Appendix C Traffic Impact Assessment

DOCUMENT STATUS CONTROL RECORD

Application for Amendment of Plan under Section 12A of the
Town Planning Ordinance (Cap. 131) to Rezone the Application Site
from "Green Belt" to "Residential (Group C)1" for Proposed House Development
at Various Lots in D.D. 244 and Adjoining Government Land,
Nam Pin Wai, Sai Kung

Traffic Impact Assessment Report

Originating Organisation :	Prepared by: SKL	SKL	Date: 17 October 2023
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510 King's Road, North Point, Hong Kong	Revision No.: -		Date of Issue: 17 October 2023

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1 INTRODUCTION

1.1 Background

- 1.1.1 The applicants proposed to develop various lots in D.D. 244 and adjoining Government Land, Nam Pin Wai, Sai Kung, New Territories (hereinafter, referred to as "the Site") into a residential development.
- 1.1.2 The Site is currently zoned as "Green Belt" ("GB") on the Approved Ho Chung Outline Zoning Plan (OZP) No. S/SK-HC/11. It is the applicants' intention to request for rezoning of the Site to Residential (Group C)1 ("R(C)1") use which is intended for a house development. As the proposed uses is not under Column 1 and Column 2 uses, a Section 12A rezoning application is required for the proposal.
- 1.1.3 LLA Consultancy Limited was commissioned to carry out a traffic impact assessment study for the proposal to assess the potential traffic impact on its adjacent road network, in support of the planning application. This report presents the finding of the study.

1.2 Objectives

- 1.2.1 The objectives of the traffic impact assessment study are as follows:
 - to review the existing traffic conditions in the surrounding road network;
 - to estimate the potential traffic generation due to the proposed house development;
 - to assess the future traffic situation in the surrounding road network;
 - to appraise the potential traffic impact of the proposed house development; and
 - to recommend the transport facilities provisions for the proposed house development.

2 THE PROPOSED DEVELOPMENT

2.1 The Site

2.1.1 As shown in **Figure 2.1**, The Site is located near the junction of Hiram's Highway/Wo Mei Hung Min Road with a development site area of about 5,355m² (excluding access road). The key parameters of the proposed house development are summarized in **Table 2.1**.

Table 2.1 Proposed Development Schedule

Componente		Content	
Components	Phase 1	Remaining Phase	Total
Development Site Area (About) (m²)	4,020 m ²	1,335 m ²	5,355 m ²
Domestic Gross Floor Area (About) (GFA)	3,015 m ²	1,001 m ²	4,016 m ²
Domestic Plot Ratio (About)	0.75	0.75	0.75
No. of House(s)	13	4	17

3 EXISTING TRAFFIC SITUATION

3.1 Existing Traffic Conditions

- 3.1.1 Wo Mei Hung Min Road serves as a local road connecting to Hiram's Highway. It is a single two-lane road with various local accesses for the low density development nearby.
- 3.1.2 Hiram's Highway is a major road in the eastern part of New Territories connecting Sai Kung with Clear Water Bay Road. Currently, the section of Hiram's Highway between its roundabout with New Hiram's Highway and Nam Wai Road is a single two-lane carriageway. It carried an AADT of 24,460 vehicles in 2021.

3.2 Traffic Count Survey

- 3.2.1 In order to assess the existing traffic conditions, a traffic count survey was carried out at the following locations in the vicinity of the Site on a 12 January 2023 (Thursday) during 07:30 09:30 and 17:30 19:30 and 7 October 2023 (Saturday) for the weekend peak hour period from 12:00 to 19:00. The locations of the surveyed junctions are presented in **Figure 3.1**.
 - Hiram's Highway/New Hiram's Highway/Nam Pin Wai Road
 - · Hiram's Highway/Wo Mei Hung Min Road
- 3.2.2 The identified weekday AM, weekday PM and weekend peak hours were 07:30 08:30, 17:45 18:45 and 16:45 17:45, respectively and the surveyed traffic flows are presented in **Figure 3.2**.

3.3 Existing Junction Capacity Assessment

3.3.1 Based on the existing traffic flows, the performances of the key junctions during the peak hour were assessed. The results are summarized and presented in **Table 3.1** and the detailed junction capacity calculation sheets are attached in **Appendix A**.

Table 3.1 Existing Junction Performance

No.	Junction Location	Type/ Capacity Index ⁽¹⁾	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekend Peak Hour
J1	Hiram's Highway/ New Hiram's Highway/ Nam Pin Wai Road	Roundabout/ DFC	0.63	0.52	0.51
J2	Hiram's Highway/ Wo Mei Hung Min Road	Priority/DFC	0.07	0.04	0.08

Note: (1) DFC = Design Flow to Capacity ratio for priority junction and roundabout.

3.3.2 It can be seen from **Table 3.1** that the concerned junctions are operating satisfactorily during the weekday AM, weekday PM and weekend peak hours.

3.4 **Existing Link Capacity Assessment**

3.4.1 The Volume to Capacity (V/C) Ratios of Hiram's Highway and New Hiram's Highway were assessed and the results are presented in Table 3.2.

Table 3.2 **Link Capacity Assessment**

			Traff	ic Flow (pe	cu/hr)	V/C Ratio			
Direction	Bound	Capacity (pcu/hr) ⁽¹⁾	Weekday		Week-	Wee	Week-		
			AM	PM	end	АМ	PM	end	
Hiram's	NB	3,120	1,087	1,244	1,190	0.35	0.40	0.38	
Highway ⁽²⁾	SB	3,120	1,402	1,040	1,026	0.45	0.33	0.33	
Hiram's	EB	1,140	208	273	292	0.18	0.24	0.26	
Highway ⁽³⁾	WB	1,140	47	69	58	0.04	0.06	0.05	
New Hiram's Highway ⁽⁴⁾	EB	3,120	1,225	874	877	0.39	0.28	0.28	
	WB	3,120	997	1,245	1,216	0.32	0.40	0.39	

Note:

- (1) Capacity refers to TPDM Vol.2 Ch. 2.4. The capacity for each bound of a 7.3m wide single-2-lane carriageway is 850 veh/hr. A factor of 1.2 (based on the traffic count survey result) is adopted to convert the capacity from veh/hr to pcu/hr.
- (2) (3) The section between Ho Chung Road and New Hiram's Highway.
- The section between New Hiram's Highway and Wo Mei Hung Min Road
- The section between Hiram's Highway and Clear Water Bay Road.
- 3.4.2 As shown in **Table 3.2**, the concerned road sections are operating with spare capacity during AM and PM hours.

3.5 **Public Transport Services**

3.5.1 At present, there are a few bus and minibus routes travelling along Hiram's Highway and the details of these routes are shown in Table 3.3 and Figure 3.3.

Table 3.3 **Existing Bus Routes**

Mode	Route No.	Terminating Points	Frequency (min)
Bus	92	Sai Kung – Diamond Hill Station	12 – 25
	96R	Diamond Hill Station – Wong Shek Pier (Sat, Sun & PH only)	20 – 30
	292P	Sai Kung – Kwun Tong	1 trip per day
	792M	Tseung Kwan O Station – Sai Kung	15 – 25
GMB	1	Sai Kung – Kowloon Bay (Telford Gardens)	8 – 20
	1A	Sai Kung – Choi Hung (San Po Kong)	4
	1S	Sai Kung – Choi Hung (San Po Kong) (Overnight Services)	10 – 15
	12	Sai Kung – Po Lam	10 – 15
	101M	Sai Kung – Hang Hau Station (via Sai Kung North Public Transport Interchange)	3 – 30

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

4.1.1 It is anticipated that the proposed house development will be operation by 2030. To consider 3 years after the planned completion of the proposed house development, a design year of 2033 will be adopted in this study.

4.2 Traffic Forecast

Annual Traffic Census (ATC) - Historical Data

4.2.1 In order to establish the traffic growth rate in the vicinity of the Site, reference was made to the 2016 to 2021 Annual Traffic Census Reports published by Transport Department, reporting on the annual average daily traffic (AADT) flows at the counting stations in the territory. The details of the counting stations in the study area and the corresponding counts are shown in **Table 4.1**.

Table 4.1 Annual Traffic Census Data

Stn.	ı	Road Section	า		AADT ⁽¹⁾					Avg
No.	Road	From	То	2016	2017	2018	2019	2020	2021	Growth %
5017	Clear Water Bay Road	Anderson Road	Hiram's Highway	29,370	26,910 (-8.4%)	28,450 (5.7%)	28,980 (1.9%)	28,900 (-0.3%)	29,100 (0.7%)	-0.2%
5466	Clear Water Bay Road	Hang Hau Road	Hiram's Highway	18,770	18,650 (-0.6%)	18,950 (1.6%)	20,240 (6.8%)	19,110 (-5.6%)	20,020 (4.8%)	1.3%
6055	Hiram's Highway	Clear Water Bay Road	Po Tung Road	25,610	24,050 (-6.1%)	24,450 (1.7%)	24,280 (-0.7%)	23,360 (-3.8%)	24,460 (4.7%)	-0.9%
	,		Total	73,750	69,610 (-5.6%)	71,850 (3.2%)	73,500 (2.3%)	71,370 (-2.9%)	73,580 (3.1%)	-0.8%

Note: (1) Figures in bracket indicated the % increase between two years.

4.2.2 **Table 4.1** shows that the AADT at the concerned ATC stations has an overall annual growth of negative 0.8% in between the years of 2016 and 2021.

<u>Territorial Population and Employment Data Matrix (TPEDM – Projection Data)</u>

4.2.3 Reference was also made to the 2019 – based TPEDM data published by the Planning Department. The population and employment data of year 2019 and 2031 are summarized in **Table 4.2**.

Table 4.2 Population and Employment Data in Southeast New Territories District

Year	2019	2026	2031
Population	68,900	65,800	59,750
Employment	27,250	27,750	28,100
Total	96,150	93,550	87,850
	Average Growth %	-0.39% (2019 to 2026)	-1.25% (2026 to 2031)

4.2.4 As shown in **Table 4.2**, the average annual growth rates for both population and employment are negative. Based on the ATC historical data in **Table 4.1** and the TPEDM projection data in **Table 4.2**, a nominal growth rate of +1.0% will be adopted for the subsequent traffic forecasting.

4.3 Traffic Generation of the Proposed House Development

4.3.1 Reference was also made to the latest set of traffic generation and attraction rates documented in Chapter 3 "Transport Considerations of Town Plans" of the TPDM, for the estimation of the traffic generated by proposed house development. The traffic generation and attraction numbers were shown in **Table 4.3**.

Table 4.3 Traffic Generation of the Proposed House Development

Use	Unit /	Week	day AM	Peak	Weekday PM Peak Weekend			ekend P	d Peak		
Use	Content	Gen.	Att.	Total	Gen.	Att.	Total	Gen.	Weekend Peak Gen. Att. Tot 0.2235 0.3234 -		
Adopted Trip Rates ⁽¹⁾											
Residential – 240m ^{2 (2)}	pcu/hr/flat	0.3012	0.2189	-	0.2235	0.3234	-	0.2235	0.3234	-	
Traffic Generation/Attraction											
Proposed House Development	17 flats	6	4	10	4	6	10	4	6	10	

Notes: Gen. - Generation; Att. - Attraction

- (1) Mean trip rates from TPDM are adopted.
- (2) The trip rates for PM peak hour are adopted for Weekend peak hour.
- 4.3.2 In view of the above, the proposed house development would generate two-way traffic flows of 10 pcu/hr in weekday AM peak hour, weekday PM peak hour and weekend peak hour, respectively. The traffic distribution is shown diagrammatically in **Figure 4.1**.

4.4 Planned/Committed Developments

4.4.1 To estimate the future traffic flows generated and attracted by the nearby planned/committed developments, updated information has been obtained from available information regarding the planned and approved developments in the vicinity of the proposed development site, the details of these developments are listed in **Table 4.4**.

Table 4.4 Planned/Committed Developments

Location	Use	Development Parameters
Various Lot in D.D. 210, Ho Chung	Residential	2,422 m ² GFA
Lot 1003 in D.D. 214, Ho Chung	Residential	5,344 m ² GFA
Lot 2189 in D.D. 244, Nam Pin Wai	Residential	8,320 m ² GFA
Various Lots in D.D. 244 and Adjoining Government Land, Ho Chung, Sai Kung	Residential	13,719 m ² GFA

4.4.2 Reference is made to Volume 1 of the TPDM published by the TD on the trip rates of the foregoing developments to estimate their traffic generation and attraction. The estimated traffic generation will be assumed to be travelling in the local road network in the same proportions as the existing traffic demands when traffic forecast is prepared in this Study.

