### Annex I - Result of The Traffic Count Survey

#### 1) Existing Nearby Road Network

- 1.1 The application site (the Site) is accessible from Ping Che Road via the aforesaid local access.
- 1.2 The existing local access that connects the Site to Ping Che Road is a village track. Ping Che Road is district distributor which provides major access for traffic commuting to/from Ta Kwu Ling and other areas of North East New Territories.

#### 2) Existing Traffic Flows with the Proposed Development

2.1 In order to gain understanding of the existing traffic condition of the vicinity of the Site, traffic count surveys were conducted at the key locations on 29/5/2024 (Wednesday) PM and 30/5/2024 (Thursday) AM with survey period of 07:00 – 10:00 and 16:00 – 19:00. The AM and PM peak hours are identified to occur at 08:00 – 09:00 and 17:00 – 18:00 respectively. The survey results are shown at **Tables 1** and **2** below and **Figures 1 and 2**:

Table 1: 2024 Peak Hour Junction Capacity Performance (w/o the proposed development)

Junction No.	Location	DFC for AM Peak	DFC for PM Peak
J1	Ping Che Road / Local Access	0.04#	0.03#

<sup>&</sup>lt;sup>#</sup>Please refer to the junction capacity performance calculation at **Annex II**.

Table 2: 2024 Peak Hour Road Link Performance (w/o the proposed development)

		Design	AM	Peak	PM Peak			
Location	Direction	Capacity	Flows <sup>#</sup> (veh/hr)	P/Df	Flows (veh/hr)	P/Df		
Ding Cho Bood	NB	400*	193	0.48	183	0.46		
Filig Cile Road	SB	400*	184	0.46	175	0.44		
Ding Cho Boad	NB	400*	195	0.49	185	0.46		
Pilig Che Roau	SB	400*	185	0.46	176	0.44		
Local Access	2-way	100	37	0.37	31	0.31		
	Ping Che Road Ping Che Road	Ping Che Road  Ping Che Road  NB  NB  NB  SB  SB	Ping Che Road         NB         400*           SB         400*           NB         400*           SB         400*           SB         400*	Location         Direction         Design Capacity         Flows# (veh/hr)           Ping Che Road         NB         400*         193           SB         400*         184           Ping Che Road         NB         400*         195           SB         400*         185	Location         Direction         Capacity         Flows* (veh/hr)         P/Df           Ping Che Road         NB         400*         193         0.48           SB         400*         184         0.46           Ping Che Road         NB         400*         195         0.49           SB         400*         185         0.46	Location         Direction         Design Capacity         Flows* (veh/hr)         P/Df (veh/hr)         Flows (veh/hr)           Ping Che Road         NB         400*         193         0.48         183           SB         400*         184         0.46         175           Ping Che Road         NB         400*         195         0.49         185           SB         400*         185         0.46         176		

<sup>\*</sup>According to TPDM 2.4.1.1, the design flow of a 2-lane single carriageway may be taken as 800 veh/h

2.2 The traffic count results indicate that the key link flows in the vicinity of the proposed development are currently operating within capacity during the AM and PM peak hour.

### 3) Trip Generation and Attraction of the Proposed Development

3.1 The applicant has been a warehouse operator for decades and intends to operate the proposed development at the Site to provide more local storage space to support the local warehousing and logistics industry. According to the applicant, the below Table 3 is the estimated trip



<sup>#</sup>According to TPDM 2.3.1.1, flow (vehicle/hr) has been converted to passenger car units

generation and attraction of the proposed development at 08:00 - 09:00 and 17:00 - 18:00, details are as follows:

Table 3: Trip Generation and Attraction of the Proposed Development

	Trip Generation and Attraction								
Time Period	P	С	M	IGV	CV/T		2-Way		
	In	Out	In	Out	In	Out	Total		
Trips at	2	0	0	2	0	3	7		
08:00 - 09:00	2		U	2	U	3	,		
Trips at	0	2	2	0	3	0	7		
17:00 – 18:00	U	2	۷	U	3	U	,		

