S.16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling North, New Territories

TRAFFIC IMPACT ASSESSMENT

Reference: 80110-R02-01 Date: January 2025 Prepared by: 8FM Consultancy Limited





1 INTRODUCTION

1.1 Background

The Applicant intends to seek planning permission for the S.16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling North, New Territories ("Project Site").

The location of the Project Site is shown in **Figure 1**.

Comments from Transport Department were received on 15 Oct. 2024 and 2 Jan. 2025 respectively. The Applicant was required to respond to TD comments, and 8FM Consultancy Limited was therefore commissioned as the traffic consultant to carry out a Traffic Review in support of this planning application.

2 PROPOSED DEVELOPMENT

2.1 The Site Location

The Project Site is located in the north of the village cluster of Tsung Yuen Ha, and it is adjacent to the Heung Yuan Wai Boundary Control Point (HYW BCP). The Project Site can be accessible from Ling Ma Hang Road via a local track road and its location is shown in **Figure 1**.

2.2 The Development Schedule

The project site is subject to a previously application No. A/NE-TKLN/35 approved on January 2021, which was purposed as the temporary eating place, shop and services with ancillary office/store room and car park for a period of three years.

The current application seeks to maintain the existing temporary eating place, shop and services with ancillary office and store room whilst introducing a public vehicle park on a temporary basis of 3 years.

The project site has a total area of about $3,053m^2$, including eating place, local provision store, ancillary office, store room and car park. The layout of the project site is shown in **Figure 2.1**. Key development parameters of the proposed use are tabulated in **Table 2.1**.

Table 2.1 Key Development Parameters

Proposed Use	Eating Place with Ancillary Facilities	Car Park
Operation Hours	9:00am-9:00pm (Monday – Sunday, Including Public Holidays)	24Hours (Monday – Sunday, Including Public Holidays)
Area	200m ²	2853m ²

2.3 Vehicle Access Arrangement

At present, there is an existing local access road to the project site. Access to the project site will be provided through an 7m-wide ingress/egress point located at the southwestern boundary, which is connected to a local track leading to Ling Ma Hang Road. The vehicle access arrangement is presented in **Figure 2.1** for reference.

2.4 Internal Transport Facilities

The internal transport facilities to be provided in the project site are summarized in **Table 2.2**. The proposed parking and loading/unloading provisions have complied with the requirements in the Hong Kong Planning Standards and Guidelines.

Table 2.2Internal Transport Facilities

Type of Ancillary Transport Facilities	Size	Proposed Provision
Private Car Parking Spaces	5m(L) x 2.5m(W)	60
L/UL Bays	7m(L) x 3.5m(W)	1

The swept path analysis is also conducted in **Figure 2.2**, which demonstrates that the existing site access and parking space arrangement are adequate for maneuvering.

3 EXISTING TRAFFIC SITUATION

3.1 Existing Road Network

The project site is located at the east of Lin Ma Hang Road, and it can be accessible from Lin Ma Hang Road via a local unnamed road. The existing condition of the connecting carriageways are summarized as follows:

• Lin Ma Hang Road is a single-two carriageway served as a local road running in north-south direction.



• Unnamed Road 1 is a single track access road connecting Lin Ma Road in the west to Tsung Yuen Ha Tsuen in the east. Acting as single carriageway with 1-lane-2 way operation, it serves as the critical access route to the project site, measuring 20 meters in length.

3.2 Traffic Survey

In order to evaluate the existing traffic conditions in the vicinity, the classified traffic surveys were conducted from 08:00 to 20:00 on 1 December 2024 (Sunday). The key junctions and road links of the study area are indicated **in Figure 3.1**.

The traffic flows collected during the traffic surveys have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Volume 2 of Transport Planning and Design Manual (TPDM).

The results of traffic survey identified that the AM and PM peak hours occur during 09:30 to 10:30 in the morning and 17:00 to 18:00 in the evening, respectively. The 2024 observed peak hours traffic flows in the study area are presented in **Figure 3.2**.

3.3 Existing Traffic Condition

Based on the observed traffic flows, the performance of the key junctions and traffic links in the vicinity of the project site during the AM and PM peak hours was assessed.

3.3.1 Existing Road Link Capacity Assessment

The existing links capacity are calculated respectively based on the design capacity suggested in Volume 2 of the TPDM and the results are shown in **Table 3.1**.

Link No	. Link Location	Peak	Design Capacity (veh/hr)	Traffic Flow (veh/hr)	V/C Ratio ⁽ⁱⁱ⁾
	Lin Ma Road (Northbound)	AM	600 ⁽ⁱ⁾	235	0.39
14		PM	600	112	0.19
L I	Lin Ma Road	AM	600	72	0.12
	(Southbound)	PM	600	153	0.26
1.2	Unnamed Road 1	AM	100 ⁽ⁱⁱ⁾	136	1.36
LZ	(two-way)	PM	100	118	1.18

Table 3.1 Existing Road Link Capacity Assessment

Notes:

(i) According to the Note of Traffic Forecast Review (Western Section) dated March 2019, the design capacity of Lin Ma Hang Road is about 600 veh/hr.

(ii) Design capacity can be referred to TPDM Vol2 chapter 2.4.1.1 and chapter 3.11.3.1.

(iii) V/C Ratio =Volume/ Design Capacity. A peak hour v/c ratio of 1.0 or less indicates a satisfactory level of traffic. A V/C ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A V/C ratio above 1.2 indicates more serious congestion.



The results reveal that the traffic demand of Unnamed Road 1(L2) exceeds the capacity during peak hours, potentially generating congestion at the concerned road section.

3.3.2 Existing Junction Capacity Assessment

The results of junction performance are indicated in **Table 3.2** and detailed junction calculation sheets are given in **Appendix A**.

Jn No.	Junction Location	Type/ Capacity Index	AM Peak	PM Peak
Α	Lin Ma Hang Road / Unnamed Rd1	Priority / DFC ⁽ⁱ⁾	<0.1	
В	Unnamed Rd 2 / Unnamed Rd 3	Priority / DFC ⁽ⁱ⁾	<0.1	

Table 3.2 Existing Junction Capacity Assessment

*Notes:

 (i) DFC - Design Flow / Capacity Ratio. The performance of a priority junction or roundabout is normally measured by its Design Flow / Capacity (DFC) ratio. A DFC ratio less than 1.0 indicates that the junction is operating within design capacity. A DFC ratio greater than 1.0 indicates that the junction is overloaded, resulting in traffic queues and longer delay time to the minor arm traffic.

As shown in Table 3.3, it can be seen that the surveyed junctions perform satisfactorily during peak hours with adequate reserve capacities.

3.4 **Proposed Road Improvement Measure**

Considering that Unnamed Road 1 is a single-track road with a design link capacity insufficient to accommodate the observed two-way flow, it is proposed to improve the road performance by widening the lane width in each direction. Consequently, Unnamed Road 1, classified as a local road, will be modified from a single-track road to a single two-lane carriageway, with the design flow for both directions increased to 800 veh/hr, in accordance with Section 2.4.1.1 of TPDM Vol. 2. The details of the proposed road improvement are illustrated in **Figure 3.3**, and this improvement will be taken into account when assessing future traffic conditions."

4 DEVELOPMENT TRAFFIC GENERATION

4.1 Estimated Development Flows

As the proposed development will be operated as car park and a build-up eating place with ancillary facilities, the trip generation & attraction arising from the operational needs will be estimated respectively based on the different land use.



4.1.1 Car Park

The trip attraction/generation for car park will make reference with the approved applications of similar use and the applications in operation within the same outline zoning plan (OZP) approved by the TPB in the recent years, which is tabulated in **Table 4.1**.

Case No.	Site Area (sqm)	No. of Parking Spaces	Traffic Generation (pcu/hr)		Traffic Generation Traffic (pcu/hr) (p		Traffic A (pcเ	ttraction ı/hr)
			AM	PM	AM	PM		
A/NE/TKLN/75	3,776	77	13	16	13	16		
A/NE/TKLN/58	2,148	26	4	3	3	3		
	Trip Rates (pcu/hr/parking space)							
A/NE/TKLN/75			0.1688	0.2078	0.1688	0.2078		
A/NE/TKLN/58			0.1538	0.1154	0.1154	0.1154		

Table 4.1Similar Application within the Same OZP

For conservative estimation, reference is made with the application with higher trip rates, i.e. case no. A/NE/TKLN/75. The calculated traffic generation & attraction arsing from the proposed car park during the peak hours are esitmated in **Table 4.2**.

Table 4.2 Estimated Traffic Generation & Attraction Arising from Car Park

Land Use	No. of Parking Spaces	Al (pcu	Vl i/hr)	PM (pcu/hr)	
		Generation	Attraction	Generation	Attraction
Car Park	61	11	13	11	13

4.1.2 Eating Place with Ancillary Facilities

The trip generation & attraction of the build-up development is estimated with reference to the trip rate tabulated in the TPDM Vol 1. **Table 4.3** shows the trip rates for retail development. Considering the targeted customers and small scale nature of the retail development, the level of mean limit is adopted for conservative assessment.

Table 4.3Traffic Rates for Office Development

Land Use	Unit	Upper Limit/ Mean/ Lower Limit	Al Generation Rate	M Attraction Rate	Generation Rate	M Attraction Rate
Retail Building ^{(pcu/hr/10} m GFA		Upper Limit	0.3307	0.3342	0.3839	0.45504
	(pcu/hr/100sq m GFA)	Mean	0.2296	0.2434	0.3100	0.3563
	,	Lower Limit	0.1285	0.1525	0.2360	0.2622

The calculated traffic generation & attraction arsing from the operation of Eating Place with Ancillary Facilities during the peak hours are esitmated in **Table 4.4**.

Table 4.4 Estimated Traffic Generation & Attraction Arising from Office

Land Use	Area	AM (pcu/hr)		P (pcı	M ı/hr)
		Generation	Attraction	Generation	Attraction
Retail Building	200m ²	1	1	1	1

4.1.3 Estimated Development Flow

With the trip generation & attraction estimated for different land use, the development flow is summarized in **Table 4.5**.

Table 4.5Estimated Development Flow

Land Use	AM se (pcu/hr)		Pl (pcı	PM (pcu/hr)	
	Generation	Attraction	Generation	Attraction	
Car Park	11	13	11	13	
Retail Building	1	1	1	1	
total	12	14	12	14	

5 FUTURE TRAFFIC SITUATION

5.1 Design Year

The planning application for the proposed development involves a temporary period of 3 years, it is assumed that the end year for the Project Site would be year 2028. Therefore, year 2028 is adopted as the design year of this study.



5.2 Traffic Forecast Methodology

To conduct the traffic forecast on the road networks in the vicinity of the project site, the existing traffic flows will be adjusted with the following factors considered:

- Historical traffic data from Annual Traffic Census (ATC) by Transport Department;
- Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section);
- Committed and planned developments adjacent the project site.

5.3 Regional Traffic Growth

5.3.1 <u>Annual Traffic Census (ATC)</u>

Reference has been made to the ATC reports from year 2017 to 2022. Based on the historical traffic data of the nearby Annual Traffic Census station 6533 Ping Che Road, between Sha Tau Kok Road and Lin Ma Hang Road, traffic increased from 11,360 in 2017 to 11,510 in 2022, which is an average growth rate of 0.26% per year.

5.3.2 Agreement No. CE 51/2013 (HY)

According to the Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section), the steady traffic growth rate of 0.6% p.a. is anticipated. *Reference:https://www.legco.gov.hk/yr18-19/chinese/fc/pwsc/papers/pwsc20190213pwsc157-1-c.pdf*

5.3.3 Planned and Committed Development

Based on the published information from Town Planning Board, no planned/committed developments in the site vicinity are identified in design year 2028 in the vicinity of project site.

Based on the findings of the above, a conservative growth rate of 0.6% per annum was adopted to estimate the background traffic growth from 2024 to 2028.

5.4 2028 Traffic Flows

The growth factor will be applied to the 2024 observed peak hours traffic flows to estimate the 2028 reference flows.



The reference and design flows of the design year 2028 are calculated from the following formula:

2028 Reference Flows (Fig. 5.1)	=	2024 Observed Flows (Fig 3.2) x (1+0.6%) ⁴
2028 Design Flows (Fig. 5.2)	=	2028 Reference Flows (Fig. 5.1) + Net Change in Development Traffic Flows

Figure 5.1 shows the 2028 Reference Peak Hours Flows in the area. By adding the net development traffic, **Figure 5.2** shows the 2028 Design Peak Hours Traffic Flows.

5.5 Future Traffic Impact Assessment

The traffic impact assessments for design year 2028 were conducted for the key junctions and road links in the vicinity of project site for both Reference and Design scenarios.

5.5.1 Future Year Link Capacity Assessment

Based on the Reference Flows and Design Flows, link capacity assessments for design year 2028 are carried out and the results are presented in **Table 5.1**.

Table 5.1 Future Year Link Capacity Assessment

		Desian	V/C Ratio				
Link	Link Location	Capacity ⁽ⁱ⁾	2028 Referen	nce Scenario	2028 Design Scenario		
140.		(veh/hr)	AM	PM	AM	PM	
14	Lin Ma Road (Northbound)	600	0.45	0.23	0.47	0.25	
L1 -	Lin Ma Road (Southbound)	600	0.17	0.30	0.19	0.32	
1.2	Unnamed Road 1 (Eastbound)	400 ⁽ⁱⁱ⁾	0.31	0.12	0.35	0.15	
LZ	Unnamed Road 1 (Westbound)	400	0.04	0.19	0.07	0.22	

Notes: V/C Ratio =Volume/ Design Capacity

 *A peak hour v/c ratio of 1.0 or less indicates a satisfactory level of traffic. A peak hour v/c ratio greater than 1.0 indicates an unsatisfactory level of traffic with overloaded traffic volume.

 (ii) Refer to Section 3.4, with the improvement work proposed, the capacity of Unnamed Road 1 is expected to accommodate the traffic flow of 800 veh/hr (two-way).

Table 5.1 reveals that the key road links in the vicinity of the project site will operate within capacity during peak hours for both Reference and Design Scenarios.



5.5.2 Future Year Junction Capacity Assessment

Based on the Reference Flows and Design Flows, junction capacity assessments for design year 2028 are carried out and the results are presented in **Table 5.2**, with detailed calculation sheets given in **Appendix A**.

Table 5.2 Future Year Junction Capacity Assessment

Jun No.	Junction Location	Type/ Capacity Index	2028 Referer AM	nce Scenario PM	2028 Desig AM	n Scenario PM
Α	Lin Ma Hang Road / Unnamed Rd1	Priority / DFC	0.03	0.13	0.05	0.15
в	Unnamed Rd 2 / Unnamed Rd 3	Priority / DFC	<0.01	0.01	<0.01	0.01

Notes: RC =reserve capacity; DFC - Design Flow / Capacity Ratio

(i) The performance of a priority junction or roundabout is normally measured by its Design Flow / Capacity (DFC) ratio. A DFC ratio less than 1.0 indicates that the junction is operating within design capacity. A DFC ratio greater than 1.0 indicates that the junction is overloaded, resulting in traffic queues and longer delay time to the minor arm traffic.

