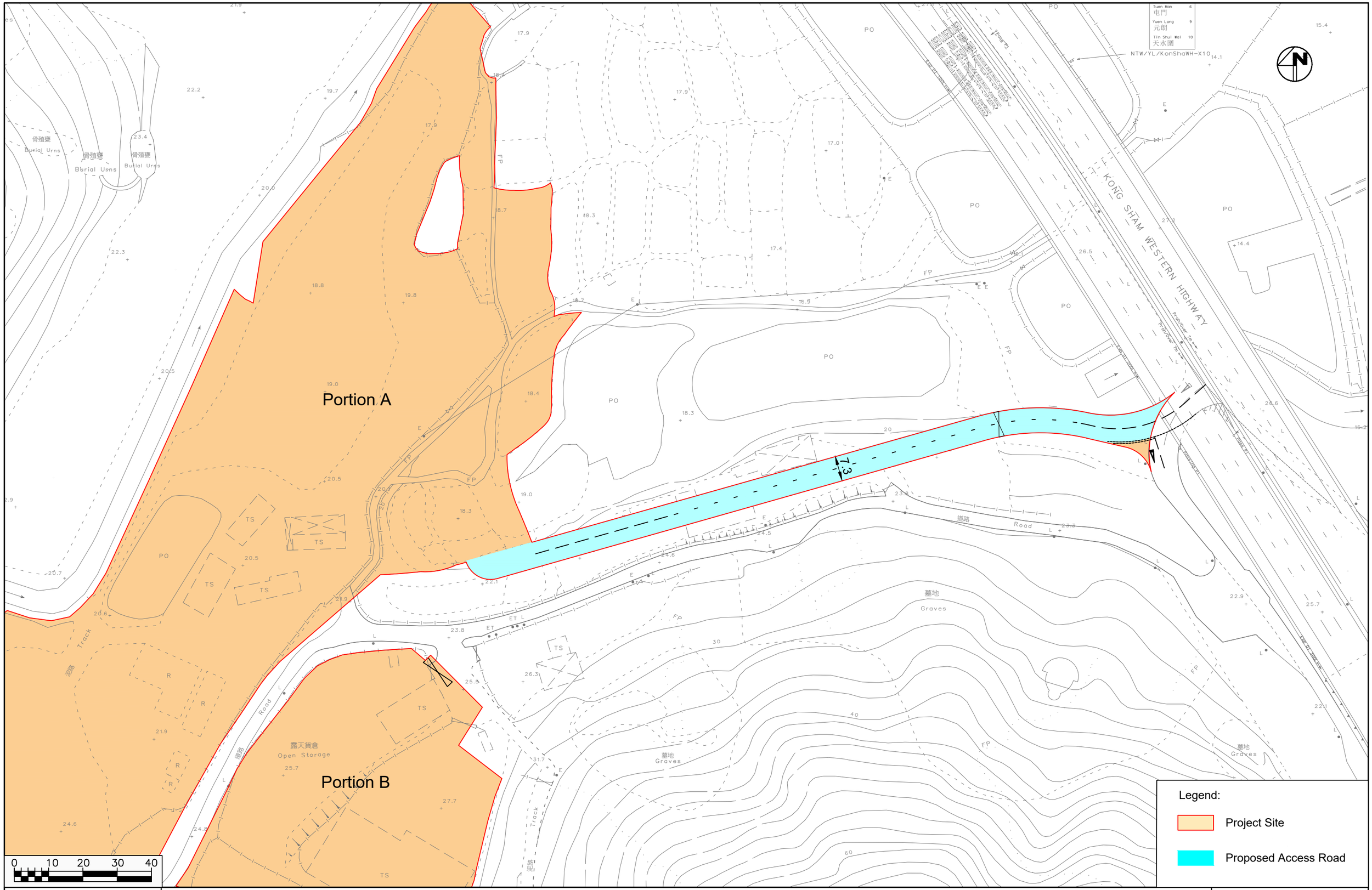
Scale 1:4000

OZZO TECHNOLOGY

Project No. 82794

Rev. B

Dwg No. Figure 2-1



Project Title

Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

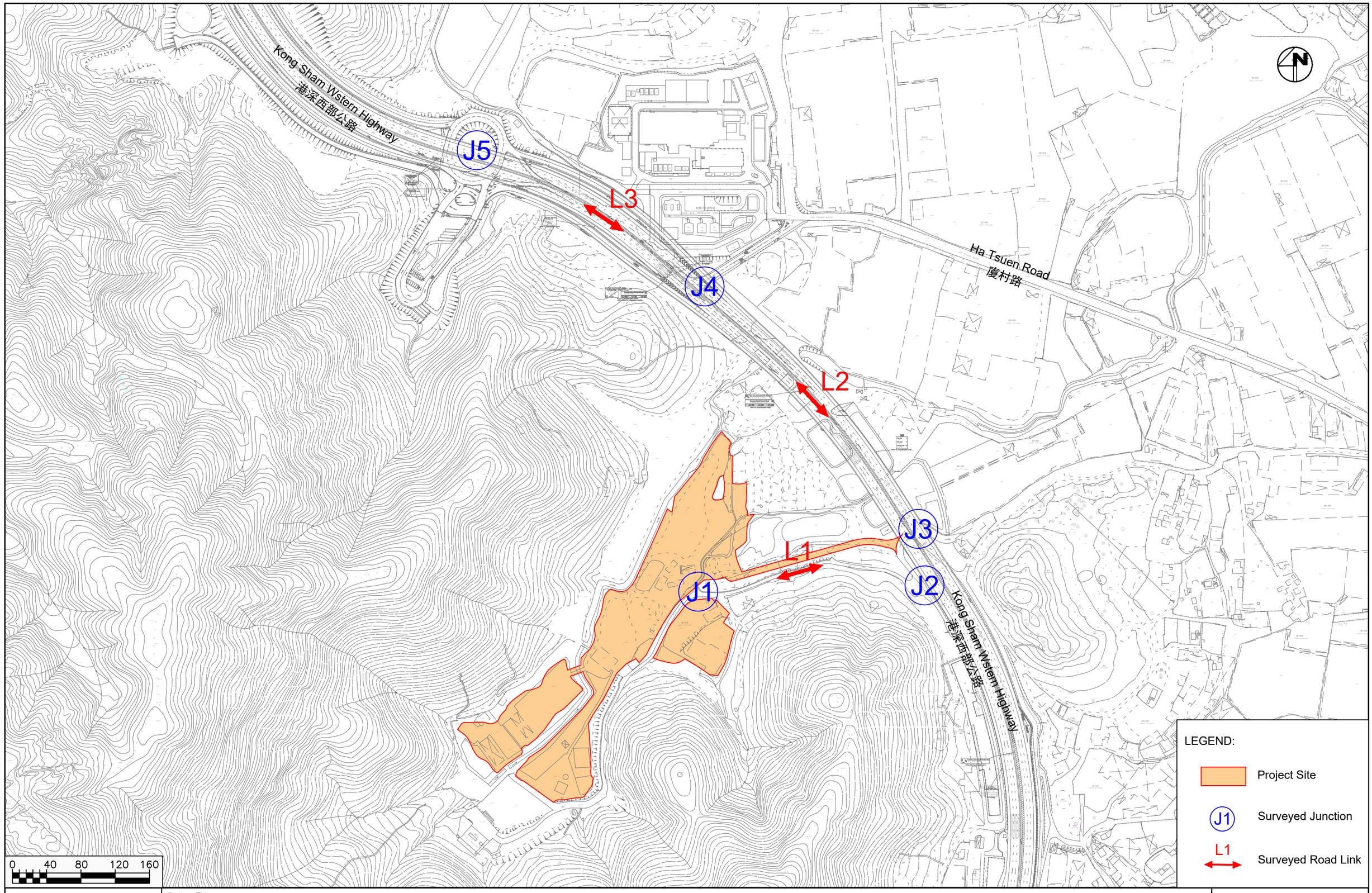
Proposed Access Road

Date	Scale
29/01/2024	1:1000

OZZO TECHNOLOGY

Project No. 82794	Rev. B
Dwg No. Figure 2-2	

X:\Ozzo\82794_Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Data\Dwg\82794_Figure 2-2B.dwg 2024/01/29 14:30:33



X:\Ozzo\82794_Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Data\Dwg\82794-Figure 3-1B.dwg 2024/01/29 13:47:00

Project Title

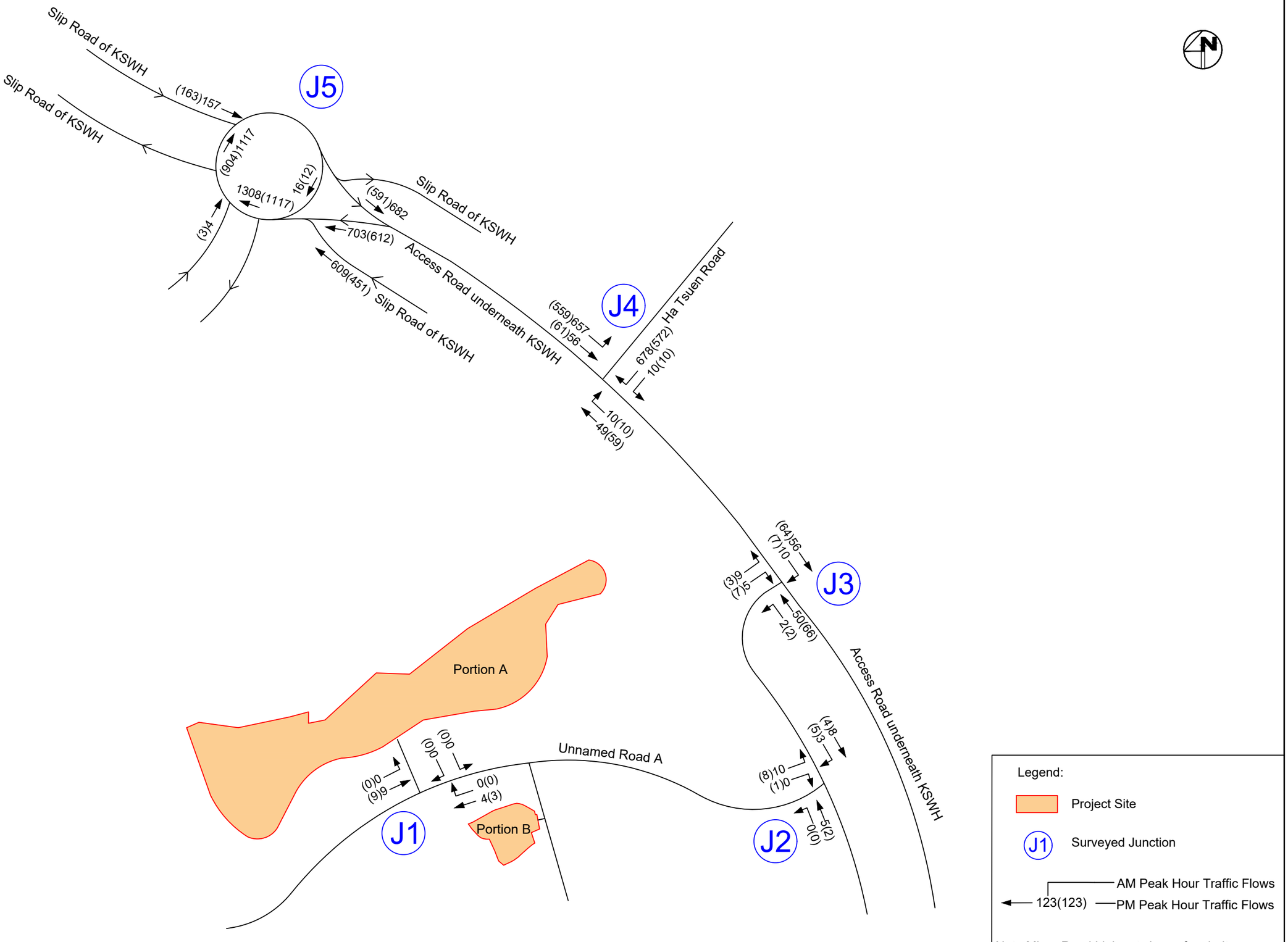
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

Locations of Types Traffic Surveyed

Date	Scale
29/01/2024	1:4000

OZZO TECHNOLOGY

Project No. 82794	Rev. B
Dwg No. Figure 3-1	



Project Title

Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

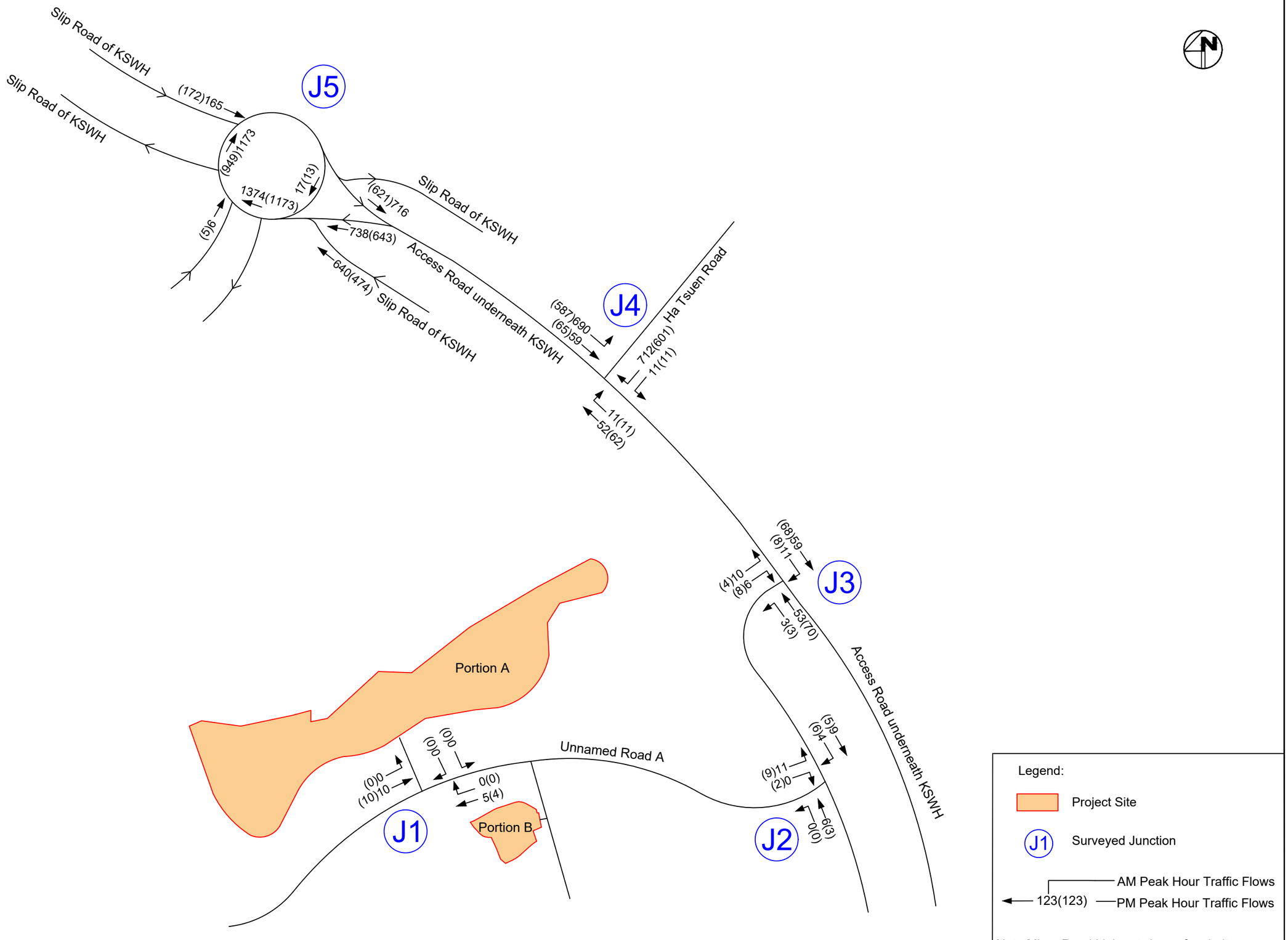
2023 Observed Peak Hour Traffic Flows

Date	Scale
10/10/2023	N.T.S

OZZO TECHNOLOGY

Project No. 82794	Rev.
Dwg No. Figure 3-2	-

X:\Ozzo\82794_Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Data\Dwg\82794-Figure 3-2.dwg 2023/10/13 19:00:40