<sup>#</sup>According to TPDM 2.3.1.1, flow of vehicle has been converted to passenger car units

# 4) Future Traffic Situation with the Proposed Development

4.1 Based on the results of the traffic count survey on the existing peak hours traffic flows with the accumulation of the estimated peak hour traffic generation and attraction by the proposed development, the peak hour traffic flows with the proposed development are shown at **Tables 4 and 5** below and **Figure 2**:

Table 4: 2024 Peak Hour Junction Capacity Performance (with the proposed development)

Junction No.	Location	DFC for AM Peak	DFC for PM Peak
J1	Ping Che Road / Local Access	<u>0.05</u> #	<u>0.04</u> #

<sup>&</sup>lt;sup>#</sup>Please refer to the junction capacity performance calculation at **Annex II**.

 Table 5: 2024 Peak Hour Road Link Performance (with the proposed development)

Link			Design	AM	Peak	PM Peak		
No.	Location	Direction	Capacity	Flows (veh/hr)	P/Df	Flows (veh/hr)	P/Df	
L1	Ping Che Road	NB	400*	<u>198</u> (+5)	<u>0.50</u>	183	0.41	
	Fing Che Road	SB	400*	184	0.41	<u>180</u> (+5)	<u>0.45</u>	
L2	Ping Che Road	NB	400*	<u>197</u> (+2)	<u>0.49</u>	185	0.42	
LZ	Fing Che Nodu	SB	400*	185	0.41	<u>178</u> (+2)	<u>0.45</u>	
L3	Local Access	2-way	100	<u>44</u> (+7)	<u>0.44</u>	<u>38</u> (+7)	<u>0.38</u>	

<sup>\*</sup>According to TPDM 2.4.1.1, the design flow of a 2-lane single carriageway may be taken as 800 veh/h

4.2 As advised by the applicant, goods vehicle would likely enter/leave the Site from/towards Heung Yuen Wai Highway, while private car would likely enter/leave the Site from/towards Sha Tau Kok Road (Ma Mei Ha). Therefore, vehicular trips are added to respective road links at AM and PM peak.

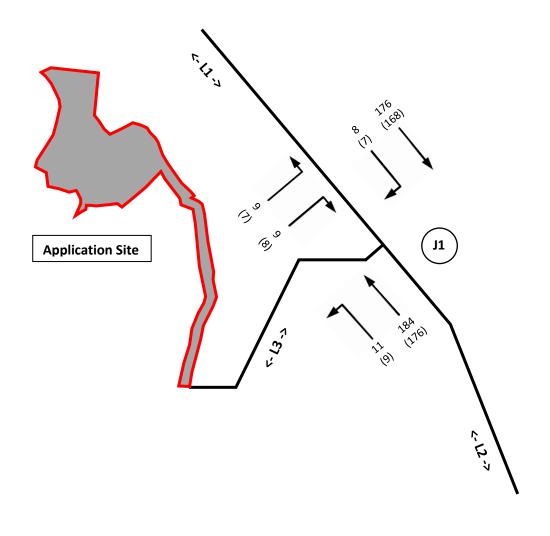


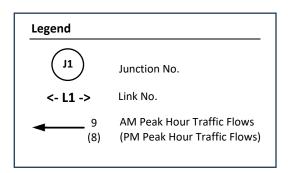
- 4.3 The results shown at **Tables 4, 5** and **Annex II** indicate that all the link flows in the vicinity of the proposed development would be operating <u>within</u> capacity during the AM and PM peak hour even with the estimated peak hours trips from the proposed development.
- 4.4 Furthermore, passing areas are also provided along the local access connecting the Site to Ping Che Road, hence, adverse traffic impact arisen from the proposed development to the surrounding road network should not be anticipated (**Annex III**).