(ii) The performance of a traffic signalised junction is indicated by its reserve capacity (RC). A positive RC (RC>0) indicates that the junction is operating with spare capacity. A negative RC (RC<0) indicates that the junction is overloaded; resulting in traffic queues and longer delay time.</p>

Table 5.2 reveals that all the junctions will operate satisfactorily with ample junction capacity in both 2028 reference and 2028 design scenarios during peak hours.

6 Summary and Conclusion

6.1 Summary

The Applicant intends to seek the Town Planning Board permission to utilise the Project Site as the Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) on a temporary basis of 3 years.

In order to appraise the existing traffic conditions, classified turning movement count surveys have been carried out at the key junctions and road links in the vicinity of project site on 1 December 2024 (Sunday) from 08:00 to 20:00. The morning and evening peak hours of the road network have been identified as 09:30am to 0:30 am and 17:00pm to 18:00pm, respectively.

Based on the assessment of existing traffic condition, the link capacity of Unnamed Road 1 is found insufficient to accommodate the observed twoway flow. The road improvement work is proposed by modifying Unnamed Road 1 from a single-track road to a single two-lane carriageway, thereby enhancing its link capacity. The future traffic situation will be assessed based on the improvement work committed by the Applicant.



Year 2028 is used as the design year for the traffic impact assessment. Based on the historical data, an annual growth rate of 0.6% was adopted for this study. This growth factor has been applied to the observed traffic flows in 2024 to determine the anticipated traffic flows in design year 2028.

The assessment results reveal that all the key junctions and road links will operate satisfactorily with sufficient capacity in both 2028 reference and 2028 design scenarios during peak hours.

6.2 Conclusion

The findings of this study show that, with the road improvement work proposed, the development traffic will not cause adverse traffic impact onto the local road network. The proposed development is therefore supported from the traffic engineering point of view at this stage.



Figures



Proposal - Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories Drawing Title -Dwg No. - Figure 1 Rev. - ---Location of the Project Site Scale - 1:2000@A4 Date - Jan 2025



F:\8FM\8FM PROJECT\P80110 TSUNG YUEN HA - PLANNING APPLICATION NO. ANE-TKLN90 - LIN TONG CARPARK\DATA\DRAWING\TIA DRAWING\FIGURE 2.1.DWG

DNSULTANCY



Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public Proposal - Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

Drawing Title - Swept Path Analysis for	Dwg No Figure 2.2	Rev	
12m Large Fire Appliance	Scale - 1:500@A4	Date - Jan 2025	8FM CONSULTANCY LIMITED







Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public **Proposal -** Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

Drawing Title -	Dwg No Figure 3.3	Rev	
Proposed Road Improvement	Scale	Date - Jan 2025	8FM CONSULTANCY LIMITED









Junction Calculation Sheets

F M CONSULTANCY LIMIT	ED	PRIORITY JUNCTION CALCUL	LATION		INITIALS	DATE
c Impact Assessment for Proposed Eating Place, Local Pro	ovision Store, Ancillary Office, Store Room and	Public Vehicle Park (Excluding Container Vehicle) for a Temporary Perio	od of 3 Years at Lot No.356 in D.D.78, Tsung Yuen H	la, Tak Kwu Ling N Prepared By:	FF	Jan-202
A - Lin Ma Hang Road / Unnamed Rd1		2028 Design - AM Peak	Project No	b.: 80110 Checked By:	MM	Jan-202
				Reviewed By:	FM	Jan-20
	(ARM C) Lin Ma Hang Rd 28 178 138 [1] [2]	(ARM B) [3] Unnamed Rd 1	NOTES : (GEOMETRIC INPL W = MAJOR R W cr = CENTRAL W b-a = LANE WID W b-c = LANE WID W c-b = LANE WID V b-a = VISIBILIT Vr b-a = VISIBILIT Vr b-a = VISIBILIT Vr c-b = VISIBILIT D = STREAM- E = STREAM- F = STREAM- Y = (1-0.0345)	UT DATA) COAD WIDTH RESERVE WIDTH DTH AVAILABLE TO VEHICLE W DTH AVAILABLE TO VEHICLE W DTH AVAILABLE TO VEHICLE W Y TO THE LEFT FOR VEHICLES Y TO THE RIGHT FOR VEHICLE Y TO THE RIGHT FOR VEHICLE Y TO THE RIGHT FOR VEHICLE SPECIFIC B-A SPECIFIC B-C SPECIFIC C-B W)	AITING IN STR AITING IN STR AITING IN STR WAITING IN S S WAITING IN S S WAITING IN S S WAITING IN S	REAM b-a REAM b-c REAM c-b TREAM b-a STREAM b-a STREAM b-c STREAM c-b
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GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 138$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTOR: D = 0.74 E = 0.81 F = 0.58 Y = 0.75 F for (Qb-ac) =	S: THE CAPACITY OF MOV 9 Q b-a = 5 Q b-c = 6 Q c-b = 9 Q b-ac = Q c-a = 1 TOTAL FLOW =	A21 (pcu/hr) 555 (pcu/hr) 385 (pcu/hr) 555 (pcu/hr) 1800 (pcu/hr) 344 (pcu/hr)	COMPARISION C TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane) DFC c-a	DF DESIGN FLC = = = = = =	0.0000 0.0505 0.0000 0.0505 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 138$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTOR: D = 0.74 E = 0.81 F = 0.58 Y = 0.75 F for (Qb-ac) =	S: THE CAPACITY OF MOV 9 Q b-a = 5 Q b-c = 6 Q c-b = 9 Q b-ac = Q c-a = 1 TOTAL FLOW =	421 (pcu/hr) 555 (pcu/hr) 385 (pcu/hr) 555 (pcu/hr) 1800 (pcu/hr) 344 (pcu/hr)	COMPARISION C TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a	DF DESIGN FLC = = = = = =	0.0000 0.0505 0.0000 0.0505 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 138$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C)W c-b = 0.0 (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTOR: D = 0.74 E = 0.81 F = 0.58 Y = 0.75 F for (Qb-ac) =	S: THE CAPACITY OF MOV Q b-a = C Q b-c = Q b-a = Q c-b = Q c-a = 1 TOTAL FLOW =	421 (pcu/hr) 555 (pcu/hr) 385 (pcu/hr) 555 (pcu/hr) 1800 (pcu/hr) 344 (pcu/hr)	COMPARISION C TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane) DFC c-a	DF DESIGN FLC = = = = = =	0.0000 0.0505 0.0000 0.0505 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 138$ (pcu/hr) $q a-c = 178$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $MINOR ROAD (ARM B)$	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTOR: D = 0.74 E = 0.81 F = 0.58 Y = 0.75 F for (Qb-ac) =	S: THE CAPACITY OF MOV 9 Q b-a = 5 Q b-c = 6 Q c-b = 9 Q b-ac = Q c-a = 1 TOTAL FLOW =	421 (pcu/hr) 555 (pcu/hr) 385 (pcu/hr) 555 (pcu/hr) 1800 (pcu/hr) 344 (pcu/hr)	COMPARISION C TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLC = = = = = =	0.0000 0.0505 0.0000 0.0505 0.0000 0.0505
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 138$ (pcu/hr) $q a-c = 178$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTOR: D = 0.74 E = 0.81 F = 0.58 Y = 0.75 F for (Qb-ac) =	S: THE CAPACITY OF MOV 9 Q b-a = 5 Q b-c = 6 Q c-b = 9 Q b-ac = Q c-a = 1 TOTAL FLOW =	421 (pcu/hr) 555 (pcu/hr) 385 (pcu/hr) 555 (pcu/hr) 1800 (pcu/hr) 344 (pcu/hr)	COMPARISION C TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLC = = = = = =	0.0000 0.0505 0.0000 0.0505 0.0000 0.0505
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 138$ (pcu/hr) $q a-c = 178$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-c = 2.5$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTOR: D = 0.74 E = 0.81 F = 0.58 Y = 0.75 F for (Qb-ac) =	S: THE CAPACITY OF MOV 9 Q b-a = 5 Q b-c = 6 Q c-b = 9 Q b-ac = Q c-a = 1 TOTAL FLOW =	421 (pcu/hr) 555 (pcu/hr) 385 (pcu/hr) 555 (pcu/hr) 1800 (pcu/hr) 344 (pcu/hr)	COMPARISION C TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLC = = = = = =	0.0000 0.0505 0.0000 0.0505 0.0000 0.0505
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 138$ (pcu/hr) $q a-c = 178$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-a = 15$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTOR: D = 0.74 E = 0.81 F = 0.58 Y = 0.75 F for (Qb-ac) =	S: THE CAPACITY OF MOV 9 Q b-a = 5 Q b-c = 6 Q c-b = 9 Q b-ac = Q c-a = 1 TOTAL FLOW =	421 (pcu/hr) 555 (pcu/hr) 385 (pcu/hr) 555 (pcu/hr) 1800 (pcu/hr) 344 (pcu/hr)	COMPARISION C TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLC = = = = =	0.0000 0.0505 0.0000 0.0505 0.0000 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 138$ (pcu/hr) $q a-c = 178$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $W b-a = 2.5$ (metres) $W b-a = 15$ (metres) $VI b-a = 15$ (metres) $VI b-a = 24$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTOR: D = 0.74 E = 0.81 F = 0.58 Y = 0.75 F for (Qb-ac) =	S: THE CAPACITY OF MOV 9 Q b-a = 5 Q b-c = 6 Q c-b = 9 Q b-ac = Q c-a = 1 TOTAL FLOW =	421 (pcu/hr) 555 (pcu/hr) 385 (pcu/hr) 555 (pcu/hr) 1800 (pcu/hr) 344 (pcu/hr)	COMPARISION C TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLC = = = = =	0.0000 0.0505 0.0000 0.0505 0.0000 0.0505
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 138$ (pcu/hr) $q a-c = 178$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-a = 15$ (metres) $Vr b-a = 24$ (metres) $Vr b-a = 24$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTOR: D = 0.74 E = 0.81 F = 0.58 Y = 0.75 F for (Qb-ac) =	S: THE CAPACITY OF MOV 9 Q b-a = 5 Q b-c = 6 Q c-b = 9 Q b-ac = Q c-a = 1 TOTAL FLOW =	421 (pcu/hr) 555 (pcu/hr) 385 (pcu/hr) 555 (pcu/hr) 1800 (pcu/hr) 344 (pcu/hr)	COMPARISION C TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLC = = = = =	0.0000 0.0505 0.0000 0.0505 0.0000 0.0505
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 138$ (pcu/hr) $q a-c = 178$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-a = 15$ (metres) $Vr b-a = 15$ (metres) $Vr b-a = 24$ (metres) $Vr b-a = 24$ (metres) $Vr b-c = 24$ (metres) $vr b-c = 24$ (metres) $q b-a = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTOR: D = 0.74 E = 0.81 F = 0.58 Y = 0.75 F for (Qb-ac) =	S: THE CAPACITY OF MOV 9 Q b-a = 5 Q b-c = 6 Q c-b = 9 Q b-ac = Q c-a = 1 TOTAL FLOW =	421 (pcu/hr) 555 (pcu/hr) 385 (pcu/hr) 555 (pcu/hr) 1800 (pcu/hr) 344 (pcu/hr)	COMPARISION C TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLC = = = = =	0.0000 0.0505 0.0000 0.0505 0.0000 0.0505

8FM CONSULTANCY LIMITED	PRIORITY JUN	ICTION CALCULA	TION		INITIALS		DATE
Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancilla	ry Office, Store Room and Public Vehicle Park (Excluding Conta	iner Vehicle) for a Temporary Period of	f 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha,	Tak Kwu Ling N Prepared	By: FF	J	Jan-2025
Jn B - Unnamed Rd 2 / Unnamed Rd 3	2028 Design - AM Peak		Project No.:	80110 Checked	By: MM	J	Jan-2025
				Reviewed	By: FM	J	Jan-2025
					·		
(ARM Unname [10] 0 ↓ Unnamed Rd 2 [7] 2 ↓ (ARM C) (ARM C) (ARM C)	D) d Rd 3 [11] [12] 0 0 4 0 [1] 4 0 [1] 4 16 [2] 4 0 [3] Rd 3'(ARM B)	W Unnamed Rd 2 (ARM A)	NOTES : (GEOMETRIC INPUT W = MAJOR RO, W cr = CENTRAL F W b-a = LANE WIDT W b-c = LANE WIDT W c-b = LANE WIDT VI b-a = VISIBILITY Vr b-a = VISIBILITY Vr b-c = VISIBILITY Vr c-b = VISIBILITY D = STREAM-SF E = STREAM-SF Y = (1-0.0345W)	DATA) AD WIDTH ESERVE WIDTH H AVAILABLE TO VEH H AVAILABLE TO VEH H AVAILABLE TO VEH TO THE LEFT FOR VE TO THE RIGHT FOR VE TO THE RIGHT FOR VE TO THE RIGHT FOR VE PECIFIC B-A PECIFIC B-A PECIFIC C-B	HICLE WAITING IN STR HICLE WAITING IN STR HICLES WAITING IN S EHICLES WAITING IN EHICLES WAITING IN EHICLES WAITING IN	REAM b-a REAM b-c REAM c-b TREAM b STREAM STREAM STREAM	-a b-a b-c c-b
GEOMETRIC DETAILS:	GEOMET	IRIC FACTORS :				ESIGN FL	ow
GENERAL W = 3.90 (metres) W cr = 0 (metres) Y =	Хb Хс 0.865 Zb Мb	= 0.707 = 0.767 = 0.876 = 0.806	Xa = Xd = Zd = Md =	0.767 0.707 0.769 0.708	DFC b-a DFC b-c DFC c-b	= = =	0.0000 0.0031 0.0035
MAJOR ROAD (ARM A) MAJOF M	AJOR ROAD (ARM C)				DFCI b-d	=	0.0000
w a-d = 2.0 (metres) w c-b = Vr a-d = 18 (metres) Vr c-b = q a-b = 0 (pcu/hr) q c-a = q a-c = 16 (pcu/hr) q c-b = q a-d = 0 (pcu/hr) q c-d =	2.0 (metres) PROPOR 18 (metres) 17 (pcu/hr) r b-a 2 (pcu/hr) ql b-d 4 (pcu/hr) qr b-d	= 0 = 0 = 0 = 0	rd-c = (pcu/hr) qI d-b = (pcu/hr) qr d-b =	0.000 0 (pcu/hr) 0 (pcu/hr)	DFCrb-d DFC d-c DFC d-a DFC a-d DFCI d-b DFCr d-b	= = = = =	0.0000 0.0000 0.0000 0.0000 0.0000 0.0000
MINOR ROAD (ARM B) MINOR R	UAD (ARM D) CAPACIT	IY OF MOVEMENT :					
W b-a = 2.0 (metres) W d-c = W b-c = 3.3 (metres) W d-a = VIb-a = 18 (metres) VI d-c = Vr b-a = 18 (metres) Vr d-c = Vr b-c = 20 (metres) Vr d-a = q b-a = 0 (pcu/hr) q d-c = q b-a = 2 (ncu/hr) q d-a =	2.0 (metres) Q b-a 2.0 (metres) Q b-c 18 (metres) Q c-b 20 (metres) QI b-d 0 (pcu/hr) Qr b-d 0 (pcu/hr) Qr b-d	= 436 = 648 = 568 = 497 = 436	(pcu/hr) Q d-c = (pcu/hr) Q d-a = (pcu/hr) Q a-d = (pcu/hr) QI d-b = (pcu/hr) Qr d-b =	436 (pcu/hr) 568 (pcu/hr) 566 (pcu/hr) 437 (pcu/hr) 436 (pcu/hr)	CRITICAL DFC	=	0.00
q b - d = 0 (pcu/hr) q d - d = q b - d = 0 (pcu/hr) q d - b = 0 (pcu/hr) q - 0 (pcu/hr) q - 0 (pcu/hr) q = 0 (pcu/hr) q - 0 (pcu/hr)	0 (pcu/hr)	IOIAL FLOW =	41 (PCU/HR)				