4.5 Reference and Design Flows

- 4.5.1 The 2033 Reference Flows, i.e. the traffic flows in the vicinity without the proposed house development, were estimated based on the following equation.
 - 2033 Reference Flows = 2023 Existing Traffic Flows x $(1 + 1.0\%)^{10}$ + Traffic Flows Generated by the Planned/Committed Development
- 4.5.2 The 2033 Design Flows, i.e. the traffic flows in the local road network with the traffic generated by the proposed house development, were estimated based on the following equation:
 - 2033 Design Flows = 2033 Reference Flows + Traffic Flows Generated by the Proposed House Development
- 4.5.3 The 2033 Reference and Design Flows are shown in **Figure 4.2** and **Figure 4.3**, respectively.

4.6 Junction Capacity Assessment

4.6.1 Assessments of the junction performance were based on the reference and design flows for the year 2033. The results are summarized and presented in **Table 4.6** and detailed junction capacity calculation sheets are presented in **Appendix B**.

Table 4.6 Junction Capacity Assessment for Design Year 2033

Jun.		Type/	203	3 Refere	nce	2033 Design		
No.	Junction	Capacity Index ⁽¹⁾	AM	PM	Week- end	AM	PM	Week- end
J1	Hiram's Highway/ New Hiram's Highway/ Nam Pin Wai Road	Roundabout / DFC	0.71	0.59	0.58	0.71	0.59	0.58
J2	Hiram's Highway/ Wo Mei Hung Min Road	Priority/DFC	0.10	0.05	0.10	0.11	0.06	0.11

Note: (1) DFC = Design Flow to Capacity ratio for priority junction and roundabout.

4.6.2 As shown in **Table 4.6**, all concerned junctions will operate with capacities in future scenarios. Therefore, the additional traffic generated by the proposed house development is not anticipated to induce significant traffic impact onto the adjacent junctions.

4.7 **Link Capacity Assessment**

4.7.1 The V/C Ratios of Hiram's Highway and New Hiram's Highway were assessed and the results are presented in Table 4.7.

Table 4.7 **Year 2033 Link Capacity Assessments**

			Traffi	c Flow (pc	:u/hr)		V/C Ratio	•	
Direction	Bound	Capacity (pcu/hr) ⁽¹⁾	Wee	kday	Week-	Weekday		Week-	
		(100)	АМ	РМ	end	АМ	РМ	end	
2033 Referenc	e Scenari	0		-					
Hiram's	NB	3,120	1,205	1,375	1,316	0.39	0.44	0.42	
Highway ⁽²⁾	SB	3,120	1,555	1,155	1,140	0.50	0.37	0.37	
Hiram's	EB	1,140	236	308	329	0.21	0.27	0.29	
Highway ⁽³⁾	WB	1,140	60	80	68	0.05	0.07	0.06	
New Hiram's	EB	3,120	1,379	984	988	0.44	0.32	0.32	
Highway ⁽⁴⁾	WB	3,120	1,122	1,402	1,371	0.36	0.45	0.44	
2033 Design S	cenario								
Hiram's	NB	3,120	1,206	1,375	1,316	0.39	0.44	0.42	
Highway ⁽²⁾	SB	3,120	1,555	1,156	1,141	0.50	0.37	0.37	
Hiram's	EB	1,140	240	314	335	0.21	0.28	0.29	
Highway ⁽³⁾	WB	1,140	61	80	68	0.05	0.07	0.06	
New Hiram's	EB	3,120	1,379	984	988	0.44	0.32	0.32	
Highway ⁽⁴⁾	WB	3,120	1,126	1,407	1,376	0.36	0.45	0.44	

Note:

- Capacity refers to TPDM Vol.2 Ch. 2.4. The capacity for each bound of a 7.3m wide single-2-lane (1) carriageway is 850 veh/hr. A factor of 1.2 (based on the traffic count survey result) is adopted to convert the capacity from veh/hr to pcu/hr.
- The section between Ho Chung Road and New Hiram's Highway.
- (3) (4) The section between New Hiram's Highway and Wo Mei Hung Min Road
- The section between Hiram's Highway and Clear Water Bay Road.
- As shown in Table 4.7, all the concerned road sections will operate with capacity during AM and PM hours in both reference and design scenarios.

5 INTERNAL TRANSPORT FACILITIES

5.1 Access Arrangement

5.1.1 At present, there is no proper vehicular access to the Site. An access road will be formed connecting Wo Mei Hung Min Road and the access road to Villa Royale. The proposed vehicular access will be located along this access road. The access arrangement is presented in the master layout plan enclosed in **Appendix C**.

5.2 Internal Transport Facilities

5.2.1 The internal transport facilities to serve the proposed house development will be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). The required and the proposed provisions for the proposed house development are shown in **Table 5.1**.

Table 5.1 Proposed Parking Provisions

Туре		HKPSG	's Requiremen	ts			Required Provision	Proposed Provision
Proposed House	e Development	(17 Hous	ses)					
	For Residents Parking Requi		= GPS x R1 x R2	2 x R3	where			
	Unit Size	No. of Unit	GPS	R1	R2	R3		
Car Parking Space	FS > 160 m ²	17	1 space per 4 – 7 units	7.0	1	1.3	23 – 39	34
·		tor car par	opments with 75 king provision w e basis.				_	2
			TOTA	AL CAF	R PAR	KING	23 – 39	36 ⁽¹⁾
Motorcycle Parking Space	1 space per 1	00 - 150 fl	ats				1	1
Loading / Unloading Bay	1 bay per resi	dential blo	ck				1	1

Note: (1) including 1 accessible car parking spaces for 1-50 total car parking spaces.

5.2.2 Based on **Table 5.1**, a total of total of 36 car parking spaces (34 for residents and 2 for visitors, including 0 disable car parking space), 1 loading/unloading bay will be provided to fulfil the requirements of the HKPSG. **Table 5.2** lists out the dimensions required for each type of spaces to follow and the master layout plan is enclosed in **Appendix C**.

Table 5.2 Summary of Overall Transport Facilities Provision

		Р	roposed Provision	n
Facilities	Dimensions	Phase 1	Remaining Phase	Total
Car Parking Space	2.5m (W) x 5.0m (L) x 2.4m (H)	28	8	36
Motorcycle Park Space	1.0m (W) x 2.4m (L) x 2.4m (H)	1	0	1
Goods Vehicle Loading / Unloading Bay	HGV: 3.5m (W) x 11.0m (L) x 4.7m (H)	1	0	1

5.3 Swept path Analysis

5.3.1 To ensure smooth manoeuvring of the parking area, swept path analysis was conducted to demonstrate that adequate space is provided for the vehicles for manoeuvring and presented in **Figures SP-01 – SP-04**.