# Figure 1 – Observed 2024 Peak Hour Traffic Flows (without the Proposed Development)

1) The AM and PM peak hours are identified to occur at 08:00 - 09:00 and 17:00 - 18:00 respectively.

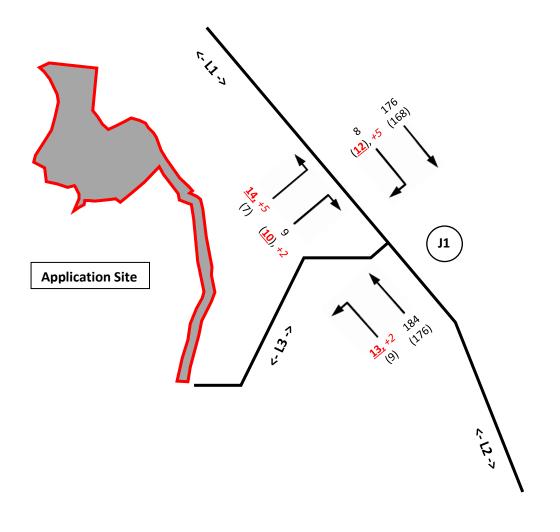


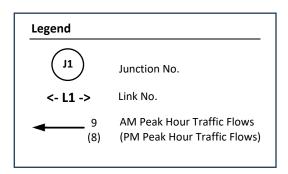




# Figure 2 – Future 2024 Peak Hour Traffic Flows (with the Proposed Development)

1) The AM and PM peak hours are identified to occur at 08:00 - 09:00 and 17:00 - 18:00 respectively.







## **Priority Junction Calculation**

2024 AM Peak (w/o the proposed development)

Major Road (Arm A)  W = 6.3 metres D = 0.8659 Q b-a = 466.3031 DFC b-a = 0.0193  W cr = 0 metres E = 0.8899 Q b-c = 615.2175 DFC b-c = 0.0146  q a-b = 11 pcu/hr F = 0.8647 Q c-b = 596.1376 DFC c-b = 0.0134  q a-c = 184 pcu/hr Y = 0.7827 Q b-ac = 466.3031 DFC b-ac (share lane) = 0.0386
W  cr = 0  metres  E = 0.8899  Q  b-c = 615.2175  DFC  b-c = 0.0146  q  a-b = 11  pcu/hr  F = 0.8647  Q  c-b = 596.1376  DFC  c-b = 0.0134
q a-b = 11 pcu/hr F = 0.8647 Q c-b = 596.1376 DFC c-b = 0.0134
q a-c = 184 pcu/hr Y = 0.7827 Q b-ac = 466.3031 DFC b-ac (share lane) = 0.0386
Major Road (Arm C)  Total flow = 397 pcu/hr
W c-b = 3.1 metres
Vr c-b = 22 metres
q c-a = 176 pcu/hr (8) (7)
q c-b = 8 pcu/hr 9 9 Local Access
(Arm B)
Minor Road (Arm B)
W b-a = 3 metres
W b-c = 3 metres (9) 11 — •
VI b-a = 105 metres (176) 184 ——
Vr b-a = 62 metres <b>←</b> 8 (7)
Vr b-c = 62 metres 176 (168)
q b-a = 9 pcu/hr Ping Che Road Ping Che Road
q b-c = 9 pcu/hr (Arm A) (Arm C)
W = Major Road Width D = Stream-specific B-A
W cr = Central Reserve Width E = Stream-specific B-C
W b-a = Lane width available to vehicle waiting in stream b-a F = Stream-specific C-B
W b-c = Lane width available to vehicle waiting in stream b-c Y = (1-0.0345W)
W c-b = Lane width available to vehicle waiting in stream c-b
VI b-a = Visibility to the left for vehicles waiting in steam b-a
Vr b-a = Visibility to the right for vehicles waiting in steam b-a
Vr b-c = Visibility to the right for vehicles waiting in steam b-c
Vr c-b = Visibility to the right for vehicles waiting in steam c-b