M CONSULTANCY LIMIT	'ED Pf	RIORITY JUNCTION CALCULA	ATION		INITIALS	DATE
Impact Assessment for Proposed Eating Place, Local Pro	vision Store, Ancillary Office, Store Room and Public V	ehicle Park (Excluding Container Vehicle) for a Temporary Period of	of 3 Years at Lot No.356 in D.D.78, Tsung Yuen	Ha, Tak Kwu Ling N Prepared By:	FF	Jan-202
- Lin Ma Hang Road / Unnamed Rd1	202	28 Design - PM Peak	Project N	No.: 80110 Checked By: MM		
				Reviewed By:	FM	Jan-202
	(ARM C) Lin Ma Hang Rd	(ARM B) Unnamed Rd 1	NOTES : (GEOMETRIC INI W = MAJOR W cr = CENTRA W b-a = LANE W W b-c = LANE W W c-b = LANE W W c-b = LANE W VI b-a = VISIBILI Vr b-a = VISIBILI Vr b-c = VISIBILI Vr c-b = VISIBILI D = STREAN E = STREAN F = STREAN Y = (1-0.034)	PUT DATA) ROAD WIDTH AL RESERVE WIDTH IDTH AVAILABLE TO VEHICLE W IDTH AVAILABLE TO VEHICLE W IDTH AVAILABLE TO VEHICLE W TY TO THE LEFT FOR VEHICLE TY TO THE RIGHT FOR VEHICLE TY TO THE RIGHT FOR VEHICLE M-SPECIFIC B-A M-SPECIFIC B-C M-SPECIFIC C-B 5W)	VAITING IN STF VAITING IN STF VAITING IN STF S WAITING IN S S WAITING IN S WAITING IN S WAITING IN	REAM b-a REAM b-c REAM c-b TREAM b-a STREAM b-a STREAM b-c STREAM c-b
I	Lin Ma Hang Rd (ARM A)					
GEOMETRIC DETAILS:	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS :	THE CAPACITY OF MOVE	EMENT :	COMPARISION (TO CAPACITY:	OF DESIGN FLO	ow
GEOMETRIC DETAILS: MAJOR ROAD (ARM A)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS :	THE CAPACITY OF MOVE	EMENT :	COMPARISION O TO CAPACITY:	OF DESIGN FLO	ow
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749	THE CAPACITY OF MOVE	EMENT : 442 (pcu/hr)	COMPARISION O TO CAPACITY: DFC b-a	DF DESIGN FLO	wo 0.0000
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815	THE CAPACITY OF MOVE Q b-a = Q b-c =	EMENT : 442 (pcu/hr) 577 (pcu/hr)	COMPARISION (TO CAPACITY: DFC b-a DFC b-c	DF DESIGN FLO = =	0.0000 0.1525
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 60 (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586	Q b-a = Q b-c = Q c-b =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr)	COMPARISION (TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b	DF DESIGN FLO = = = =	0.0000 0.1525 0.0000
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 60 (pcu/hr) q a-c = 111 (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759	Q b-a = Q b-c = Q c-b = Q b-ac =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr)	COMPARISION (TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac	DF DESIGN FLO = = = = = =	0.0000 0.1525 0.0000 0.1525
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 60 (pcu/hr) q a-c = 111 (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr)	COMPARISION (TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane)	DF DESIGN FLO = = = = = =	0.0000 0.1525 0.0000 0.1525
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 60 (pcu/hr) q a-c = 111 (pcu/hr) MAJOR ROAD (ARM C)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr) 259 (pcu/hr)	COMPARISION (TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a	DF DESIGN FLO = = = = = = =	0.0000 0.1525 0.0000 0.1525 0.0000
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 60 (pcu/hr) q a-c = 111 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0.0 (metres)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr) 259 (pcu/hr)	COMPARISION O TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a	DF DESIGN FLO = = = = = =	0.0000 0.1525 0.0000 0.1525 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 60$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $Q c a = 0$ (neutres)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr) 259 (pcu/hr)	COMPARISION (TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a	DF DESIGN FLO = = = = = =	0.0000 0.1525 0.0000 0.1525 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 60$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr) 259 (pcu/hr)	COMPARISION O TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a	DF DESIGN FLO = = = = = =	0.0000 0.1525 0.0000 0.1525 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 60$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr) 259 (pcu/hr)	COMPARISION O TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLO = = = = = =	0.0000 0.1525 0.0000 0.1525 0.0000 0.1525
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 60$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $W DOR ROAD (ARM B)$ $W b-a = 2.5$ (metres)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr) 259 (pcu/hr)	COMPARISION O TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FL(= = = = =	0.0000 0.1525 0.0000 0.1525 0.0000 0.1525
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 60$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $W b-a = 2.5$ (metres) $W b-a = 2.5$ (metres)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr) 259 (pcu/hr)	COMPARISION (TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FL(= = = = =	0.0000 0.1525 0.0000 0.1525 0.0000 0.1525
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 60$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-c = 2.5$ (metres) $VI b-a = 15$ (metres)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr) 259 (pcu/hr)	COMPARISION (TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLO = = = = =	0.0000 0.1525 0.0000 0.1525 0.0000 0.1525 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W =$ 7.0 (metres) $W cr =$ 0 (metres) $q a-b =$ 60 (pcu/hr) $q a-c =$ 111 (pcu/hr)MAJOR ROAD (ARM C) $W c-b =$ 0 (metres) $Vr c-b =$ 0 (metres) $Vr c-b =$ 0 (metres) $q c-a =$ 0 (pcu/hr) $q c-b =$ 0 (pcu/hr)MINOR ROAD (ARM B) $W b-a =$ 2.5 (metres) $W b-a =$ 1.5 (metres) $Vr b-a =$ 1.5 (metres) $Vr b-a =$ 2.4 (metres)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr) 259 (pcu/hr)	COMPARISION O TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLO = = = = =	0.0000 0.1525 0.0000 0.1525 0.0000 0.1525 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W =$ 7.0 (metres) $W cr =$ 0 (metres) $q a b =$ 60 (pcu/hr) $q a - c =$ 111 (pcu/hr)MAJOR ROAD (ARM C) $W c - b =$ 0.0 (metres) $Vr c - b =$ 0 (metres) $Q c - a =$ 0 (pcu/hr) $q c - b =$ 0 (pcu/hr)MINOR ROAD (ARM B) $W b - a =$ 2.5 (metres) $W b - a =$ 2.5 (metres) $V b - a =$ 15 (metres) $V b - a =$ 24 (metres) $Vr b - c =$ 24 (metres)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr) 259 (pcu/hr)	COMPARISION O TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLO = = = = =	0.0000 0.1525 0.0000 0.1525 0.0000 0.1525 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 60$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (pcu/hr) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-a = 15$ (metres) $V b-a = 24$ (metres) $Vr b-a = 24$ (metres) $Vr b-a = 0$	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	EMENT : 442 (pcu/hr) 577 (pcu/hr) 409 (pcu/hr) 577 (pcu/hr) 1800 (pcu/hr) 259 (pcu/hr)	COMPARISION O TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	DF DESIGN FLO	0.0000 0.1525 0.0000 0.1525 0.0000 0.1525

Traffic Im Jn B -	mpact Assessment for • Unnamed Rd 2	Proposed Eating Place, Local I / Unnamed Rd 3	Provision Store, Ancillary Office, s	Store Room and Public Vehicl 2028 E	le Park (Excluding Con)esign - PM Peal	ntainer Vehicle) K	for a Temporary Period	d of 3 Years at	t Lot No.356 in D.D.78,	Fsung Yuen Ha, Tak Kwu Ling N Project No.: 80110	Prepared Checked	By: FF By: MM		Jan-2025 Jan-2025
Jn B -	Unnamed Rd 2	/ Unnamed Rd 3		2028 E	Design - PM Pea	k				Project No.: 80110	Checked	By: MM		Jan-2025
											-			
				I							Reviewed	BV: FM		Jan-2025
												,		
Ur	Jnnamed Rd 2 (ARM C)	$\begin{bmatrix} 9 \end{bmatrix} 2 \\ \begin{bmatrix} 8 \end{bmatrix} 17 \\ \hline 7 \end{bmatrix} 2 $	(ARM D) Unnamed Rd 3 [10] [11] 3 2 ↓ ↓ 3 0 [6] [5] [4] Unnamed Rd 3'(A	[12] 0 0 0 0 0 16 0 16 0 0 8 RM B)	[1] [2] [3]	Unname (ARM	Ad Rd 2 MA)		NOTES : (GEOM W = W cr = W b-a = W b-c = W c-b = VI b-a = Vr b-a = Vr b-a = Vr b-c = Vr c-b = D = E = F = Y =	ETRIC INPUT DATA) MAJOR ROAD WIDTH CENTRAL RESERVE W LANE WIDTH AVAILABI LANE WIDTH AVAILABI LANE WIDTH AVAILABI VISIBILITY TO THE LEF VISIBILITY TO THE RIG VISIBILITY TO THE RIG STREAM-SPECIFIC B-A STREAM-SPECIFIC B-C STREAM-SPECIFIC C-E (1-0.0345W)	IDTH LE TO VEH LE TO VEH T FOR VE HT FOR V HT FOR V HT FOR V S	HICLE WAITING IN STR HICLE WAITING IN STR HICLES WAITING IN ST EHICLES WAITING IN S EHICLES WAITING IN S EHICLES WAITING IN S	EAM b-a EAM b-d EAM c-t TREAM STREAN STREAN STREAN	a C D D-a M D-a M D-C M C-D
	GEOMETRIC	DETAILS:			GEOM		FORS :						SIGN FI	LOW
	OFNERAL				X I		0 707		X -	0 707		TO CAPACITT.		
	GENERAL	0.00 (months a)			XD) =	0.707		Ха	= 0.767		DEO L		0.0000
	VV =	3.90 (metres)	N.	0.005	Xc	: =	0.767		Xd	= 0.707		DFC b-a	=	0.0000
	VV cr =	0 (metres)	Y =	0.865	Zb) =	0.876		Zd	= 0.769		DFC b-c	=	0.0046
1					Mb) =	0.806		M d	= 0.708	5	DFC c-b	=	0.0035
	MAJOR ROAL	D (ARM A)	MAJOF MAJOR R	OAD (ARM C)								DFCI b-d	=	0.0000
	vv a-d =	2.0 (metres)	VV C-D =	2.0 (metres)	PROPU	DK HON OF	MINUR STRAIGHT	I AHEAD I	KAFFIC :			DFCrb-d	=	0.0000
	Vra-d =	18 (metres)	Vrc-b =	18 (metres)								DFC d-c	=	0.0069
	a - h -	0 (ncu/br)	d c-a =	17 (ncu/br)	rha	_	Ω		rdo	- 0.007	,		_	0.0000
	ua-u −		ч с-а –	17 (pcu/m)	ru-a	_	0	(mar.)	I Q-C	- 0.007	(maryllar)		_	0.0000
	qa-c =	16 (pcu/nr)	d c-p =	2 (pcu/nr)	d b-d	=	0	(pcu/nr)	d-p ib	= 1.0068807	(pcu/nr)	DFC a-d	=	0.0000
	qa-d =	0 (pcu/hr)	q c-d =	2 (pcu/hr)	qr b-d	=	0	(pcu/hr)	qr d-b	= 0.9931193	(pcu/hr)	DFCI d-b	=	0.0023
												DFCr d-b	=	0.0023
	MINOR ROAD	(ARM B)	MINOR ROAD (AF	RMD)	CAPAC	ITY OF MO	VEMENT :							
	W b.a =	20 (metres)	W d-c =	20 (metres)										
	w u-a -			2.0 (116165)				(()	_	(maryller)			
	VV D-C =	3.3 (metres)	vv d-a =	2.0 (metres)	Q b-	·a ≓	436	(pcu/nr)	Q a-c	- 436	(pcu/nr)			
	VIb-a =	18 (metres)	VI d-c =	18 (metres)	Q b-r	c =	648	(pcu/hr)	Q d-a	= 568	l (pcu/hr)			
			Vrda =	18 (metree)	Q c-t	b =	568	(pcu/hr)	Q a-d	= 566	(pcu/hr)	CRITICAL DFC	=	0.01
	Vrb-a =	18 (metres)	viu-c =	10 (11161163)										-
	Vrb-a = Vrb-c =	18 (metres) 20 (metres)	Viu-c = Vrd-a =	20 (metres)		d =	408	(ncu/hr)	Old-b	= 437	(ncu/hr)			
	Vrb-a = Vrb-c =	18 (metres) 20 (metres)	Vrd-c = Vrd-a =	20 (metres)	QI b-v	d =	498	(pcu/hr)	QI d-b	= 437	(pcu/hr)			
	Vrb-a = Vrb-c = q b-a =	18 (metres) 20 (metres) 0 (pcu/hr)	Vrd-c = Vrd-a = qd-c =	20 (metres) 3 (pcu/hr)	QI b Qr b	d = d =	498 436	(pcu/hr) (pcu/hr)	QI d-b Qr d-b	= 437 = 436	(pcu/hr) (pcu/hr)			
	Vrb-a = Vrb-c = qb-a = qb-c =	18 (metres) 20 (metres) 0 (pcu/hr) 3 (pcu/hr)	Vi d-c = Vr d-a = q d-c = q d-a =	20 (metres) 3 (pcu/hr) 0 (pcu/hr)	QI b- Qr b-	d = -d =	498 436	(pcu/hr) (pcu/hr)	QI d-b Qr d-b	= 437 = 436	(pcu/hr) (pcu/hr)			

