Appendix 2 Traffic Impact Assessment

Document Status Control Record

Proposed Temporary Electric Vehicle Charging Station (for Electric Taxi)
for a Period of 3 Years
at Taxlord Lot 464 S.A RP (Part) in D.D. 83 and Adjoining Government Land,
Sha Tau Kok Road – Lung Yeuk Tau, Fanling, N.T.

Traffic Impact Assessment Report

Originating Organisation:	Prepared by: SKL	SKL	Date: 23 June 2025
LLA Consultancy Limited Unit 610, 6/F Island Place Tower	Approved by: SLN	Ng	Date: 23 June 2025
510 King's Road North Point, Hong Kong	Revision No.: -		Date of Issue: 23 June 2025

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1 INTRODUCTION

1.1 Background

- 1.1.1 The Applicant proposes to use a piece of land for temporary electric vehicle charging station (for electric taxi) for a period of 3 Years. The piece of land (hereinafter referred to "the Site") is located at Taxlord Lot 464 S.A RP (Part) in D.D. 83 and Adjoining Government Land, Sha Tau Kok Road–Lung Yeuk Tau, Fanling, N.T..
- 1.1.2 The Site is zoned as "Agriculture" use under the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan (OZP) No. S/NE-TKL/14. A planning application is required for the proposed temporary use.
- 1.1.3 LLA Consultancy Limited was commissioned to undertake the TIA to support the planning application. This TIA report presents the findings of the study.

1.2 Objectives

- 1.2.1 The objectives of the study are as follows:
 - to review the existing traffic conditions in the vicinity of the Site;
 - to estimate the traffic generation and attraction of the proposed temporary use;
 - to project the future traffic situations in the surrounding road network;
 - · to appraise the potential traffic impact of the proposed temporary use; and
 - to recommend the internal transport facilities for the proposed temporary use.

2 THE PROPOSED DEVELOPMENT

2.1 The Site

2.1.1 As shown in **Figure 2.1**, the Site is located at Sha Tau Kok Road – Lung Yeuk Tau area. It has a total site area of about 1,143 m².

2.2 The Proposed Temporary Use and Internal Transport Facilities Provisions

2.2.1 The Site is used to provide charging facilities for electric taxis. The key development parameters are listed out in **Table 2.1**.

Table 2.1 Key Development Parameters

Use	Quantity
Site Area	1,143 m²
EV Charging Facilities for Electric Taxi only (2.5m x 5.0m)	12 nos.
Parking Spaces / Waiting Spaces for Electric Taxi only (2.5m x 5.0m)	7 spaces

2.3 Swept Path Analysis

- 2.3.1 The Site is directly abutted to Sha Tau Kok Road Lung Yeuk Tau, the development traffic is anticipated to enter and leave the Site with a left-in/left out movement onto Sha Tau Kok Road south-westbound. In order to ensure the safety of pedestrians walking along the public footpath, a standard run-in/out in accordance with Highways Department's standards will be formed and flashing warning lights will be installed at both sides of the run-in/out as shown in **Figure 2.2**.
- 2.3.2 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 as shown in **Figures SP-01.**

3 EXISTING TRAFFIC SITUATION

3.1 Existing Road Network

- 3.1.1 The Site has a frontage along Sha Tau Kok Road Lung Yeuk Tau and an existing run-in/out is provided for the current use of the Site.
- 3.1.2 Sha Tau Kok Road Lung Yeuk Tau is a dual two lanes distributor road connecting Fanling and Sha Tau Kok. In 2023, it recorded an AADT of 22,810 vehicles.

3.2 Traffic Count Surveys

- 3.2.1 In order to appraise the existing traffic conditions, a traffic count survey was carried out on 22 May 2025 (Thursday) for the time periods of 14:30 17:30, the peak traffic generation period of the vehicle charging station. More details will be discussed in **Section 4.2**.
- 3.2.2 The locations of the surveyed junctions are shown in **Figure 3.1**.
 - J1 J/O Sha Tau Kok Road Lung Yeuk Tau / Lung Ma Road
 - J2 J/O Sha Tau Kok Road Lung Yeuk Tau / Lau Shui Heung Road
- 3.2.3 The peak hour identified are 16:30 17:30. The observed 2025 traffic flows are presented in **Figure 3.2**.