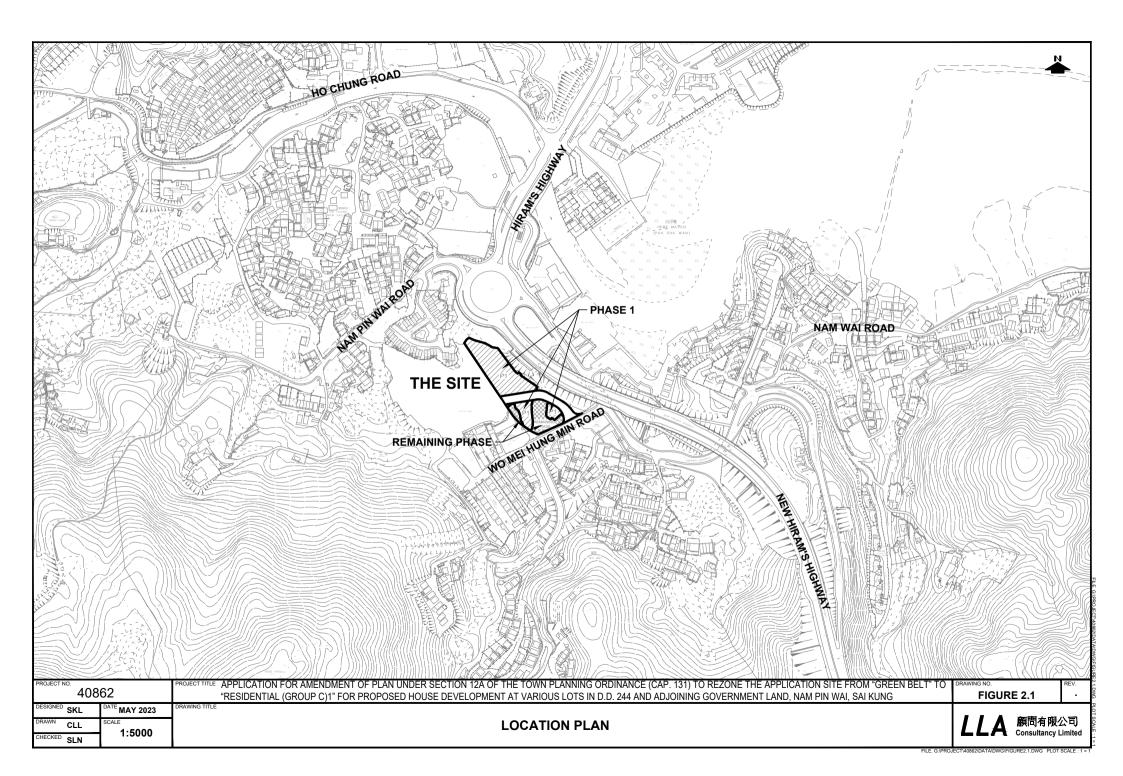
6 SUMMARY AND CONCLUSION

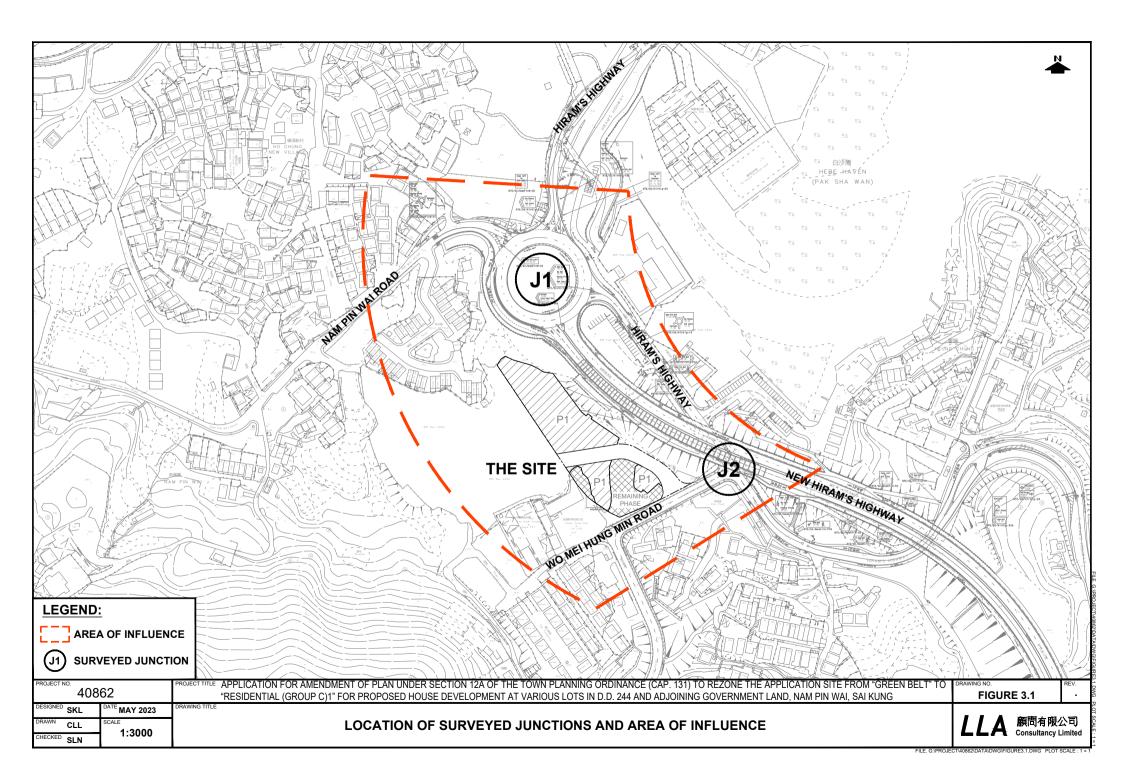
6.1 Summary

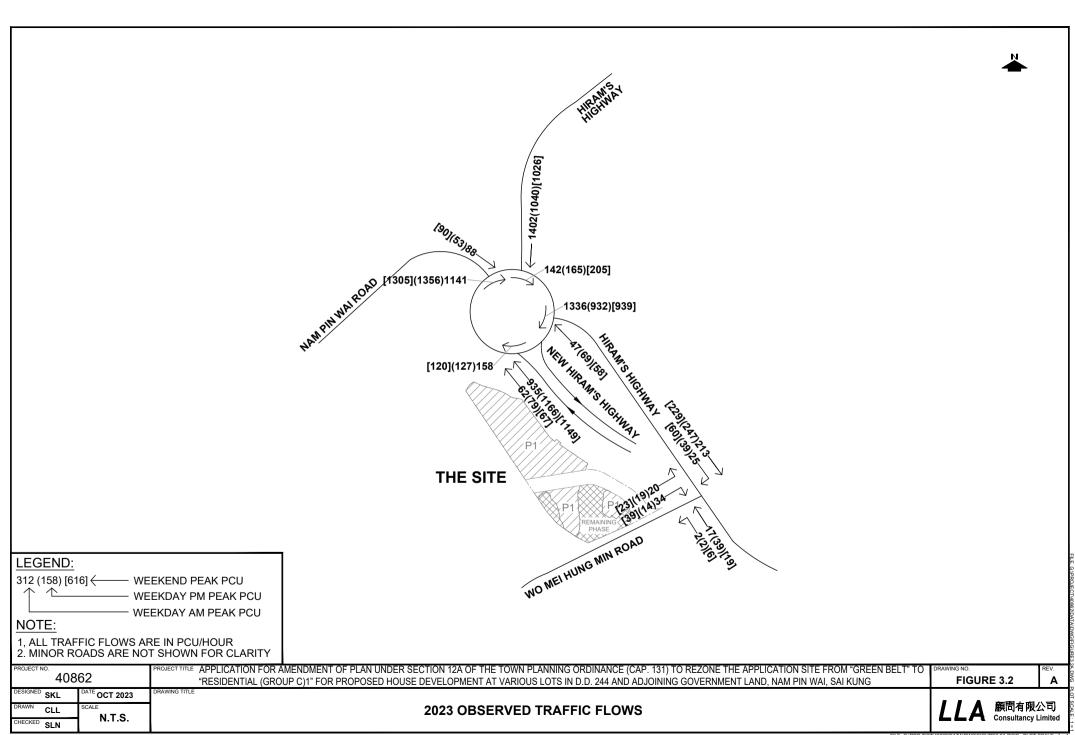
- 6.1.1 The applicant proposed to develop various lots in D.D. 244, Nam Pin Wai, Sai Kung, New Territories into a house development.
- 6.1.2 The Site is currently zoned as "Green Belt" ("GB") on the Approved Ho Chung Outline Zoning Plan (OZP) No. S/SK-HC/11. It is the applicant's intention to request for rezoning of the Site to Residential (Group C)1 ("R(C)1") use which is intended for a house development. As the proposed uses is not under Column 1 and Column 2 uses, a Section 12A rezoning application is required for the proposal.
- 6.1.3 Traffic count surveys were carried out on 12 January 2023 (Thursday) during 07:30 09:30 and 17:30 19:30 and 7 October 2023 (Saturday) for the weekend peak hour period from 12:00 to 19:00. The identified weekday AM, weekday PM and weekend peak hours were 07:30 08:30, 17:45 18:45 and 16:45 17:45, respectively. Junction capacity assessment based on the observed flows shows that all concerned junctions are performing satisfactorily during the weekday AM, weekday PM and weekend peak hours.
- 6.1.4 The proposed house development would generate two-way traffic flows of 10 pcu/hr in weekday AM peak hour, weekday PM peak hour and weekend peak hour, respectively. By assigning the additional development traffic to the 2033 Reference Flows, the 2033 Design Flows were obtained.
- 6.1.5 Junction and link capacity assessments were carried out at the key junctions and road links in the vicinity for the year 2033. The results have indicated that all junctions and road links will operate satisfactorily for both reference and design scenarios. Therefore, it is anticipated that the proposed house development will not induce significant traffic impact to the surrounding road network.
- 6.1.6 The internal transport facilities of the proposed house development will be provided in accordance with the recommendations in the HKPSG. The proposed house development will provide a total of 36 car parking spaces (34 for residents and 2 for visitors), 1 motorcycle parking space and 1 loading/unloading bay.

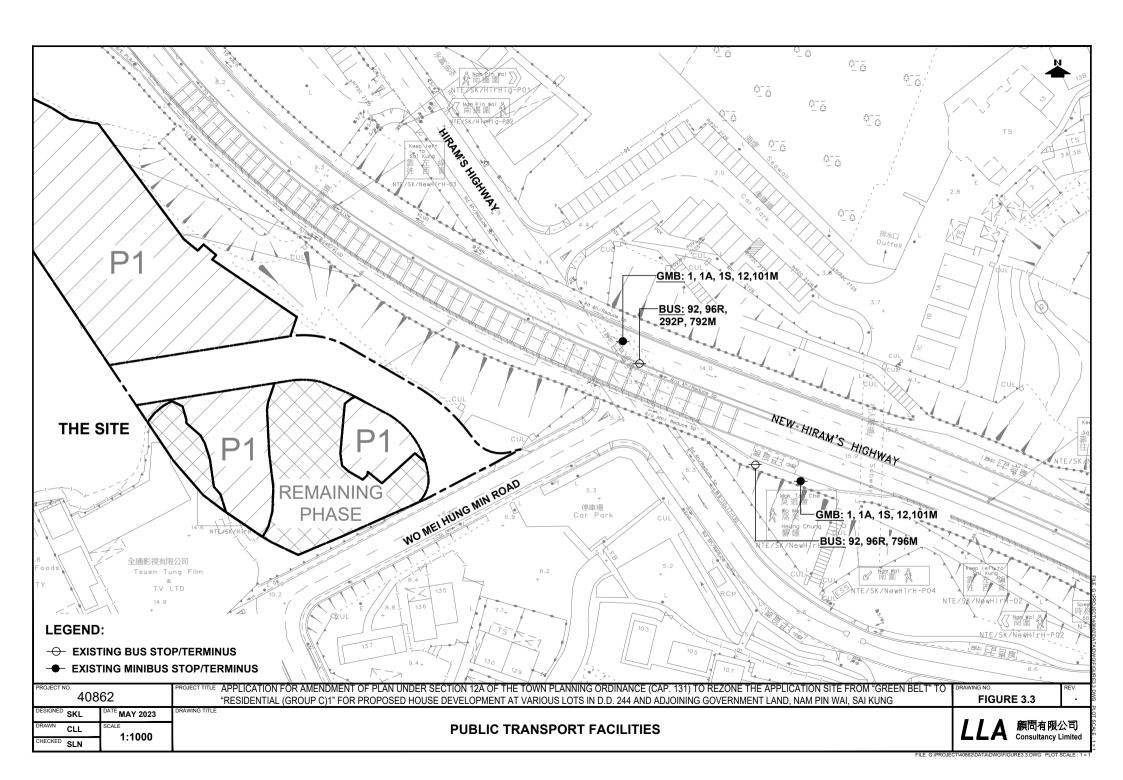
6.2 Conclusion

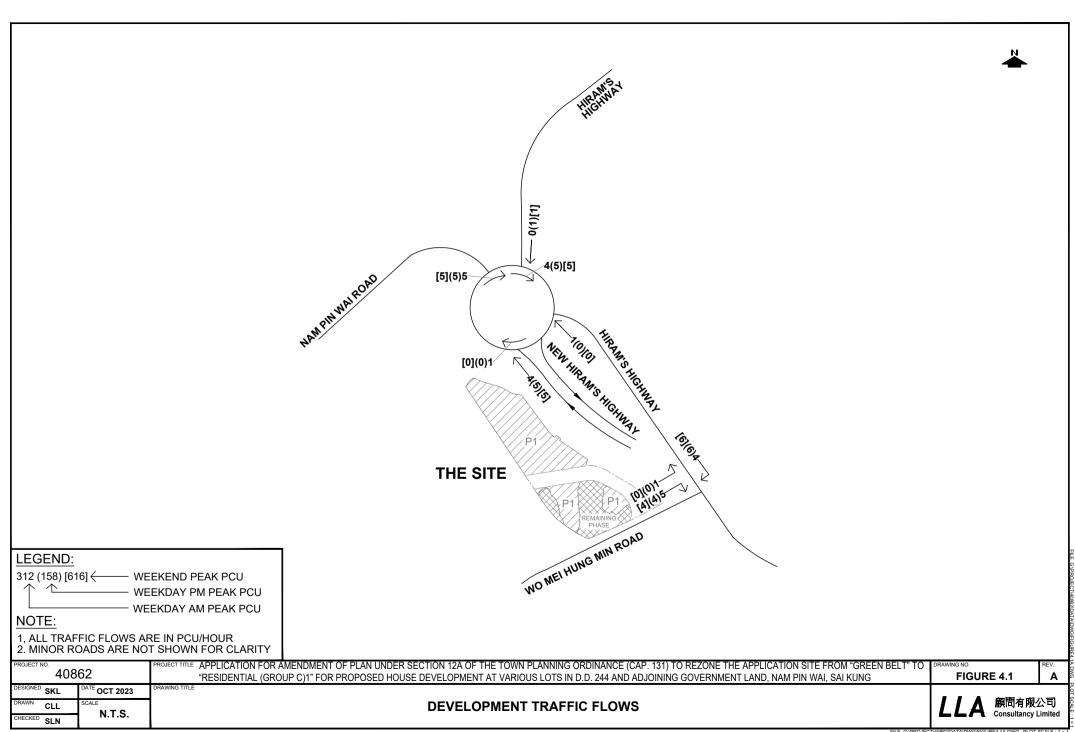
6.2.1 From the assessment results, it can be concluded that the proposed house development will not induce significant traffic impact on the surrounding road network and the development proposal is considered acceptable from traffic engineering point of view.