In Index decayses for Physical Bits P. Route and Public Visions Provided 31 Name at Link Sills to 27.5 Name Yues Name Ling (Propert Bits) IF June 2 A - Lin Me Hang Road // Unnamed Rot 202 Closerved - AM Peak Project Name Name Ling Project Name Name Ling Physical Bits // Name Name Link Name Name Name Name Link Name Name Name Name Name Name Name Name	FM CONSULTANCY LIMI ⁻	red P	RIORITY JUNCTION CALCULAT	TION		INITIALS	DATE
A. Lin Ma Hang Road / Unnamed Rd1 2024 Observed - AM Peak Indextee By: MM Jance Image: A Lin Ma Hang Rd Image: A	ic Impact Assessment for Proposed Eating Place, Local P	ovision Store, Ancillary Office, Store Room and Public	Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3	Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Lir	ng N Prepared By:	FF	Jan-202
Image: Contract bit is a start of the start of	A - Lin Ma Hang Road / Unnamed Rd1	20	24 Observed - AM Peak	Project No.: 80110	0 Checked By:	MM	Jan-202
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $					Reviewed By:	FM	Jan-202
UPUN P(2) GEOMETRIC DETAILS: GEOMETRIC FACTORS : THE CAPACITY OF MOVEMENT : COMPARISION OF DESIGN FLOW TO CAPACITY: MAJOR ROAD (ARM A) $W = 7.0$ (metres) $D = 0.749$ $Q.b-a = 424$ (pcu/hr) DFC $b-a = 0.0000$ W or $= 0$ (metres) $E = 0.815$ $Q.b-c = 557$ (pcu/hr) DFC $b-b = 0.0000$ $q.a-c = 173$ (pcu/hr) $Y = 0.759$ $Q.b-ac = 557$ (pcu/hr) DFC $b-b = 0.0000$ $q.a-c = 173$ (pcu/hr) Y $= 0.759$ $Q.b-ac = 557$ (pcu/hr) DFC $b-b = 0.0000$ MAJOR ROAD (ARM C) F for (Qb-ac) = 1 TOTAL FLOW = 309 (pcu/hr) DFC $c-a = 0.0000$ W $c-b = 0$ (metres) $q.c-a = 1800$ (pcu/hr) DFC $c-a = 0.0000$ W $c-b = 0$ (metres) $q.c-a = 1800$ (pcu/hr) DFC $c-a = 0.0000$ W $c-b = 0$ (metres) $q.c-a = 1800$ (pcu/hr) DFC $c-a = 0.0000$ W $b-a = 0$ (pcu/hr) F for (Qb-ac) = 1 TOTAL FLOW = 309 (pcu/hr) DFC $c-a = 0.0000$ W $b-a = 2.5$ (metres) Vicha = 15 (metres) CRITICAL DFC = 0.03 CRITICAL DFC = 0.03 W $b-a = 2.4$ (metres) Vecha = 0 (pcu/hr) CRITICAL DFC = 0.03 CRITICAL DFC = 0.03 U (pcu/hr)		(ARM C) Lin Ma Hang Rd 15 [3] 173 121 [1] [2] Lin Ma Hang Rd (ARM A)	(ARM B) Unnamed Rd 1	NOTES : (GEOMETRIC INPUT DATA)W=MAJOR ROAD WIDTW cr=CENTRAL RESERVEW b-a=LANE WIDTH AVAIL/W b-c=LANE WIDTH AVAIL/W c-b=LANE WIDTH AVAIL/V c-b=VISIBILITY TO THE LVr b-a=Vr b-c=VisiBILITY TO THE FVr c-b=VisiBILITY TO THE FD=STREAM-SPECIFIC IE=STREAM-SPECIFIC IF=STREAM-SPECIFIC IY=(1-0.0345W)	H E WIDTH ABLE TO VEHICLE W ABLE TO VEHICLE W ABLE TO VEHICLE W LEFT FOR VEHICLES RIGHT FOR VEHICLE RIGHT FOR VEHICLE B-A B-C C-B	AITING IN STR AITING IN STR AITING IN STR WAITING IN S S WAITING IN S S WAITING IN S S WAITING IN S	EAM b-a EAM b-c EAM c-b TREAM b-a STREAM b-a STREAM b-c STREAM c-b
MAJOR ROAD (ARM A) W = 7.0 (metres) D = 0.749 Q b-a = 424 (pcu/hr) DFC b-a = 0.000 W = 0 (metres) E 0.815 Q b-a = 557 (pcu/hr) DFC b-a = 0.0000 q a-b = 121 (pcu/hr) F = 0.586 Q c-b = 389 (pcu/hr) DFC b-a = 0.0000 q a-c = 173 (pcu/hr) F = 0.575 Q b-a = 357 (pcu/hr) DFC b-a = 0.0000 Q a-c = 173 (pcu/hr) F = 0.575 Q b-a = 359 (pcu/hr) DFC b-a = 0.0000 Q a-c = 0.0 (metres) = 1 TOTAL FLOW = 309 (pcu/hr) DFC b-a = 0.0000 W c-b = 0.0 (metres) = 1 TOTAL FLOW = 309 (pcu/hr) DFC b-a = 0.0000 q c-a = 0 (pcu/hr) E 5 1 TOTAL FLOW = 309 (pcu/hr) DFC b-a = 0.0000 q c-a = 0 (pcu/hr) E F 5 1 0.000 1 <t< td=""><td>GEOMETRIC DETAILS:</td><td>GEOMETRIC FACTORS :</td><td>THE CAPACITY OF MOVEM</td><td>ENT :</td><td>COMPARISION O</td><td>OF DESIGN FLC</td><td>ow.</td></t<>	GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEM	ENT :	COMPARISION O	OF DESIGN FLC	ow.
W = 7.0 (metres) D = 0.749 Q ba = 424 (pcu/hr) DFC ba = 0.000 W cr = 0 (metres) E = 0.815 Q bac = 557 (pcu/hr) DFC ba = 0.0000 q ab = 11 (pcu/hr) F = 0.586 Q bac = 359 (pcu/hr) DFC bac = 0.0000 q ab = 103 (pcu/hr) Y = 0.759 Q bac = 357 (pcu/hr) DFC bac = 0.0000 W cb = 0.0 (metres) Y = 1 TOTAL FLOW = 309 (pcu/hr) DFC bac = 0.0000 W cb = 0.0 (metres) Y = 1 TOTAL FLOW = 309 (pcu/hr) DFC bac = 0.0000 W cb = 0.0 (metres) Y I I TOTAL FLOW = 309 (pcu/hr) DFC bac = 0.030 W ba = 2.5	MAJOR ROAD (ARM A)						
W or = 0 (metres) E = 0.815 Q b-c = 557 (pcu/hr) DFC b-c = 0.0269 q a-b 121 (pcu/hr) F = 0.586 Q c-b = 389 (pcu/hr) DFC b-ac = 0.0000 q a-c 173 (pcu/hr) Y = 0.759 Q b-ac = 357 (pcu/hr) DFC b-ac = 0.0269 MAJOR ROAD (ARM C) F for (Qb-ac) = 1 TOTAL FLOW = 309 (pcu/hr) DFC c-a = 0.0000 W c-b 0.0 (metres) Image: Construction of the construction	W = 7.0 (metres)	D = 0.749	Q b-a =	424 (pcu/hr)	DFC b-a	=	0.0000
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	W cr = 0 (metres)	E = 0.815	Q b-c =	557 (pcu/hr)	DFC b-c	=	0.0269
q = c = 173 (pcu/hr) Y = 0.759 Q b=a c = 557 (pcu/hr) DFC b=a c = 0.0269 Q c=a = 1800 (pcu/hr) (Share Lane) 0 <td>q a-b = 121 (pcu/hr)</td> <td>F = 0.586</td> <td>Q c-b =</td> <td>389 (pcu/hr)</td> <td>DFC c-b</td> <td>=</td> <td>0.0000</td>	q a-b = 121 (pcu/hr)	F = 0.586	Q c-b =	389 (pcu/hr)	DFC c-b	=	0.0000
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	q a-c = 173 (pcu/hr)	Y = 0.759	Q b-ac =	557 (pcu/hr)	DFC b-ac	=	0.0269
MAJOR ROAD (ARM C) F for (Qb-ac) = 1 TOTAL FLOW = 309 (pcu/hr) DFC c-a = 0.0000 W c-b = 0.0 (metres) 0 (metres) 0 (pcu/hr) 0 <td< td=""><td></td><td></td><td>Q c-a =</td><td>1800 (pcu/hr)</td><td>(Share Lane)</td><td></td><td></td></td<>			Q c-a =	1800 (pcu/hr)	(Share Lane)		
W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) CRITICAL DFC = 0.03 W b-a = 2.5 (metres) VI b-a = 15 (metres) VI b-a = 15 (metres) Vr b-a = 2.4 (metres) Vr b-a = 2.4 (metres) Vr b-a = 2.4 (metres) Vr b-c = 2.4 (metres) 0 b-a = 0 (pcu/hr) q b-a = 0 (pcu/hr) q b-a = 15 (pcu/hr)						=	0.0000
Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) CRITICAL DFC = 0.03 W b-a = 2.5 (metres) V b-a = 2.5 (metres) V b-a = 15 (metres) V b-a = 2.4 (metres) V b-a = 2.4 (metres) V b-a = 2.4 (metres) V b-c = 2.4 (metres) V b-c = 2.4 (metres) Q b-a = 0 (pcu/hr) q b-a = 15 (neutres) Q b-a = 15 (neutres) Q b-a = 15 (neutres)	MAJOR ROAD (ARM C)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a		
q c-a = 0 (pcu/hr) $q c-b = 0$ (pcu/hr) MINOR ROAD (ARM B)CRITICAL DFC = 0.03W b-a = 2.5(metres)W b-c = 2.5(metres)V b-a = 15(metres)V b-a = 24(metres)V r b-a = 24(metres)V r b-a = 15(metres)V r b-c = 24(metres)V r b-c = 15(metres)V r b-c = 15(pcu/hr) $q b-a = 0$ (pcu/hr)	MAJOR ROAD (ARM C) W c-b = 0.0 (metres)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a		
q c-b =0(pcu/hr)MINOR ROAD (ARM B)CRITICAL DFC =0.03 $W b-a =$ 2.5(metres) $W b-c =$ 2.5(metres) $V b-a =$ 15(metres) $V r b-a =$ 24(metres) $V r b-c =$ 24(metres) $v r b-c =$ 0(pcu/hr) $q b-a =$ 0(pcu/hr)	MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (metres)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a		
MINOR ROAD (ARM B) CRITICAL DFC = 0.03 W b-a = 2.5 W b-c = 2.5 W b-a = 15 W b-a = 24 W rb-a = 0 Vr b-a = 24 W rb-a = 0 W rb	MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a		
Wb-a =2.5(metres)Wb-c =2.5(metres)VI b-a =15(metres)Vr b-a =24(metres)Vr b-c =24(metres)qb-c =0(pcu/hr)a b-c =15(pcu/hr)	MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a		
W b-c = 2.5 (metres) VI b-a = 15 (metres) Vr b-a = 24 (metres) Vr b-c = 24 (metres) q b-a = 0 (pcu/hr) a b-c = 15 (neu/hr)	MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a	=	0.03
VI b-a = 15 (metres) $Vr b-a = 24 (metres)$ $Vr b-c = 24 (metres)$ $q b-a = 0 (pcu/hr)$ $q b-c = 15 (pcu/hr)$	MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.5 (metres)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a	-	0.03
Vr b-a = 24 (metres) $Vr b-c = 24 (metres)$ $q b-a = 0 (pcu/hr)$ $a, b-c = 15 (pcu/hr)$	MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.5 (metres) W b-c = 2.5 (metres)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a	-	0.03
Vr b-c = 24 (metres) $q b-a = 0 (pcu/hr)$ $a, b-c = 15 (pcu/hr)$	MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.5 (metres) W b-c = 2.5 (metres) VI b-a = 15 (metres)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a CRITICAL DFC	=	0.03
q b a = 0 (pcu/hr) q b c = 15 (pcu/hr)	MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.5 (metres) W b-c = 2.5 (metres) VI b-a = 15 (metres) Vr b-a = 24 (metres)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a	=	0.03
q b = 0 (power) a b = 15 (neu/hr)	MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (pcu/hr) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.5 (metres) W b-c = 2.5 (metres) V b-a = 15 (metres) V b-a = 24 (metres)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a CRITICAL DFC	=	0.03
	MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.5 (metres) W b-c = 2.5 (metres) VI b-a = 15 (metres) Vr b-a = 24 (metres) Vr b-c = 24 (metres) q b-a = 0 (pcu/hr)	F for (Qb-ac) = 1	TOTAL FLOW =	309 (pcu/hr)	DFC c-a	=	0.03

8FM CONSULTANCY LIMITED PRIORITY JUNCTION CALCULATION				DATE
Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Pu	blic Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot	No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N Pre	repared By: FF	Jan-2025
Jn B - Unnamed Rd 2 / Unnamed Rd 3	2024 Observed - AM Peak	Project No.: 80110 Ch	hecked By: MM	Jan-2025
		Re	eviewed Bv: FM	Jan-2025
	1			23.1.2020
(ARM D) Unnamed Rd 3 [10] [11] [12] 0 0 0 [9] 3 [8] 2 (ARM C) (ARM C) [9] 3 [9] 3 [9] 2 [8] 2 [7] 2 [6] [5] [4] Unnamed Rd 3'(ARM B)	NO V V V V V V V V V V V V V V V V V V V	DTES : (GEOMETRIC INPUT DATA)V=MAJOR ROAD WIDTHV cr=CENTRAL RESERVE WIDTV b-a=LANE WIDTH AVAILABLE TV b-c=LANE WIDTH AVAILABLE TV c-b=LANE WIDTH AVAILABLE TV c-b=LANE WIDTH AVAILABLE TV c-b=LANE WIDTH AVAILABLE TV c-b=LANE WIDTH AVAILABLE TV c-b=VISIBILITY TO THE LEFT Fr/r c-b=VISIBILITY TO THE RIGHT/r c-b=VISIBILITY TO THE RIGHTD=STREAM-SPECIFIC B-AE=STREAM-SPECIFIC B-CF=Y=(1-0.0345W)	TH TO VEHICLE WAITING IN ST TO VEHICLE WAITING IN ST TO VEHICLES WAITING IN ST FOR VEHICLES WAITING IN FOR VEHICLES WAITING IN FOR VEHICLES WAITING IN	REAM b-a REAM b-c REAM c-b STREAM b-a STREAM b-a STREAM b-c STREAM c-b
GEOMETRIC DETAILS:	GEOMETRIC FACTORS :			ESIGN FLOW
GENERAL W = 3.90 (metres) W cr = 0 (metres) Y = 0.865 MAJOR ROAD (ARM A) MAJOF MAJOR ROAD (ARM C)	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	Xa = 0.767 Xd = 0.707 Zd = 0.769 Md = 0.708	DFC b-a DFC b-c DFC c-b DFC c-b DFC lb-d	= 0.0000 = 0.0015 = 0.0026 = 0.0000
vv $a - d =$ 2.0 (metres)vv $c - b =$ 2.0 (metres)Vr $a - d =$ 18 (metres)Vr $c - b =$ 18 (metres) $q a - b =$ 0 (pcu/hr) $q c - a =$ 2 (pcu/hr) $q a - c =$ 3 (pcu/hr) $q c - b =$ 2 (pcu/hr) $q a - d =$ 0 (pcu/hr) $q c - d =$ 3 (pcu/hr)	PROPORTION OF MINOR STRAIGHT AREAD TRAI) rb-a = 0 ql b-d = 0 (pcu/hr) qr b-d = 0 (pcu/hr)	rric: rd-c = 0.000 qld-b = 0 (pc qrd-b = 0 (pc	cu/hr) DFCr d-c DFC d-c DFC d-a DFC d-a cu/hr) DFC a-d DFCr d-b DFCr d-b	$\begin{array}{rcrr} = & 0.0000 \\ = & 0.0000 \\ = & 0.0000 \\ = & 0.0000 \\ = & 0.0000 \end{array}$
MINOR ROAD (ARM B) MINOR ROAD (ARM D) W b-a = 2.0 (metres) W d-c = 2.0 (metres) W b-a = 3.3 (metres) W d-a = 2.0 (metres) VI b-a = 18 (metres) VI d-c = 18 (metres) Vr b-a = 18 (metres) Vr d-c = 18 (metres) Vr b-c = 20 (metres) Vr d-a = 20 (metres) q b-a = 0 (pcu/hr) q d-c = 0 (pcu/hr) q b-c = 1 (pcu/hr) q d-a = 0 (pcu/hr)	$\begin{array}{rcl} & & & & \\ & & & \\) & & & & \\ 0 & & & & \\ 0 & & & & \\ 0 & & & &$	Q d-c = 441 (pc Q d-a = 572 (pc Q a-d = 570 (pc Q d-b = 442 (pc Q d-b = 442 (pc	cu/hr) cu/hr) cu/hr) cu/hr) cu/hr) cu/hr)	= 0.00