Project Title

Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

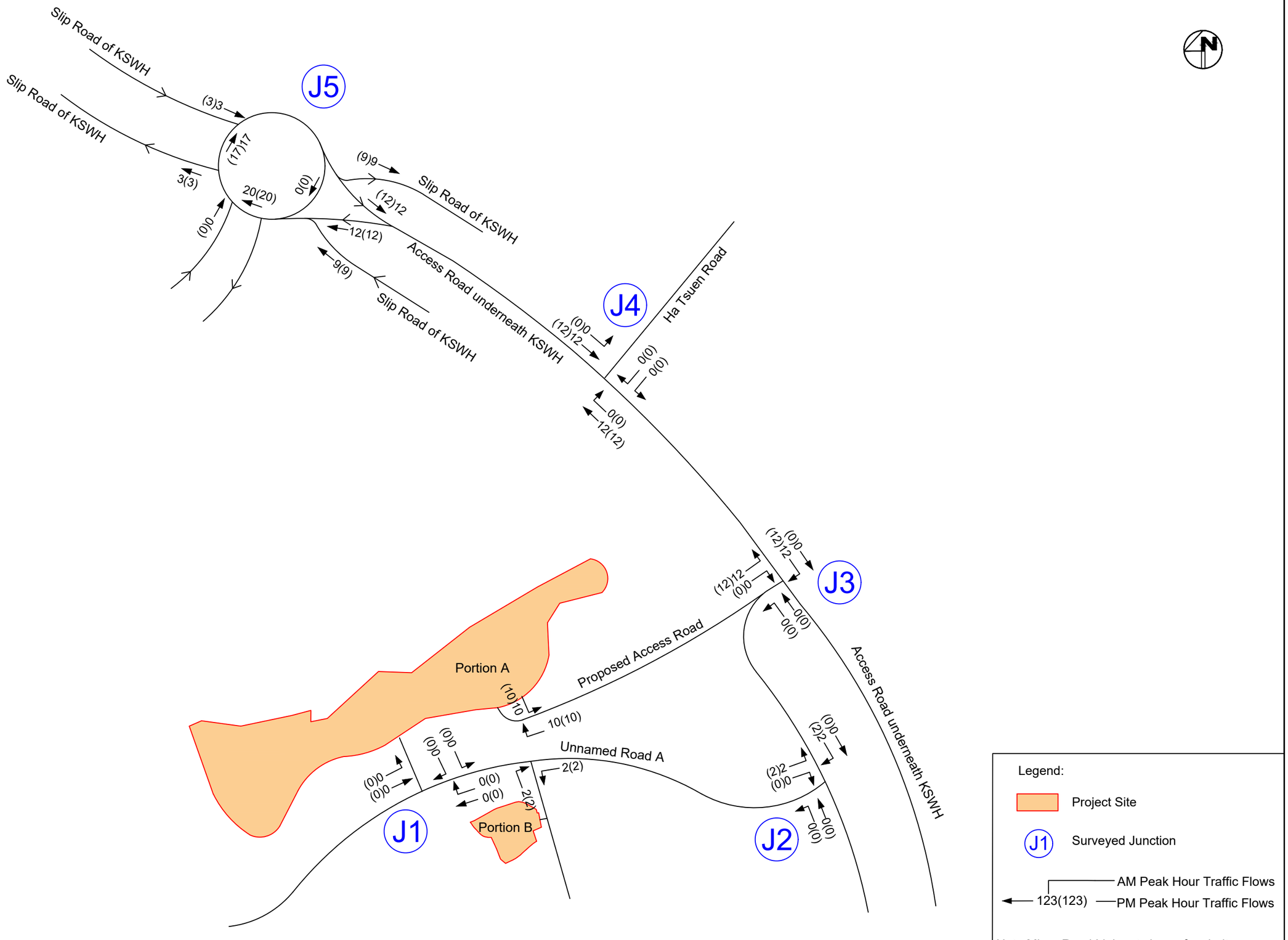
2026 Reference Peak Hour Traffic Flows

Date	Scale
10/10/2023	N.T.S

OZZO TECHNOLOGY

Project No. 82794	Rev.
Dwg No. Figure 5-1	-

X:\Ozzo\82794_Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Data\Dwg\82794_Figure 5-1.dwg 2023/10/13 19:00:06



Project Title

Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

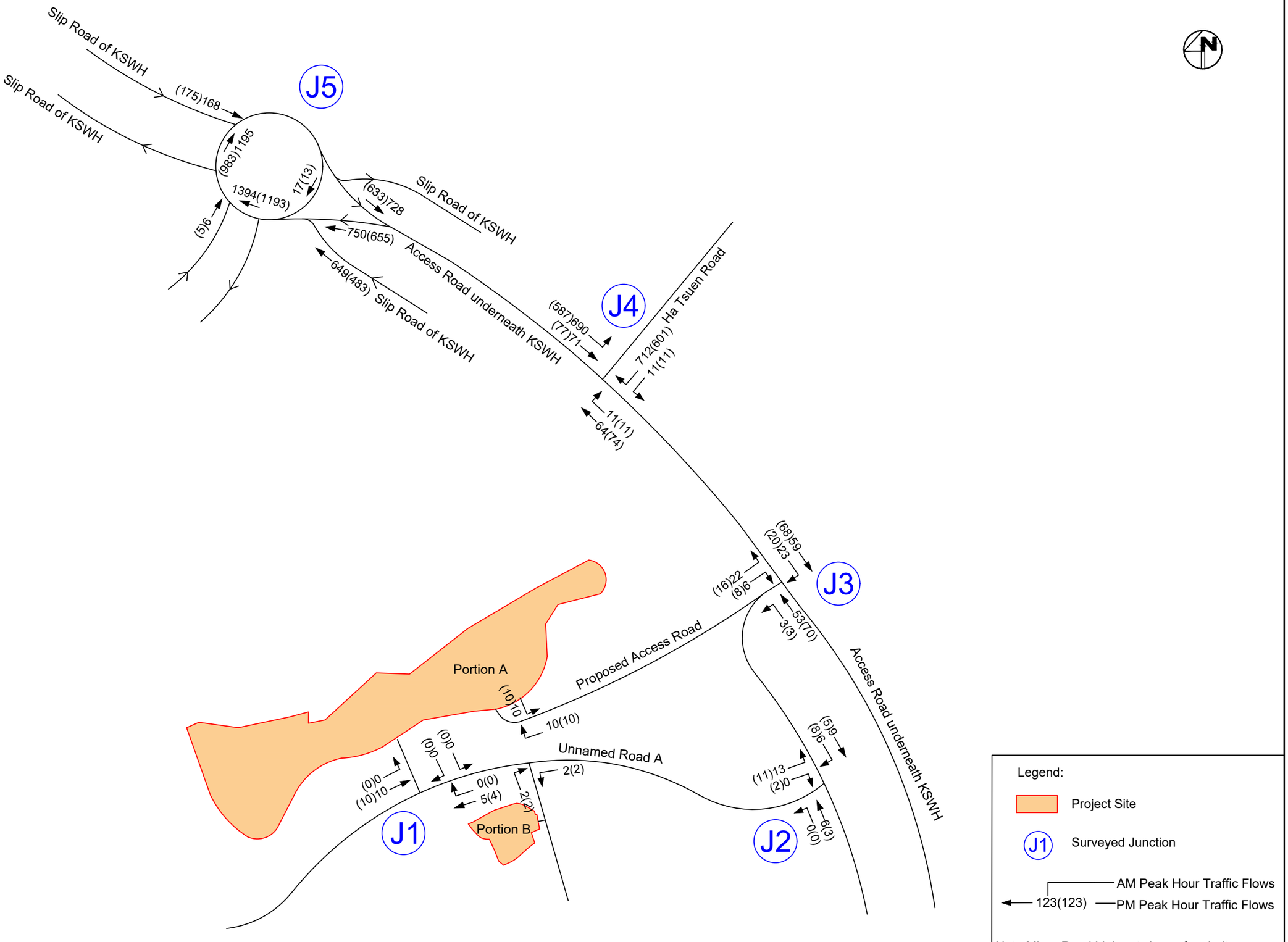
Peak Hour Development Traffic Flows

Date	Scale
10/10/2023	N.T.S

OZZO TECHNOLOGY

Project No. 82794	Rev.
Dwg No. Figure 5-2	-

X:\Ozzo\82794_Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Data\Dwg\82794_Figure 5-2.dwg 2023/10/13 18:56:05



Project Title

Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

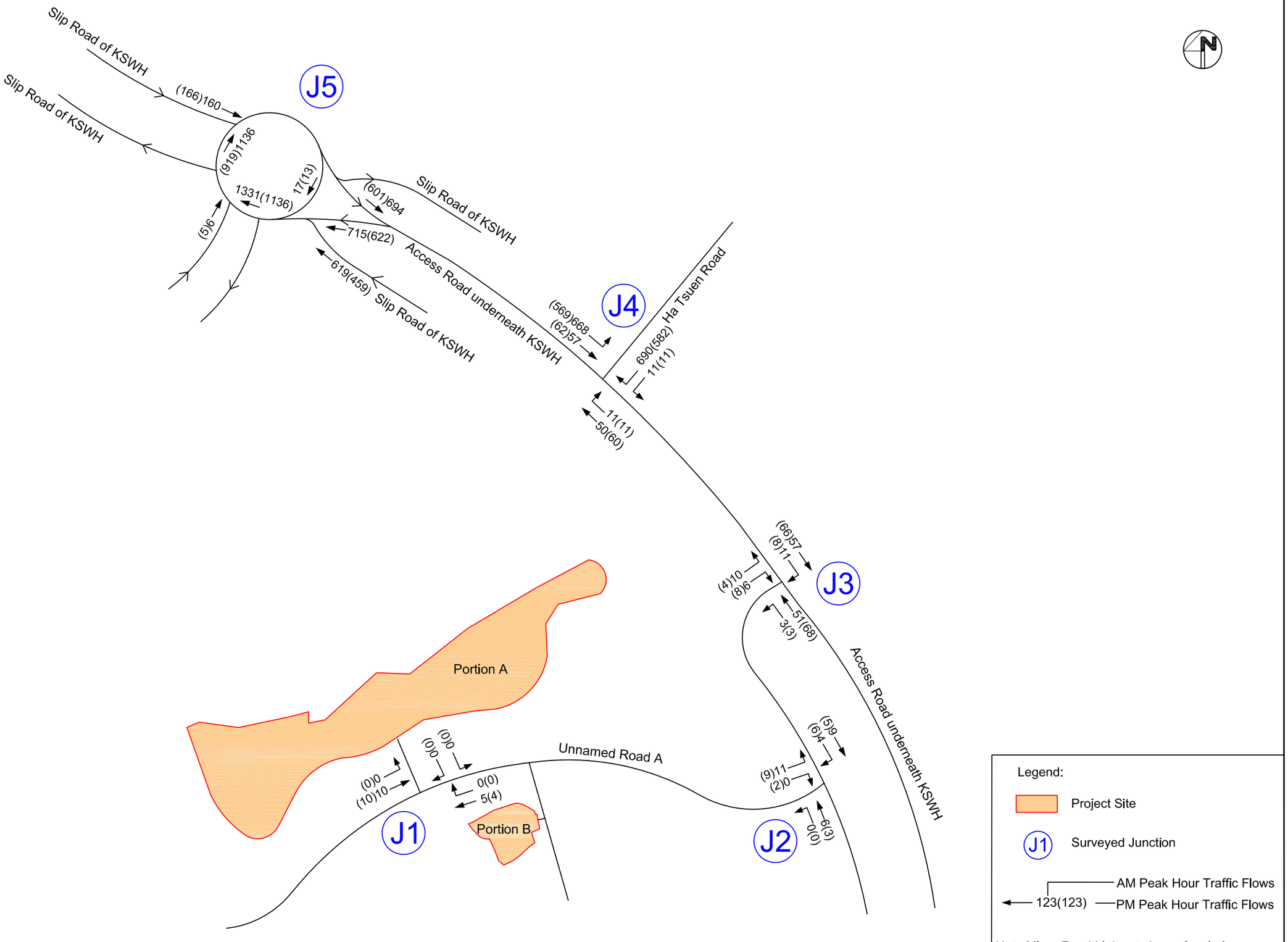
2026 Design Peak Hour Traffic Flows

Date	Scale
10/10/2023	N.T.S

OZZO TECHNOLOGY

Project No. 82794	Rev.
Dwg No. Figure 5-3	-

X:\Ozzo\82794_Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Data\Dwg\82794_Figure 5-3.dwg 2023/10/13 19:01:01