## **Priority Junction Calculation**

2024 PM Peak (w/o the proposed development)

Geomatric details: Geo		Geome	Geometric factors: The capacity of movement:				Comparison of design flow to capac						
Major Ro	ad (Arn	n A)											
W	=	6.3	metres	D	=	0.8659	Q b-a		470.0655		DFC b-a	=	0.0170
W cr	=	0	metres	E	=	0.8899	Q b-c	=	617.4462		DFC b-c	=	0.0113
q a-b	=	9	pcu/hr	F	=	0.8647	Q c-b	=	598.6009		DFC c-b	=	0.0117
q a-c	=	176	pcu/hr	Υ	=	0.7827	Q b-ac	=	470.0655		DFC b-ac (share lane)	=	0.0319
Major Ro	ad (Arn	n C)					Total flow	=	375	pcu/hr			
W c-b	=	3.1	metres										
Vr c-b	=	22	metres								Critical DFC	=	<u>0.03</u>
q c-a	=	168	pcu/hr				(8) (7)						
q c-b	=	7	pcu/hr				9 9 I I	ı	cal Access rm B)				
Minor Ro	oad (Arn	n B)							5,				
W b-a	=	3	metres				<b>~ →</b>	` L_					
W b-c	=	3	metres	(9)									
VI b-a	=	105	metres	(176) 1	.84								
Vr b-a	=	62	metres					£		8 (7)			
Vr b-c	=	62	metres					-		176 (168)			
q b-a	=	8	pcu/hr		Ping	Che Road		Pir	ng Che Road				
q b-c	=	7	pcu/hr		(Arm	n A)		(Aı	rm C)				
W	= M	ajor Road W	/idth				D	=	Stream-speci	fic B-A			
W cr	= Ce	entral Reser	ve Width				E	=	Stream-speci	fic B-C			
W b-a	= La	ne width av	ailable to vehicle v	vaiting in stream	ı b-a		F	=	Stream-speci	fic C-B			
W b-c	= La	ne width av	ailable to vehicle v	vaiting in stream	ı b-c		Υ	=	(1-0.0345W)				
W c-b = Lane width available to vehicle waiting in stream c-b													
VI b-a = Visibility to the left for vehicles waiting in steam b-a													
Vr b-a = Visibility to the right for vehicles waiting in steam b-a													
Vr b-c = Visibility to the right for vehicles waiting in steam b-c													
Vr c-b	= Vis	sibility to th	e right for vehicles	waiting in stear	n c-b								

## **Priority Junction Calculation**

2024 AM Peak (with the proposed development)

on of design flow to capacity:
= 0.0193
= 0.0228
= 0.0134
share lane) = 0.0493
C = 0.05
•