FM CONSULTANCY LIMIT	ED	PRIORITY JUNCTION CALCULATI	ON			INITIALS	DATE
c Impact Assessment for Proposed Eating Place, Local Pro	ovision Store, Ancillary Office, Store Room and Pub	lic Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Ye	ears at Lot No.356 in D.D.78, T	sung Yuen Ha, Tak Kwu Ling N P	Prepared By:	FF	Jan-202
A - Lin Ma Hang Road / Unnamed Rd1		2024 Observed - PM Peak		Project No.: 80110 C	checked By:	MM	Jan-202
				R	Reviewed By:	FM	Jan-202
	(ARM C) Lin Ma Hang Rd 74 108 44 [1] [2]	(ARM B) [3] Unnamed Rd 1	NOTES : (GEOME W = W cr = W b-a = W b-c = W c-b = VI b-a = Vr b-a = Vr b-a = Vr b-c = Vr c-b = D = E = F = Y =	TRIC INPUT DATA) MAJOR ROAD WIDTH CENTRAL RESERVE WID LANE WIDTH AVAILABLE LANE WIDTH AVAILABLE LANE WIDTH AVAILABLE VISIBILITY TO THE LEFT F VISIBILITY TO THE RIGHT VISIBILITY TO THE RIGHT STREAM-SPECIFIC B-A STREAM-SPECIFIC B-C STREAM-SPECIFIC C-B (1-0.0345W)	TH TO VEHICLE W TO VEHICLE W TO VEHICLE W FOR VEHICLES FOR VEHICLES FOR VEHICLES	AITING IN STR AITING IN STR AITING IN STR WAITING IN S S WAITING IN S S WAITING IN S	REAM b-a REAM b-c REAM c-b TREAM b-a STREAM b-a STREAM b-c STREAM c-b
	Lin Ma Hang Rd (ARM A)						
GEOMETRIC DETAILS:	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMEN	NT :	с	COMPARISION C	OF DESIGN FLO	ow
GEOMETRIC DETAILS: MAJOR ROAD (ARM A)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS :		IT :	C T	COMPARISION C	OF DESIGN FLO	ow
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749	THE CAPACITY OF MOVEMEN Q b-a =	IT : 444 (pcu/hr)	с т р	COMPARISION C COCAPACITY:	F DESIGN FLC	wc 0.0000
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815	Q b-a = Q b-c =	IT : 444 (pcu/hr) 579 (pcu/hr)	C T D D	COMPARISION C O CAPACITY: DFC b-a DFC b-c	DF DESIGN FLC = =	0.0000 0.1275
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 44 (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586	Q b-a = Q b-c = Q c-b =	IT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr)	C T D D	COMPARISION C O CAPACITY: DFC b-a DFC b-c DFC c-b	DF DESIGN FLC = = =	0.0000 0.1275 0.0000
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 44 (pcu/hr) q a-c = 108 (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759	Q b-a = Q b-c = Q c-b = Q b-ac =	IT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr)	C T D D D	COMPARISION C CO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac	DF DESIGN FLC = = = = =	0.0000 0.1275 0.0000 0.1275
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 44 (pcu/hr) q a-c = 108 (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a =	IT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr)	C T D D D C (\$	COMPARISION C CO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac Share Lane)	DF DESIGN FLC = = = = =	0.0000 0.1275 0.0000 0.1275
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 44 (pcu/hr) q a-c = 108 (pcu/hr) MAJOR ROAD (ARM C)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	AT: 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	C T D D C C C C C C C C C C C C C C C C	COMPARISION C CO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac Share Lane) DFC c-a	DF DESIGN FLC = = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 44$ (pcu/hr) $q a-c = 108$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	AT: 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	C T D D D C (\$	COMPARISION C CO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac Share Lane) DFC c-a	DF DESIGN FLC = = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 44$ (pcu/hr) $q a-c = 108$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q c-a = Q c-a =	JT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	C T D D D (S	COMPARISION C CO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b Share Lane) DFC c-a	DF DESIGN FLC = = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 44$ (pcu/hr) $q a-c = 108$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	IT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	C T D D U U U U U U U U U	COMPARISION C CO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac Share Lane) DFC c-a	DF DESIGN FLC = = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 44$ (pcu/hr) $q a-c = 108$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	IT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	C T D D C (() ()	COMPARISION C CO CAPACITY: DFC b-a DFC c-b DFC c-b DFC b-ac Share Lane) DFC c-a	DF DESIGN FLC = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 44$ (pcu/hr) $q a-c = 108$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	JT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	C T D D D C C C	COMPARISION C CO CAPACITY: DFC b-a DFC c-b DFC c-b DFC b-ac Share Lane) DFC c-a CFC c-a	DF DESIGN FLC = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000 0.1275
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 44$ (pcu/hr) $q a-c = 108$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $W b-a = 2.5$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	NT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	C T D D C ((C	COMPARISION C TO CAPACITY: DFC b-a DFC c-b DFC c-b Share Lane) DFC c-a Critical DFC	DF DESIGN FLC = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000 0.1275
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 44$ (pcu/hr) $q a-c = 108$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-c = 2.5$ (metres)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	NT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	C T D D C C	COMPARISION C TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-a Share Lane) DFC c-a	PF DESIGN FLC = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000 0.1275 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 44$ (pcu/hr) $q a-c = 108$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-c = 2.5$ (metres) $V b-a = 15$ (metres)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	JT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	ر ۲ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۲	COMPARISION C O CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac Share Lane) DFC c-a Share Lane) DFC c-a	PF DESIGN FLC = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000 0.1275 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 44$ (pcu/hr) $q a-c = 108$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-a = 15$ (metres) $Vl b-a = 15$ (metres) $Vl b-a = 24$ (metres)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	IT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	C T D D C ((COMPARISION C CO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac Share Lane) DFC c-a Share Lane) DFC c-a	DF DESIGN FLC = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000 0.1275 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 44$ (pcu/hr) $q a-c = 108$ (pcu/hr) $q a-c = 108$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-a = 15$ (metres) $VI b-a = 15$ (metres) $VI b-a = 24$ (metres) $Vr b-c = 24$ (metres)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	JT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	د ۲ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۲	COMPARISION C CO CAPACITY: DFC b-a DFC c-b DFC c-b DFC b-ac Share Lane) DFC c-a Critical DFC	DF DESIGN FLC = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000 0.1275 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 44$ (pcu/hr) $q a-c = 108$ (pcu/hr) $q a-c = 108$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-a = 15$ (metres) $Vr b-a = 24$ (metres) $Vr b-a = 24$ (metres) $Vr b-c = 24$ (metres) $Vr b-c = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A)	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	IT : 444 (pcu/hr) 579 (pcu/hr) 412 (pcu/hr) 579 (pcu/hr) 1800 (pcu/hr) 226 (pcu/hr)	C T D D C (\$ C	COMPARISION C CO CAPACITY: DFC b-a DFC c-b DFC c-b DFC b-ac Share Lane) DFC c-a	DF DESIGN FLC = = = = =	0.0000 0.1275 0.0000 0.1275 0.0000 0.1275 0.0000