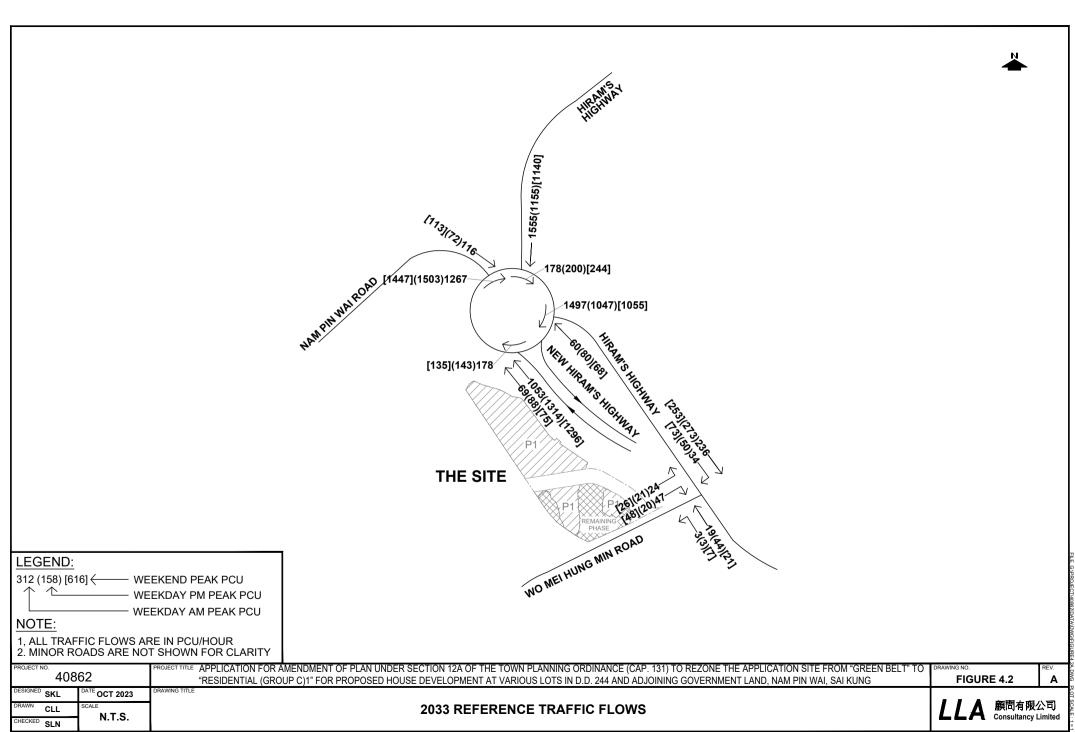


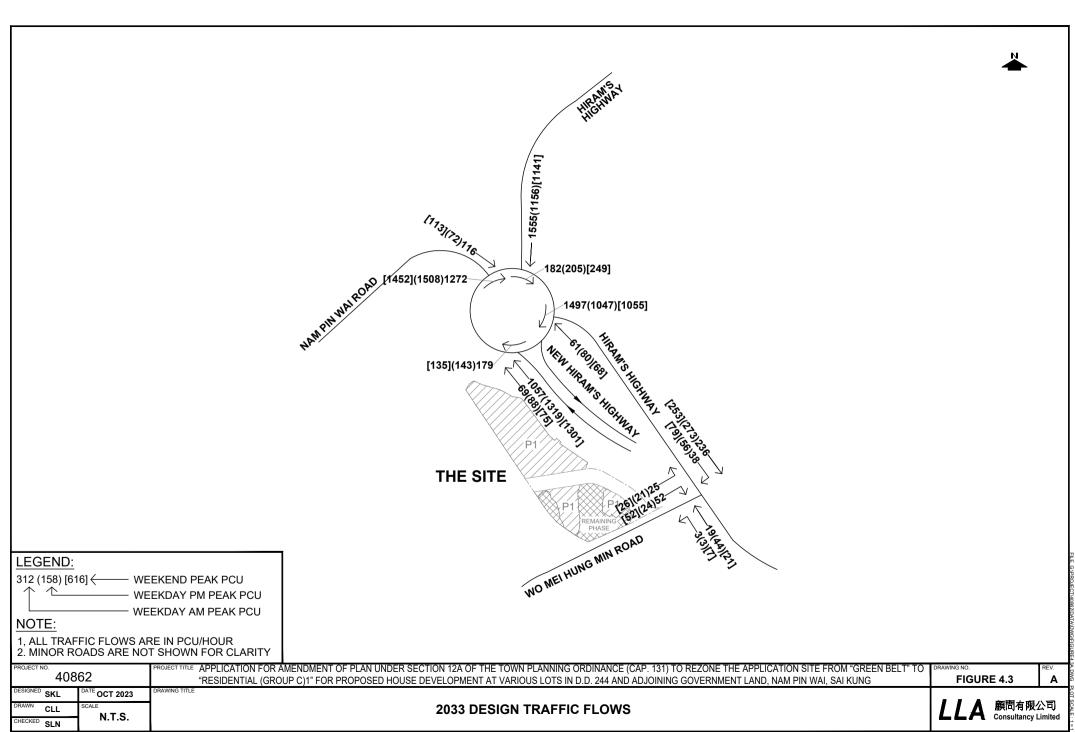


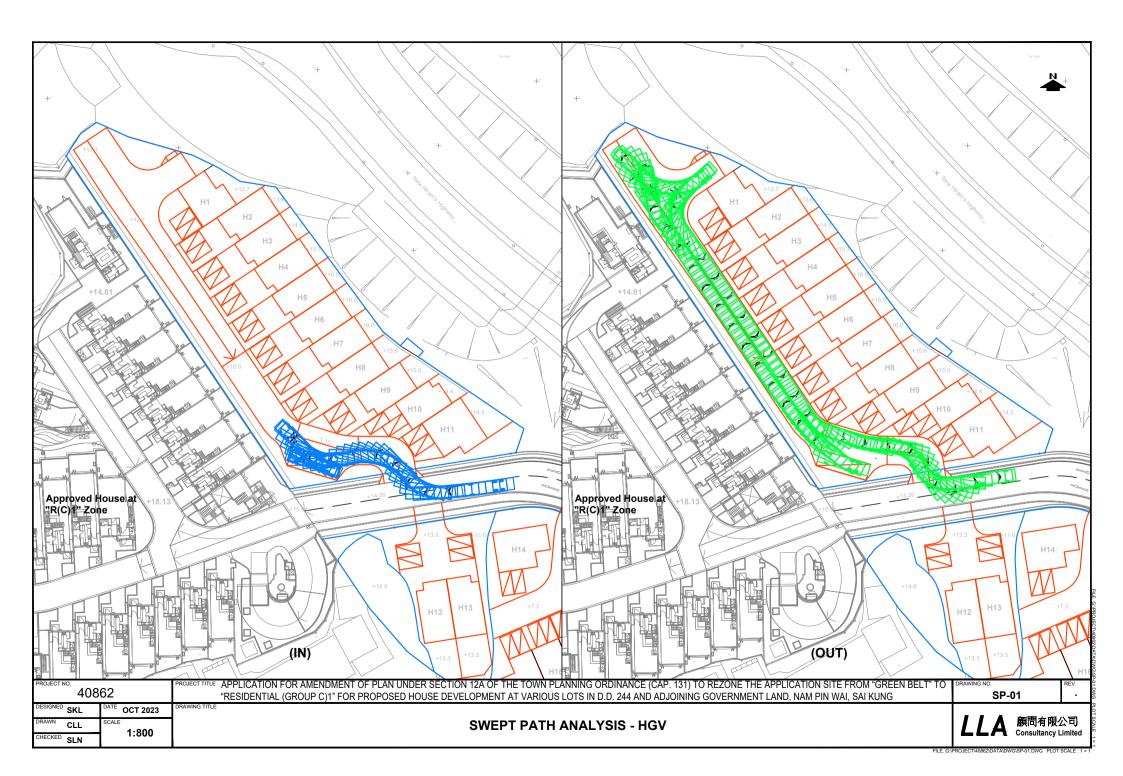


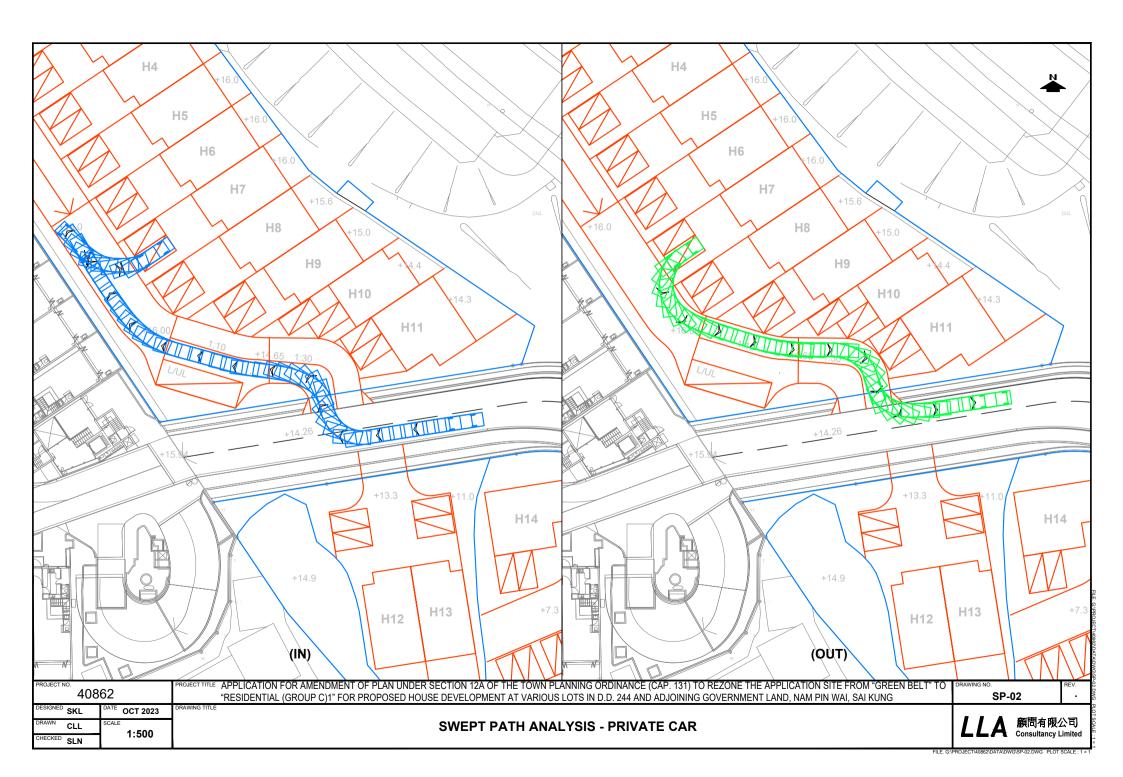
















Appendix A Junction Capacity Assessment - Existing Scenario

Application for Amendment of Plan under Section 12a of the Town Planning Ordinance (Cap. 131) to Rezone Las in D.D. 24 and Adolpting Government Land, Nam Pin Wai, Sal King 1.1 Hiram's Highway/ New Hiram's Highway (North of Junction) Hiram's Highway (North of Junction) Hiram's Highway (North of Junction) (ARM D) Hiram's Highway (North of Junction) Hiram's Highway (Social Cap. 131) to Rezone (ARM A) (ARM C) (ARM A) (ARM A) (ARM A) (ARM B) 1.141 ARM A B C D INPUT PARAMETERS: (ARM B) 1.100 1.00 20.00 1.00 C E Entry radius (m) A E Entry addius (m) A	section 12A of the Town Planning Ordinance seldential (Group Cyl* for Proposed House Land, Nam Pin Wai, Sai Kung (ARM D) Hiram's Highway (North of Junction) [1] 1402 [1] 1402 [1] 1402 [2] 62 835 [3] 62 835 [4] 8 [7] [5] 70 370 3370	Hiram's High		xisting AM	PROJECT NO.: 40862 FILENAME: J1_HH_NHH.XISX REFERENCE NO.:	ISX CHECKED BY: REVIEWED BY:	N N N N N N N N N N N N N N N N N N N	Oct-23 Oct-23
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			78.00					
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			1402					
TO IT DADAMETEDS.	1336	-	142					
S = Sharpness of flare = 1.6(E-V)/L			0.16					
			0.97					
II			7.78					
11	6.05	6.05 6.05	6.05					
			2330					
П			0.57					
$Qe = K(F-Fc^*Qc)$		•	2215	Tot	Total In Sum =	2472	PCU	
DFC = Design flow/Capacity = Q/Qe		0.42 0.07	0.63	ō	DFC of Critical Approach	. = 0.63		

Lots in D.D.	the Application Site from "Green Belf" to "Kesidential (Group C)1" for Proposed House Development at Various Lots in D.D. 244 and Adioining Government Land. Nam Pin Wai. Sai Kung					PROJECT NO.: 40862	PREPARED BY:	SKL	Oct-23
	244 and Asjermiy Coroninom,	osed Hous	e Develop	ment at V	2023 Existing PM		CHECKED BY:	SLN	Oct-23
	Hiram's Highway/ New Hiram's Highway/ Nam Pin Wai Road					REFERENCE NO.:	REVIEWED BY:	SLN	Oct-23
	(ARM D) Hiram's Highway (North of Junction)	unction)							
Nam Pin Wai Road (ARM C) [4]	(5) 165 (4) S3	932 [6	_	- 69 - (ARI) 's Highway	69 [2] (ARM A) Hiram's Highway (South of Junction)				
	[8] 1356	127 [7]	5						
Schematic	79 1166 New Hiram's Highway [Bus lane] * Schematic diagram only (ARM B)	166	[3]						
ARM INPUT PAR	AKIN INPUT PARAMETERS:	∢	מ	اد					
11 1	Approach half width (m)	3.70	7.40	4.30	7.70				
II II	Effective length of flare (m)	11.00		20.00	1.00				
11 11	Entry radius (m) Inscribed circle diameter (m)			78.00	78.00 78.00				
II I	Entry angle (degree)			50.00	36.00				
o 8	Entry flow (pcurit) Circulating flow across entry (pcu/h)	932	127	33 1356	165				
TPUT P.	OUTPUT PARAMETERS:								
	Sharpness of flare = $1.6(E-V)/L$	0.52	5.76	0.24	0.16				
× × 	1-0.00347(A-30)-0.978(1/R-0.05) \/ + (/E-\////1+2S\)	0.98 5.46	1.00	0.94	0.97				
	V ((E-V)/(1-20)/ EXP((D-60)/10)	6.05	6.05	6.05	6.05				
II	303*X2	1654	2329	1917	2356				
∥ PL ι	1+(0.5/(1+M))	1.07	1.07	1.07	1.07				
2 & 1 1	0.21*1d(1+0.2*X2) K(F-F-c*Qc)	0.4 <i>/</i> 1187	0.5 <i>f</i> 2249	0.51 1149	0.5/ 2202	Total In Sum =	2328	PCU	
DFC =	Design flow/Capacity = Q/Qe	90.0	0.52	0.05	0.47	DFC of Critical Approach =	0.52		