Project Title

Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

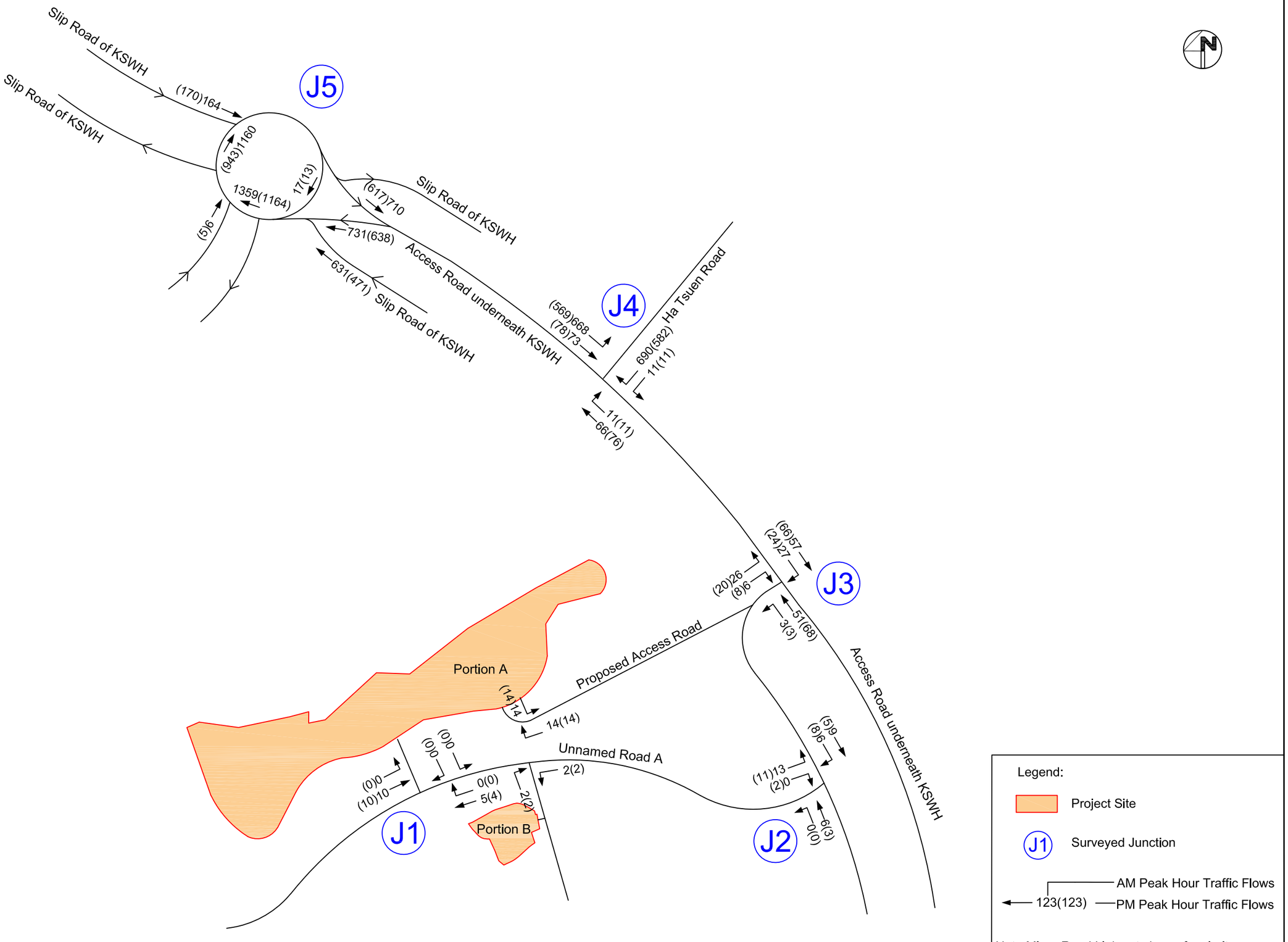
2024 Reference Peak Hour Traffic Flows

Date	Scale
22/01/2024	N.T.S

OZZO TECHNOLOGY

Project No. 82794	Rev.
Dwg No. Figure 6-1	-

X:\Ozzo\82794_Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Data\Dwg\82794-Figure 6-1.dwg 2024/01/22 17:08:27



Project Title

Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

2024 Design Peak Hour Traffic Flows

Date	Scale
22/01/2024	N.T.S

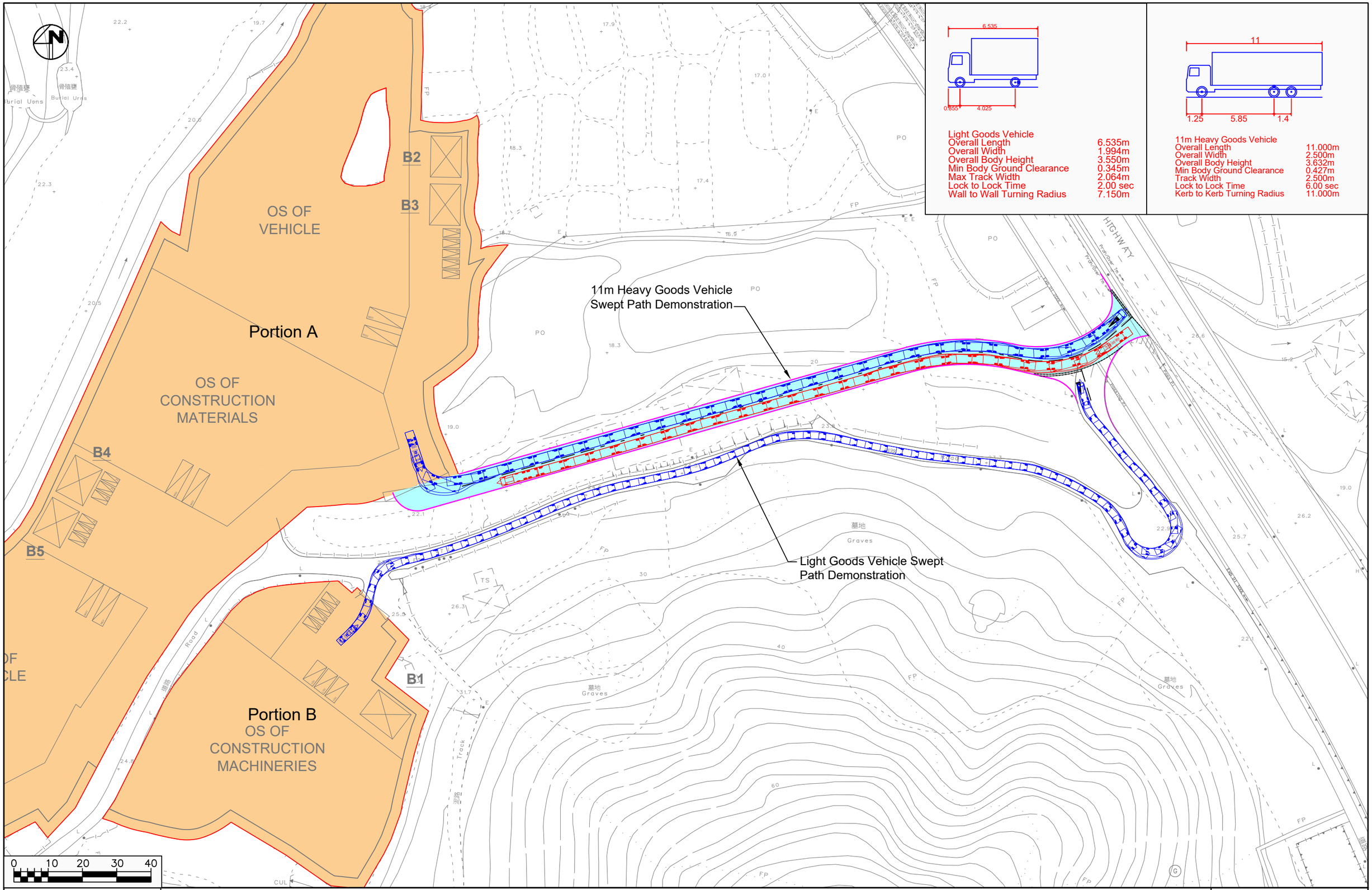
OZZO TECHNOLOGY

Project No. 82794	Rev.
Dwg No. Figure 6-2	-

X:\Ozzo\82794_Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Data\Dwg\82794-Figure 6-2.dwg 2024/01/22 17:34:39

Appendix A

Conceptual Layout Plan and Swept Path Analysis



X:\Ozzo\82794_Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long\Data\Dwg\82794_Appendix A_20231026.dwg 2023/10/26 11:52:49

Project Title

Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long

Swept Path Assessment

Date	Scale
26/10/2023	1:1000

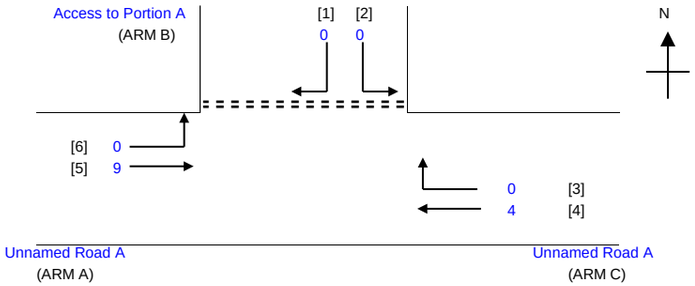
OZZO TECHNOLOGY

Project No. 82794	Rev. A
Dwg No. Appendix A	

Appendix B

2023 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J1: Unnamed Road A / Access to Portion A	**2023 AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2023 Observed AM Peak Hour Traffic Flows		Unnamed Road A_Access to Portion A_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.20	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	9	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	14	(metres)
q c-a	=	4	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	30	(metres)
Vr b-c	=	30	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6874468
E	=	0.7313264
F	=	0.8034114
Y	=	0.8551
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

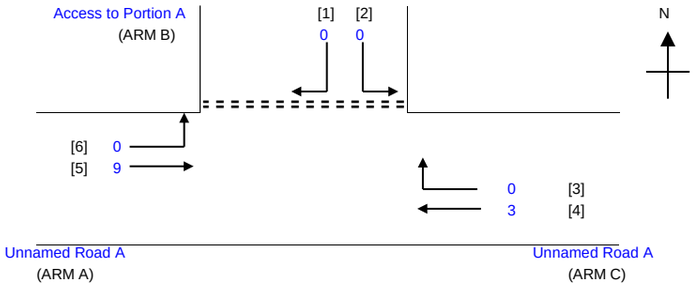
Q b-a	=	429	
Q b-c	=	543	
Q c-b	=	596	
Q b-ac	=	429	
TOTAL FLOW	=	13	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.0000

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J1: Unnamed Road A / Access to Portion A	**2023 PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2023 Observed PM Peak Hour Traffic Flows		Unnamed Road A_Access to Portion A_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.20	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	9	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	14	(metres)
q c-a	=	3	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	30	(metres)
Vr b-c	=	30	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6874468
E	=	0.7313264
F	=	0.8034114
Y	=	0.8551
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

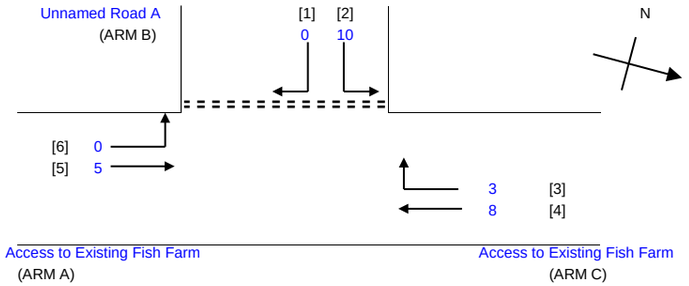
Q b-a	=	429	
Q b-c	=	543	
Q c-b	=	596	
Q b-ac	=	429	
TOTAL FLOW	=	12	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.0000

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J2: Unnamed Road A / Access to Existing Fish Farm	**2023 AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2023 Observed AM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.23	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	5	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.4	(metres)
Vr c-b	=	12	(metres)
q c-a	=	8	(pcu/hr)
q c-b	=	3	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	16	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7933051
E	=	0.8626632
F	=	0.7945994
Y	=	0.854065
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

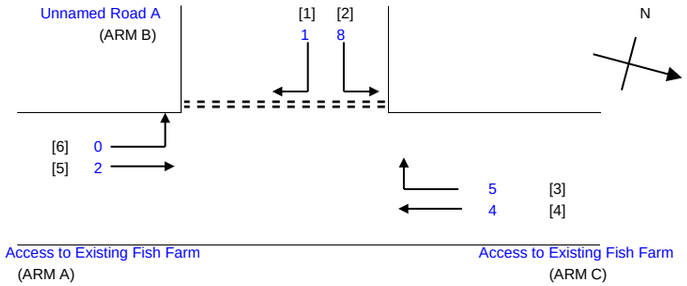
Q b-a	=	494	
Q b-c	=	641	
Q c-b	=	591	
Q b-ac	=	641	
TOTAL FLOW	=	26	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0156
DFC c-b	=	0.0051
DFC b-c (share lane)	=	0.0156

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J2: Unnamed Road A / Access to Existing Fish Farm	**2023 PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2023 Observed PM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.23	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	2	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.4	(metres)
Vr c-b	=	12	(metres)
q c-a	=	4	(pcu/hr)
q c-b	=	5	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	16	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	1	(pcu/hr)
q b-c	=	8	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7933051
E	=	0.8626632
F	=	0.7945994
Y	=	0.854065
F for (Qb-ac)	=	0.8888889

THE CAPACITY OF MOVEMENT :

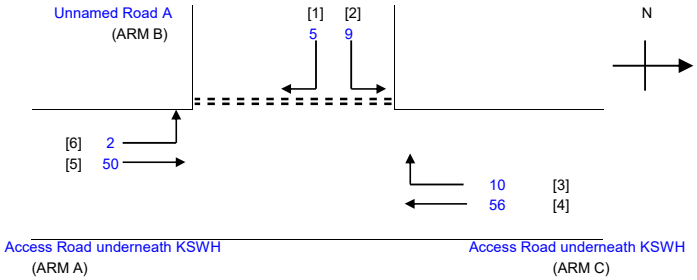
Q b-a	=	495	
Q b-c	=	642	
Q c-b	=	591	
Q b-ac	=	621	
TOTAL FLOW	=	20	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0020
DFC b-c	=	0.0125
DFC c-b	=	0.0085
DFC b-c (share lane)	=	0.0145

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J3: Unnamed Road A / Access Road underneath KSWH	**2023 AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2023 Observed AM Peak Hour Traffic Flows		oad A_Access Road underneath KSWH_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.75	(metres)
W cr	=	0	(metres)
q a-b	=	2	(pcu/hr)
q a-c	=	50	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	35	(metres)
q c-a	=	56	(pcu/hr)
q c-b	=	10	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.7	(metres)
W b-c	=	2.7	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	67	(metres)
Vr b-c	=	67	(metres)
q b-a	=	5	(pcu/hr)
q b-c	=	9	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8197501
E	=	0.8665435
F	=	0.9104787
Y	=	0.836125
F for (Qb-ac)	=	0.6428571

THE CAPACITY OF MOVEMENT :

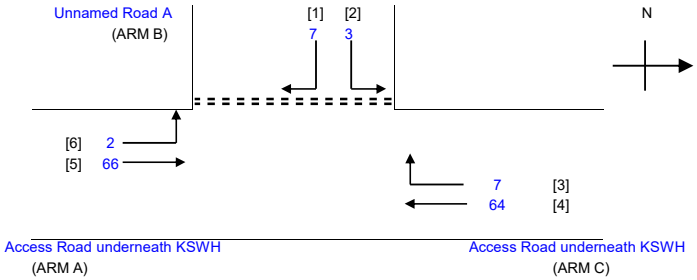
Q b-a	=	489	
Q b-c	=	632	
Q c-b	=	664	
Q b-ac	=	572	
TOTAL FLOW	=	132	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0102
DFC b-c	=	0.0142
DFC c-b	=	0.0151
DFC b-c (share lane)	=	0.0245

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J3: Unnamed Road A / Access Road underneath KSWH	**2023 PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2023 Observed PM Peak Hour Traffic Flows		oad A_Access Road underneath KSWH_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.75	(metres)
W cr	=	0	(metres)
q a-b	=	2	(pcu/hr)
q a-c	=	66	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	35	(metres)
q c-a	=	64	(pcu/hr)
q c-b	=	7	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.7	(metres)
W b-c	=	2.7	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	67	(metres)
Vr b-c	=	67	(metres)
q b-a	=	7	(pcu/hr)
q b-c	=	3	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8197501
E	=	0.8665435
F	=	0.9104787
Y	=	0.836125
F for (Qb-ac)	=	0.3