8FM CONSULTANCY LIMITED	PRIORITY JUNCTION CALC	ULATION		INITIALS		DATE
Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store	Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary	Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak I	Kwu Ling N Prepared By	y: FF	J	an-2025
Jn B - Unnamed Rd 2 / Unnamed Rd 3	2024 Observed - PM Peak	Project No.: 8	30110 Checked By:	/: MM	J	an-2025
			Reviewed By	W FM		an-2025
			nononou by	y. Invi		un 2020
(ARM D) Unnamed Rd 3 [10] [11] [12 2 1 0 4 [8] 2 (ARM C) [8] 2 (ARM C) [9] 1 [8] 2 (ARM C) [6] [5] [4] Unnamed Rd 3'(ARM E	$ \begin{array}{c} $	NOTES : (GEOMETRIC INPUT DA W = MAJOR ROAD V W cr = CENTRAL RES W b-a = LANE WIDTH A W b-c = LANE WIDTH A W c-b = LANE WIDTH A VI b-a = VISIBILITY TO T Vr b-a = VISIBILITY TO T Vr b-c = VISIBILITY TO T Vr c-b = VISIBILITY TO T D = STREAM-SPEC E = STREAM-SPEC F = STREAM-SPEC Y = (1-0.0345W)	TA) WIDTH ERVE WIDTH VAILABLE TO VEHICI VAILABLE TO VEHICI VAILABLE TO VEHICI THE LEFT FOR VEHICI THE RIGHT FOR VEHICI THE RIGHT FOR VEHICI FIC B-A SIFIC B-C SIFIC C-B	CLE WAITING IN STR CLE WAITING IN STR CLES WAITING IN ST HICLES WAITING IN S HICLES WAITING IN S HICLES WAITING IN S	EAM b-a EAM b-c EAM c-b REAM b- STREAM STREAM STREAM	-a b-a b-c c-b
GEOMETRIC DETAILS:	GEOMETRIC FACTORS :		cc		SIGN FLO	ow
GEOMETRIC DETAILS: GENERAL	GEOMETRIC FACTORS : X b = 0.	707 Xa =	0.767	OMPARISION OF DE	SIGN FLO	w
GEOMETRIC DETAILS: GENERAL W = 3.90 (metres) W or = 0 (metres)	GEOMETRIC FACTORS : X b = 0. X c = 0. X c = 0.	707 Xa = 767 Xd =	0.767 0.707	OMPARISION OF DE D CAPACITY: DFC b-a	SIGN FLO	0.0000
GEOMETRIC DETAILS: GENERAL W = 3.90 (metres) W cr = 0 (metres)	GEOMETRIC FACTORS : X b = 0. X c = 0. 25 Z b = 0.	707 Xa = 767 Xd = 876 Zd =	0.767 0.707 0.769	OMPARISION OF DE D CAPACITY: DFC b-a DFC b-c DFC a-b	SIGN FL(= = -	0.0000 0.0031
GEOMETRIC DETAILS:GENERAL $W = 3.90$ (metres) $W cr = 0$ (metres) $Y = 0.8$ MALOR ROAD (ARMA)	GEOMETRIC FACTORS : X b = 0. X c = 0. 35 Z b = 0. M b = 0.	707 Xa = 767 Xd = 876 Zd = 806 Md =	CC 0.767 0.707 0.769 0.708	OMPARISION OF DE D CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b	SIGN FL(= = = =	0.0000 0.0031 0.0018 0.0000
GEOMETRIC DETAILS: GENERAL W = 3.90 (metres) W cr = 0 (metres) MAJOR ROAD (ARM A) W 2d = (1) (metres) W c D = (2)	GEOMETRIC FACTORS: $Xb = 0.$ $Xc = 0.$ $Xc = 0.$ $Zb = 0.$ $Mb = 0.$ $(ARM C)$ $U(metrics) = EE(DE(DE(DE(DE(DE(DE(DE(DE(DE(DE(DE(DE(D$	707 Xa = 767 Xd = 876 Zd = 806 Md =	0.767 0.707 0.769 0.708	OMPARISION OF DE D CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d	SIGN FL(= = = = =	0.0000 0.0031 0.0018 0.0000
GEOMETRIC DETAILS: GENERAL W = 3.90 (metres) W cr = 0 (metres) Y = 0.8 MAJOR ROAD (ARM A) MAJOF MAJOR ROAD W a-d = 2.0 (metres) W c-b = 2 Vr a-d = 18 (metres) Vr c-b = 2	GEOMETRIC FACTORS : X b = 0. X c = 0. 65 Z b = 0. M b = 0. (ARM C) PROPORTION OF MINOR STRATE 9 (metres) PROPORTION OF MINOR STRATE	707 Xa = 767 Xd = 876 Zd = 806 Md =	0.767 0.707 0.769 0.708	DFC b-a DFC b-c DFC b-c DFC c-b DFC b-d DFC b-d DFC b-d	SIGN FL(= = = = = =	0.0000 0.0031 0.0018 0.0000 0.0000 0.0000
GEOMETRIC DETAILS: GENERAL W = 3.90 (metres) W cr = 0 (metres) Y = 0.8 MAJOR ROAD (ARM A) MAJOF MAJOR ROAD W a-d = 2.0 (metres) W c-b = 2 Vr a-d = 18 (metres) Vr c-b = 0 0 a b = 0 0 (metres) T c-b = 2	GEOMETRIC FACTORS : X b = 0. X c = 0. 55 Z b = 0. M b = 0. (ARM C) U (metres) PROPORTION OF MINOR STRATS 18 (metres) - -	707 Xa = 767 Xd = 876 Zd = 806 Md =	0.767 0.707 0.769 0.708	OMPARISION OF DE DEC D-a DEC D-C DEC C-b DEC D-C DEC D-C DEC D-C DEC C-C DEC C-C DEC C-C DEC C-C DEC C-C	SIGN FL(= = = = = =	0.0000 0.0031 0.0018 0.0000 0.0045 0.0002
GEOMETRIC DETAILS:GENERAL $W = 3.90$ (metres) $W cr = 0$ (metres) $W cr = 0$ (metres) $W a-a = 2.0$ (metres) $W a-a = 2.0$ (metres) $W c-b = 2$ $Vr a-d = 18$ (metres) $Vr c-b = q a-b = 0$ (pcu/hr) $q c-a = 10$	GEOMETRIC FACTORS : X b = 0. X c = 0. 35 Z b = 0. M b = 0. M b = 0. U (metres) PROPORTION OF MINOR STRATS 18 (metres) 2 (pcu/hr) r b-a 2 (pcu/hr) r b-a =	707 Xa = 767 Xd = 876 Zd = 806 Md = 11GHIAHEADIKAFFIC: 0 rd-c =	0.767 0.707 0.769 0.708	DFC b-a DFC b-c DFC c-b DFC c-b DFC c-b DFC c-d DFC d-c DFC d-c	SIGN FL(= = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0000 0.0000 0.0005
GEOMETRIC DETAILS:GENERAL $W = 3.90 \text{ (metres)}$ $W cr = 0 \text{ (metres)}$ $Y = 0.8$ MAJOR ROAD (ARM A)MAJOF MAJOR ROAD $w a \cdot a = 2.0 \text{ (metres)}$ $W c \cdot b = 2$ $Vr a \cdot d = 18 \text{ (metres)}$ $Vr c \cdot b = 2$ $q a \cdot b = 0 \text{ (pcu/hr)}$ $q c \cdot a = 2$ $q a \cdot c = 3 \text{ (pcu/hr)}$ $q c \cdot b = 2$	GEOMETRIC FACTORS : X b = 0. X c = 0. 65 Z b = 0. M b = 0. (ARM C) PROPORTION OF MINOR STRATS 0 (metres) PROPORTION OF MINOR STRATS 18 (metres) 2 (pcu/hr) 2 (pcu/hr) r b-a = 1 (pcu/hr) ql b-d =	707 Xa = 767 Xd = 876 Zd = 806 Md = IGHIAHEADIRAFFIC: 0 rd-c = 0 (pcu/hr) qld-b = 0.	0.767 0.707 0.769 0.708 0.005 5022676 (pcu/hr)	DFC b-a DFC b-c DFC b-c DFC b-c DFC b-d DFC b-d DFC d-c DFC d-a DFC d-a	SIGN FL(= = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0045 0.0000 0.0000
GEOMETRIC DETAILS:GENERAL $W = 3.90 (metres)$ $W cr = 0 (metres)$ $Y = 0.8$ MAJOR ROAD (ARM A)MAJOF MAJOR ROAD $W a \cdot d = 2.0 (metres)$ $W c \cdot b = 2$ $Vr a \cdot d = 18 (metres)$ $Vr c \cdot b = 2$ $q a \cdot b = 0 (pcu/hr)$ $q c \cdot a = 2$ $q a - c = 3 (pcu/hr)$ $q c \cdot b = 2$ $q a - d = 0 (pcu/hr)$ $q c - d = 2$	GEOMETRIC FACTORS : X b = 0. X c = 0. 55 Z b = 0. 65 M b = 0. (ARM C) U (metres) PROPORTION OF MINOR STRAT 18 (metres) 2 (pcu/hr) r b-a = 1 (pcu/hr) q l b-d = 1 1 (pcu/hr) q r b-d = 1	707 Xa = 767 Xd = 876 Zd = 806 Md = 16H1 AHEAD I RAFFIC : 0 rd-c = 0 (pcu/hr) qld-b = 0. 0 (pcu/hr) qrd-b = 0.	0.767 0.707 0.769 0.708 0.005 5022676 (pcu/hr) 4977324 (pcu/hr)	DMPARISION OF DE D CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d UF CT b-d DFC d-a DFC d-a DFC d-b	SIGN FL(= = = = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0045 0.0000 0.0000 0.0000
	GEOMETRIC FACTORS : X b = 0. X c = 0. Z b = 0. M b = 0. M b = 0. M b = 0. V (metres) PROPORTION OF MINOR STRATS 18 (metres) 2 2 (pcu/hr) r b-a = 1 (pcu/hr) ql b-d = 1 (pcu/hr) qr b-d =	707 Xa = 767 Xd = 876 Zd = 806 Md = IGHIAHEADIKAFFIC: 0 rd-c = 0 (pcu/hr) qld-b = 0. 0 (pcu/hr) qrd-b = 0.	0.767 0.707 0.769 0.708 0.005 5022676 (pcu/hr) 4977324 (pcu/hr)	OMPARISION OF DE D CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d UFCr b-d DFC d-c DFC d-a DFC d-a DFC a-d DFC d-b	SIGN FL(= = = = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0000 0.0000 0.0000 0.0011 0.0011
GEOMETRIC DETAILS:GENERALW = 3.90 (metres) W cr = 0 (metres)Y = 0.8 MAJOR ROAD (ARM A)MAJOF MAJOR ROADW a-d = 2.0 (metres)W c-b = 2Vr a-d = 18 (metres)Vr c-b = 2Vr a-d = 18 (metres)Vr c-b = 2q a-b = 0 (pcu/hr)q c-a = 2q a-c = 3 (pcu/hr)q c-b = 2q a-d = 0 (pcu/hr)q c-d = 2MINOR ROAD (ARM B)MINOR ROAD (ARM D)	$\begin{array}{rcrcrc} \textbf{GEOMETRIC FACTORS:} \\ & X b & = & 0, \\ & X c & = & 0, \\ & X c & = & 0, \\ & Z b & = & 0, \\ & M b & = & 0, \\ & M b & = & 0, \\ & (ARM C) \\ & 0 (metres) & \textbf{PROPORTION OF MINOR STRATS} \\ 0 (metres) & 2 (pcu/hr) & r b-a & = \\ 18 (metres) & 2 (pcu/hr) & r b-a & = \\ 12 (pcu/hr) & r b-a & = \\ 1 (pcu/hr) & q l b-d & = \\ 1 (pcu/hr) & q r b$	707 Xa = 767 Xd = 876 Zd = 806 Md = IGHIAHEADIKAFFIC: 0 rd-c = 0 (pcu/hr) qld-b = 0. 0 (pcu/hr) qrd-b = 0.	0.767 0.707 0.769 0.708 0.005 5022676 (pcu/hr) 4977324 (pcu/hr)	OMPARISION OF DE D CAPACITT: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC d-c DFC d-a DFC d-a DFC a-d DFC a-d DFC a-b	SIGN FL(= = = = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0000 0.0000 0.0000 0.0001 0.0011
GEOMETRIC DETAILS:GENERAL $W = 3.90 \text{ (metres)}$ $W cr = 0 \text{ (metres)}$ $Y = 0.8$ MAJOR ROAD (ARM A)MAJOF MAJOR ROAD $w a - a = 2.0 \text{ (metres)}$ $W c - b = 2$ $Vr a - d = 18 \text{ (metres)}$ $Vr c - b = 2$ $q a - b = 0 \text{ (pcu/hr)}$ $q c - a = 2$ $q a - b = 0 \text{ (pcu/hr)}$ $q c - b = 2$ $q a - d = 0 \text{ (pcu/hr)}$ $q c - d = 2$ MINOR ROAD (ARM B)MINOR ROAD (ARM D) $W b - a = 2.0 \text{ (metres)}$ $W d - c = 22$	GEOMETRIC FACTORS : X b = 0. X c = 0. 2 b = 0. M b = 0. M b = 0. (ARM C) PROPORTION OF MINOR STRA 0 (metres) PROPORTION OF MINOR STRA 18 (metres) 1 (pcu/hr) 2 (pcu/hr) r b-a = 1 (pcu/hr) q b-d = 1 (pcu/hr) q b-d = 0 (metres) CAPACITY OF MOVEMENT :	707 Xa = 767 Xd = 876 Zd = 806 Md = 16H1 AHEAD I RAFFIC : 0 rd-c = 0 (pcu/hr) ql d-b = 0. 0 (pcu/hr) qr d-b = 0.	0.767 0.707 0.769 0.708 0.005 5022676 (pcu/hr) 4977324 (pcu/hr)	DFC b-a DFC b-c DFC b-c DFC c-b DFC b-d DFC d-c DFC d-c DFC d-a DFC d-b DFC d-b	SIGN FL(= = = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0045 0.0000 0.0000 0.0001 0.0011
GEOMETRIC DETAILS:GENERAL $W = 3.90 (metres)$ $W cr = 0 (metres)$ $W cr = 0 (metres)$ $W a-a = 2.0 (metres)$ $W a-a = 2.0 (metres)$ $W c-b = 2$ $Vr a-d = 18 (metres)$ $Vr c-b = 2$ $q a-b = 0 (pcu/hr)$ $q c-a = 3 (pcu/hr)$ $q c-b = 3 (pcu/hr)$ $q c-d = 0 (pcu/hr)$ $Q d-d = 0 (pcu/hr)$	$\begin{array}{rcl} \textbf{GEOMETRIC FACTORS:} \\ & X b & = & 0, \\ & X c & = & 0, \\ & X c & = & 0, \\ & Z b & = & 0, \\ & D & Z b & = & 0, \\ & M b & = & 0, \\ & U & M b & U & M b & U & M b \\ & U & M b & U & M b & U & M b \\ & U & M b & U & M b & U & M b \\ & U & M b & U & M b & U & M b \\ & U & M b & U & M b & U & M b \\ & U & M b & U & M b & U & M b \\ & U & M b & U & M b & U & M b \\ & U & M b & U & M b & U & M b \\ & U & M b & U & M b & U & M b \\ & U & M b & U & M b & U & M b \\ & U & M b & U & M b & U & M b \\ & U & M b & U & $	707 Xa = 767 Xd = 876 Zd = 806 Md = IGHIAHEADIKAFFIC: 0 rd-c = 0 (pcu/hr) qld-b = 0.1 0 (pcu/hr) qrd-b = 0.1 10 (pcu/hr) qrd-b = 0.1	0.767 0.707 0.769 0.708 0.005 5022676 (pcu/hr) 4977324 (pcu/hr)	DFC b-a DFC b-c DFC b-c DFC c-b DFC c-b DFC c-b DFC d-c DFC d-c DFC d-c DFC d-a DFC d-b DFC d-b	SIGN FLC = = = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0000 0.0000 0.0000 0.0001 0.0011
GEOMETRIC DETAILS:GENERAL $W = 3.90 (metres)$ $W cr = 0 (metres)$ $Y = 0.8$ MAJOR ROAD (ARM A)MAJOF MAJOR ROAD $w a d = 2.0 (metres)$ $W c d d d d d d d d d d d d d d d d d d $	$GEOMETRIC FACTORS:$ $X b = 0,$ $X c = 0,$ $Z b = 0,$ $M b = 0,$ $M b = 0,$ $(ARM C) \qquad PROPORTION OF MINOR STRATES = 0,$ $(ARM C) \qquad PROPORTION OF MINOR STRATES = 0,$ $(ARM C) \qquad PROPORTION OF MINOR STRATES = 0,$ $(ARM C) \qquad PROPORTION OF MINOR STRATES = 0,$ $(ARM C) \qquad PROPORTION OF MINOR STRATES = 0,$ $(ARM C) \qquad PROPORTION OF MOVEMENT: 0,$ $(Metres) \qquad Q b-a = 0,$ $(ARM C) \qquad (ARM C) \qquad (A$	707 Xa = 767 Xd = 876 Zd = 806 Md = IGHT AHEAU I KAFFIC : 0 rd-c = 0 (pcu/hr) ql d-b = 0.4 0 (pcu/hr) qr d-b = 0.4 441 (pcu/hr) Q d-c =	0.767 0.707 0.769 0.708 0.005 5022676 (pcu/hr) 4977324 (pcu/hr) 441 (pcu/hr)	OMPARISION OF DE D CAPACITT: DFC b-a DFC b-c DFC c-b DFC b-d DFC b-d DFC d-c DFC d-a DFC d-a DFC a-d DFC a-d DFC a-b	SIGN FL(= = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0045 0.0000 0.0000 0.0001 0.0011
GEOMETRIC DETAILS:GENERAL W = 3.90 (metres) W cr = 0 (metres) Y = 0.8 MAJOR ROAD (ARM A)MAJOF MAJOR ROAD W a-d = 2.0 (metres) W c-b = 2 Vr a-d = 18 (metres) Vr c-b = 2 q a-b = 0 (pcu/hr) q a-d = 0 (pcu/hr) q c-a = 2 q a-c = 3 (pcu/hr) q a-d = 0 (pcu/hr) q c-b = 2 MINOR ROAD (ARM B)MINOR ROAD (ARM D)W b-a = 2.0 (metres) W d-c = 2 W b-a = 2.3 (metres) W d-a = 2 VI b-a = 18 (metres) VI d-c = 2	$\begin{array}{rcrcrc} \textbf{GEOMETRIC FACTORS:} \\ & X b & = & 0, \\ & X c & = & 0, \\ & Z b & = & 0, \\ & Z b & = & 0, \\ & M $	707 Xa = 767 Xd = 876 Zd = 806 Md = IGH I AHEAD I KAFFIC : 0 rd-c = 0 (pcu/hr) ql d-b = 0.1 0 (pcu/hr) qr d-b = 0.1 441 (pcu/hr) Q d-c = 652 (pcu/hr) Q d-a =	CC 0.767 0.707 0.769 0.708 0.005 5022676 (pcu/hr) 4977324 (pcu/hr) 572 (pcu/hr)	OMPARISION OF DE D CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b	SIGN FL(= = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0045 0.0000 0.0000 0.0011 0.0011
GEOMETRIC DETAILS:GENERAL $W = 3.90 (metres)$ $W cr = 0 (metres)$ $W cr = 0 (metres)$ $W a-d = 2.0 (metres)$ $W a-d = 2.0 (metres)$ $W c-b = 2$ $Vr a-d = 18 (metres)$ $Vr c-b =$ $q a-b = 0 (pcu/hr)$ $q c-a =$ $q a-c = 3 (pcu/hr)$ $q c-b =$ $q a-d = 0 (pcu/hr)$ $q c-d =$ MINOR ROAD (ARM B)MINOR ROAD (ARM B) $W b-a = 2.0 (metres)$ $W d-a = 2$ $W b-c = 3.3 (metres)$ $W d-a = 2$ $VI b-a = 18 (metres)$ $VI d-c =$ $Vr b-a = 18 (metres)$ $Vr d-c =$	$\begin{array}{rcrc} \textbf{GEOMETRIC FACTORS:} \\ & X b & = & 0, \\ & X c & = & 0, \\ & Z b & = & 0, \\ & M b & = & 0, \\ & (ARM C) & & \\ & U (metres) & PROPORTION OF MINOR STRATER (A A A A A A A A A A A A A A A A A A A$	707 Xa = 767 Xd = 876 Zd = 806 Md = IGHIAHEADIKAFFIC: 0 rd-c = 0 (pcu/hr) qld-b = 0. 0 (pcu/hr) qrd-b = 0. 441 (pcu/hr) Qd-c = 552 (pcu/hr) Qd-a = 571 (pcu/hr) Qa-d =	0.767 0.707 0.769 0.708 0.005 5022676 (pcu/hr) 4977324 (pcu/hr) 572 (pcu/hr) 571 (pcu/hr)	OMPARISION OF DE D CAPACITY: DFC b-c DFC c-b DFC c-b DFC c-b DFC d-c DFC d-c DFC d-c DFC c-b DFC d-c DFC d-c DFC d-c DFC d-b DFCr d-b	SIGN FL(= = = = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0000 0.0000 0.0000 0.0011 0.0011 0.000
GEOMETRIC DETAILS:GENERAL $W = 3.90 (metres)$ $W cr = 0 (metres)$ $Y = 0.8$ MAJOR ROAD (ARM A)MAJOF MAJOR ROAD $w a d = 2.0 (metres)$ $W c b = 2$ $Vr a - d = 18 (metres)$ $W c - b = 2$ $vr a - d = 18 (metres)$ $Vr c - b = 2$ $q a - b = 0 (pcu/hr)$ $q c - a = 2$ $q a - c = 3 (pcu/hr)$ $q c - b = 2$ $q a - d = 0 (pcu/hr)$ $q c - d = 2$ MINOR ROAD (ARM B)MINOR ROAD (ARM D) $W b - a = 2.0 (metres)$ $W d - c = 2$ $W b - a = 18 (metres)$ $VI d - c = 2$ $Vr b - a = 18 (metres)$ $Vr d - a = 2$ $Vr b - a = 20 (metres)$ $Vr d - a = 2$	$\begin{array}{rcrc} \textbf{GEOMETRIC FACTORS:} \\ & X b & = & 0, \\ & X c & = & 0, \\ & X c & = & 0, \\ & Z b & = & 0, \\ & M b & = & 0, \\ & (ARM C) \\ & U (metres) & PROPORTION OF MINOR STRATES \\ & 2 (pcu/hr) & r b-a & = \\ & 1 (p$	707 X a = 767 X d = 876 Z d = 806 M d = IGHT AHEAU TRAFFIC : 0 r d-c = 0 (pcu/hr) ql d-b = 0. 0 (pcu/hr) qr d-b = 0. 441 (pcu/hr) Q d-c = 0. 552 (pcu/hr) Q a-d = 571 (pcu/hr) 640 (pcu/hr) Q a-d = 504 (pcu/hr)	0.767 0.707 0.769 0.708 0.708 0.22676 (pcu/hr) 4977324 (pcu/hr) 572 (pcu/hr) 571 (pcu/hr) 571 (pcu/hr) 571 (pcu/hr)	OMPARISION OF DE D CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC d-c DFC d-a DFC d-a DFC d-a DFC d-b DFC d-b	SIGN FL(= = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0045 0.0000 0.0001 0.0011 0.0011
GEOMETRIC DETAILS:GENERAL W = 3.90 (metres) W cr = 0 (metres) W = 3.90 (metres) W cr = 0 (metres) Y = 0.8 MAJOR ROAD (ARM A) W a-d = 2.0 (metres) Y a-d = 18 (metres) q a-b = 0 (pcu/hr) q c-b = q a-c = 3 (pcu/hr) q c-d =MAJOF MAJOR ROAD Y c-b = 2 Q a-b = 0 (pcu/hr) q a-d = 0 (pcu/hr) q c-d =Q c-b = 2 MINOR ROAD (ARM B)MINOR ROAD (ARM D) W b-a = 2.0 (metres) W d-c = 2 W b-a = 2.0 (metres) W b-a = 18 (metres) W d-c = 2 V b-a = 18 (metres) V r d-c = V r b-c = 20 (metres) V r d-c = 20 (metres) V r d-c = 10 (pcu/hr) Q b-a = 0 (pcu/hr) Q d-c =	$\begin{array}{rcrcrc} \textbf{GEOMETRIC FACTORS:} \\ & X b & = & 0, \\ & X c & = & 0, \\ & Z b & = & 0, \\ & Z b & = & 0, \\ & M b & H b & H b & H b \\ & M b & H b & H b & H b \\ & M b & H b & H b & H b \\ & M b & H b & H b \\ & M b & H b & H b \\ & M b & H b & H b \\ & $	707 X a = 767 X d = 876 Z d = 806 M d = IGH I AHEAD I KAFFIC : 0 r d-c = 0 (pcu/hr) ql d-b = 0. 0 (pcu/hr) qr d-b = 0. 441 (pcu/hr) Q d-c = 652 (pcu/hr) Q d-a = 571 (pcu/hr) Q a-d = 504 (pcu/hr) Ql d-b =	0.767 0.707 0.769 0.708 0.005 5022676 (pcu/hr) 4977324 (pcu/hr) 572 (pcu/hr) 571 (pcu/hr) 571 (pcu/hr) 443 (pcu/hr) 443 (pcu/hr)	OMPARISION OF DE D CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC d-c DFC d-c DFC d-a DFC d-a DFC a-d DFC a-d DFC d-b	SIGN FL(= = = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0000 0.0000 0.0000 0.0011 0.0011 0.001
GEOMETRIC DETAILS:GENERAL $W = 3.90 \text{ (metres)}$ $W cr = 0 \text{ (metres)}$ $W cr = 0 \text{ (metres)}$ $W a - a = 2.0 \text{ (metres)}$ $W a - a = 2.0 \text{ (metres)}$ $W c - b = 2$ $Vr a - a = 18 \text{ (metres)}$ $Vr c - b = 2$ $q a - b = 0 \text{ (pcu/hr)}$ $q a - c = 3 \text{ (pcu/hr)}$ $q a - d = 0 \text{ (pcu/hr)}$ $q c - d = 2.0 \text{ (metres)}$ $W b - a = 2.0 \text{ (metres)}$ $W b - a = 2.0 \text{ (metres)}$ $W b - a = 3.3 \text{ (metres)}$ $W d - a = 2$ $VI b - a = 18 \text{ (metres)}$ $VI d - a = 18 \text{ (metres)}$ $Vr b - a = 20 \text{ (metres)}$ $Vr d - a = 20 \text{ (metres)}$ $Vr d - a = 20 \text{ (metres)}$ $Vr b - a = 18 \text{ (metres)}$ $Vr d - a = 18 \text{ (metres)}$ $Vr d - a = 20 \text{ (metres)}$ $Vr d - a = 0 \text{ (pcu/hr)}$ $q d - a = 0 \text{ (pcu/hr)}$ $q d - a = 2 \text{ (pcu/hr)}$ $q d - a = 2 \text{ (pcu/hr)}$ $q d - a = 2 \text{ (pcu/hr)}$	$\begin{array}{rcrcrc} \textbf{GEOMETRIC FACTORS:} \\ & X b & = & 0, \\ & X c & = & 0, \\ & Z b & = & 0, \\ & M b & = & 0, \\ & (ARM C) & & \\ & U (metres) & \textbf{PROPORTION OF MINOR STRATS} \\ 2 (pcu/hr) & r b-a & = & \\ 1 (pcu/hr) & ql b-d & = & \\ 1 (pcu/hr) & ql b-d & = & \\ 1 (pcu/hr) & qr b-d & = & \\ 1 (pcu/hr) & Qr b-d & = & \\ 18 (metres) & Q c-b & = & \\ 20 (metres) & Ql b-d & = & \\ 2 (pcu/hr) & Qr b-d & = & \\ 0 (pcu/hr) & Qr b-d & = & \\ \end{array}$	707 Xa = 767 Xd = 876 Zd = 806 Md = IGHI AHEAD I KAFFIC : 0 rd-c = 0 (pcu/hr) ql d-b = 0. 0 (pcu/hr) ql d-b = 0. 10 (pcu/hr) ql d-b = 0. 441 (pcu/hr) Qd-a = 552 (pcu/hr) Qd-a = 571 (pcu/hr) Qd-b = 442 (pcu/hr) Qr d-b =	0.767 0.707 0.769 0.708 0.22676 (pcu/hr) 4977324 (pcu/hr) 572 (pcu/hr) 571 (pcu/hr) 571 (pcu/hr) 443 (pcu/hr) 442 (pcu/hr)	OMPARISION OF DE D CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-d DFC d-c DFC d-a DFC d-a DFC a-d DFC a-d DFC d-b DFCr d-b	SIGN FL(= = = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0000 0.0000 0.0000 0.0011 0.0011 0.000
GEOMETRIC DETAILS:GENERAL W = 3.90 (metres) W cr = 0 (metres) W = 3.90 (metres) W cr = 0 (metres) MAJOR ROAD (ARM A)MAJOF ROAD (ARM A)W a-a = 2.0 (metres) Q a-b = 0 (pcu/hr) Q a-b = 0 (pcu/hr) Q a-c = 3 (pcu/hr) Q a-d = 0 (pcu/hr) Q a-c = 3 (pcu/hr) Q a-d = 0 (pcu/hr) Q a-d = 0 (pcu/hr) Q a-d = 0 (pcu/hr) Q a-d = 0 (pcu/hr) W b-a = 2.0 (metres) W b-a = 2.0 (metres) W b-a = 2.0 (metres) W b-a = 18 (metres) VI b-a = 18 (metres) VI b-a = 18 (metres) Vr b-c = 20 (metres) Vr d-c =Vr b-a = 18 (metres) Vr d-a = 0 (pcu/hr) Q d-c =Q b-a = 0 (pcu/hr) Q d-a =Q b-c = 22 (pcu/hr) Q d-a =	$\begin{array}{rcl} \textbf{GEOMETRIC FACTORS:} \\ & X b & = & 0, \\ & X c & = & 0, \\ & Z b & = & 0, \\ & Z b & = & 0, \\ & M b &$	707 X a = 767 X d = 876 Z d = 806 M d = IGH I AHEAD I KAFFIC : 0 r d-c = 0 (pcu/hr) ql d-b = 0. 0 (pcu/hr) qr d-b = 0. 441 (pcu/hr) Q d-c = 652 (pcu/hr) Q d-a = 571 (pcu/hr) Q a-d = 504 (pcu/hr) Ql d-b = 442 (pcu/hr) Ql d-b = 0. 0.	0.767 0.707 0.769 0.708 0.005 5022676 (pcu/hr) 4977324 (pcu/hr) 572 (pcu/hr) 571 (pcu/hr) 571 (pcu/hr) 443 (pcu/hr) 442 (pcu/hr)	OMPARISION OF DE D CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-d DFC d-c DFC d-a DFC d-a DFC a-d DFC d-b DFC d-b	SIGN FL(= = = = = = = = = =	0.0000 0.0031 0.0018 0.0000 0.0000 0.0000 0.0001 0.0011 0.0011 0.000