## **Priority Junction Calculation**

2024 PM Peak (with the proposed development)

Major Road (Arm A)  W = 6.3 metres D = 0.8659 Qb-a = 468.3035 Wc r = 0 metres E = 0.8899 Qb-c = 617.4462 DFC b-c = 0.0113 DFC b-b = 0.0214 DFC b-c = 0.013 DFC c-b = 0.0200 Qa-c = 176 pcu/hr Y = 0.7827 Qb-ac = 468.3035 DFC c-b = 0.0200 DFC c-b = 0.0363  Major Road (Arm C) Wc b = 3.1 metres Vr c-b = 22 metres Qc-a = 168 pcu/hr Qc-b = 12 pcu/hr Minor Road (Arm B) Wb-a = 3 metres Vb-b = 105 metres Vr b-a = 62 metres Vr b-b = 62 metres Qr b-a = 10 pcu/hr Qr b-c = 7 pcu/hr Ping Che Road (Arm A)  W = Major Road Width D = Stream-specific B-A Wc r = Central Reserve Width Wc = Lane width available to vehicle waiting in stream b-a Wc b-a = Lane width available to vehicle waiting in stream b-c Wc b-a lane width available to vehicle waiting in stream b-c Wc b-a lane width available to vehicle waiting in stream b-c Wc b-a lane width available to vehicle waiting in stream b-c Vr b-b = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Lane width available to vehicle waiting in stream b-c Vr b-c = Vr b-c = 0.0214 Vr b-c = 0.01	Geomatric details:	Geometric factors:	The capacity of movement:	Comparison of design flow to capacity:
W cr	Major Road (Arm A)			
q a-b         =         9         pcu/hr         F         =         0.8647         Q c-b         =         598.6009         DFC c-b         =         0.0200           Major Road (Arm C)         Total flow         =         382         pcu/hr         pcu/hr         Critical DFC         =         0.0363           Major Road (Arm B)         Total flow         =         382         pcu/hr         pcu/hr         Critical DFC         =         0.04           Minor Road (Arm B)         W b-a         =         168         pcu/hr         pcu/hr         pcu/hr         pcu/hr         pcu/hr         Critical DFC         =         0.04           W b-a         =         3         metres         m	W = 6.3 metres	D = 0.8659	Q b-a = 468.3035	DFC b-a = $0.0214$
q a-c         =         176         pcu/hr         Y         =         0.7827         Q b-ac         =         468.3035         DFC b-ac (share lane)         =         0.0363           Major Road (Arm C)         Total flow         =         382         pcu/hr           W c-b         =         3.1         metres         We result of the control of th	W cr = 0 metres	E = 0.8899	Q b-c = $617.4462$	DFC b-c = $0.0113$
Major Road (Arm C)  W c-b = 3.1 metres  Vr c-b = 22 metres q c-a = 168 pcu/hr q c-b = 12 pcu/hr  Minor Road (Arm B)  W b-a = 3 metres  W b-c = 3 metres  W b-c = 3 metres  Vr b-a = 62 metres  Vr b-c = 62 metres  Q b-a = 10 pcu/hr q b-a = 10 pcu/hr q b-a = 10 pcu/hr q b-c = 7 pcu/hr  W c = Major Road Width W c = Central Reserve Width W c = Central Reserve Width W c = Lane width available to vehicle waiting in stream b-a  W b-c = Lane width available to vehicle waiting in stream b-c  Total flow = 382 pcu/hr  Critical DFC = 0.04  Critical DFC = 0.04  Ping Che Road (Arm B)  (Arm B)  Critical DFC = 0.04  Ping Che Road (Arm B)  (Arm B)  Critical DFC = 0.04  Ping Che Road (Arm B)  (Arm B)  Critical DFC = 0.04  Ping Che Road (Arm B)  Arm C)  Critical DFC = 0.04  Stream-specific B-A  Stream-specific B-A  E = Stream-specific B-A  W b-a = Lane width available to vehicle waiting in stream b-a  F = Stream-specific C-B  W b-c = Lane width available to vehicle waiting in stream b-c  Y = (1-0.0345W)	q a-b = 9 pcu/hr	F = 0.8647	Q c-b = 598.6009	DFC c-b = $0.0200$