THE CAPACITY OF MOVEMENT :

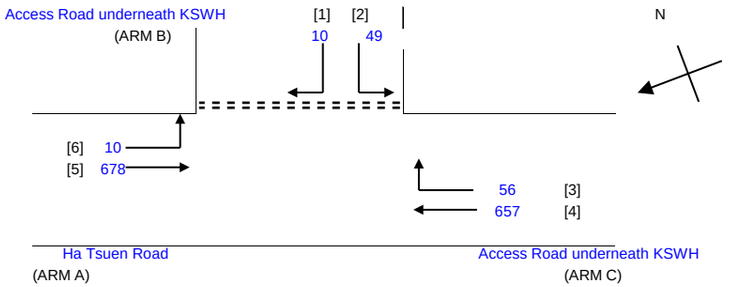
Q b-a	=	485	
Q b-c	=	628	
Q c-b	=	659	
Q b-ac	=	521	
TOTAL FLOW	=	149	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0144
DFC b-c	=	0.0048
DFC c-b	=	0.0106
DFC b-c (share lane)	=	0.0192

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J4: Access Road underneath KSWH / Ha Tsuen Road	**2023 AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2023 Observed AM Peak Hour Traffic Flows		ad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.41	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	678	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.7	(metres)
Vr c-b	=	45	(metres)
q c-a	=	657	(pcu/hr)
q c-b	=	56	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.3	(metres)
W b-c	=	1.3	(metres)
Vl b-a	=	123	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	45	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	49	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7116368
E	=	0.7233552
F	=	0.9325
Y	=	0.7445275
F for (Qb-ac)	=	0.8305085

THE CAPACITY OF MOVEMENT :

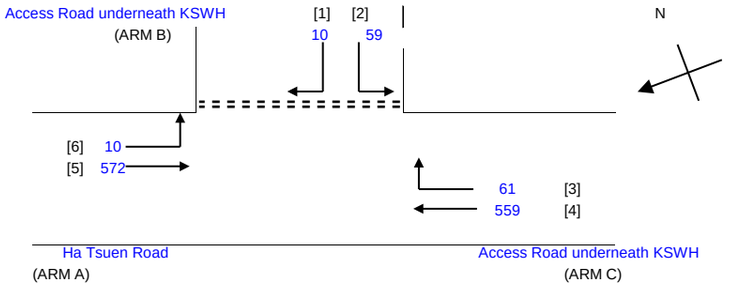
Q b-a	=	220	
Q b-c	=	405	
Q c-b	=	521	
Q b-ac	=	354	
TOTAL FLOW	=	1460	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0455
DFC b-c	=	0.1210
DFC c-b	=	0.1075
DFC b-c (share lane)	=	0.1664

CRITICAL DFC = 0.17

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J4: Access Road underneath KSWH / Ha Tsuen Road	**2023 PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2023 Observed PM Peak Hour Traffic Flows		ad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.41	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	572	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.7	(metres)
Vr c-b	=	45	(metres)
q c-a	=	559	(pcu/hr)
q c-b	=	61	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.3	(metres)
W b-c	=	1.3	(metres)
Vl b-a	=	123	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	45	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	59	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7116368
E	=	0.7233552
F	=	0.9325
Y	=	0.7445275
F for (Qb-ac)	=	0.8550725

THE CAPACITY OF MOVEMENT :

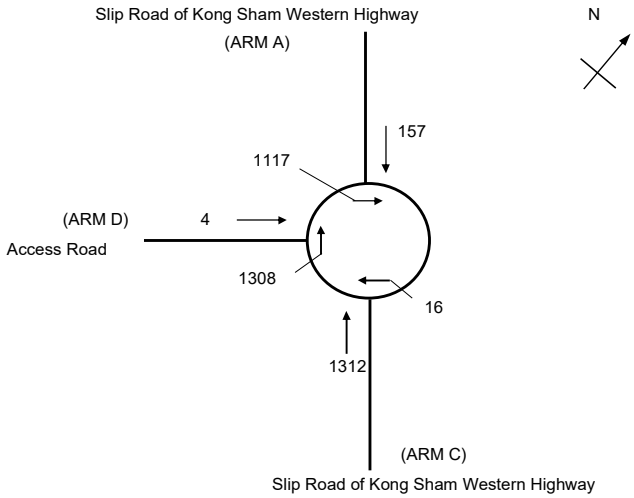
Q b-a	=	250	
Q b-c	=	426	
Q c-b	=	548	
Q b-ac	=	387	
TOTAL FLOW	=	1271	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0400
DFC b-c	=	0.1385
DFC c-b	=	0.1113
DFC b-c (share lane)	=	0.1785

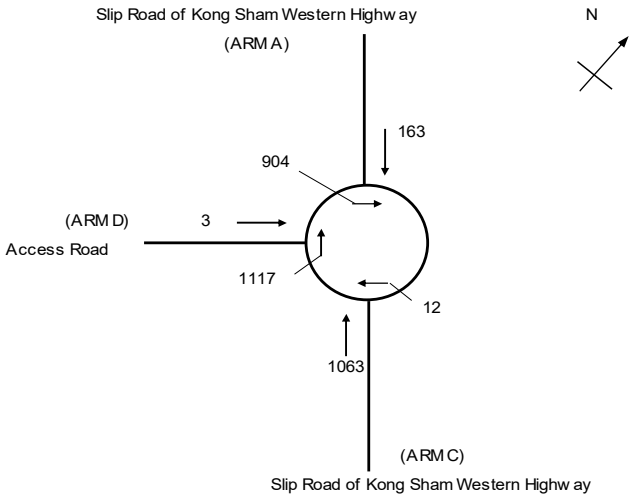
CRITICAL DFC = 0.18

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J5: KSWH Roundabout	**2023 AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2023 Observed AM Peak Hour Traffic Flows		J5_KSWH Roundabout_R.xls	REVIEWED BY:	PCN	Oct-23



ARM			A	C	D			
INPUT PARAMETERS:								
V	=	Approach half width (m)	4.0	7.9	8.2			
E	=	Entry width (m)	6.7	7.9	9.3			
L	=	Effective length of flare (m)	4.8	1.0	1.8			
R	=	Entry radius (m)	30.0	100.0	10.0			
D	=	Inscribed circle diameter (m)	71.0	71.0	71.0			
A	=	Entry angle (degree)	12.0	31.0	21.0			
Q	=	Entry flow (pcu/h)	157	1312	4			
Qc	=	Circulating flow across entry (pcu/h)	1117	16	1308			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.90	0.00	0.98			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.04	0.98			
X2	=	V + ((E-V)/(1+2S))	4.96	7.90	8.57			
M	=	EXP((D-60)/10)	3	3	3			
F	=	303*X2	1504	2394	2597			
Td	=	1+(0.5/(1+M))	1.12	1.12	1.12			
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.61	0.64			
Qe	=	K(F-Fc*Qc)	1055	2469	1728	Total In Sum =	1473	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.15	0.53	0.00	DFC of Critical Approach =	0.53	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J5: KSWH Roundabout	**2023 PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2023 Observed PM Peak Hour Traffic Flows		J5_KSWH Roundabout_R.xls	REVIEWED BY:	PCN	Oct-23

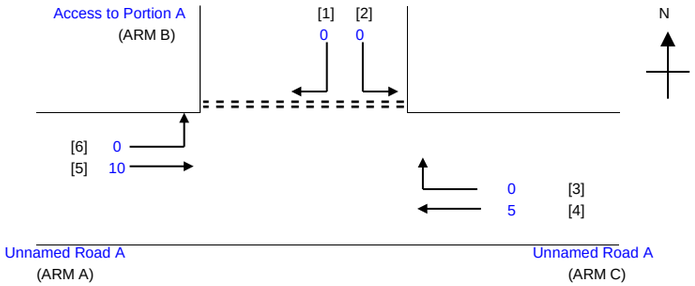


ARM			A	C	D			
INPUT PARAMETERS:								
V	=	Approach half width (m)	4.0	7.9	8.2			
E	=	Entry width (m)	6.7	7.9	9.3			
L	=	Effective length of flare (m)	4.8	1.0	1.8			
R	=	Entry radius (m)	30.0	100.0	10.0			
D	=	Inscribed circle diameter (m)	71.0	71.0	71.0			
A	=	Entry angle (degree)	12.0	31.0	21.0			
Q	=	Entry flow (pcu/h)	163	1063	3			
Qc	=	Circulating flow across entry (pcu/h)	904	12	1117			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.90	0.00	0.98			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.04	0.98			
X2	=	V + ((E-V)/(1+2S))	4.96	7.90	8.57			
M	=	EXP((D-60)/10)	3	3	3			
F	=	303*X2	1504	2394	2597			
Td	=	1+(0.5/(1+M))	1.12	1.12	1.12			
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.61	0.64			
Qe	=	K(F-Fc*Qc)	1164	2471	1848	Total In Sum =	1229	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.14	0.43	0.00	DFC of Critical Approach =	0.43	

Appendix C

2026 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J1: Unnamed Road A / Access to Portion A	**2026Ref_AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Reference AM Peak Hour Traffic Flows		Unnamed Road A_Access to Portion A_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.20	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	10	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	14	(metres)
q c-a	=	5	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	30	(metres)
Vr b-c	=	30	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6874468
E	=	0.7313264
F	=	0.8034114
Y	=	0.8551
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

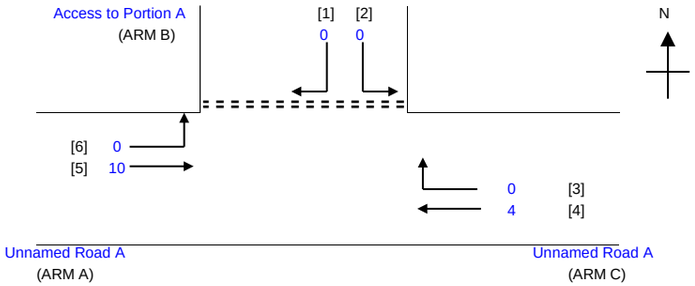
Q b-a	=	428	
Q b-c	=	543	
Q c-b	=	596	
Q b-ac	=	428	
TOTAL FLOW	=	15	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.0000

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J1: Unnamed Road A / Access to Portion A	**2026Ref_PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Reference PM Peak Hour Traffic Flows		Unnamed Road A_Access to Portion A_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.20	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	10	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	14	(metres)
q c-a	=	4	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	30	(metres)
Vr b-c	=	30	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6874468
E	=	0.7313264
F	=	0.8034114
Y	=	0.8551
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

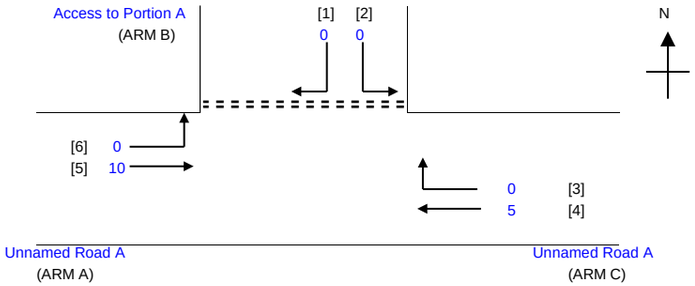
Q b-a	=	428	
Q b-c	=	543	
Q c-b	=	596	
Q b-ac	=	428	
TOTAL FLOW	=	14	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.0000

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J1: Unnamed Road A / Access to Portion A	**2026Des_AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Design AM Peak Hour Traffic Flows		Unnamed Road A_Access to Portion A_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.20	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	10	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	14	(metres)
q c-a	=	5	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	30	(metres)
Vr b-c	=	30	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6874468
E	=	0.7313264
F	=	0.8034114
Y	=	0.8551
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

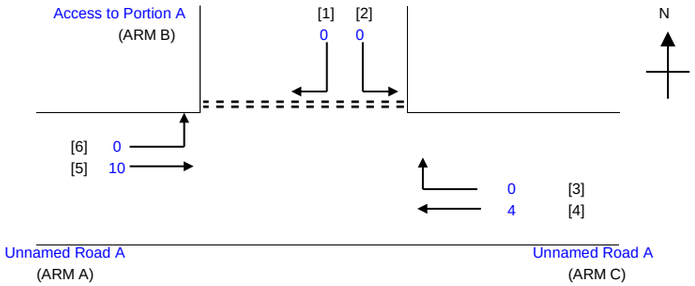
Q b-a	=	428	
Q b-c	=	543	
Q c-b	=	596	
Q b-ac	=	428	
TOTAL FLOW	=	15	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.0000

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J1: Unnamed Road A / Access to Portion A	**2026Des_PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Design PM Peak Hour Traffic Flows		Unnamed Road A_Access to Portion A_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.20	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	10	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	14	(metres)
q c-a	=	4	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	30	(metres)
Vr b-c	=	30	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6874468
E	=	0.7313264
F	=	0.8034114
Y	=	0.8551
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

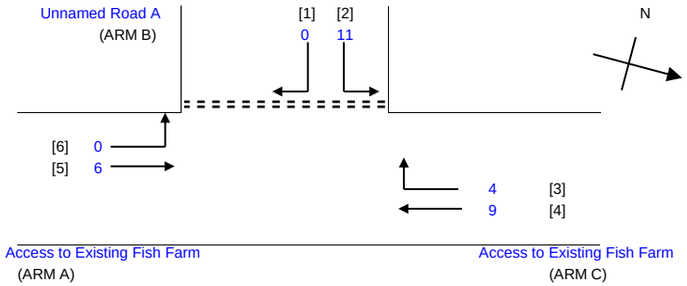
Q b-a	=	428	
Q b-c	=	543	
Q c-b	=	596	
Q b-ac	=	428	
TOTAL FLOW	=	14	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.0000

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J2: Unnamed Road A / Access to Existing Fish Farm	**2026Ref_AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Reference AM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.23	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	6	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.4	(metres)
Vr c-b	=	12	(metres)
q c-a	=	9	(pcu/hr)
q c-b	=	4	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	16	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	11	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7933051
E	=	0.8626632
F	=	0.7945994
Y	=	0.854065
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

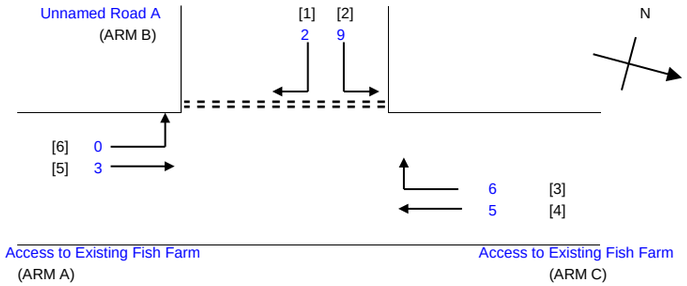
Q b-a	=	493	
Q b-c	=	641	
Q c-b	=	590	
Q b-ac	=	641	
TOTAL FLOW	=	30	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0172
DFC c-b	=	0.0068
DFC b-c (share lane)	=	0.0172

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J2: Unnamed Road A / Access to Existing Fish Farm	**2026Ref_PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Reference PM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.23	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	3	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.4	(metres)
Vr c-b	=	12	(metres)
q c-a	=	5	(pcu/hr)
q c-b	=	6	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	16	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	9	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7933051
E	=	0.8626632
F	=	0.7945994
Y	=	0.854065
F for (Qb-ac)	=	0.8181818

THE CAPACITY OF MOVEMENT :

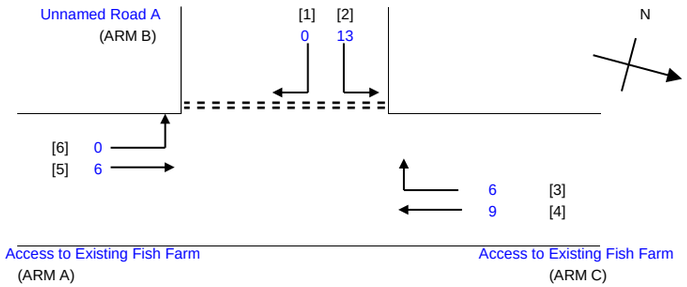
Q b-a	=	494	
Q b-c	=	642	
Q c-b	=	591	
Q b-ac	=	609	
TOTAL FLOW	=	25	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0040
DFC b-c	=	0.0140
DFC c-b	=	0.0102
DFC b-c (share lane)	=	0.0181

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J2: Unnamed Road A / Access to Existing Fish Farm	**2026Des_AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Design AM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.23	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	6	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.4	(metres)
Vr c-b	=	12	(metres)
q c-a	=	9	(pcu/hr)
q c-b	=	6	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	16	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	13	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7933051
E	=	0.8626632
F	=	0.7945994
Y	=	0.854065
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

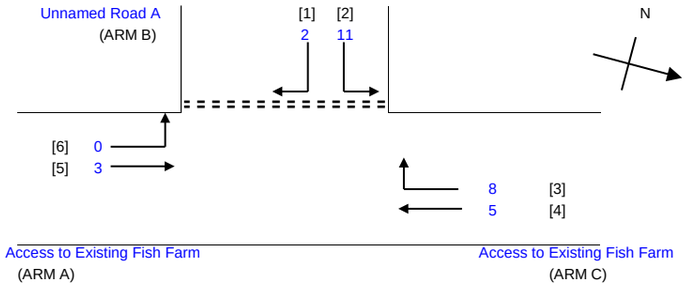
Q b-a	=	492
Q b-c	=	641
Q c-b	=	590
Q b-ac	=	641
TOTAL FLOW	=	34 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0203
DFC c-b	=	0.0102
DFC b-c (share lane)	=	0.0203

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J2: Unnamed Road A / Access to Existing Fish Farm	**2026Des_PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Design PM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.23	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	3	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.4	(metres)
Vr c-b	=	12	(metres)
q c-a	=	5	(pcu/hr)
q c-b	=	8	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	16	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	11	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7933051
E	=	0.8626632
F	=	0.7945994
Y	=	0.854065
F for (Qb-ac)	=	0.8461538

THE CAPACITY OF MOVEMENT :

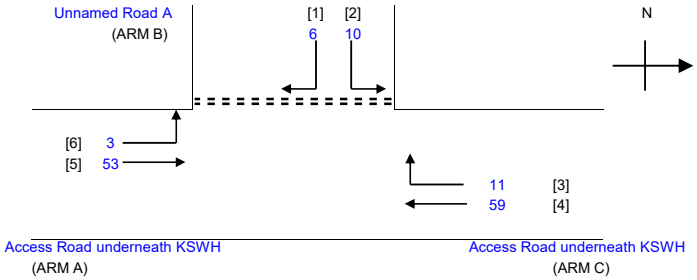
Q b-a	=	493	
Q b-c	=	642	
Q c-b	=	591	
Q b-ac	=	613	
TOTAL FLOW	=	29	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0041
DFC b-c	=	0.0171
DFC c-b	=	0.0135
DFC b-c (share lane)	=	0.0212

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J3: Unnamed Road A / Access Road underneath KSWH	**2026Ref_AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Reference AM Peak Hour Traffic Flows		oad A_Access Road underneath KSWH_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.75	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	53	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	35	(metres)
q c-a	=	59	(pcu/hr)
q c-b	=	11	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.7	(metres)
W b-c	=	2.7	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	67	(metres)
Vr b-c	=	67	(metres)
q b-a	=	6	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8197501
E	=	0.8665435
F	=	0.9104787
Y	=	0.836125
F for (Qb-ac)	=	0.625

THE CAPACITY OF MOVEMENT :

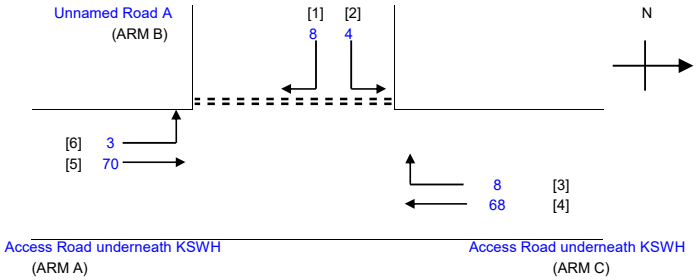
Q b-a	=	487	
Q b-c	=	631	
Q c-b	=	663	
Q b-ac	=	568	
TOTAL FLOW	=	142	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0123
DFC b-c	=	0.0158
DFC c-b	=	0.0166
DFC b-c (share lane)	=	0.0282

CRITICAL DFC = 0.03

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J3: Unnamed Road A / Access Road underneath KSWH	**2026Ref_PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Reference PM Peak Hour Traffic Flows		oad A_Access Road underneath KSWH_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.75	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	70	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	35	(metres)
q c-a	=	68	(pcu/hr)
q c-b	=	8	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.7	(metres)
W b-c	=	2.7	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	67	(metres)
Vr b-c	=	67	(metres)
q b-a	=	8	(pcu/hr)
q b-c	=	4	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8197501
E	=	0.8665435
F	=	0.9104787
Y	=	0.836125
F for (Qb-ac)	=	0.3333333

THE CAPACITY OF MOVEMENT :

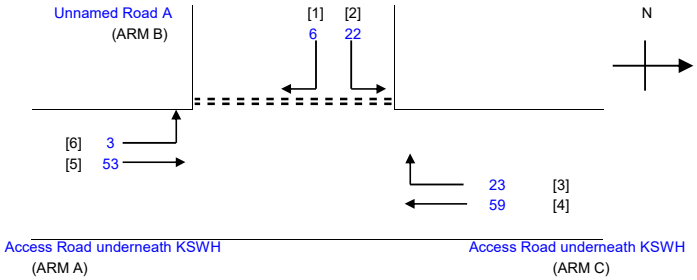
Q b-a	=	483	
Q b-c	=	627	
Q c-b	=	658	
Q b-ac	=	523	
TOTAL FLOW	=	161	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0166
DFC b-c	=	0.0064
DFC c-b	=	0.0122
DFC b-c (share lane)	=	0.0229

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J3: Unnamed Road A / Access Road underneath KSWH	**2026Des_AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Design AM Peak Hour Traffic Flows		oad A_Access Road underneath KSWH_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.75	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	53	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	35	(metres)
q c-a	=	59	(pcu/hr)
q c-b	=	23	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.7	(metres)
W b-c	=	2.7	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	67	(metres)
Vr b-c	=	67	(metres)
q b-a	=	6	(pcu/hr)
q b-c	=	22	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8197501
E	=	0.8665435
F	=	0.9104787
Y	=	0.836125
F for (Qb-ac)	=	0.7857143

THE CAPACITY OF MOVEMENT :

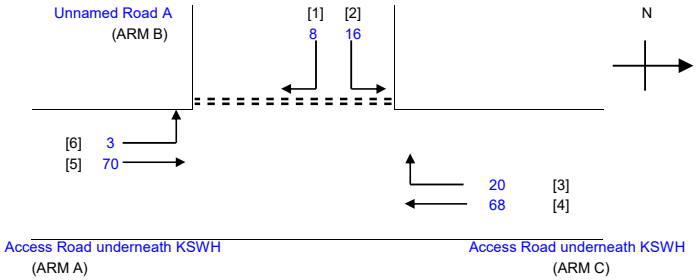
Q b-a	=	483	
Q b-c	=	631	
Q c-b	=	663	
Q b-ac	=	592	
TOTAL FLOW	=	166	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0124
DFC b-c	=	0.0349
DFC c-b	=	0.0347
DFC b-c (share lane)	=	0.0473

CRITICAL DFC = 0.05

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J3: Unnamed Road A / Access Road underneath KSWH	**2026Des_PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Design PM Peak Hour Traffic Flows		oad A_Access Road underneath KSWH_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.75	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	70	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	35	(metres)
q c-a	=	68	(pcu/hr)
q c-b	=	20	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.7	(metres)
W b-c	=	2.7	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	67	(metres)
Vr b-c	=	67	(metres)
q b-a	=	8	(pcu/hr)
q b-c	=	16	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8197501
E	=	0.8665435
F	=	0.9104787
Y	=	0.836125
F for (Qb-ac)	=	0.6666667

THE CAPACITY OF MOVEMENT :

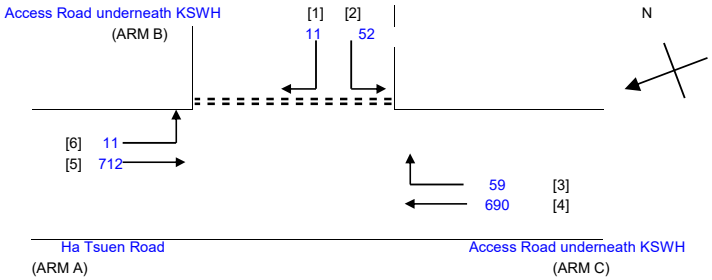
Q b-a	=	478	
Q b-c	=	627	
Q c-b	=	658	
Q b-ac	=	568	
TOTAL FLOW	=	185	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0167
DFC b-c	=	0.0255
DFC c-b	=	0.0304
DFC b-c (share lane)	=	0.0423

CRITICAL DFC = 0.04

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J4: Access Road underneath KSWH / Ha Tsuen Road	**2026Ref_AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Reference AM Peak Hour Traffic Flows		ad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.41	(metres)
W cr	=	0	(metres)
q a-b	=	11	(pcu/hr)
q a-c	=	712	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.7	(metres)
Vr c-b	=	45	(metres)
q c-a	=	690	(pcu/hr)
q c-b	=	59	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.3	(metres)
W b-c	=	1.3	(metres)
Vl b-a	=	123	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	45	(metres)
q b-a	=	11	(pcu/hr)
q b-c	=	52	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7116368
E	=	0.7233552
F	=	0.9325
Y	=	0.7445275
F for (Qb-ac)	=	0.8253968

THE CAPACITY OF MOVEMENT :

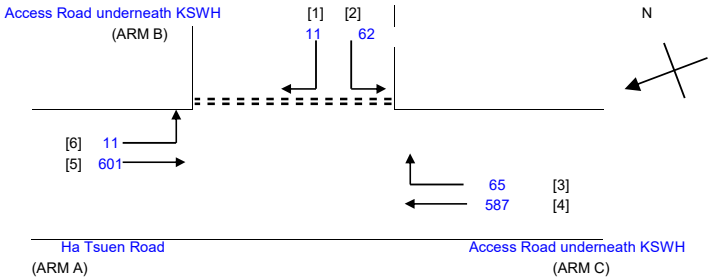
Q b-a	=	208	
Q b-c	=	398	
Q c-b	=	512	
Q b-ac	=	343	
TOTAL FLOW	=	1535	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0529
DFC b-c	=	0.1307
DFC c-b	=	0.1152
DFC b-c (share lane)	=	0.1835

CRITICAL DFC = 0.18

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J4: Access Road underneath KSWH / Ha Tsuen Road	**2026Ref_PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Reference PM Peak Hour Traffic Flows		ad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.41	(metres)
W cr	=	0	(metres)
q a-b	=	11	(pcu/hr)
q a-c	=	601	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.7	(metres)
Vr c-b	=	45	(metres)
q c-a	=	587	(pcu/hr)
q c-b	=	65	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.3	(metres)
W b-c	=	1.3	(metres)
Vl b-a	=	123	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	45	(metres)
q b-a	=	11	(pcu/hr)
q b-c	=	62	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7116368
E	=	0.7233552
F	=	0.9325
Y	=	0.7445275
F for (Qb-ac)	=	0.8493151

THE CAPACITY OF MOVEMENT :

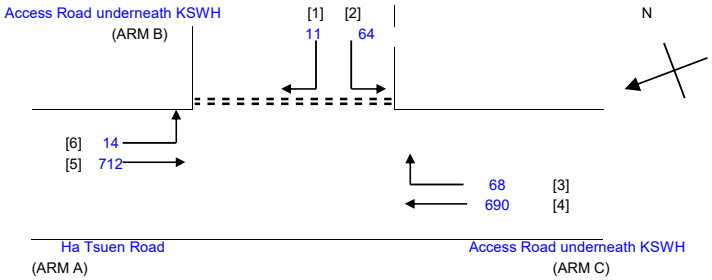
Q b-a	=	240	
Q b-c	=	420	
Q c-b	=	540	
Q b-ac	=	377	
TOTAL FLOW	=	1337	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0458
DFC b-c	=	0.1476
DFC c-b	=	0.1204
DFC b-c (share lane)	=	0.1935

CRITICAL DFC = 0.19

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J4: Access Road underneath KSWH / Ha Tsuen Road	**2026Des_AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Design AM Peak Hour Traffic Flows		ad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.41	(metres)
W cr	=	0	(metres)
q a-b	=	14	(pcu/hr)
q a-c	=	712	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.7	(metres)
Vr c-b	=	45	(metres)
q c-a	=	690	(pcu/hr)
q c-b	=	68	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.3	(metres)
W b-c	=	1.3	(metres)
Vl b-a	=	123	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	45	(metres)
q b-a	=	11	(pcu/hr)
q b-c	=	64	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7116368
E	=	0.7233552
F	=	0.9325
Y	=	0.7445275
F for (Qb-ac)	=	0.8533333

THE CAPACITY OF MOVEMENT :

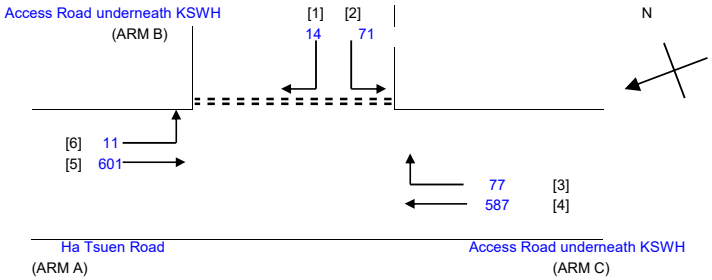
Q b-a	=	205	
Q b-c	=	398	
Q c-b	=	511	
Q b-ac	=	350	
TOTAL FLOW	=	1559	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0537
DFC b-c	=	0.1608
DFC c-b	=	0.1331
DFC b-c (share lane)	=	0.2145

CRITICAL DFC = 0.21

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J4: Access Road underneath KSWH / Ha Tsuen Road	**2026Des_PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Design PM Peak Hour Traffic Flows		ad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN	Oct-23



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.41	(metres)
W cr	=	0	(metres)
q a-b	=	11	(pcu/hr)
q a-c	=	601	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.7	(metres)
Vr c-b	=	45	(metres)
q c-a	=	587	(pcu/hr)
q c-b	=	77	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.3	(metres)
W b-c	=	1.3	(metres)
Vl b-a	=	123	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	45	(metres)
q b-a	=	14	(pcu/hr)
q b-c	=	71	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7116368
E	=	0.7233552
F	=	0.9325
Y	=	0.7445275
F for (Qb-ac)	=	0.8352941

THE CAPACITY OF MOVEMENT :

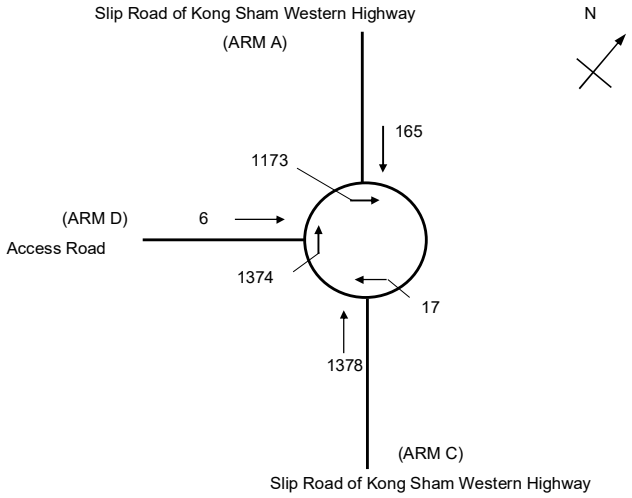
Q b-a	=	237	
Q b-c	=	420	
Q c-b	=	540	
Q b-ac	=	373	
TOTAL FLOW	=	1361	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0591
DFC b-c	=	0.1690
DFC c-b	=	0.1426
DFC b-c (share lane)	=	0.2281

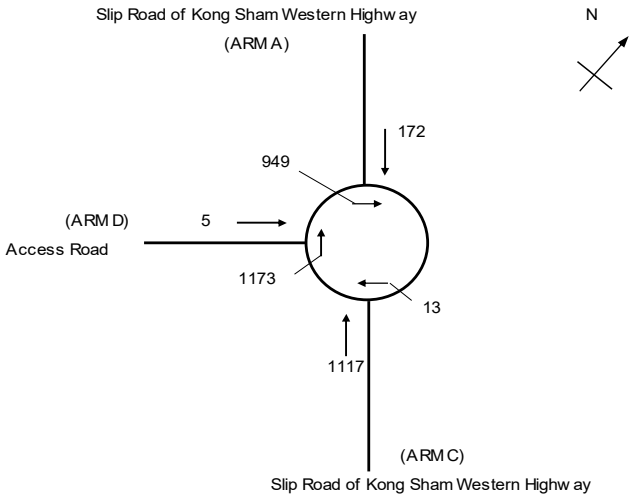
CRITICAL DFC = 0.23

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J5: KSWH Roundabout	**2026Ref_AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Reference AM Peak Hour Traffic Flows		J5_KSWH Roundabout_R.xls	REVIEWED BY:	PCN	Oct-23



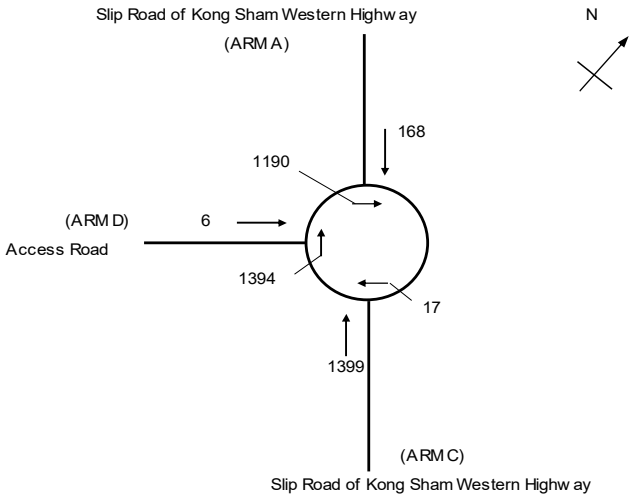
ARM			A	C	D			
INPUT PARAMETERS:								
V	=	Approach half width (m)	4.0	7.9	8.2			
E	=	Entry width (m)	6.7	7.9	9.3			
L	=	Effective length of flare (m)	4.8	1.0	1.8			
R	=	Entry radius (m)	30.0	100.0	10.0			
D	=	Inscribed circle diameter (m)	71.0	71.0	71.0			
A	=	Entry angle (degree)	12.0	31.0	21.0			
Q	=	Entry flow (pcu/h)	165	1378	6			
Qc	=	Circulating flow across entry (pcu/h)	1173	17	1374			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.90	0.00	0.98			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.04	0.98			
X2	=	V + ((E-V)/(1+2S))	4.96	7.90	8.57			
M	=	EXP((D-60)/10)	3	3	3			
F	=	303*X2	1504	2394	2597			
Td	=	1+(0.5/(1+M))	1.12	1.12	1.12			
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.61	0.64			
Qe	=	K(F-Fc*Qc)	1027	2468	1686	Total In Sum =	1549	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.16	0.56	0.00	DFC of Critical Approach =	0.56	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J5: KSWH Roundabout	**2026Ref_PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Reference PM Peak Hour Traffic Flows		J5_KSWH Roundabout_R.xls	REVIEWED BY:	PCN	Oct-23



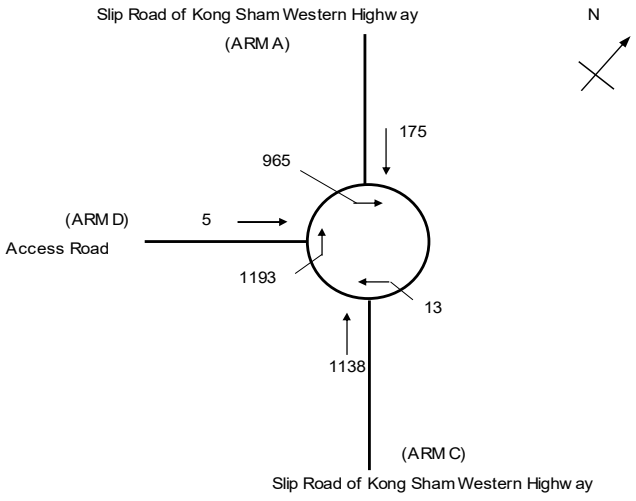
ARM			A	C	D			
INPUT PARAMETERS:								
V	=	Approach half width (m)	4.0	7.9	8.2			
E	=	Entry width (m)	6.7	7.9	9.3			
L	=	Effective length of flare (m)	4.8	1.0	1.8			
R	=	Entry radius (m)	30.0	100.0	10.0			
D	=	Inscribed circle diameter (m)	71.0	71.0	71.0			
A	=	Entry angle (degree)	12.0	31.0	21.0			
Q	=	Entry flow (pcu/h)	172	1117	5			
Qc	=	Circulating flow across entry (pcu/h)	949	13	1173			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.90	0.00	0.98			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.04	0.98			
X2	=	V + ((E-V)/(1+2S))	4.96	7.90	8.57			
M	=	EXP((D-60)/10)	3	3	3			
F	=	303*X2	1504	2394	2597			
Td	=	1+(0.5/(1+M))	1.12	1.12	1.12			
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.61	0.64			
Qe	=	K(F-Fc*Qc)	1141	2471	1813	Total In Sum =	1294	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.15	0.45	0.00	DFC of Critical Approach =	0.45	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J5: KSWH Roundabout	**2026Des_AM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Design AM Peak Hour Traffic Flows		J5_KSWH Roundabout_R.xls	REVIEWED BY:	PCN	Oct-23



ARM			A	C	D			
INPUT PARAMETERS:								
V	=	Approach half width (m)	4.0	7.9	8.2			
E	=	Entry width (m)	6.7	7.9	9.3			
L	=	Effective length of flare (m)	4.8	1.0	1.8			
R	=	Entry radius (m)	30.0	100.0	10.0			
D	=	Inscribed circle diameter (m)	71.0	71.0	71.0			
A	=	Entry angle (degree)	12.0	31.0	21.0			
Q	=	Entry flow (pcu/h)	168	1399	6			
Qc	=	Circulating flow across entry (pcu/h)	1190	17	1394			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.90	0.00	0.98			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.04	0.98			
X2	=	V + ((E-V)/(1+2S))	4.96	7.90	8.57			
M	=	EXP((D-60)/10)	3	3	3			
F	=	303*X2	1504	2394	2597			
Td	=	1+(0.5/(1+M))	1.12	1.12	1.12			
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.61	0.64			
Qe	=	K(F-Fc*Qc)	1018	2468	1673	Total In Sum =	1573	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.16	0.57	0.00	DFC of Critical Approach =	0.57	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Oct-23
J5: KSWH Roundabout	**2026Des_PM**	FILENAME :	CHECKED BY:	LL	Oct-23
2026 Design PM Peak Hour Traffic Flows		J5_KSWH Roundabout_R.xls	REVIEWED BY:	PCN	Oct-23

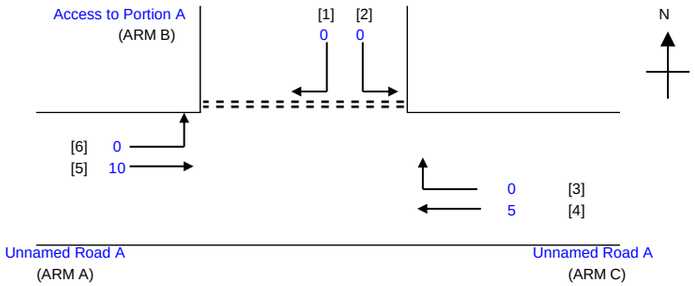


ARM			A	C	D			
INPUT PARAMETERS:								
V	=	Approach half width (m)	4.0	7.9	8.2			
E	=	Entry width (m)	6.7	7.9	9.3			
L	=	Effective length of flare (m)	4.8	1.0	1.8			
R	=	Entry radius (m)	30.0	100.0	10.0			
D	=	Inscribed circle diameter (m)	71.0	71.0	71.0			
A	=	Entry angle (degree)	12.0	31.0	21.0			
Q	=	Entry flow (pcu/h)	175	1138	5			
Qc	=	Circulating flow across entry (pcu/h)	965	13	1193			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.90	0.00	0.98			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.04	0.98			
X2	=	V + ((E-V)/(1+2S))	4.96	7.90	8.57			
M	=	EXP((D-60)/10)	3	3	3			
F	=	303*X2	1504	2394	2597			
Td	=	1+(0.5/(1+M))	1.12	1.12	1.12			
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.61	0.64			
Qe	=	K(F-Fc*Qc)	1133	2471	1800	Total In Sum =	1318	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.15	0.46	0.00	DFC of Critical Approach =	0.46	

Appendix D

2024 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J1: Unnamed Road A / Access to Portion A	**2024Ref_AM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Reference AM Peak Hour Traffic Flows		Unnamed Road A_Access to Portion A_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.20	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	10	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	14	(metres)
q c-a	=	5	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	30	(metres)
Vr b-c	=	30	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6874468
E	=	0.7313264
F	=	0.8034114
Y	=	0.8551
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

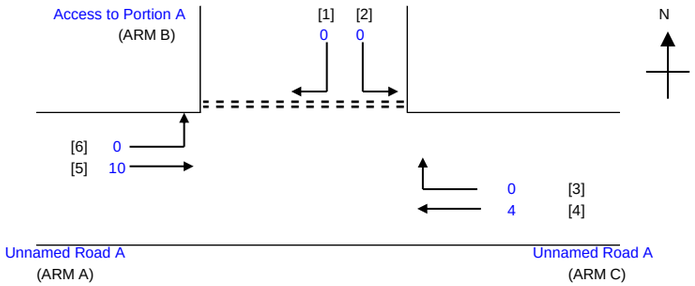
Q b-a	=	428	
Q b-c	=	543	
Q c-b	=	596	
Q b-ac	=	428	
TOTAL FLOW	=	15	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.0000

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J1: Unnamed Road A / Access to Portion A	**2024Ref_PM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Reference PM Peak Hour Traffic Flows		Unnamed Road A_Access to Portion A_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.20	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	10	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	14	(metres)
q c-a	=	4	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	30	(metres)
Vr b-c	=	30	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6874468
E	=	0.7313264
F	=	0.8034114
Y	=	0.8551
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

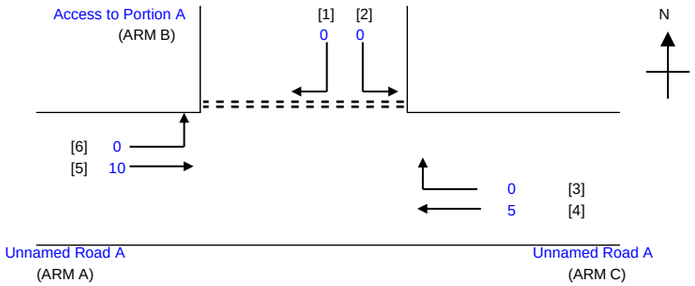
Q b-a	=	428	
Q b-c	=	543	
Q c-b	=	596	
Q b-ac	=	428	
TOTAL FLOW	=	14	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.0000

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J1: Unnamed Road A / Access to Portion A	**2024Des_AM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Design AM Peak Hour Traffic Flows		Unnamed Road A_Access to Portion A_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.20	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	10	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	14	(metres)
q c-a	=	5	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	30	(metres)
Vr b-c	=	30	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6874468
E	=	0.7313264
F	=	0.8034114
Y	=	0.8551
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

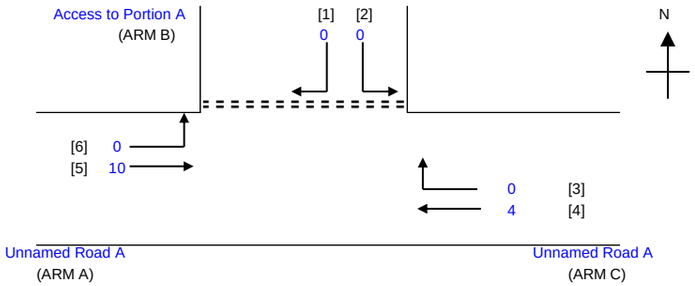
Q b-a	=	428	
Q b-c	=	543	
Q c-b	=	596	
Q b-ac	=	428	
TOTAL FLOW	=	15	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.0000

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J1: Unnamed Road A / Access to Portion A	**2024Des_PM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Design PM Peak Hour Traffic Flows		Unnamed Road A_Access to Portion A_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.20	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	10	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	14	(metres)
q c-a	=	4	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	30	(metres)
Vr b-c	=	30	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6874468
E	=	0.7313264
F	=	0.8034114
Y	=	0.8551
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