F M CONSULTANCY LIMIT	'ED P	PRIORITY JUNCTION CALCUL	ATION		INITIALS	DATE
c Impact Assessment for Proposed Eating Place, Local Pro	ssment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N Prepared By:				FF	Jan-202
A - Lin Ma Hang Road / Unnamed Rd1	20	028 Reference - AM Peak	P	roject No.: 80110 Checked By:	MM	Jan-202
				Reviewed By:	FM	Jan-202
	(ARM C) Lin Ma Hang Rd 16 [3]	(ARM B) J Unnamed Rd 1	NOTES : (GEOMET W = M W cr = C W b-a = L W b-c = L W c-b = L V l b-a = V Vr b-a = V Vr b-a = V Vr b-c = V Vr c-b = V D = S E = S F = S Y = (1)	RIC INPUT DATA) IAJOR ROAD WIDTH ENTRAL RESERVE WIDTH ANE WIDTH AVAILABLE TO VEHICLE A ANE WIDTH AVAILABLE TO VEHICLE A ANE WIDTH AVAILABLE TO VEHICLE A ISIBILITY TO THE LEFT FOR VEHICLE ISIBILITY TO THE RIGHT FOR VEHICL ISIBILITY TO THE RIGHT FOR VEHICL ISIBILITY TO THE RIGHT FOR VEHICL ITREAM-SPECIFIC B-A ITREAM-SPECIFIC B-C ITREAM-SPECIFIC C-B 1-0.0345W)	VAITING IN STR VAITING IN STR S WAITING IN ST ES WAITING IN S ES WAITING IN S ES WAITING IN S	REAM b-a REAM b-c REAM c-b TREAM b-a STREAM b-a STREAM b-c STREAM c-b
	Lin Ma Hang Rd (ARM A)			· · · · · ,		
GEOMETRIC DETAILS:	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS :	THE CAPACITY OF MOV	EMENT :	COMPARISION TO CAPACITY:	OF DESIGN FLC	ow
GEOMETRIC DETAILS: MAJOR ROAD (ARM A)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS :	THE CAPACITY OF MOVI	'EMENT :	COMPARISION TO CAPACITY:	OF DESIGN FLC	ow
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749	THE CAPACITY OF MOVI Q b-a =	'EMENT : 423 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a	OF DESIGN FLC	wc 0.0000
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815	THE CAPACITY OF MOVI Q b-a = Q b-c =	'EMENT : 423 (pcu/hr) 556 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c	OF DESIGN FLC = =	0.0000 0.0288
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 124 (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586	Q b-a = Q b-c = Q c-b =	'EMENT : 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b	OF DESIGN FLC = = = =	0.0000 0.0288 0.0000
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 124 (pcu/hr) q a-c = 178 (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759	Q b-a = Q b-c = Q c-b = Q b-ac =	ZEMENT : 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac	OF DESIGN FLC = = = = =	0.0000 0.0288 0.0000 0.0288
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 124$ (pcu/hr) $q a-c = 178$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759	Q b-a = Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a =	*EMENT : 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane)	OF DESIGN FLC = = = = =	0.0000 0.0288 0.0000 0.0288
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 124$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	YEMENT : 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane) DFC c-a	OF DESIGN FLC = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 124$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	YEMENT : 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane) DFC c-a	OF DESIGN FLC = = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 124$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	2 HENT : 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane) DFC c-a	OF DESIGN FLC = = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 124$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	2 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a	OF DESIGN FLC = = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 124$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C)W c-b = 0.0 (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	2 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a	OF DESIGN FLC = = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 124 (pcu/hr) q a-c = 178 (pcu/hr) d a-c = 178 (pcu/hr) MAJOR ROAD (ARM C) W W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	2 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FLC = = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000 0.0288
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 124 (pcu/hr) q a-c = 178 (pcu/hr) q a-c = 178 (pcu/hr) MAJOR ROAD (ARM C) W c-b = W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) W DA = 2.5 (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q b-ac = Q c-a = TOTAL FLOW =	YEMENT : 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FLC = = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a \cdot b = 124$ (pcu/hr) $q a - c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c - b = 0.0$ (metres) $Vr c - b = 0$ (metres) $Vr c - b = 0$ (metres) $q c - a = 0$ (pcu/hr) $q c - b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b - a = 2.5$ (metres) $W b - c = 2.5$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q c-a = Q c-a = TOTAL FLOW =	2 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FLC = = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a \cdot b = 124$ (pcu/hr) $q a \cdot b = 124$ (pcu/hr) $q a \cdot c = 178$ (pcu/hr)MAJOR ROAD (ARM C)W c-b = 0.0 (metres) $Vr c \cdot b = 0$ (metres) $Q c \cdot a = 0$ (pcu/hr) $q c \cdot b = 0$ (pcu/hr)MINOR ROAD (ARM B)W b-a = 2.5 (metres)W b-c = 2.5 (metres)VI b-a = 15 (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FLC = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 124$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C)W c-b = 0.0 (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (metres) $Vr b-a = 2.5$ (metres) $Vr b-a = 15$ (metres) $Vr b-a = 24$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	'EMENT : 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FLC = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 124$ (pcu/hr) $q a-c = 178$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-a = 15$ (metres) $VI b-a = 15$ (metres) $VI b-a = 24$ (metres) $Vr b-c = 24$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	TEMENT : 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FLC = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 124$ (pcu/hr) $q a-c = 178$ (pcu/hr) $q a-c = 178$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-a = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-a = 15$ (metres) $Vr b-a = 24$ (metres) $Vr b-a = 24$ (metres) $Vr b-c = 24$ (metres) $Vr b-c = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	TEMENT : 423 (pcu/hr) 556 (pcu/hr) 388 (pcu/hr) 556 (pcu/hr) 1800 (pcu/hr) 318 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC c-b DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FLC = = = = =	0.0000 0.0288 0.0000 0.0288 0.0000 0.0000