W c-b         =         3.1         metres           Vr c-b         =         22         metres           q c-a         =         168         pcu/hr           q c-b         =         122         pcu/hr           Minor Road (Arm B)         9         14         Local Access (Arm B)           W b-a         =         3         metres         (Arm B)           W b-a         =         3         metres         (Arm B)           V b-a         =         62         metres         (Arm B)           Vr b-a         =	q a-c = 176 pcu/hr	Y = 0.7827	Q b-ac = 468.3035	DFC b-ac (share lane) = 0.0363
Vr c-b         =         22 metres           q c-a         =         168 pcu/hr         =         0.04           q c-b         =         12 pcu/hr	Major Road (Arm C)		Total flow = 382 pcu/hr	
q c-a       =       168       pcu/hr         q c-b       =       12       pcu/hr         Minor Road (Arm B)       W b-a       =       3       metres         W b-c       =       3       metres       (176) 184         Vr b-a       =       62       metres       (176) 184         Vr b-c       =       62       metres       176 (168)         Vr b-c       =       62       metres       176 (168)         Ping Che Road       Ping Che Road       (Arm C)             W       =       Major Road Width       D       =       Stream-specific B-A         W cr       =       Central Reserve Width       E       =       Stream-specific B-C         W b-a       =       Lane width available to vehicle waiting in stream b-a       F       =       Stream-specific C-B         W b-c       =       Lane width available to vehicle waiting in stream b-c       Y       =       (1-0.0345W)	W c-b = 3.1 metres			
q c-b       =       12       pcu/hr         Minor Road (Arm B)       W b-a       =       3       metres         W b-c       =       3       metres       (176) 184         Vr b-a       =       62       metres       (176) 184         Vr b-c       =       62       metres       176 (168)         Vr b-c       =       62       metres       176 (168)         Ping Che Road       Ping Che Road       (Arm C)     Wer = Major Road Width  D  = Stream-specific B-A  Wer = Central Reserve Width  E  = Stream-specific B-C  W b-a  = Lane width available to vehicle waiting in stream b-a  F  = Stream-specific C-B  Stream-specific C-B  The stream specific C-B  The s	Vr c-b = 22 metres			Critical DFC = $0.04$
Minor Road (Arm B)  W b-a = 3 metres W b-c = 3 metres VI b-a = 105 metres VI b-a = 62 metres VI b-c = 62 metres VI b-c = 62 metres VI b-c = 7 pcu/hr  W = Major Road Width  W cr = Central Reserve Width W b-a = Lane width available to vehicle waiting in stream b-a W b-c = Lane width available to vehicle waiting in stream b-c  M b-c = Lane width available to vehicle waiting in stream b-c  W b-c = (1-0.0345W)	q c-a = 168 pcu/hr		( <u>10</u> ) (7)	
Minor Road (Arm B)  W b-a = 3 metres  W b-c = 3 metres  VI b-a = 105 metres  VI b-a = 62 metres  VI b-c = 62 metres  Q b-a = 10 pcu/hr  Q b-c = 7 pcu/hr  W = Major Road Width  W cr = Central Reserve Width  W b-a = Lane width available to vehicle waiting in stream b-a  W b-c = Lane width available to vehicle waiting in stream b-c  W b-c = Lane width available to vehicle waiting in stream b-c  W b-c = Lane width available to vehicle waiting in stream b-c  W b-c = Central Reserve Width  W b-c = Lane width available to vehicle waiting in stream b-c  W b-c = Lane width available to vehicle waiting in stream b-c  W b-c = Central Reserve Width available to vehicle waiting in stream b-c  W b-c = Lane width available to vehicle waiting in stream b-c  W b-c = Central Reserve Width available to vehicle waiting in stream b-c  Y = (1-0.0345W)	q c-b = <u>12</u> pcu/hr		9 <u>14</u> Local Access	