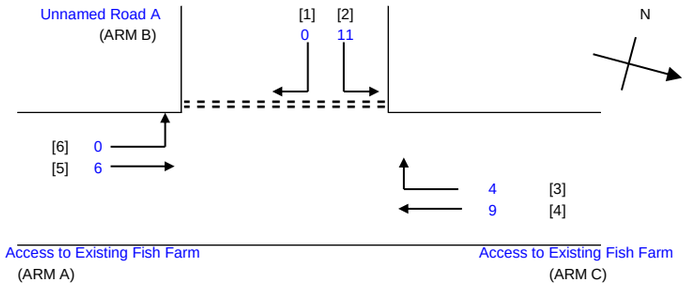
Q b-a	=	428	
Q b-c	=	543	
Q c-b	=	596	
Q b-ac	=	428	
TOTAL FLOW	=	14	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-c (share lane)	=	0.0000

CRITICAL DFC = 0.00

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J2: Unnamed Road A / Access to Existing Fish Farm	**2024Ref_AM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Reference AM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.23	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	6	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.4	(metres)
Vr c-b	=	12	(metres)
q c-a	=	9	(pcu/hr)
q c-b	=	4	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	16	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	11	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7933051
E	=	0.8626632
F	=	0.7945994
Y	=	0.854065
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

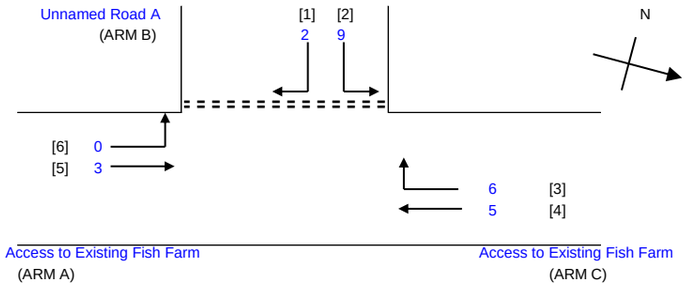
Q b-a	=	493	
Q b-c	=	641	
Q c-b	=	590	
Q b-ac	=	641	
TOTAL FLOW	=	30	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0172
DFC c-b	=	0.0068
DFC b-c (share lane)	=	0.0172

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J2: Unnamed Road A / Access to Existing Fish Farm	**2024Ref_PM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Reference PM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.23	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	3	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.4	(metres)
Vr c-b	=	12	(metres)
q c-a	=	5	(pcu/hr)
q c-b	=	6	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	16	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	9	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7933051
E	=	0.8626632
F	=	0.7945994
Y	=	0.854065
F for (Qb-ac)	=	0.8181818

THE CAPACITY OF MOVEMENT :

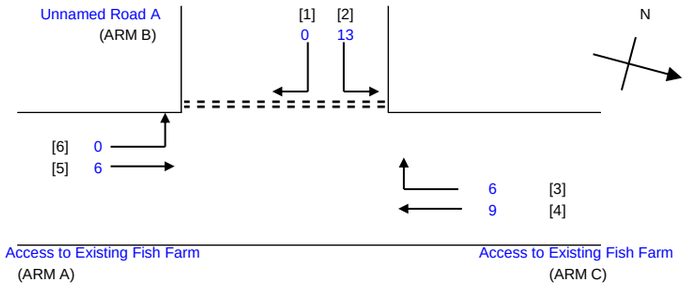
Q b-a	=	494	
Q b-c	=	642	
Q c-b	=	591	
Q b-ac	=	609	
TOTAL FLOW	=	25	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0040
DFC b-c	=	0.0140
DFC c-b	=	0.0102
DFC b-c (share lane)	=	0.0181

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J2: Unnamed Road A / Access to Existing Fish Farm	**2024Des_AM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Design AM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.23	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	6	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.4	(metres)
Vr c-b	=	12	(metres)
q c-a	=	9	(pcu/hr)
q c-b	=	6	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	16	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	13	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7933051
E	=	0.8626632
F	=	0.7945994
Y	=	0.854065
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

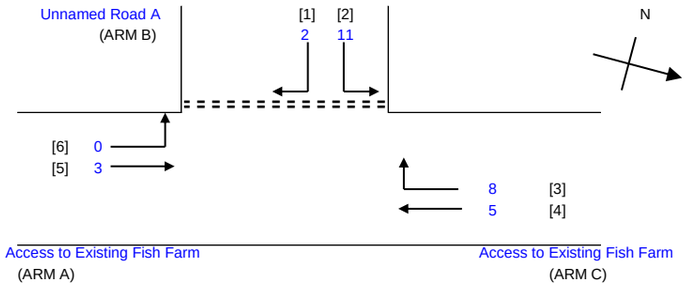
Q b-a	=	492	
Q b-c	=	641	
Q c-b	=	590	
Q b-ac	=	641	
TOTAL FLOW	=	34	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0203
DFC c-b	=	0.0102
DFC b-c (share lane)	=	0.0203

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J2: Unnamed Road A / Access to Existing Fish Farm	**2024Des_PM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024Design PM Peak Hour Traffic Flows		d Road A_Access to Existing Fish Farm_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.23	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	3	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.4	(metres)
Vr c-b	=	12	(metres)
q c-a	=	5	(pcu/hr)
q c-b	=	8	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.9	(metres)
W b-c	=	2.9	(metres)
Vl b-a	=	16	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	11	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7933051
E	=	0.8626632
F	=	0.7945994
Y	=	0.854065
F for (Qb-ac)	=	0.8461538

THE CAPACITY OF MOVEMENT :

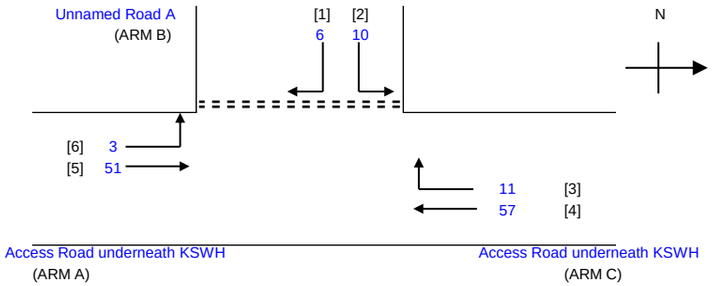
Q b-a	=	493	
Q b-c	=	642	
Q c-b	=	591	
Q b-ac	=	613	
TOTAL FLOW	=	29	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0041
DFC b-c	=	0.0171
DFC c-b	=	0.0135
DFC b-c (share lane)	=	0.0212

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J3: Unnamed Road A / Access Road underneath KSWH	**2024Ref_AM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Reference AM Peak Hour Traffic Flows		oad A_Access Road underneath KSWH_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.75	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	51	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	35	(metres)
q c-a	=	57	(pcu/hr)
q c-b	=	11	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.7	(metres)
W b-c	=	2.7	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	67	(metres)
Vr b-c	=	67	(metres)
q b-a	=	6	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8197501
E	=	0.8665435
F	=	0.9104787
Y	=	0.836125
F for (Qb-ac)	=	0.625

THE CAPACITY OF MOVEMENT :

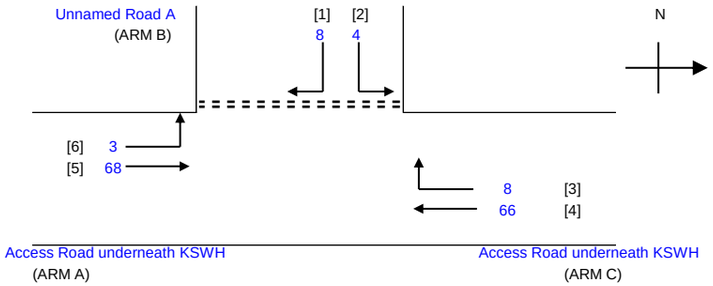
Q b-a	=	488	
Q b-c	=	632	
Q c-b	=	663	
Q b-ac	=	569	
TOTAL FLOW	=	138	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0123
DFC b-c	=	0.0158
DFC c-b	=	0.0166
DFC b-c (share lane)	=	0.0281

CRITICAL DFC = 0.03

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J3: Unnamed Road A / Access Road underneath KSWH	**2024Ref_PM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Reference PM Peak Hour Traffic Flows		oad A_Access Road underneath KSWH_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.75	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	68	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	35	(metres)
q c-a	=	66	(pcu/hr)
q c-b	=	8	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.7	(metres)
W b-c	=	2.7	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	67	(metres)
Vr b-c	=	67	(metres)
q b-a	=	8	(pcu/hr)
q b-c	=	4	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8197501
E	=	0.8665435
F	=	0.9104787
Y	=	0.836125
F for (Qb-ac)	=	0.3333333

THE CAPACITY OF MOVEMENT :

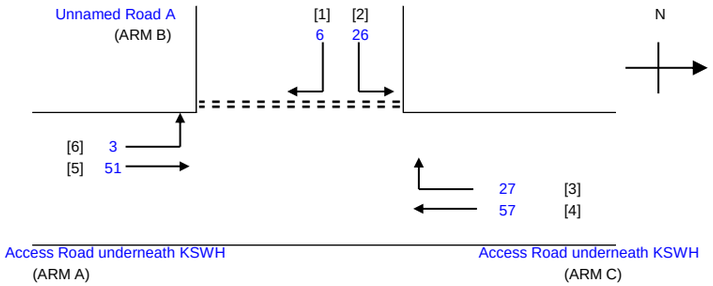
Q b-a	=	484	
Q b-c	=	627	
Q c-b	=	659	
Q b-ac	=	524	
TOTAL FLOW	=	157	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0165
DFC b-c	=	0.0064
DFC c-b	=	0.0121
DFC b-c (share lane)	=	0.0229

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J3: Unnamed Road A / Access Road underneath KSWH	**2024Des_AM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Design AM Peak Hour Traffic Flows		ɔad A_Access Road underneath KSWH_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.75	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	51	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	35	(metres)
q c-a	=	57	(pcu/hr)
q c-b	=	27	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.7	(metres)
W b-c	=	2.7	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	67	(metres)
Vr b-c	=	67	(metres)
q b-a	=	6	(pcu/hr)
q b-c	=	26	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8197501
E	=	0.8665435
F	=	0.9104787
Y	=	0.836125
F for (Qb-ac)	=	0.8125

THE CAPACITY OF MOVEMENT :

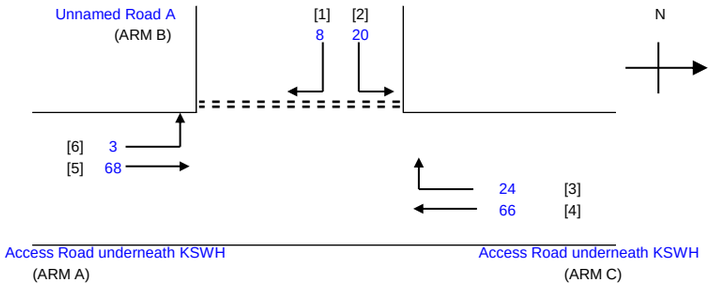
Q b-a	=	482	
Q b-c	=	632	
Q c-b	=	663	
Q b-ac	=	597	
TOTAL FLOW	=	170	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0124
DFC b-c	=	0.0411
DFC c-b	=	0.0407
DFC b-c (share lane)	=	0.0536

CRITICAL DFC = 0.05

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J3: Unnamed Road A / Access Road underneath KSWH	**2024Des_PM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Design PM Peak Hour Traffic Flows		oad A_Access Road underneath KSWH_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.75	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	68	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	35	(metres)
q c-a	=	66	(pcu/hr)
q c-b	=	24	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.7	(metres)
W b-c	=	2.7	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	67	(metres)
Vr b-c	=	67	(metres)
q b-a	=	8	(pcu/hr)
q b-c	=	20	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8197501
E	=	0.8665435
F	=	0.9104787
Y	=	0.836125
F for (Qb-ac)	=	0.7142857

THE CAPACITY OF MOVEMENT :

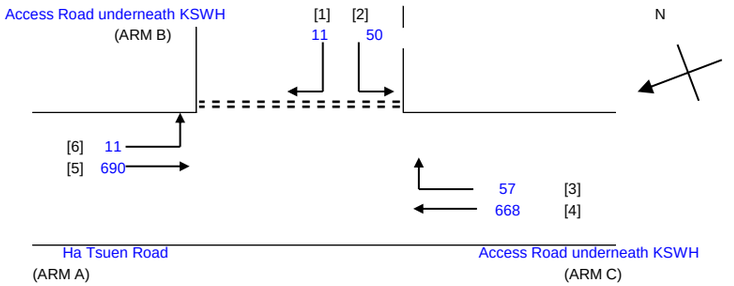
Q b-a	=	478	
Q b-c	=	627	
Q c-b	=	659	
Q b-ac	=	576	
TOTAL FLOW	=	189	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0167
DFC b-c	=	0.0319
DFC c-b	=	0.0364
DFC b-c (share lane)	=	0.0486

CRITICAL DFC = 0.05

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J4: Access Road underneath KSWH / Ha Tsuen Road	**2024Ref_AM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Reference AM Peak Hour Traffic Flows		ad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.41	(metres)
W cr	=	0	(metres)
q a-b	=	11	(pcu/hr)
q a-c	=	690	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.7	(metres)
Vr c-b	=	45	(metres)
q c-a	=	668	(pcu/hr)
q c-b	=	57	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.3	(metres)
W b-c	=	1.3	(metres)
Vl b-a	=	123	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	45	(metres)
q b-a	=	11	(pcu/hr)
q b-c	=	50	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7116368
E	=	0.7233552
F	=	0.9325
Y	=	0.7445275
F for (Qb-ac)	=	0.8196721

THE CAPACITY OF MOVEMENT :

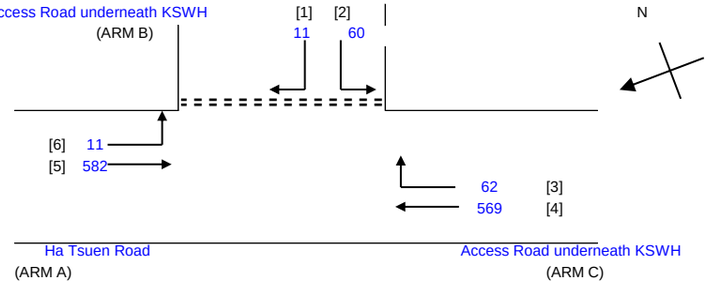
Q b-a	=	216	
Q b-c	=	403	
Q c-b	=	518	
Q b-ac	=	349	
TOTAL FLOW	=	1487	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0509
DFC b-c	=	0.1241
DFC c-b	=	0.1100
DFC b-c (share lane)	=	0.1750

CRITICAL DFC = 0.17

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J4: Access Road underneath KSWH / Ha Tsuen Road	**2024Ref_PM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Reference PM Peak Hour Traffic Flows		ad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.41	(metres)
W cr	=	0	(metres)
q a-b	=	11	(pcu/hr)
q a-c	=	582	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.7	(metres)
Vr c-b	=	45	(metres)
q c-a	=	569	(pcu/hr)
q c-b	=	62	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.3	(metres)
W b-c	=	1.3	(metres)
Vl b-a	=	123	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	45	(metres)
q b-a	=	11	(pcu/hr)
q b-c	=	60	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7116368
E	=	0.7233552
F	=	0.9325
Y	=	0.7445275
F for (Qb-ac)	=	0.8450704

THE CAPACITY OF MOVEMENT :

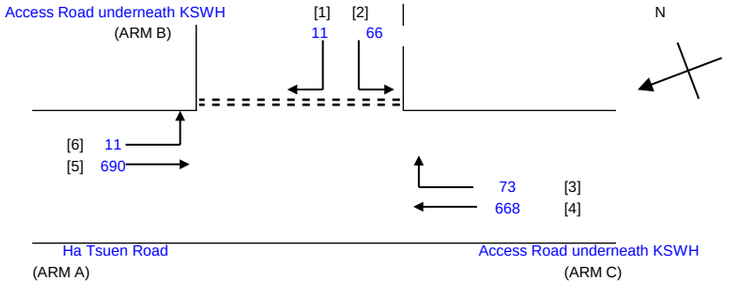
Q b-a	=	247	
Q b-c	=	424	
Q c-b	=	545	
Q b-ac	=	382	
TOTAL FLOW	=	1295	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0445
DFC b-c	=	0.1415
DFC c-b	=	0.1138
DFC b-c (share lane)	=	0.1860

CRITICAL DFC = 0.19

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J4: Access Road underneath KSWH / Ha Tsuen Road	**2024Des_AM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Design AM Peak Hour Traffic Flows		ad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.41	(metres)
W cr	=	0	(metres)
q a-b	=	11	(pcu/hr)
q a-c	=	690	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.7	(metres)
Vr c-b	=	45	(metres)
q c-a	=	668	(pcu/hr)
q c-b	=	73	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.3	(metres)
W b-c	=	1.3	(metres)
Vl b-a	=	123	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	45	(metres)
q b-a	=	11	(pcu/hr)
q b-c	=	66	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7116368
E	=	0.7233552
F	=	0.9325
Y	=	0.7445275
F for (Qb-ac)	=	0.8571429

THE CAPACITY OF MOVEMENT :

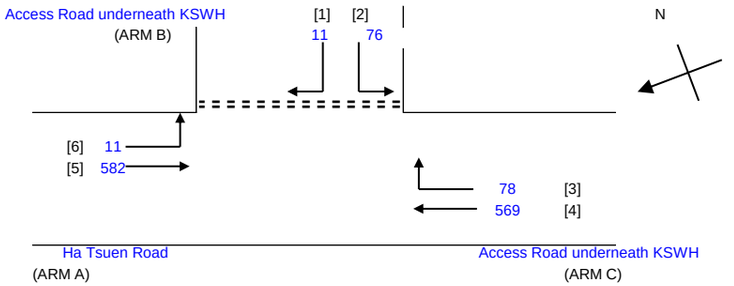
Q b-a	=	211	
Q b-c	=	403	
Q c-b	=	518	
Q b-ac	=	357	
TOTAL FLOW	=	1519	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0521
DFC b-c	=	0.1638
DFC c-b	=	0.1409
DFC b-c (share lane)	=	0.2159

CRITICAL DFC = 0.22

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J4: Access Road underneath KSWH / Ha Tsuen Road	**2024Des_PM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Design PM Peak Hour Traffic Flows		ad underneath KSWH_Ha Tsuen Road_P.xls	REVIEWED BY:	PCN	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.41	(metres)
W cr	=	0	(metres)
q a-b	=	11	(pcu/hr)
q a-c	=	582	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.7	(metres)
Vr c-b	=	45	(metres)
q c-a	=	569	(pcu/hr)
q c-b	=	78	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.3	(metres)
W b-c	=	1.3	(metres)
Vl b-a	=	123	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	45	(metres)
q b-a	=	11	(pcu/hr)
q b-c	=	76	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7116368
E	=	0.7233552
F	=	0.9325
Y	=	0.7445275
F for (Qb-ac)	=	0.8735632

THE CAPACITY OF MOVEMENT :

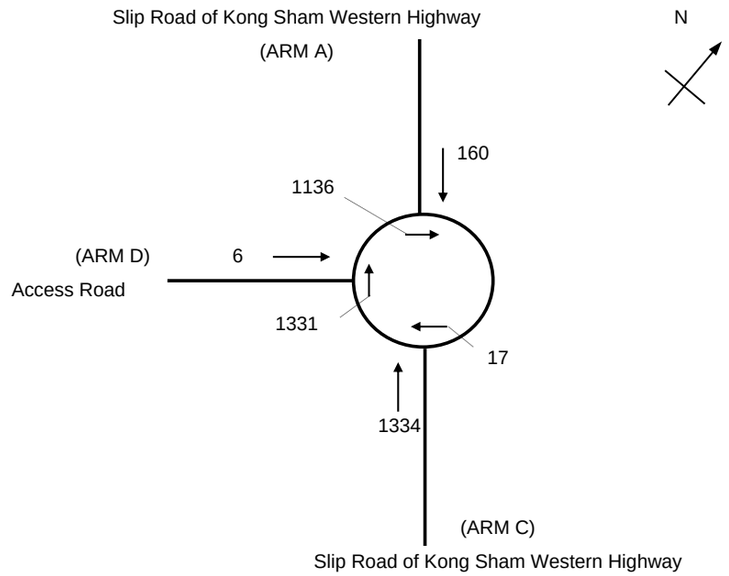
Q b-a	=	243	
Q b-c	=	424	
Q c-b	=	545	
Q b-ac	=	388	
TOTAL FLOW	=	1327	(PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0453
DFC b-c	=	0.1792
DFC c-b	=	0.1431
DFC b-c (share lane)	=	0.2245

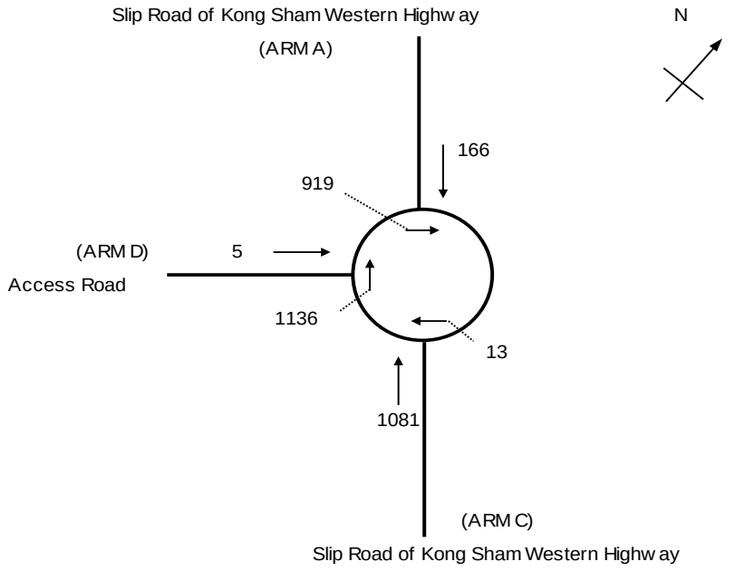
CRITICAL DFC = 0.22

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J5: KSWH Roundabout	**2024Ref_AM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Reference AM Peak Hour Traffic Flows		J5_KSWH Roundabout_R.xls	REVIEWED BY:	PCN	Jan-24



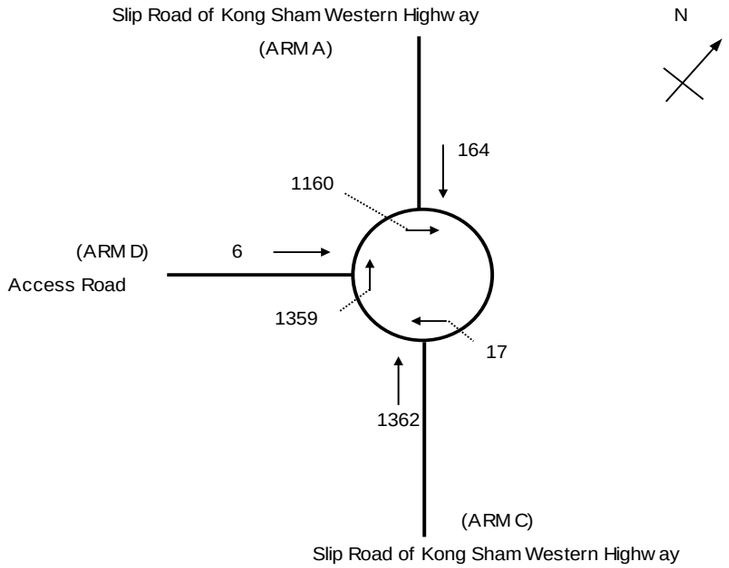
ARM			A	C	D			
INPUT PARAMETERS:								
V	=	Approach half width (m)	4.0	7.9	8.2			
E	=	Entry width (m)	6.7	7.9	9.3			
L	=	Effective length of flare (m)	4.8	1.0	1.8			
R	=	Entry radius (m)	30.0	100.0	10.0			
D	=	Inscribed circle diameter (m)	71.0	71.0	71.0			
A	=	Entry angle (degree)	12.0	31.0	21.0			
Q	=	Entry flow (pcu/h)	160	1334	6			
Qc	=	Circulating flow across entry (pcu/h)	1136	17	1331			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.90	0.00	0.98			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.04	0.98			
X2	=	V + ((E-V)/(1+2S))	4.96	7.90	8.57			
M	=	EXP((D-60)/10)	3	3	3			
F	=	303*X2	1504	2394	2597			
Td	=	1+(0.5/(1+M))	1.12	1.12	1.12			
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.61	0.64			
Qe	=	K(F-Fc*Qc)	1046	2468	1713	Total In Sum =	1500	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.15	0.54	0.00	DFC of Critical Approach =	0.54	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J5: KSWH Roundabout	**2024Ref_PM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Reference PM Peak Hour Traffic Flows		J5_KSWH Roundabout_R.xls	REVIEWED BY:	PCN	Jan-24



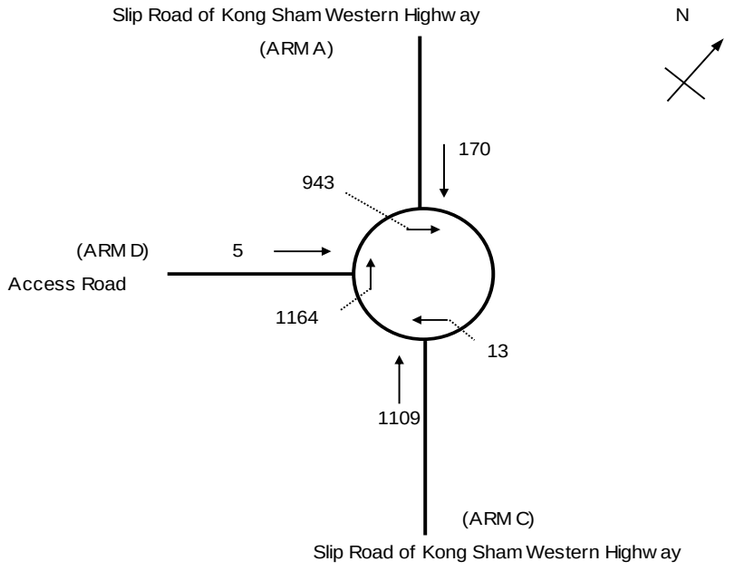
ARM			A	C	D			
INPUT PARAMETERS:								
V	=	Approach half width (m)	4.0	7.9	8.2			
E	=	Entry width (m)	6.7	7.9	9.3			
L	=	Effective length of flare (m)	4.8	1.0	1.8			
R	=	Entry radius (m)	30.0	100.0	10.0			
D	=	Inscribed circle diameter (m)	71.0	71.0	71.0			
A	=	Entry angle (degree)	12.0	31.0	21.0			
Q	=	Entry flow (pcu/h)	166	1081	5			
Qc	=	Circulating flow across entry (pcu/h)	919	13	1136			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.90	0.00	0.98			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.04	0.98			
X2	=	V + ((E-V)/(1+2S))	4.96	7.90	8.57			
M	=	EXP((D-60)/10)	3	3	3			
F	=	303*X2	1504	2394	2597			
Td	=	1+(0.5/(1+M))	1.12	1.12	1.12			
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.61	0.64			
Qe	=	K(F-Fc*Qc)	1156	2471	1836	Total In Sum =	1252	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.14	0.44	0.00	DFC of Critical Approach =	0.44	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J5: KSWH Roundabout	**2024Des_AM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Design AM Peak Hour Traffic Flows		J5_KSWH Roundabout_R.xls	REVIEWED BY:	PCN	Jan-24



ARM			A	C	D			
INPUT PARAMETERS:								
V	=	Approach half width (m)	4.0	7.9	8.2			
E	=	Entry width (m)	6.7	7.9	9.3			
L	=	Effective length of flare (m)	4.8	1.0	1.8			
R	=	Entry radius (m)	30.0	100.0	10.0			
D	=	Inscribed circle diameter (m)	71.0	71.0	71.0			
A	=	Entry angle (degree)	12.0	31.0	21.0			
Q	=	Entry flow (pcu/h)	164	1362	6			
Qc	=	Circulating flow across entry (pcu/h)	1160	17	1359			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.90	0.00	0.98			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.04	0.98			
X2	=	V + ((E-V)/(1+2S))	4.96	7.90	8.57			
M	=	EXP((D-60)/10)	3	3	3			
F	=	303*X2	1504	2394	2597			
Td	=	1+(0.5/(1+M))	1.12	1.12	1.12			
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.61	0.64			
Qe	=	K(F-Fc*Qc)	1034	2468	1695	Total In Sum =	1532	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.16	0.55	0.00	DFC of Critical Approach =	0.55	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Open Storage at DD 125 and Adjoining Government Land, Ha Tsuen, Yuen Long		PROJECT NO.: 82794	PREPARED BY:	CSY	Jan-24
J5: KSWH Roundabout	**2024Des_PM**	FILENAME :	CHECKED BY:	LL	Jan-24
2024 Design PM Peak Hour Traffic Flows		J5_KSWH Roundabout_R.xls	REVIEWED BY:	PCN	Jan-24



ARM			A	C	D			
INPUT PARAMETERS:								
V	=	Approach half width (m)	4.0	7.9	8.2			
E	=	Entry width (m)	6.7	7.9	9.3			
L	=	Effective length of flare (m)	4.8	1.0	1.8			
R	=	Entry radius (m)	30.0	100.0	10.0			
D	=	Inscribed circle diameter (m)	71.0	71.0	71.0			
A	=	Entry angle (degree)	12.0	31.0	21.0			
Q	=	Entry flow (pcu/h)	170	1109	5			
Qc	=	Circulating flow across entry (pcu/h)	943	13	1164			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.90	0.00	0.98			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.04	0.98			
X2	=	V + ((E-V)/(1+2S))	4.96	7.90	8.57			
M	=	EXP((D-60)/10)	3	3	3			
F	=	303*X2	1504	2394	2597			
Td	=	1+(0.5/(1+M))	1.12	1.12	1.12			
Fc	=	0.21*Td(1+0.2*X2)	0.47	0.61	0.64			
Qe	=	K(F-Fc*Qc)	1144	2471	1818	Total In Sum =	1284	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.15	0.45	0.00	DFC of Critical Approach =	0.45	