8FM CONSULTANCY LIMITED PRIORITY JUNCTION CALCULATION				DATE
Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and P	blic Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years a	at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N Prepared	By: FF	Jan-2025
Jn B - Unnamed Rd 2 / Unnamed Rd 3	2028 Reference - AM Peak	Project No.: 80110 Checked	By: MM	Jan-2025
		Reviewer	Bv: FM	Jan-2025
	I	Konoroc		04.1 2020
(ARM D) Unnamed Rd 3 [10] [11] [12] 0 0 0 4 [8] 3 [8] 3 (ARM C) (ARM	Unnamed Rd 2 - 0 [1] - 4 [2] (ARM A) - 0 [3]	NOTES : (GEOMETRIC INPUT DATA)W=MAJOR ROAD WIDTHW cr=CENTRAL RESERVE WIDTHW b-a=LANE WIDTH AVAILABLE TO VEHW b-c=LANE WIDTH AVAILABLE TO VEHW c-b=LANE WIDTH AVAILABLE TO VEHV b-a=VISIBILITY TO THE LEFT FOR VEHV b-a=VISIBILITY TO THE RIGHT FOR VEHV b-a=VISIBILITY TO THE RIGHT FOR VEHVr b-c=VISIBILITY TO THE RIGHT FOR VEHVr c-b=VISIBILITY TO THE RIGHT FOR VEHD=STREAM-SPECIFIC B-AE=STREAM-SPECIFIC B-CF=STREAM-SPECIFIC C-BY=(1-0.0345W)	HICLE WAITING IN STI HICLE WAITING IN STI HICLES WAITING IN ST HICLES WAITING IN S EHICLES WAITING IN EHICLES WAITING IN EHICLES WAITING IN	REAM b-a REAM b-c REAM c-b STREAM b-a STREAM b-a STREAM b-c STREAM c-b
GEOMETRIC DETAILS:	GEOMETRIC FACTORS :			ESIGN FLOW
GENERAL $W = 3.90$ (metres) $W cr = 0$ (metres) $Y = 0.865$ MAJOR ROAD (ARM A)MAJOR ROAD (ARM C) $W ch = 0$ $W ch = 0$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	X a = 0.767 X d = 0.707 Z d = 0.769 M d = 0.708	DFC b-a DFC b-c DFC c-b DFC b-d	= 0.0000 = 0.0031 = 0.0035 = 0.0000
$\begin{array}{cccc} Vr a-d &=& 18 \ (metres) & Vr c-b &=& 18 \ (metres) \\ q a-b &=& 0 \ (pcu/hr) & q \ c-a &=& 3 \ (pcu/hr) \\ q a-d &=& 0 \ (pcu/hr) & q \ c-b &=& 2 \ (pcu/hr) \\ q a-d &=& 0 \ (pcu/hr) & q \ c-d &=& 4 \ (pcu/hr) \end{array}$) rb-a = 0) ql b-d = 0 (pcu/hr)) qr b-d = 0 (pcu/hr)	r d-c = 0.000) ql d-b = 0 (pcu/hr)) qr d-b = 0 (pcu/hr)	DFC d-c DFC d-a DFC a-d DFC a-d DFCI d-b DFCr d-b	$\begin{array}{rcrr} & 0.0000 \\ = & 0.0000 \\ = & 0.0000 \\ = & 0.0000 \\ = & 0.0000 \end{array}$
MINOR ROAD (ARM B) MINOR ROAD (ARM D) W b-a = 2.0 (metres) W d-c = 2.0 (metres) W b-c = 3.3 (metres) W d-a = 2.0 (metres) V b-a = 18 (metres) VI d-c = 18 (metres) Vr b-a = 18 (metres) Vr d-c = 18 (metres) Vr b-a = 18 (metres) Vr d-a = 20 (metres) Vr b-a = 0 (pcu/hr) q d-c = 0 (pcu/hr) q b-a = 0 (pcu/hr) q d-a = 0 (pcu/hr)	$\begin{array}{cccc} \textbf{CAPACITY OF MOVEMENT:} \\ \hline \\ $) Q d-c = 441 (pcu/hr)) Q d-a = 572 (pcu/hr)) Q a-d = 569 (pcu/hr)) Q l d-b = 442 (pcu/hr)) Q r d-b = 441 (pcu/hr)	CRITICAL DFC	= 0.00
q b-d = 0 (pcu/hr) q d-b = 0 (pcu/hr)) IOTAL FLOW =	15 (PCU/HR)		

FM CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION				DATE
Impact Assessment for Proposed Eating Place, Local Pro	ovision Store, Ancillary Office, Store Room and Pul	blic Vehicle Park (Excluding Container Vehicle) for a Temporary Period	d of 3 Years at Lot No.356 in D.D.78, Tsung Yu	uen Ha, Tak Kwu Ling N Prepared By:	FF	Jan-202
A - Lin Ma Hang Road / Unnamed Rd1		2028 Reference - PM Peak Project No.: 80110			MM	Jan-202
				Reviewed By:	FM	Jan-20
	(ARM C) Lin Ma Hang Rd 76 111 46 [1] [2]	(ARM B) [3] Unnamed Rd 1	NOTES : $(GEOMETRIC)$ W = MAJC W cr = CENT W b-a = LANE W b-c = LANE W c-b = LANE V tb-a = VISIB V r b-a = VISIB V r b-c = VISIB V r c-b = VISIB D = STRE E = STRE F = STRE Y = (1-0.0)	INPUT DATA) DR ROAD WIDTH IRAL RESERVE WIDTH E WIDTH AVAILABLE TO VEHICLE V E WIDTH TO THE RIGHT FOR VEHICLE E WIDTY TO THE RIGHT FOR VEHICLE E WIDTY TO THE RIGHT FOR VEHICLE E AM-SPECIFIC B-A E AM-SPECIFIC B-C E AM-SPECIFIC C-B 1245W)	VAITING IN STF VAITING IN STF VAITING IN STF 3 WAITING IN S ES WAITING IN ES WAITING IN	REAM b-a REAM b-c REAM c-b STREAM b-a STREAM b-a STREAM b-c STREAM c-b
	Lin Ma Hang Rd (ARM A)					
GEOMETRIC DETAILS:	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS :	THE CAPACITY OF MOV	/EMENT :	COMPARISION TO CAPACITY:	OF DESIGN FLO	ow
GEOMETRIC DETAILS: MAJOR ROAD (ARM A)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS :	THE CAPACITY OF MOV	/ement :	COMPARISION TO CAPACITY:	OF DESIGN FL	ow
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749	THE CAPACITY OF MOV	/EMENT : 443 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a	OF DESIGN FL	ow 0.0000
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815	THE CAPACITY OF MOV Q b-a = Q b-c =	/EMENT : 443 (pcu/hr) 578 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c	OF DESIGN FL = =	0.0000 0.1315
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 46 (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586	: THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b	OF DESIGN FL = = = =	0.0000 0.1315 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 46$ (pcu/hr) $q a-c = 111$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac	OF DESIGN FL = = = = =	0.0000 0.1315 0.0000 0.1315
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 46$ (pcu/hr) $q a-c = 111$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759	: THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane)	OF DESIGN FL = = = = =	0.0000 0.1315 0.0000 0.1315
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 46 (pcu/hr) q a-c = 111 (pcu/hr) MAJOR ROAD (ARM C)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr) 233 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a	OF DESIGN FL(= = = = =	0.0000 0.1315 0.0000 0.1315 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 46$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $V a-b = 0.0$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr) 233 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane) DFC c-a	OF DESIGN FLO = = = = =	0.0000 0.1315 0.0000 0.1315 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 46$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Vr c-b = 0$ (metres) $Q ca = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q b-ac = Q c-a = TOTAL FLOW =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr) 233 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC c-b DFC b-ac (Share Lane) DFC c-a	OF DESIGN FLO = = = = = =	0.0000 0.1315 0.0000 0.1315 0.0000
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 46 (pcu/hr) q a-c = 111 (pcu/hr) MAJOR ROAD (ARM C) W W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr) 233 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a	OF DESIGN FLO = = = = =	0.0000 0.1315 0.0000 0.1315 0.0000
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 46$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $Q c-b = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr) 233 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FL(= = = = = =	0.0000 0.1315 0.0000 0.1315 0.0000 0.1315
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 46$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr) 233 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FL(= = = = = =	0.0000 0.1315 0.0000 0.1315 0.0000 0.1315
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 46$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $Q c-b = 0$ (pcu/hr) $W b-a = 2.5$ (metres) $W b-c = 2.5$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr) 233 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FL(= = = = = =	0.0000 0.1315 0.0000 0.1315 0.0000 0.1315
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W =$ 0 (metres) 0	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr) 233 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FL(= = = = =	0.0000 0.1315 0.0000 0.1315 0.0000 0.1315
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 46$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $Q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-c = 2.5$ (metres) $V b-a = 15$ (metres) $V b-a = 24$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr) 233 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FL(= = = = =	0.0000 0.1315 0.0000 0.1315 0.0000 0.1315
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 46$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-c = 2.5$ (metres) $VI b-a = 15$ (metres) $Vr b-a = 24$ (metres) $Vr b-c = 24$ (metres)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr) 233 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FL(= = = = =	0.0000 0.1315 0.0000 0.1315 0.0000 0.1315
GEOMETRIC DETAILS:MAJOR ROAD (ARM A) $W = 7.0$ (metres) $W cr = 0$ (metres) $q a-b = 46$ (pcu/hr) $q a-c = 111$ (pcu/hr)MAJOR ROAD (ARM C) $W c-b = 0.0$ (metres) $Vr c-b = 0$ (metres) $q c-a = 0$ (pcu/hr) $q c-b = 0$ (metres) $q c-b = 0$ (pcu/hr)MINOR ROAD (ARM B) $W b-a = 2.5$ (metres) $W b-c = 2.5$ (metres) $VI b-a = 15$ (metres) $Vr b-a = 24$ (metres) $Vr b-c = 24$ (metres) $Vr b-c = 0$ (pcu/hr)	Lin Ma Hang Rd (ARM A) GEOMETRIC FACTORS : D = 0.749 E = 0.815 F = 0.586 Y = 0.759 F for (Qb-ac) = 1	THE CAPACITY OF MOV Q b-a = Q b-c = Q c-b = Q c-a = TOTAL FLOW =	/EMENT : 443 (pcu/hr) 578 (pcu/hr) 411 (pcu/hr) 578 (pcu/hr) 1800 (pcu/hr) 233 (pcu/hr)	COMPARISION TO CAPACITY: DFC b-a DFC b-c DFC c-b DFC b-ac (Share Lane) DFC c-a CRITICAL DFC	OF DESIGN FL(= = = = =	0.0000 0.1315 0.0000 0.1315 0.0000 0.1315

8FM CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION	INITIALS	DATE	
Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Pu	blic Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at	By: FF	Jan-2025	
Jn B - Unnamed Rd 2 / Unnamed Rd 3	2028 Reference - PM Peak	Project No.: 80110 Checked B	By: MM	Jan-2025
		Reviewed	Bv: FM	Jan-2025
			-,.	
(ARM D) Unnamed Rd 3 [10] [11] [12] 3 2 0 4 4 4 [8] 3 (ARM C) [9] 2 [8] 3 (ARM C) [6] [5] [4] Unnamed Rd 2 [7] 2 (ARM C) [6] [5] [4] Unnamed Rd 3'(ARM B)	Unnamed Rd 2 0 [1] 4 [2] (ARM A) 0 [3]	NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEH W b-c = LANE WIDTH AVAILABLE TO VEH W c-b = LANE WIDTH AVAILABLE TO VEH V c-b = VISIBILITY TO THE LEFT FOR VEH Vr b-a = VISIBILITY TO THE RIGHT FOR VEH Vr c-b = VISIBILITY TO THE RIGHT FOR VEH Vr c-b = VISIBILITY TO THE RIGHT FOR VEH Vr c-b = VISIBILITY TO THE RIGHT FOR VEH P comparing the statement of the statement o	ICLE WAITING IN STI ICLE WAITING IN STI ICLE WAITING IN ST HICLES WAITING IN S EHICLES WAITING IN EHICLES WAITING IN	REAM b-a REAM b-c REAM c-b STREAM b-a STREAM b-a STREAM b-c STREAM c-b
GEOMETRIC DETAILS:	GEOMETRIC FACTORS :			
GENERAL W = 3.90 (metres) W cr = 0 (metres) Y = 0.865	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	Xa = 0.767 Xd = 0.707 Zd = 0.769 Md = 0.708	DFC b-a DFC b-c DFC c-b	= 0.0000 = 0.0046 = 0.0035
MAJOR ROAD (ARM A) MAJOF MAJOR ROAD (ARM C)			DFCI b-d	= 0.0000
W a-d = 2.0 (metres) W c-b = 2.0 (metres) Vr a-d = 18 (metres) Vr c-b = 18 (metres) q a-b = 0 (pcu/hr) q c-a = 3 (pcu/hr) q a-c = 4 (pcu/hr) q c-b = 2 (pcu/hr) q a-d = 0 (pcu/hr) q c-d = 2 (pcu/hr)) PROPORTION OF MINOR STRAIGHT AHEAD T r b-a = 0 ql b-d = 0 (pcu/hr) qr b-d = 0 (pcu/hr)	rd-c = 0.007 qld-b = 1.0068182 (pcu/hr) qrd-b = 0.9931818 (pcu/hr)	DFCr b-d DFC d-c DFC d-a DFC a-d DFCl d-b DFCr d-b	= 0.0000 = 0.0068 = 0.0000 = 0.0000 = 0.0023 = 0.0023
	CAPACITY OF MOVEMENT :			
w b-a = 2.0 (metres) w d-c = 2.0 (metres) W b-c = 3.3 (metres) W d-a = 2.0 (metres) VI b-a = 18 (metres) W d-c = 18 (metres) Vr b-a = 18 (metres) Vr d-c = 18 (metres) Vr b-a = 18 (metres) Vr d-c = 18 (metres) vr b-c = 20 (metres) Vr d-a = 20 (metres) q b-a = 0 (pcu/hr) q d-c = 3 (pcu/hr) q b-c = 3 (pcu/hr) q d-a = 0 (pcu/hr)	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Q d-c = 440 (pcu/hr) Q d-a = 571 (pcu/hr) Q a-d = 570 (pcu/hr) Q d-b = 442 (pcu/hr) Q d-b = 441 (pcu/hr)	CRITICAL DFC	= 0.01
\dot{q} b-d = U (pcu/hr) \dot{q} d-b = 2 (pcu/hr)	IOIAL FLOW =	19 (PCU/HR)		