Ageleance See from "Green February Class and Park Library Highway (Neth of Junction) Ageleance See from "Green February Class" Ageleance See from "G	PROJECT NO.: 40862			
Fig. 10 C of the state for the state for the state for the state of the state for th	1005	PREPARED BY:	SKL	Oct-23
Hiram's Highway New Hiram's Highway (North of Juncion)	FILENAME: J1_HH_NHH.xlsx	CHECKED BY:	SLN	Oct-23
Fig. 205	.:	REVIEWED BY:	SLN	Oct-23
Fig. 205				
Fig. 205				
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Fig. 190 Freed				
Fig. Wail Road Section				
S 1305				
4 90				
The part of the				
The parametric diagram only The parametric diagram The				
Make Hiram's Highway [Bus lane]				
Mew Hiram's Highway [Bus lane]				
Septemble Sept				
March Hiram's Highway (ARM B)				
MT				
My PARAMETERS: = Approach half width (m) 3.70 7.40 4.30 7.70 = Effective length of flare (m) 7.30 11.00 7.30 7.80 = Effective length of flare (m) 11.00 7.30 7.80 18.00 = Effective length of flare (m) 11.00 7.30 78.00 18.00 = Effective length of flare (m) 11.00 7.30 78.00 18.00 = Effective length of flare (m) 11.00 7.30 78.00 18.00 = Effective length of flare (m) 11.00 7.30 18.00 = Effective length of flare (m) 11.00 7.30 18.00 = Effective length of flare (m) 11.00 7.30 18.00 = Effective length of flare (m) 11.00 7.30 18.00 = Effective length of flare (m) 11.00 7.30 18.00 = Effective length of flare (m) 11.00 7.30 18.00 = Effective length of flare (m) 11.00 7.30 18.00 = Effective length of flare (m) 11.00 7.30 18.00 = Effective length of flare (m) 1.07 1.07 1.07 = Circulating flow across entry (pcu/h) 1.				
uT PARAMETERS: = Approach half width (m) = Entry width (m) = Entry width (m) = Effective length of flare (m) = Entry width (m) = Entry width (m) = Entry radius (m) = Inscribed circle diameter (m) = Inscribed circle diameter (m) = Entry radius (m) =				
= Approach half width (m)				
= Entry width (m) = Effective length of flare (m) = Effective length of flare (m) = Effective length of flare (m) = Entry radius (m) = Inscribed circle diameter (m) = Entry angle (degree) = Entry angle (degree) = Entry angle (degree) = Entry flow (pcu/h) = Circulating flow across entry (pcu/h) = Circ				
= Effective length of flare (m) 11.00 1.00 20.00 1.00 = Entry radius (m) 15.00 55.00 23.00 18.00 = Inscribed circle diameter (m) 78.00 78.00 78.00 78.00 = Entry angle (degree) 58.00 78.0				
= Entry radius (m) = Inscribed circle diameter (m) = Entry angle (degree) = Entry angle (degree) = Entry angle (degree) = Entry flow (pcu/h) = Circulating flow across entry (pcu/h) = Circulating flow across				
= Inscribed circle diameter (m) 78.00 78.0				
= Entry flow (pcu/h) = Entry flow (pcu/h) = Circulating flow across entry (pcu/h) = Circulating flow across entry (pcu/h) = Sharpness of flare = 1.6(E-V)/L = 1.0.00347(A-30)-0.978(1/R-0.05) = V + ((E-V)/(1+2S)) = EXP((D-60)/10) = EXP((D-60)/10) = EXP((D-60)/10) = 1.0.00347(A-30) = 0.24*Td(140.2*X2) = 1.0.00347(A-30) = EXP(A-30)-0.978(A-30) = 0.24*Td(140.2*X2) = K(F-Fc*Qc) = ENTY (F-Fc*Qc) = FINY (F-Fc*Qc)				
TPUT PARAMETERS: = Sharpness of flare = 1.6(E-V)/L = 1.0.00347(A-30)-0.978(1/R-0.05) = V + ((E-V)/(1+2S)) = EXP((D-60)/10) = 1.0.0147(d.1.0.2x) = 1.0.0247(d.1.0.05) = 0.21*Td(1+0.2*X2) = 1.0.052 5.76 0.24 0.16 0.98 1.00 0.94 0.97 5.46 7.69 6.33 7.78 6.05 6.05 6.05 1.07 1.07 1.07 1.07 1.07 1.07 = 0.21*Td(1+0.2*X2) 1184 2253 1173 2179				
TPUT PARAMETERS: = Sharpness of flare = 1.6(E-V)/L = 1.0.00347(A-30)-0.978(1/R-0.05) = V + ((E-V)/(1+2S)) = EXP((D-60)/10) = EXP((D-60)/10) = 1.4(0.5/(1+M)) = 0.21*Td(1+0.2*X2) = (KF-Fc*Qc) = Sharpness of flare = 1.6(E-V)/L 0.98				
FOUR PARAMELERS: Sharpness of flare = 1.6(E-V)L 0.52 5.76 0.24 0.16 0.16 0.34 0.16 0.34 0.16 0.34 0.16 0.34 0.37 0.34 0.35 0.34 0.37 0.34 0.35 0.35				
= 1.0(a(Pu2)(1-2)(2)				
= V+((E-V)/(1+2S)) = EXP((D-60)/10) = 303*X2 = 1+(0.5/(1+M)) = 0.21*Td(1+0.2*X2) = 0.21*Td(1+0.2*X2) = K(F-Fc*Qc) = V+((E-V)/(1+M))				
= KY(D-60)/10)				
= 303*X2				
$ = 1+(0.5/(1+M)) $ $ = 0.24*Td(1+0.2*X2) $ $ = 0.24*Td(1+0.2*X2) $ $ = K(F-Fc^*Qc) $ $ = 1+(0.5/(1+M)) $ $ = 0.24*Td(1+0.2*X2) $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $ $ = 0.47 $ $ = 0.57 $				
= 0.21*Td(1+0.2*X2) 0.47 0.57 0.51 0.57 = K(F-Fc*Qc) 1184 2253 1173 2179				
= K(F-Fc*Qc) 1184 2253 1173 2179				
	Total In Sum =	2323	PCU	
DFC = Design flow/Capacity = Q/Qe 0.51 0.05 0.51 0.08 0.47 DFC of Critical Ap	DFC of Critical Approach =	0.51		

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) to Rezone the Application Site form "Green Belt" to "Residential (Group C)1" for Proposed House Development at Various Lots in D. 244 and Adjoining Government Land. J2 Hiram's Highway Wo Mei Hung Min Road NOTES: (GEOMETRIC INPUT DATA.) W = MALON TO THE LEFT FOR VEHICLE WAITING IN STREAM bean VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM bean VISB	PRIORITY JUNCTION CALCULATION	INITIALS	S DATE
Hiram's Highway/ Wo Mei Hung Min Road Hiram's Highway/ Wo Mei Hung Min Road Hiram's Highway ARM C) ARM A) AR	PROJECT NO.: 40862	PREPARED BY: SKL	Oct-23
Hiram's Highway/ Wo Mei Hung Min Road NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W = LANE WIDTH AVAILABLE TO VEHICLE WATING IN STREAM D. W = LANE WIDTH AVAILABLE TO VEHICLE WATING IN STREAM D. W = LANE WIDTH AVAILABLE TO VEHICLE WATING IN STREAM D. W = LANE WIDTH AVAILABLE TO VEHICLE WATING IN STREAM D. W = LANE WIDTH AVAILABLE TO VEHICLE WATING IN STREAM D. W = LANE WIDTH AVAILABLE TO VEHICLE WATING IN STREAM D. W = LANE WIDTH AVAILABLE TO VEHICLE WATING IN STREAM D. W = LANE WIDTH AVAILABLE TO VEHICLE WATING IN STREAM D. W = LANE WIDTH AVAILABLE TO VEHICLE WATING IN STREAM D. W D = VISIBILITY TO THE RIGHT FOR VEHICLES WATING IN STREAM D. V D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC C-B F = STREAM-SPECIFIC C-B Y = (1-0.0345W)	2023 Existing AM FILENAME:	HECKED BY: SLN	Oct-23
213		REVIEWED BY: SLN	Oct-23
[3]	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b VI b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM Vr c-b = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC C-B Y = (1-0.0345W)	무 선 나 다 다 다 다 다 다 다 다 다 다 다 다 다 다 다 다 다 다 다	
Wo Mei Hung Min Road			

GEOMETRIC DETAILS: MAIOR ROAD (ARMA)	(4)	GEOMETRIC FACTORS:		THE CAPACITY OF MOVEMENT:	VEMENT:		COMPARISION OF DESIGN FLOW TO CAPACITY:
W = 7.3	(metres)	ш О	0.8695	Q b-a =	501		DFC b-a
W cr = 0.0	(metres)	Ш	0.9370	Q b-c =	694 Q b-c (O) = 682	32	DFC b-c
qa-b = 2	(bcu/hr)	II	1.2585	Q c-b =	931		DFC c-b
q a-c = 17	(bcu/hr)	ıı →	0.7482	Q b-ac =	559		DFC b-c (share lane)
MAJOR ROAD (ARM C)		F for (Qb-ac) =	0.3704	TOTAL FLOW	= 311 (PCL	(PCU/HR)	
W c-b = 7.3	(metres)						
Vr c-b = 50	(metres)						
q c-a = 213	(bcn/hr)						
q c-b = 25	(bcn/hr)						
							CRITICAL DFC
MINOR ROAD (ARM B)							
W b-c = 3.7							
VI b-a = 30	(metres)						
Vrb-a = 50	(metres)						
Vr b-c = 50	(metres)						
q b-a = 34	(bcn/hr)						
g b-c = 20	(bcn/hr)						

0.0679 0.0288 0.0269 0.0358

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) to Rezone the Application Site from "Green Bell" to "Residential (Group C)1" for Presidential (G	LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION	N CALCULATION	7	INITIALS	DATE
Hiram's Highway/ Wo Mei Hung Min Road MOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W = MAJOR ROAD WIDTH W = MAJOR ROAD WIDTH W = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO V	Application for Amendment of Plan under Section 3	12A of the Town Planning Ordinance		PROJECT NO.: 40862	PREPARED BY:	SKL	Oct-23
Hiram's Highway/ Wo Mei Hung Min Road NOTES: (GEOMETRIC INPUT DATA) NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W = MAJOR ROAD WIDTH W = ALANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-b = LANE WIDTH AVAILABLE TO VEHICLE SWAITING IN STR	Proposed House Development at Various Lots in C	D.D. 244 and Adjoining Government Land,	2023 Existing PM	FILENAME: J2_HH_WMF	СНЕСКЕD ВУ:	SLN	Oct-23
247 W Cr = W Cr				REFERENCE NO.:	REVIEWED BY:	SLN	Oct-23
Wo Wei Hung Min Road	247 ————————————————————————————————————	(ARM A) Hiram's Highway — 39 [1] — 2 [2]	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WI W ba = LANE WIDTH AVAILABL W bc = LANE WIDTH AVAILABL W bc = LANE WIDTH AVAILABL W ba = VISIBILITY TO THE LEFT V ba = VISIBILITY TO THE RIGH V bc = VISIBILITY TO THE VI	DTH E TO VEHICLE WAITING IN STREAM B E TO VEHICLE WAITING IN STREAM C E TO VEHICLE WAITING IN STREAM C T FOR VEHICLES WAITING IN STREAM THE FOR VEHICLES WAITING IN ST	o-c -b M b-a AM b-c AM c-b		

GEOMETRIC DETAILS:		GEOMETRIC FACTORS:		THE CAPACITY OF MOVEMENT:	VEMENT:		COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A)	KM A)						
M	7.3 (metres)	п О	0.8695	Q b-a =	486		DFC b-a
W cr = 0	0.0 (metres)	ш	0.9370	O b-c =	688 Q b-c (O) = 689	683	DFC b-c
d a-b =	2 (pcu/hr)	ш	1.2585	Q c-b =	924		DFC c-b
	39 (pcu/hr)	 	0.7482	Q b-ac =	585		DFC b-c (share lane)
MAJOR ROAD (ARM C)	tM C)	F for (Qb-ac) =	0.5758	TOTAL FLOW	= 360 (PC	(PCU/HR)	
W c-b = 7.							
	50 (metres)						
	247 (pcu/hr)						
q c-b = 3	39 (bcu/hr)						
							CRITICAL DFC
MINOR ROAD (ARM B)	MB)						
	3.7 (metres)						
	30 (metres)						
Vrb-a = 5	50 (metres)						
Vrb-c = 6	50 (metres)						
q b-a = 1	14 (pcu/hr)						
g b-c =	19 (pcu/hr)						

0.0288 0.0276 0.0422 0.0325

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION	ON CALCULATION	Z	INITIALS	DATE
Application for Amendment of Plan under Section 12A of the Town Planning Ordinance	2023 Evicting	PROJECT NO.: 40862	PREPARED BY:	SKL	Oct-23
Proposed House Development at Various Lots in D.D. 244 and Adjoining Government Land,		FILENAME: J2_HH_WMF	J2_НН_WMHCHECKED BY:	SLN	Oct-23
J2 Hiram's Highway/ Wo Mei Hung Min Road	Weekella	REFERENCE NO.:	REVIEWED BY:	SLN	Oct-23
[6] 229 (ARM A) [5] 60 (ARM C) Hirams Highway Hirams Highway 23 39 23 39 (ARM A) (ARM A)	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TC W b-b = LANE WIDTH AVAILABLE TC W c-b = LANE WIDTH AVAILABLE TC V b-a = VISIBILITY TO THE RIGHT FI Vr c-b = STREAM-SPECIFIC G-B F = STREAM-SPECIFIC G-B Y = (1-0.0345W)	IIC INPUT DATA) MAJOR ROAD WIDTH CENTRAL RESERVE WIDTH LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c STREAM-SPECIFIC B-A STREAM-SPECIFIC B-A STREAM-SPECIFIC C-B (1-0.0345W)	b-a b-c c-b AM b-a AM b-c AM c-b		
(Araw B) Wo Mei Hung Min Road					

GEOMETRIC DETAILS:	is de	GEOMETRIC FACTORS:		THE CAPACITY OF MOVEMENT:	VEMENT:		COMPARISION OF DESIGN FLOW TO CAPACITY:
$W = \frac{7.3}{7.3}$	J (ARM A) 7.3 (metres)	п О	0.8695	≡ e-d O	486		DFC b-a
W cr =	0.0 (metres)	Ш	0.9370	a b-c =	693 Q b-c (O) =	629	DFC b-c
d a-p =	6 (pcu/hr)	ш	1.2585	Q c-b =	929		DFC c-b
d a-c =	19 (pcu/hr)	 	0.7482	Q b-ac =	547		DFC b-c (share lane)
MAJOR ROAD (ARM C)	(ARM C)	F for (Qb-ac) =	0.3710	TOTAL FLOW	= 376	(PCU/HR)	
W c-b =	7.3 (metres)						
Vr c-b =	50 (metres)						
d c-a =	229 (pcu/hr)						
= q-o b	60 (pcu/hr)						i i
MINOR ROAD (ARM B)	(ARM B)						CKIIICAL DEC
W b-a =	3.7 (metres)						
W b-c =							
VIb-a =	30 (metres)						
Vrb-a =	50 (metres)						
Vr b-c =	50 (metres)						
q b-a =	39 (pcu/hr)						
11 pc	23 (pcu/hr)						

0.0802 0.0332 0.0646 0.0421

Appendix B

Junction Capacity Assessment – Reference & Design Scenarios

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) to Rezone the Application Site from "Green Bell" to "Residential (Group C)1" for Proposed House Development at Various Lots in D.D. 244 and Adjoining Government Land, Nam Pin Wai, Sai Kung J1 Hiram's Highway/ Nam Pin Wai Road (ARM D) Hiram's Highway/ Nam Pin Wai Road [1] 1555 [2] 178 [3] 178 Hiram's Highway (ARM A) [4] Hiram's Highway (ARM A)	ection 12A of the Town Planning Ordinance (I ssidential (Group C)1" for Proposed House Do Land, Nam Pin Wai, Sai Kung Highway/ Nam Pin Wai Road (ARM D)	Sap. 131) to Revelopment at			PROJECT NO.:	40862	PREPARED BY:	i	Oct-23
Hiram's Highway/ New Hiram's Highway/ Nam Phry Hiram's Highway/ New Hiram's Highway/ Nam Phry Hiram's Highway/ New Hiram's Highway/ Nam Phry (A Hiram's Highway 17555 178	Mai, Sai Kung in Wai Road RM D) y (North of Junction)			MA COMPANY OF THE PARTY OF THE				SKL	
Hiram's Highway/ New Hiram's F m Pin Wai Road RM C) 148	in Wai Road RM D) iy (North of Junction)			2033 Reterence AM	FILENAME:	J1_HH_NHH.xlsx	СНЕСКЕВ ВУ:	SLN	Oct-23
§ ♦	.RM D) iy (North of Junction)				REFERENCE NO.:		REVIEWED BY:	SLN	Oct-23
<u>\$</u>									
IN FILI WAI NOGU	1497 [6]		2						
		(ARM A) Hiram's Highway (South of Junction)	(ARM A) hway (South o	of Junction)					
[8] 1267	178 [7]								
	69 1053 [3]	_							
New Hiram's Highway * Schematic diagram only (A	[Bus lane] (ARM B)								
ABM	₩ 4	O							
Input parameters:			1						
= Approach half width (m)	3.70 7.	7.40 4.30	7.70						
= Effective length of flare (m)		(4	1.00						
= Entry radius (m)	-		18.00						
= Inscribed circle diameter (m)	78.00 78.00	00 78.00	78.00						
			1555						
		_	178						
OUTPUT PARAMETERS:									
II		5.76 0.24	0.16						
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98 1.0	1.00 0.94	0.97						
ı II			6.05						
		,	2356						
II			1.07						
II			0.57						
Qe = K(F-Fc*Qc)		2220 1191	2195		Total In Sum =		2784	PCU	
DFC = Design flow/Capacity = Q/Qe	0.06	0.47 0.10	0.71		DFC of Critica	DFC of Critical Approach =	0.71		

the Application of the Applicati	the Application site from Scheiden bett to Residential (Group C.). Tot Proposed House Development at various	11 7 11		שטו (15	zone	PROJECT NO.: 40862	PREPARED BY:	SKL	Oct-23
	Lots in D.D. 244 and Adjoining Government Land, Nam Pin Wai, Sai Kung	sosed Hous	e Develop	ment at V	2033 Reference PM		CHECKED BY:	SLN	Oct-23
	Hiram's Highway/ New Hiram's Highway/ Nam Pin Wai Road					REFERENCE NO.:	REVIEWED BY:	SLN	Oct-23
	(ARM D) Hiram's Highway (North of Junction)	unction)							
Nam Pin Wai Road (ARM C) [4]	Fig. 200 (4) 72 (8) 1503	1047 [6	_ _	80 (ARP S Highway	80 [2] (ARM A) Hiram's Highway (South of Junction)				
Schematic	88 1314 New Hiram's Highway [Bus lane] Schematic diagram only (ARM B)	1314	[3]						
ARM		⋖	В	O	Q				
IPUT PAF	INPUT PARAMETERS:								
 	Approach half width (m)	3.70	7.40	4.30	7.70				
I II	Effective length of flare (m)	11.00		20.00	1.00				
11 11	Entry radius (m) Inscribed circle diameter (m)		55.00	23.00	18.00				
II	Entry angle (degree)			50.00	36.00				
u u	Entry flow (pcu/h) Circulating flow across entry (pcu/h)	80	1314	72	1155 200				
H	О ІТВІТ ВАВАМЕТЕВО.								
	Sharpness of flare = 1.6(E-V)/L	0.52	5.76	0.24	0.16				
Υ	1-0.00347(A-30)-0.978(1/R-0.05)	0.98	1.00	0.94	0.97				
	V + ((E-V)/(1+2S))	5.46	7.69	6.33	7.78				
	EXP((D-60)/10) 303*X2	6.05	6.05	6.05	6.05 2356				
	303 AZ 1+(0.5/(1+M))	1.07	1.07	1.07	2330				
Fc	0.21*Td(1+0.2*X2)	0.47	0.57	0.51	0.57				
De li	K(F-Fc*Qc)	1134	2240	1079	2182	Total In Sum =	2621	Pcu	
DFC =	Design flow/Capacity = Q/Qe	0.07	0.59	0.07	0.53	DFC of Critical Approach =	0.59		

Applicathe Applicathe Application Lots in J1	pplication of D.D.	Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) to Rezone the Application Site from "Green Belt" to "Residential (Group C)1" for Proposed House Development at Various Lots in D.D. 244 and Adjoining Government Land, Nam Pin Wai, Sai Kung 11 Hiram's Highway/ New Hiram's Highway/ Nam Pin Wai Road	ng Ordinar osed Hou	nce (Cap. ise Develc	131) to Re	-	- CA FOLL COO		-		4
Lots in	n D.D.	on site from "Green beit to "Residential (Group C.)" for Prog 244 and Adjoining Government Land, Nam Pin Wai, Sai Kun am's Hidhway/ New Hiram's Highway/ Nam Pin Wai Road	osed Hou	se Develo	pment at		Concrete Conc	PROJECT NO.: 40862	PREPARED BY:	SKL	Oct-23
15	힐	am's Highway/ New Hiram's Highway/ Nam Pin Wai Road			L		uss Reference Weekend		CHECKED BY:	SLN	Oct-23
							Weekend	REFERENCE NO.:	REVIEWED BY:	SLN	Oct-23
		(ARM D)									
		S	(notion)								
		[1] 1140									
		•									
		[5] 244	1055	[9]							
		-(
Nam Pin V (ARM C)	Pin W	Nam Pin Wai Road	4		- 3 	68 [2] (ARM A)					
		[4] 113 — [4]	-	Hirar	n's Highw	Hiram's Highway (South of Junction)	nction)				
		[8] 1447									
		*	135	E							
		75 7 New Hiram's Highway [Bus lane]	75 1296 ne]	<u></u>							
* Sche	ematic	* Schematic diagram only (ARM B)									
ARM			<	В	O						
INPU	IT PAR	INPUT PARAMETERS:									
>	II	Approach half width (m)	3.70	7.40	4.30	7.70					
ш	П	Entry width (m)	7.30	11.00	7.30	7.80					
_	II	Effective length of flare (m)	11.00	1.00	20.00	1.00					
oc o	II	Entry radius (m)	15.00	55.00	23.00	18.00					
⊃ <		Inscribed circle diameter (m)	78.00	78.00	78.00	78.00					
(C	1 11	Entry angle (deglee) Entry flow (bcu/h)	92.00	1296	113	36.00 1140					
ő	П	Circulating flow across entry (pcu/h)	1055	135	1447	244					
OUTP	√d TΩc	OUTPUT PARAMETERS:									
:)))		Sharpness of flare = 1.6(E-V)/L	0.52	5.76	0.24	0.16					
¥	П	1-0.00347(A-30)-0.978(1/R-0.05)	0.98	1.00	0.94	0.97					
X	II	V + ((E-V)/(1+2S))	5.46	7.69	6.33	7.78					
Σ	II	EXP((D-60)/10)	6.05	6.05	6.05	6.05					
LL 1	П	303*X2	1654	2329	1917	2356					
<u> </u>		1+(0.5/(1+M))	1.07	1.07	1.07	1.07					
2 8	1 11	0.21 1d(1+0.2 A2) K(F-Fc*Qc)	1131	2244	1106	0.57 2158		Total In Sum =	2617	PCU	
DFC	П	Design flow/Capacity = Q/Qe	90.0	0.58	0.10	0.53		DFC of Critical Approach =	0.58		

Application in D.D. 2-	C C		: 250	31) to Kez	one	40863	. אם עום אם ום	1210	20, 10
I.	the Application Site from "Green Belt" to "Residential (Group C)1" for Proposed House Development at Various Lots in D.D. 244 and Adjoining Government Land, Nam Pin Wai, Sai Kung	osed Hous	e Developi	ment at Va	arious 2033 Design AM	FILENAME: J1 HH NHH.xlsx C	CHECKED BY:	SLN SLN	Oct-23 Oct-23
=	Hiram's Highway/ New Hiram's Highway/ Nam Pin Wai Road					E NO.:	REVIEWED BY:	SLN	Oct-23
	(ARM D) Hiram's Highway (North of Junction) [1] 1555	unction)							
Nam Pin Wai Road	[5] 182	1497 [6]	-	- 61	Z				
(ARM C) [4]	[8] 1272	+ 179 [7]		(AF s Highwa	(ARM A) Hiram's Highway (South of Junction)				
		•							
chematic c	69 1057 New Hiram's Highway [Bus lane] * Schematic diagram only (ARM B)	1057	[3]						
ARM INPUT PARA	ARM INPUT PARAMETERS:	A	В	O	D				
II	Approach half width (m)		7.40	4.30	7.70				
11 1	Entry width (m) Effective length of flere (m)			7.30	7.80				
I II	Enective length of hate (iii) Entry radius (m)		55.00		18.00				
П	Inscribed circle diameter (m)				78.00				
11 11	Entry angle (degree) Entry flow (pcu/h)	32.00	40.00	50.00	36.00 1555				
II	Circulating flow across entry (pcu/h)	1497	179	1272	182				
TPUT PAI	OUTPUT PARAMETERS:								
II	Sharpness of flare = $1.6(E-V)/L$	0.52	97.9	0.24	0.16				
11 11	1-0.00347(A-30)-0.978(1/R-0.05) \/ + .//E-\/\//1+2S\)	0.98	1.00	0.94	0.97				
ı II	EXP((D-60)/10)	6.05	6.05	6.05	6.05				
П	303*X2	1654	2329	1917	2356				
II	1+(0.5/(1+M))	1.07	1.07	1.07	1.07				
11 11	0.21*Td(1+0.2*X2) K(F-F c*Qc)	0.47	0.57 2219	0.51	0.57 2192	Total In Sum =	2789	PCU	
= DFC	Design flow/Capacity = Q/Qe	0.07	0.48	0.10	0.71	DFC of Critical Approach =	0.71		
		5))					

Schematic Sche	Hiram's Highway/ New Hiram's Highway (North of Junction) Schematic diagram only New Hiram's Highway (ARM B) Schematic diagram only ARM Effective legit (Inc.) Schematic diagram only Schematic diagram only Schematic diagram only Schematic diagram only ARM Effective legit (Inc.) Schematic diagram only Schematic diagram only Schematic diagram only ARM Arm Arm Schematic diagram only ARM Arm Britz and Arm A			1.s Highw (A 23.00 23.00 50.00	1		FILENAME: J1HH_NHH.xisx REFERENCE NO.:	PREPARED BY: CHECKED BY: REVIEWED BY:		
11 11 11	1+(0.5/(1+M)) 0.21*Td(1+0.2*X2) K(F-Fc*Qc)	1.07 0.47 1134	1.07 0.57 2240	1.07 0.51 1076	1.07 0.57 2179	Tota	Total In Sum =	2627	PCU	
П	Design flow/Capacity = Q/Qe	0.07	0.59	0.07	0.53	DF	DFC of Critical Approach =	0.59		

Application the Application J1 H J1 H Wam Pin V (ARM C)	Application for Amerithe Application Site it Lots in D.D. 244 and J.1 Hiram's High Mam Pin Wai Road (ARM C) [4] 1 * Schematic diagramatic ARM	In only I conding Several Hiram's Highway (North of Julian) In only I con Belf' to "Residential (Group C)1" for Proportion of Sair Kung Government Land. Nam Pin Wai, Sair Kung Glway/ Naw Hiram's Highway (North of Julian's Highway (ARM B) I conly I co	1055 [6]	Hiram's	on t at Var ent at Var ent at Var (ARR Highway	Cap. 131) to Rezone evelopment at Various Weekend REFERENCE NO.: (ARM A) Hiram's Highway (South of Junction)	1 HH NHH.xisx	CHECKED BY: REVIEWED BY:	J S S L N S L N	Oct-23 Oct-23 Oct-23
Nam Pi	Mination Si Hiram's Hiram's Hiram's hin Wai Rc C) [4]	iste from 'Green Belf' to 'Residential (Group C.)1' for Proper and Adjoining Government Land, Nam Pin Wai, Sai Kung St. Highway/ Nam Pin Wai Road (ARM D) Hiram's Highway/ Nam Pin Wai Road (ARM D) Hiram's Highway (North of Jur [1] 1141 [5] 249 [6] 1452 New Hiram's Highway [Bus lane] [75 1;	sed House	Hiram's Hiram's B	e8 68 Highway		O.:	HECKED BY: EVIEWED BY:		Oct-23 Oct-23
Nam Pi	Hiram's C) (C) (A) (A)				688 Highway	Weekend (South of Junction)	:OO	EVIEWED BY:	N N N N N N N N N N N N N N N N N N N	Oct-23
Nam Pi	in Wai Rc C) [4]	(ARM D) Hiram's Highway (North of Jul [1] 1141 [5] 249 [8] 1452 [8] 1452 New Hiram's Highway [Bus lane] (ARM B)	© † E		68 C (AR Highway	(South of Junction)				
Nam Pi (ARM ·	c) [4] [4]	Hiram's Highway (North of July 1141 1141 1141 1142 1452 15 1452 1452 1452 1454 1454 1454 1454 1455 1454 1455 145			68 (AR Highway	(South of Junction)				
Nam Pi (ARM ·	'in Wai Rc C) [4]	[5] 249 [8] 1452 [8] 1452 New Hiram's Highway [Bus lane] (ARM B)	92	<u> </u>	68 Lighway	(South of Junction)				
Nam Pi (ARM ·	c) (C) [4]	[5] 249 [8] 1452 New Hiram's Highway [Bus lane] (ARM B)	25 [6] ↑		68 (ARI	tM A) y (South of Junction)				
Nam Pi (ARM ·	vin Wai Rc C) [4]	[8] 1452 [8] 1452 New Hiram's Highway [Bus lane] (ARM B)	22 [6] ∀ [2] [7]	[] [<u>[[]</u>] [<u>[] [] [] [] [] [] [] [] [</u>	68 (ARI	i [2] tM A) y (South of Junction)				
Nam Pi (ARM '	'in Wai Rc C) [4]	[8] 1452 New Hiram's Highway [Bus lane] (ARM B)		(<u>m</u>	68 - (ARI	t (South of Junction)				
Nam Pi	rin Wai Rc C) [4]	[8] 1452 (ARM B) (ARM B)	↓	Hiram's-	68 (88 (ARI	(South of Junction)				
	[4]	New Hiram's Highway [Bus lated (ARM B)]	2	Hiram's [3]	Highway	/ (South of Junction)				
	matic dia	New Hiram's Highway [Bus lated ARM B]	[2]							
	matic dia	New Hiram's Highway (ARM B)								
	matic dia	New Hiram's Highway (Bus la								
	matic diaç	New Hiram's Highway (Bus lat								
	matic diac	New Hiram's Highway (ARM B)								
	matic diac		<							
* Scher			A							
ARM					ن	O				
INPUT	INPUT PARAMETERS:	IETERS:								
>		Approach half width (m)				7.70				
ш	<u>ii</u>	Entry width (m)				7.80				
		Effective length of flare (m)		1.00 20	20.00	1.00				
צ כ	וו וו	Entry radius (m) Inscribad circle diameter (m)	78.00			18.00				
) d						36.00				
; o						1141				
ő	ı.	Circulating flow across entry (pcu/h)		•		249				
OUTPL	UT PARA	OUTPUT PARAMETERS:								
	; ī	Sharpness of flare = 1.6(E-V)/L			0.24	0.16				
ᅩ		1-0.00347(A-30)-0.978(1/R-0.05)	0.98			0.97				
X		V + ((E-V)/(1+2S))				7.78				
Σ		EXP((D-60)/10)				6.05				
ш i		303*X2		•		2356				
p (1+(0.5/(1+M))	1.07	1.07	1.07	1.07				
2 8	. 11	0.21 1d(1+0.2 AZ) K(F-Fc*Qc)		•		0.3 <i>f</i> 2155	Total In Sum =	2623	PCU	
DFC	<u> </u>	Design flow/Capacity = Q/Qe	90.0	0.58 0	0.10	0.53	DFC of Critical Approach =	0.58		

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION	N CALCULATION	Z	INITIALS	DATE
Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Can 131) to Bezone the Application Site from "Green Belt" to "Besidential (Groun C)1" for	vn Planning Ordinance		PROJECT NO.: 40862	PREPARED BY:	SKL	Oct-23
Proposed House Development at Various Lots in D.D. 244 and Adjoining Government Land,	Adjoining Government Land,	2033 Reference AM	FILENAME: J2_HH_WMF	J2_НН_WMH_СНЕСКЕD ВY:	SLN	Oct-23
J2 Hiram's Highway/ Wo Mei Hung Min Road			REFERENCE NO.:	REVIEWED BY:	SLN	Oct-23
[6] 236	(ARM A) Hiram's Highway 19 [1] 3 [2]	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TC W c-b = LANE WIDTH AVAILABLE TC W c-b = LANE WIDTH AVAILABLE TC VI b-a = VISIBILITY TO THE RIGHT FIVE VI c-b = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC C-B F = STREAM-SPECIFIC C-B (1-0.0345W)	IIC INPUT DATA) MAJOR ROAD WIDTH CENTRAL RESERVE WIDTH LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c VISBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c STREAM-SPECIFIC B-A STREAM-SPECIFIC B-A STREAM-SPECIFIC C-B (1-0.0345W)	o-a o-c o-b M b-a AM b-c AM c-b		

GEOMETRIC DETAILS:	GEOMETRIC FACTORS:		THE CAPACITY OF MOVEMENT:	/EMENT:		COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOK KOAD (AKM A) W = 7.3 (metres)	III	0.8695	= O	494		DFC b-a
0:0	ш	0.9370	ا ا ا ا	Q b-c (O) =	229	DFC b-c
q a-b = 3 (pcu/hr)	II	1.2585	Q c-b =			DFC c-b
q a-c = 19 (pcu/hr)	 	0.7482	Q b-ac =	547		DFC b-c (share lane)
MAJOR ROAD (ARM C)	F for (Qb-ac) =	0.3380	TOTAL FLOW	= 363 (Pi	(PCU/HR)	
W c-b = 7.3 (metres)						
Vr c-b = 50 (metres)						
q c-a = 236 (pcu/hr)						
q c-b = 34 (pcu/hr)						
						CRITICAL DFC
MINOR ROAD (ARM B)						
W b-c = 3.7 (metres)						
VI b-a = 30 (metres)						
Vrb-a = 50 (metres)						
Vr b-c = 50 (metres)						
q b-a = 47 (pcu/hr)						
a b-c = 24 (pcu/hr)						

0.0951 0.0346 0.0366 0.0439

LLA CONSULTANCY LIMITED	PRIOR	RITY JUNCTIO	PRIORITY JUNCTION CALCULATION	z	INITIALS	DATE
Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Can 131) to Bezone the Application Site from "Green Balt" to "Besidential (Groun C)1" for	Irdinance		PROJECT NO.: 40862	PREPARED BY:	SKL	Oct-23
Proposed House Development at Various Lots in D.D. 244 and Adjoining Government Land,		2033 Reference PM	FILENAME: J2_HH_WM	J2_НН_WMH_СНЕСКЕD ВY:	SLN	Oct-23
J2 Hiram's Highway/ Wo Mei Hung Min Road			REFERENCE NO.:	REVIEWED BY:	SLN	Oct-23
[6] 273 (ARM A) Hiram's Highway (ARM B) Hiram's Highway (ARM B) Hiram's Highway (ARM C) (ARM C		METR	IIC INPUT DATA) MAJOR ROAD WIDTH CENTRAL RESERVE WIDTH LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c VISBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c STREAM-SPECIFIC B-A STREAM-SPECIFIC B-A STREAM-SPECIFIC C-B (1-0.0345W)	b-a b-c c-b M b-a AM b-a AM c-b		
_						

GEOMETRIC DETAILS:	:o	GEOMETRIC FACTORS:		THE CAPACITY OF MOVEMENT:	VEMENT:		COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOK KOAD (AKM A)	.D (AKM A)		9080	1	477		C
	(sanau) C.,		0.000	מיקי ל			פייט
W cr =	0.0 (metres)	" Ш	0.9370	0 p-c =	687 Q b-c (O) =	089	DFC b-c
da-p =	3 (pcu/hr)	ш	1.2585	Q c-b =	921		DFC c-b
d a-c =	44 (pcu/hr)	 	0.7482	Q b-ac =	566		DFC b-c (share lane)
MAJOR ROAD (ARM C)) (ARM C)	F for (Qb-ac) =	0.5122	TOTAL FLOW	= 411	(PCU/HR)	
W c-b =	7.3 (metres)						
Vr c-b =	50 (metres)						
d c-a =	273 (pcu/hr)						
= q-o b	50 (pcu/hr)						
							CRITICAL DFC
MINOR ROAD (ARM B)	(ARM B)						
W b-a =	3.7 (metres)						
W b-c =	3.7 (metres)						
VI b-a =	30 (metres)						
Vrb-a =	50 (metres)						
Vr b-c =	50 (metres)						
d b-a =	20 (pcu/hr)						
111	21 (ncu/hr)						

0.0419 0.0306 0.0543 0.0371

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION	ON CALCULATION	Z	INITIALS	DATE
Application for Amendment of Plan under Section 12A of the Town Planning Ordinance	2033 Reference	PROJECT NO.: 40862	PREPARED BY:	SKL	Oct-23
Proposed House Development at Various Lots in D.D. 244 and Adjoining Government Land,		FILENAME: J2_HH_WMF	J2_НН_WMHCHECKED BY:	SLN	Oct-23
J2 Hiram's Highway/ Wo Mei Hung Min Road	Weekella	REFERENCE NO.:	REVIEWED BY:	SLN	Oct-23
[6] 253	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO W b-b = LANE WIDTH AVAILABLE TO W c-b = LANE WIDTH AVAILABLE TO W b-a = VISIBILITY TO THE LEFT FO Vr b-a = VISIBILITY TO THE RIGHT FO Vr b-c = VISIBILITY TO THE RIGHT FO Vr b-c = VISIBILITY TO THE RIGHT FO Vr c-b = VISIBILITY TO THE RIGHT FO Vr c-c = VISIBILITY TO THE VISIBILITY	IIC INPUT DATA) MAJOR ROAD WIDTH CENTRAL RESERVE WIDTH LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a STREAM-SPECIFIC B-A STREAM-SPECIFIC C-B (1-0.0345W)	b-a b-c c-b AM b-a AM c-b AM c-b		

GEOMETRIC DETAILS:	VILS:	GEOMETRIC FACTORS:		THE CAPACITY OF MOVEMENT:	VEMENT:		COMPARISION OF DESIGN FLOW TO CAPACITY:
OK ROCKINI	M = 7.3 (metres)	 	0.8695	ار م	477		DEC 9
. W	0.0 (metres)	ш	0.9370	0 0 0	692 Q b-c (O) =	675	DFC b-c
q a-b =	7 (pcu/hr)	II	1.2585	ا م-ی م			DFC c-b
da-c =	21 (pcu/hr)	" >-	0.7482	Q b-ac =	535		DFC b-c (share lane)
MAJOR RO	MAJOR ROAD (ARM C)	F for (Qb-ac) =	0.3514	TOTAL FLOW	= 428 (F	(PCU/HR)	
W c-b =	7.3 (metres)						
Vr c-b =	50 (metres)						
d c-a =	253 (pcu/hr)						
= q-o b	73 (pcu/hr)						
							CRITICAL DFC
MINOR ROAD (ARM B)	AD (ARM B)						
W b-a =							
W b-c =							
VIb-a =	30 (metres)						
Vrb-a =	50 (metres)						
Vr b-c =	50 (metres)						
q b-a =	48 (pcu/hr)						
II O-Q D	26 (pcu/hr)						

0.1006 0.0376 0.0787 0.0486

을 살 입			_	INITIALS	DATE
Proposed House Development at Various Lots in D.D. 244 and Adjoining Government of Tributation o	ance Cv1 for	PROJECT NO.: 40862	PREPARED BY:	SKL	Oct-23
	ent Land, 2033 Design AM	FILENAME: J2_HH_WMI	J2_HH_WMHCHECKED BY:	SLN	Oct-23
JZ Filiam s rignway/ wo mei hung min Road		REFERENCE NO.:	REVIEWED BY:	SLN	Oct-23
[6] 236 (ARM A) [5] 38 (ARM C) Hirams Highway Hirams Highway 4 19 [1] Hirams Highway 25 52	NOTES: (GEOMETR W or = W b-a = W b-b = W ch b-a = Vr b-a = Vr b-c	IC INPUT DATA) MAJOR ROAD WIDTH CENTRAL RESERVE WIDTH LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a VISBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a VISBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b STREAM-SPECIFIC B-A STREAM-SPECIFIC C-B (1-0.0345W)	b-c c-b M b-a AM b-c AM c-b		
[4] [3] (ARM B) Wo Mei Hung Min Road					

GEOMETRIC DETAILS:	IFS:		GEOMETRIC FACTORS:		THE CAPACITY OF MOVEMENT:	VEMEN T:			COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A)	4D (ARM A)								
= M	7.3	(metres)	= Q	0.8695	Q b-a =	492			DFC b-a
W cr =	0.0	(metres)	ш	0.9370	n o-d Q	693 Q	Q b-c (O) =	675	DFC b-c
d a-b =	က	(bcu/hr)	ш	1.2585	= q-o O	930			DFC c-b
q a-c =	19	(bcu/hr)	 	0.7482	Q b-ac =	543			DFC b-c (share lane)
MAJOR ROAD (ARM C)	(D (ARM C)		F for (Qb-ac) =	0.3247	TOTAL FLOW	= 373		(PCU/HR)	
W c-b =	7.3	(metres)							
Vr c-b =	20	(metres)							
d c-a =	236	(bcn/hr)							
= q-o b	38	(bcn/hr)							
									CRITICAL DFC
MINOR ROAD (ARM B)	D (ARM B)								
W b-a =	3.7	(metres)							
W b-c =	3.7	(metres)							
VIb-a =	30	(metres)							
Vrb-a =	20	(metres)							
Vr b-c =	20	(metres)							
q b-a =	52	(bcn/hr)							
n b-c	25	(bcn/hr)							

0.1057 0.0361 0.0409 0.0460

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION	N CALCULATION	_	INITIALS	DATE
Application for Amendment of Plan under Section 12A of the Town Planning Ordinance	n 12A of the Town Planning Ordinance		PROJECT NO.: 40862	PREPARED BY:	SKL	Oct-23
Codp. 1917 to Nezdire the Application Site from Green Bent, to Nesdential (Stoup Cyl. 1917). Proposed House Development at Various Lots in D.D. 244 and Adjoining Government Land,	oreen ben to residential (Group C) I to D.D. 244 and Adjoining Government Land,	2033 Design PM	FILENAME: J2_HH_WMH	J2_НН_WMHCHECKED BY:	SLN	Oct-23
J2 Hiram's Highway/ Wo Mei Hung Min Road	ad		REFERENCE NO.:	REVIEWED BY:	SLN	Oct-23
[6] 273	(ARM A) Hiram's Highway 44 [1] 3 [2]	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO W c-b = LANE WIDTH AVAILABLE TO W c-b = LANE WIDTH AVAILABLE TO W b-a = VISIBLITY TO THE RIGHT FO Vr b-a = VISIBLITY TO THE RIGHT FO Vr b-c = VISIBLITY TO THE RIGHT FO Vr c-b = VISIBLITY TO THE RIG	IC INPUT DATA) MAJOR ROAD WIDTH CENTRAL RESERVE WIDTH CENTRAL RESERVE WIDTH LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c STREAM-SPECIFIC B-A STREAM-SPECIFIC B-A STREAM-SPECIFIC C-B	o-a c b M b-a NM b-c NM c-b		
[4] [3] (ARM B) Wo Mei	RM B) Wo Mei Hung Min Road					

GEOMETRIC DETAILS:	:: 		GEOMETRIC FACTORS :		THE CAPACITY OF MOVEMENT:	VEMEN :		COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A)	AD (ARM A)							
= M	7.3	7.3 (metres)	= Q	0.8695	Q b-a =	475		DFC b-a
W cr =	0.0	(metres)	ш	0.9370	= 0-9 Ø	687 Q b-c (O) =	829	DFC b-c
d a-b =	က	(bcu/hr)	ш	1.2585	= q-o Ø	921		DFC c-b
q a-c =	44	(bcu/hr)	 	0.7482	Q b-ac =	555		DFC b-c (share lane)
MAJOR ROAD (ARM C)	(D (ARM C)		F for (Qb-ac) =	0.4667	TOTAL FLOW	= 421	(PCU/HR)	
W c-b =		(metres)						
Vr c-b =	20	(metres)						
d c-a =	273	(bcn/hr)						
= q-o b	26	(pcu/hr)						
								CRITICAL DFC
MINOR ROAD (ARM B)	D (ARM B)							
W b-a =	3.7	(metres)						
W b-c =	3.7	(metres)						
VIb-a =	30	(metres)						
Vrb-a =	20	(metres)						
Vr b-c =	20	(metres)						
q b-a =	24	(bcn/hr)						
U-q	27	(pcn/hr)						

0.0505 0.0306 0.0608 0.0378

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION	ON CALCULATION	Z	INITIALS	DATE
Application for Amendment of Plan under Section 12A of the Town Planning Ordinance	2033 Design	PROJECT NO.: 40862	PREPARED BY:	SKL	Oct-23
Proposed House Development at Various Lots in D.D. 244 and Adjoining Government Land,		FILENAME: J2_HH_WMF	J2_НН_WMHCHECKED BY:	SLN	Oct-23
J2 Hiram's Highway/ Wo Mei Hung Min Road	Weekella	REFERENCE NO.:	REVIEWED BY:	SLN	Oct-23
[6] 253 (ARM A) [7] 79 (ARM A) [8] 253 (ARM B) Hiram's Highway (ARM B) (ARM B) (ARM B) (ARM B) (ARM B)	NOTES: (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W ba = LANE WIDTH AVAILABLE TC W bb = LANE WIDTH AVAILABLE TC W cb = LANE WIDTH AVAILABLE TT W cb = LANE WIDTH AVAILABLE TT V cb = VISIBILITY TO THE RIGHT FR V cb = VISIBILITY TO THE VISIBILITY TO THE RIGHT FR V cb = VISIBILITY TO THE VISIBILIT	IIC INPUT DATA) MAJOR ROAD WIDTH CENTRAL RESERVE WIDTH LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b STREAM-SPECIFIC B-A STREAM-SPECIFIC C-B (1-0.0345W)	b-a c-b M b-a AM b-c AM c-b		
9					

GEOMETRIC DETAILS:	ılLS:	GEOMETRIC FACTORS:		THE CAPACITY OF MOVEMENT:	VEMENT:	COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOR RC	MAJOR ROAD (ARM A)			. (į	
= M	7.3 (metres)	= n	0.8695	Q b-a ≡	4/5	DFC b-a
W cr =	0.0 (metres)	ш	0.9370	D b-c =	692 Q b-c $(O) = 673$	DFC b-c
q a-b =	7 (pcu/hr)	ш	1.2585	Q c-b =	928	DFC c-b
d a-c =	21 (pcu/hr)	 	0.7482	Q b-ac =	530	DFC b-c (share lane)
MAJOR RO	MAJOR ROAD (ARM C)	F for (Qb-ac) =	0.3333	TOTAL FLOW	= 438 (PCU/HR)	R)
W c-b =	7.3 (metres)					
Vr c-b =	50 (metres)					
d c-a =	253 (pcu/hr)					
= q-o b	79 (bcn/hr)					
						CRITICAL DFC
MINOR ROAD (ARM B)	ND (ARM B)					
W b-a =	3.7 (metres)					
W b-c =	3.7 (metres)					
VI b-a =	30 (metres)					
Vrb-a =	50 (metres)					
Vr b-c =	50 (metres)					
d b-a =	52 (pcu/hr)					
a b-c	26 (pcu/hr)					

0.1095 0.0376 0.0851 0.0490

Appendix C Master Layout Plan