W b-a = 3 metres W b-c = 3 metres VI b-a = 105 metres Vr b-a = 62 metres Vr b-c = 62 metres Vr b-c = 62 metres Q b-a = 10 pcu/hr Q b-c = 7 pcu/hr  W = Major Road Width D = Stream-specific B-A W cr = Central Reserve Width E = Stream-specific B-C W b-a = Lane width available to vehicle waiting in stream b-a W b-c = Lane width available to vehicle waiting in stream b-c  W b-c = Lane width available to vehicle waiting in stream b-c  W b-c = Central Reserve Width V = Stream-specific C-B V b-c = Lane width available to vehicle waiting in stream b-c V = (1-0.0345W)			(Arm B)	
W b-c = 3 metres (9) 13 (176) 184  Vr b-a = 62 metres (176) 184  Vr b-c = 62 metres 176 (168)  Q b-a = 10 pcu/hr Ping Che Road (Arm A)  W = Major Road Width  D = Stream-specific B-A  W cr = Central Reserve Width  E = Stream-specific B-C  W b-a = Lane width available to vehicle waiting in stream b-a  W b-c = Lane width available to vehicle waiting in stream b-c  Y = (1-0.0345W)	, ,			
VI b-a       =       105 metres       (176) 184         Vr b-c       =       62 metres			<b>* *</b>	
Vr b-a = 62 metres Vr b-c = 62 metres q b-a = 10 pcu/hr q b-c = 7 pcu/hr  W = Major Road Width W cr = Central Reserve Width W b-a = Lane width available to vehicle waiting in stream b-a W b-c = Lane width available to vehicle waiting in stream b-c  Ping Che Road (Arm C)				
Vr b-c = 62 metres q b-a = 10 pcu/hr q b-c = 7 pcu/hr  W = Major Road Width W cr = Central Reserve Width W b-a = Lane width available to vehicle waiting in stream b-c  D = Stream-specific B-A  E = Stream-specific B-C  W b-c = Lane width available to vehicle waiting in stream b-c  Y = (1-0.0345W)	VI b-a = 105 metres	(176) 184		
q b-a = 10 pcu/hr Ping Che Road (Arm C)  W = Major Road Width D = Stream-specific B-A W cr = Central Reserve Width E = Stream-specific B-C W b-a = Lane width available to vehicle waiting in stream b-a W b-c = Lane width available to vehicle waiting in stream b-c Y = (1-0.0345W)	Vr b-a = 62 metres		<b>↑</b> 8 ( <u>12</u> )	
W = Major Road Width D = Stream-specific B-A   W cr = Central Reserve Width E = Stream-specific B-C   W b-a = Lane width available to vehicle waiting in stream b-a F = Stream-specific C-B   W b-c = Lane width available to vehicle waiting in stream b-c Y = (1-0.0345W)	Vr b-c = 62 metres		176 (168)	
W = Major Road Width D = Stream-specific B-A W cr = Central Reserve Width E = Stream-specific B-C W b-a = Lane width available to vehicle waiting in stream b-a W b-c = Lane width available to vehicle waiting in stream b-c Y = (1-0.0345W)	q b-a = <u><b>10</b></u> pcu/hr	Ping Che Road	Ping Che Road	
W cr = Central Reserve Width	q b-c = 7 pcu/hr	(Arm A)	(Arm C)	
W cr = Central Reserve Width				
W b-a = Lane width available to vehicle waiting in stream b-a F = Stream-specific C-B W b-c = Lane width available to vehicle waiting in stream b-c Y = (1-0.0345W)	W = Major Road Width		D = Stream-specific B-A	
W b-c = Lane width available to vehicle waiting in stream b-c Y = (1-0.0345W)	W cr = Central Reserve Width		E = Stream-specific B-C	
· · · · · · · · · · · · · · · · · · ·	W b-a = Lane width available to vehicle wa	aiting in stream b-a	F = Stream-specific C-B	
W c-b = Lane width available to vehicle waiting in stream c-b	W b-c = Lane width available to vehicle wa	aiting in stream b-c	Y = (1-0.0345W)	
	W c-b = Lane width available to vehicle wa	aiting in stream c-b		
VI b-a = Visibility to the left for vehicles waiting in steam b-a	VI b-a = Visibility to the left for vehicles wa	aiting in steam b-a		
Vr b-a = Visibility to the right for vehicles waiting in steam b-a	Vr b-a = Visibility to the right for vehicles v			
Vr b-c = Visibility to the right for vehicles waiting in steam b-c				
Vr c-b = Visibility to the right for vehicles waiting in steam c-b	Vr c-b = Visibility to the right for vehicles v	vaiting in steam c-b		

# Annex III – Passing Areas at the Local Access

(i) Adequate passing areas are also provided along the local access connecting the Site to Ping Che Road, details are as follows:

