

**Appendix 1**  
**Traffic Count Survey**

# LLA CONSULTANCY LIMITED

# ROUNDABOUT CALCULATION

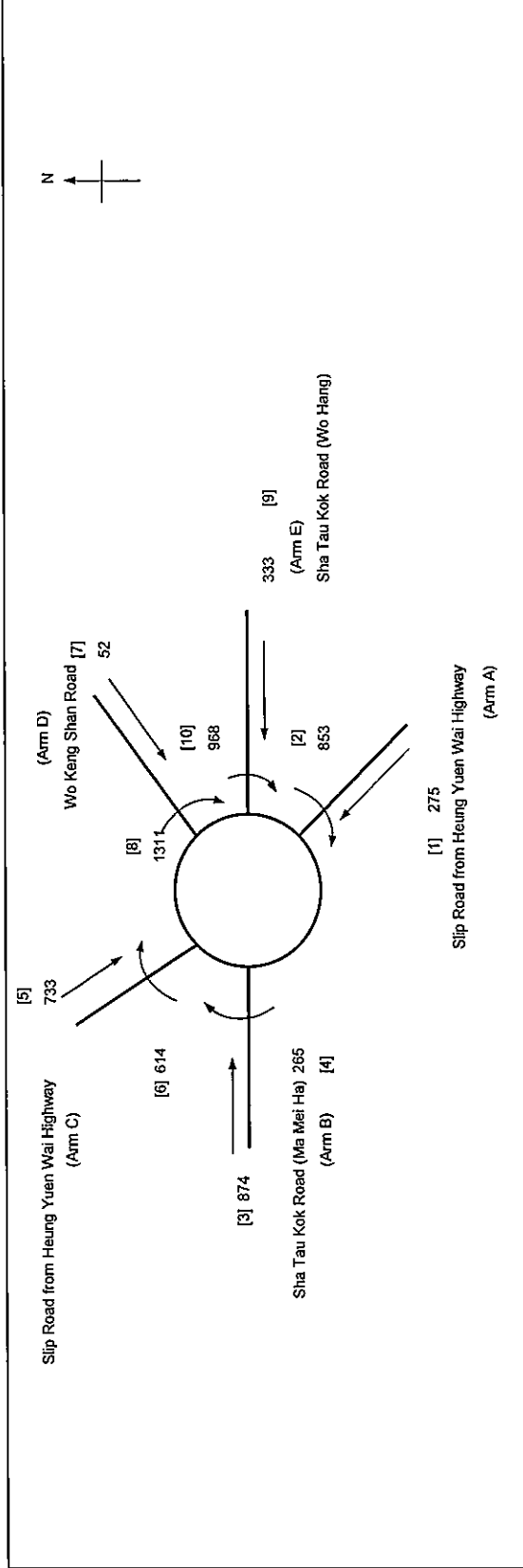
Job Proposed Temporary Private Car Park (Excluding Container Vehicles) for a Period of 3 Years at Lots 1497 S.B Title: ss.4 and 1497 S.B RP in D.D. 76, Hung Leng, Fanling, New Territories (Planning Application No. ANE-TKL/747)

INITIALS DATE  
SKL May-24  
SLN May-24  
SLN May-24

PROJECT NO.: 40938  
FILENAME: J1\_STKR\_HYWH.xls  
REFERENCE NO.:  
PREPARED BY:  
CHECKED BY:  
REVIEWED BY:

## 2024 Existing AM

J1 Sha Tau Kok Road / Heung Yuen Wai Highway



### ARM

#### INPUT PARAMETERS:

	A	B	C	D	E
V = Approach half width (m)	4.00	3.30	4.00	3.90	3.70
E = Entry width (m)	9.90	7.60	9.80	7.70	7.70
L = Effective length of flare (m)	24.00	33.00	28.00	27.00	35.00
R = Entry radius (m)	60.00	40.00	40.00	44.00	27.00
D = Inscribed circle diameter (m)	50.00	50.00	50.00	50.00	50.00
A = Entry angle (degree)	35.00	35.00	35.00	35.00	10.00
Q = Entry flow (pcuh)	275	874	733	52	333
Qc = Circulating flow across entry (pcuh)	853	265	614	1311	968

#### OUTPUT PARAMETERS:

S = Sharpness of flare = 1.6(E-V)/L	0.39	0.21	0.33	0.23	0.18
K = 1-0.00347(A-30)-0.978(1/(R-0.05))	1.02	1.01	1.01	1.01	1.08
X2 = V + ((E-V)/(1+2S))	7.30	6.33	7.49	6.52	6.63
M = EXP((D-60)/10)	0	0	0	0	0
F = 303*X2	2213	1919	2269	1976	2009
Td = 1+(0.5/(1+M))	1.37	1.37	1.37	1.37	1.37
Fc = 0.21*Td(1+0.2*X2)	0.71	0.65	0.72	0.66	0.67
Qe = K(F-Fc*Qc)	1635	1760	1842	1120	1475
DFC = Design flow/Capacity = Q/Qe	0.17	0.50	0.40	0.05	0.23

Total In Sum = 2267 PCU  
DFC of Critical Approach = 0.50

# LLA CONSULTANCY LIMITED

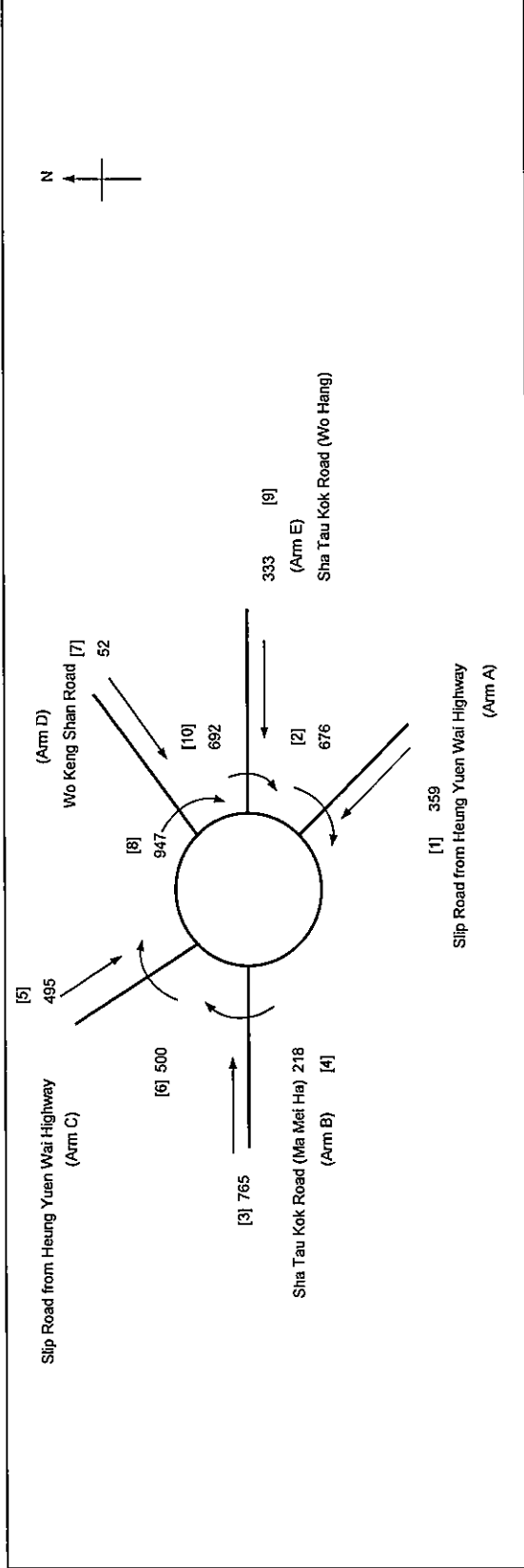
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Job Proposed Temporary Private Car Park (Excluding Container Vehicles) for a Period of 3 Years at Lots 1497 S.B Title: ss.4 and 1497 S.B RP in D.D. 76, Hung Leng, Fanling, New Territories (Planning Application No. A/NE-TKL/47)

PROJECT NO.: 40938  
 FILENAME: J1\_STKR\_HYWH.xls  
 REFERENCE NO.:

2024 Existing PM  
 PREPARED BY: SKL  
 CHECKED BY: SLN  
 REVIEWED BY: SLN  
 DATE: May-24

J1 Sha Tau Kok Road / Heung Yuen Wai Highway



ARM	A	B	C	D	E
V = Approach half width (m)	4.00	3.30	4.00	3.90	3.70
E = Entry width (m)	9.90	7.60	9.80	7.70	7.70
L = Effective length of flare (m)	24.00	33.00	28.00	27.00	35.00
R = Entry radius (m)	60.00	40.00	40.00	44.00	27.00
D = Inscribed circle diameter (m)	50.00	50.00	50.00	50.00	50.00
A = Entry angle (degree)	35.00	35.00	35.00	35.00	10.00
Q = Entry flow (pcuh)	359	765	495	52	333
Qc = Circulating flow across entry (pcuh)	676	218	500	947	692
<b>OUTPUT PARAMETERS:</b>					
S = Sharpness of flare = 1.6(E-V)/L	0.39	0.21	0.33	0.23	0.18
K = 1-0.00347(A-30)+0.978/(R-0.05)	1.02	1.01	1.01	1.01	1.08
X2 = V + ((E-V)/(1+2S))	7.30	6.33	7.49	6.52	6.63
M = EXP((D-60)/10)	0	0	0	0	0
F = 303*X2	2213	1919	2269	1976	2009
Td = 1+(0.5/(1+M))	1.37	1.37	1.37	1.37	1.37
Fc = 0.21*Td(1+0.2*X2)	0.71	0.65	0.72	0.66	0.67
Qe = K(F-Fc*Qc)	1762	1790	1924	1362	1674
DFC = Design flow/Capacity = Q/Qc	0.20	0.43	0.26	0.04	0.20
Total In Sum =					2004 PCU
DFC of Critical Approach =					0.43

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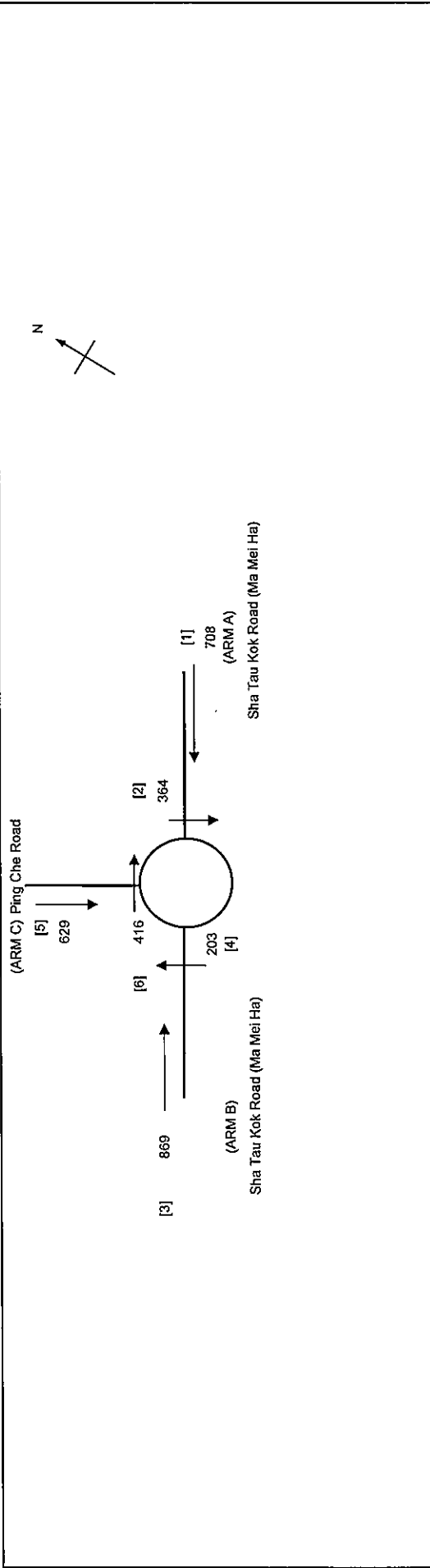
J2 Sha Tau Kok Road / Ping Che Road

# ROUNDAABOUT CALCULATION

2024 Existing AM

PROJECT NO.: 40938  
 FILE/NAME: J2\_STKR\_PCR.xlsx  
 REFERENCE NO.:

INITIALS  
 PREPARED BY: SKL  
 CHECKED BY: SLN  
 REVIEWED BY: SLN  
 DATE  
 May-24  
 May-24  
 May-24



## ARM

	A	B	C
V = Approach half width (m)	7.40	7.30	4.10
E = Entry width (m)	8.20	7.90	8.10
L = Effective length of flare (m)	1.00	1.00	5.00
R = Entry radius (m)	75.00	60.00	40.00
D = Inscribed circle diameter (m)	53.00	53.00	53.00
A = Entry angle (degree)	10.00	15.00	10.00
Q = Entry flow (pcu/h)	708	869	629
Qc = Circulating flow across entry (pcu/h)	364	203	416

## OUTPUT PARAMETERS:

S = Sharpness of flare = $1.6(E-V)/L$	1.28	0.96	1.28
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.11	1.08	1.09
X2 = $V + ((E-V)/(1+2S))$	7.62	7.51	5.22
M = $EXP((D-60)/10)$	0.50	0.50	0.50
F = $303 \times X2$	2310	2274	1583
Td = $1+(0.5/(1+M))$	1.33	1.33	1.33
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.71	0.70	0.57
Qe = $K(F \times Fc \times Qc)$	2269	2312	1471
DFC = Design flow/Capacity = $Q/Qe$	0.31	0.38	0.43

Total In Sum = 3189 PCU

DFC of Critical Approach = 0.43

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J2 Sha Tau Kok Road / Ping Che Road

# ROUNDABOUT CALCULATION

## 2024 Existing PM

PROJECT NO.: 40938

FILENAME: J2\_STKR\_PCR.xlsx

REFERENCE NO.:

INITIALS

PREPARED BY: SKL

CHECKED BY: SLN

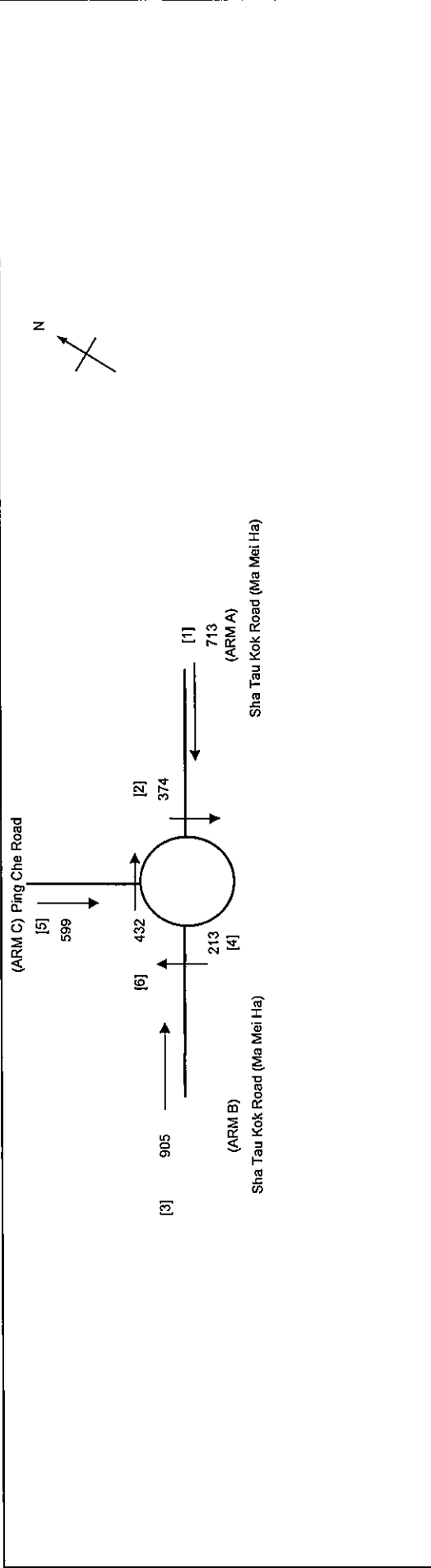
REVIEWED BY: SLN

DATE

May-24

May-24

May-24



### ARM

	A	B	C
V = Approach half width (m)	7.40	7.30	4.10
E = Entry width (m)	8.20	7.90	8.10
L = Effective length of flare (m)	1.00	1.00	5.00
R = Entry radius (m)	75.00	60.00	40.00
D = Inscribed circle diameter (m)	53.00	53.00	53.00
A = Entry angle (degree)	10.00	15.00	10.00
Q = Entry flow (pcu/h)	713	905	599
Qc = Circulating flow across entry (pcu/h)	374	213	432

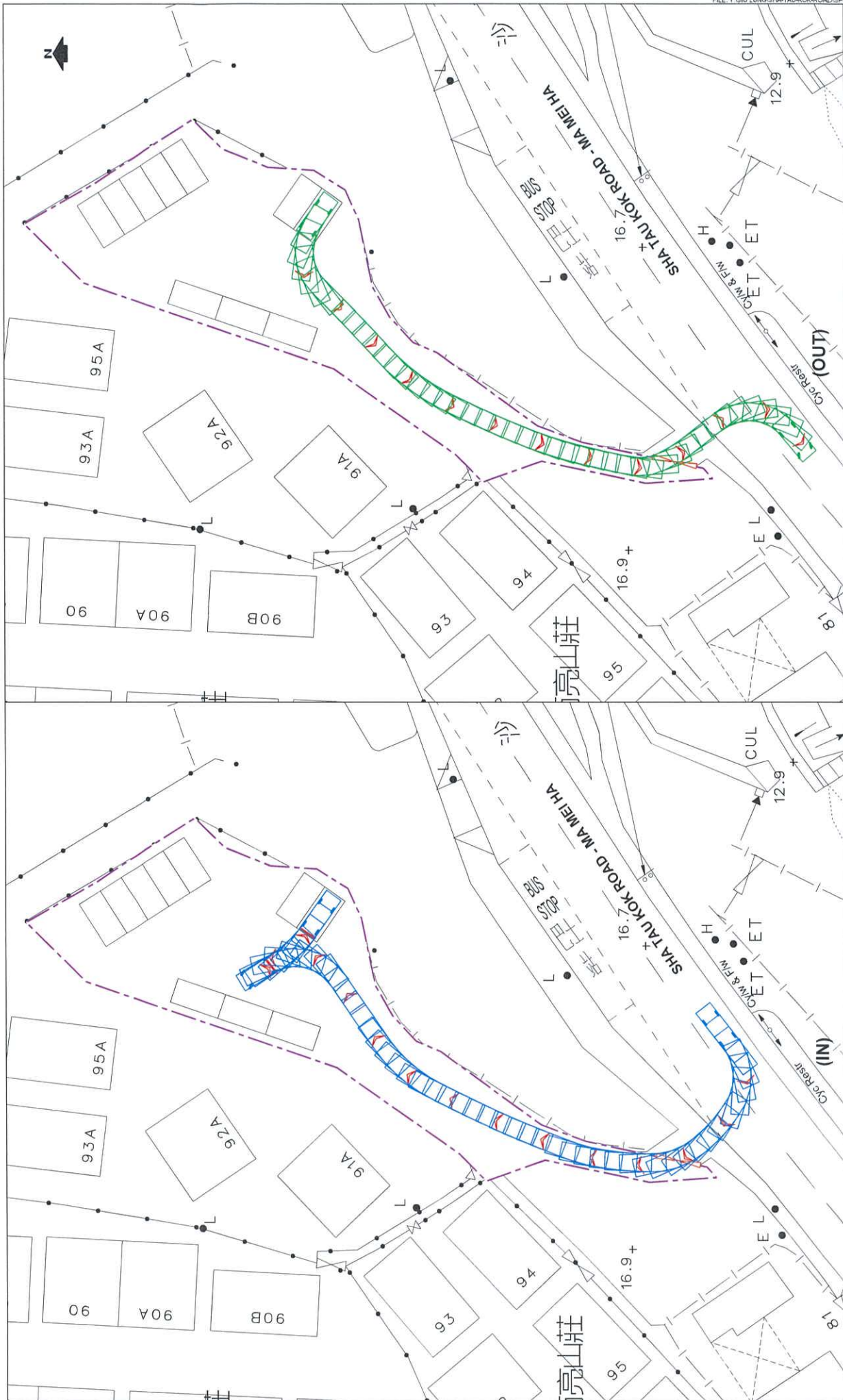
### OUTPUT PARAMETERS:

S = Sharpness of flare = $1.6(E-V)/L$	1.28	0.96	1.28
K = $1-0.00347(A-30)-0.978(1/R-0.05)$	1.11	1.08	1.09
X2 = $V + ((E-V)/(1+2S))$	7.62	7.51	5.22
M = $EXP((D-60)/10)$	0.50	0.50	0.50
F = $303 \times X2$	2310	2274	1583
Td = $1+(0.5/(1+M))$	1.33	1.33	1.33
Fc = $0.21 \times Td(1+0.2 \times X2)$	0.71	0.70	0.57
Qe = $K(F \times Fc \times Qc)$	2261	2305	1461
DFC = Design flow/Capacity = $Q/Qe$	0.32	0.39	0.41

Total In Sum = 3236 PCU

DFC of Critical Approach = 0.41

**Appendix 2**  
**Swept Path Analysis**



**SWEPT PATH ANALYSIS - PC**  
**(TO / FROM SHA TAU KOK ROAD SOUTHBOUND)**

(SCALE 1:500 @ A4)

## **Appendix 3**

### **Supporting Letter from Indigenous Inhabitant Representative**



香港城市規劃委員會  
北角渣華道 333 號  
北角政府合署 15 樓

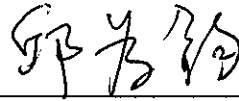
執事先生/女士:

新界粉嶺孔嶺  
丈量約份第 76 約  
地段第 1497 號 B 段第 4 小分段及第 1497 號 B 段餘段  
申請規劃作為期三年的  
「臨時私人停車場(不包括貨櫃車輛)」用途

得悉百勝管理有限公司正向城市規劃委員會作出規劃申請，將上述地段，申請用作為期三年的臨時私人停車場，以支援孔嶺百勝山莊居民，為他們提供私家車位。

本人非常樂見申請人作出上述的申請，認為該申請可協助解決村內車位嚴重不足的問題，非常符合本村的需要。因此，請城市規劃委員會能接納是項申請。

粉嶺孔嶺 原居民代表



邱為鈞 謹啟

2023 年 12 月 11 日