3.3 Existing Junction Capacity Assessment

3.3.1 Based on the observed traffic flows, the performance of the junctions is assessed. It is calculated that all junctions are operating satisfactorily. The results are presented in **Table 3.1** and the detailed calculation sheets are attached in **Appendix A**.

Table 3.1 Existing Junction Capacity Assessment

Ref.	Junction Location	Type/Index ⁽¹⁾	Peak Hour of the Vehicle Charing Station
J1	Sha Tau Kok Road – Lung Yeuk Tau / Lung Ma Road	Roundabout /DFC	0.45
J2	Sha Tau Kok Road – Lung Yeuk Tau / Lau Shui Heung Road	Roundabout /DFC	0.43

Note: (1) DFC = Design Flow to Capacity

3.4 Existing Link Capacity Assessment

3.4.1 The Volume to Capacity (V/C) Ratios of Sha Tau Kok Road – Lung Yeuk Tau is assessed and the results are presented in **Table 3.2**.

Table 3.2 Link Capacity Assessments

Road	Capacity ⁽¹⁾ (pcu/hr)	Peak Hour Traffic Volume (pcu/hr)	Peak Hour V/C Ratio
Sha Tau Kok Road E/B (between Lung Ma Road and Lau Shui Heung Road)	3,120	980	0.31
Sha Tau Kok Road W/B (between Lau Shui Heung Road and Lung Ma Road)	3,120	934	0.30

Note: (1) Capacity refers to TPDM Vol.2 Ch. 2.4. A factor of 1.2 (based on the traffic count survey result) is adopted to convert the capacity from veh/hr to pcu/hr.

3.4.2 As shown in **Table 3.2**, the concerned road sections are operating with spare capacity during the peak hour.

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

4.1.1 The proposed temporary use, if approved by the Town planning Board, will be valid for 3 years until 2028. Hence, Year 2028 is adopted as the design assessment year.

4.2 Traffic Generation of the Proposed Temporary Use

Traffic Generation for Electric Vehicle Charging Station

- 4.2.1 For the charging facilities, all EV chargers are direct current (DC) quick chargers with output power of 120kW which can provide 600km of mileage when an electric taxi charged for about 30 minutes.
- 4.2.2 From the taxi trade, the drivers are usually working on two shifts, i.e., the day shift and the night shift. In general, the day shift is 05:00 to 17:00 while the night shift is 17:00 to 05:00. The peak hour usage of charging facilities is expected to be the time periods before the shift such that a fully charged taxi can be passed to the driver in the next shift. As a result, the peak traffic generation of the proposed charging station will be either between 15:00 to 17:00 or after midnight. It is anticipated that minimal drivers will charge their taxis during the normal highway peak hours because these time periods will be the busiest hour in their business.
- 4.2.3 According to the Hong Kong Planning Standard and Guidelines, Section 3.9.4, a minimum of two waiting spaces should be provided in each EV charging station to avoid the awaiting vehicles to queue on public roads. In view of the size of the Site, 7 waiting spaces can be provided. In addition, to minimize the waiting time of the taxi drivers and hence maximize the available operation hours, a mobile application catered for the taxi drivers will be introduced which will include the payment platform for EV charging and provide real-time availability of EV charging stations at different locations managed by the Applicant.
- 4.2.4 The estimated traffic generation and attraction for Electric Vehicle Charging Station during the peak operation hour will be a two-way traffic of 24 taxis (24 Nos. of vehicles = 12 EV charging stations x 2 because of 30 minutes charging/servicing time for each taxi).
- 4.2.5 Based on the above, the traffic generation of the proposed temporary use has been estimated and presented in **Table 4.1**.

Table 4.1 Traffic Generation of Proposed Temporary Use

Proposed Use	Unit /Content	Op	peration Peak Ho	our
Proposed Ose	Offic /Content	Generation	Attraction	Total
Estimated Traffic Generation/At	traction			
EV Charging Station	12 charging station	24	24	48

4.2.6 As shown in **Table 4.1**, the Site will generate a two-way traffic flows of 48 pcu/hour in the peak hour. The distribution of the development traffic of proposed temporary use is shown in **Figure 4.1**.

4.3 **Traffic Growth**

Annual Traffic Census (ATC) Data

4.3.1 Reference was made to the 2019 to 2023 Annual Traffic Census Reports, published by the Transport Department, to determine the natural traffic growth. The traffic data recorded at counting station in the vicinity of the Site is shown in **Table 4.2**.

Table 4.2 **Annual Traffic Census Data**

Stn.	ı	Road Section			AADT	(vehicle/	day) ⁽¹⁾		Average
No.	Road	From	То	2019	2020	2021	2022	2023	Annual Growth (%)
5660	Sha Tau Kok Rd	On Kui St	Ping Che Rd	33,630	23,740 (-29.4%)	22,980 (-3.2%)	22,280 (-3%)	22,810 (2.4%)	-1.3% (Between 2020 and 2023)

Note: (1)

Figures in bracket indicated the % increase between two successive years.

From **Table 4.2**, the recorded traffic flows in 2020 dropped significantly by almost 30% and was due to the opening of Lung Shan Tunnel in 2019. From 2020 to 2023, the recorded traffic flows have been quite steady with only -1.3% decrease annually.

Territorial Population and Employment Data Matrix (TPEDM)

Reference was also made to the 2021-based TPEDM published by Planning Department. The 4.3.3 population and employment data of year 2026 and 2031 in Northeast New Territories are summarized in Table 4.3.

Table 4.3 **Population and Employment Data in Northeast New Territories**

Year	Population	Employment	Total
2026	1,361,150	421,350	1,782,500
2031	1,416,800	448,600	1,865,400
	Avera	ge Annual Growth Rate	+0.9%

4.3.4 As shown in **Table 4.3**, the projected average annual growth rate of the population and employment total number under the TPEDM in Northeast New Territories is +0.9% between the years 2026 to 2031, which is larger than the annual growth rate derived from ATC. To be conservative, the larger growth rate of +0.9% is adopted for the subsequent assessments.

4.4 Reference and Design Flows

4.4.1 The 2028 Reference Flows, i.e. the future traffic flows in the local road network WITHOUT the development traffic, were estimated based on the following equation:

2025 Existing Flows x $(1 + 0.9\%)^3$ 2028 Reference Flows =

4.4.2 The 2028 Design Flows, i.e. the future traffic flows in the local road network WITH the development traffic, are estimated based on the following equations.

2028 Reference Flows + Traffic generated and attracted by the 2028 Design Flows = proposed temporary use

4.4.3 The forecast traffic flows for the two scenarios are shown in **Figures 4.2 and 4.3** respectively.

4.5 Junction Capacity Assessment

4.5.1 Junction capacity analysis is carried out for the assessment year 2028. The assessment results are shown in **Table 4.4** and the detailed calculation sheets are attached in **Appendix B**.

Table 4.4 2028 Junction Capacity Assessment

Ref.	Junction Location	Type/ Index ⁽¹⁾	2028 Reference Peak Hour	2028 Design Peak Hour
J1	Sha Tau Kok Road – Lung Yeuk Tau / Lung Ma Road	Roundabout /DFC	0.46	0.47
J2	Sha Tau Kok Road – Lung Yeuk Tau / Lau Shui Heung Road	Roundabout /DFC	0.44	0.46

Note:

4.5.2 The results in **Table 4.4** show that the assessed junctions will operate satisfactorily in both reference and design scenarios. Therefore, it is anticipated that the proposed temporary use will not induce significant traffic impact to the surrounding road network.

4.6 Link Capacity Assessment

4.6.1 The V/C Ratios of Sha Tau Kok Road were assessed and the results are presented in **Table 4.5**.

Table 4.5 2028 Link Capacity Assessments

	Canacity(1)	2028 Traff	ic Volume	2028 V/	C Ratio
Road	Capacity ⁽¹⁾ (pcu/hr)	Reference Scenario	Design Scenario	Reference Scenario	Design Scenario
Sha Tau Kok Road E/B (between Lung Ma Road and Lau Shui Heung Road)	3,120	1,007	0.32	1,012	0.32
Sha Tau Kok Road W/B (between Lau Shui Heung Road and Lung Ma Road)	3,120	959	0.31	983	0.32

Note:

4.6.2 As shown in **Table 4.5**, all the concerned road sections will operate with capacity during peak hour in all scenarios. Hence, it can be concluded that the traffic induced by the proposed temporary use will not induce significant traffic impact to the road network.

⁽¹⁾ DFC = Design Flow to Capacity.

⁽¹⁾ Capacity refers to TPDM Vol.2 Ch. 2.4. A factor of 1.2 (based on the traffic count survey result) is adopted to convert the capacity from veh/hr to pcu/hr.

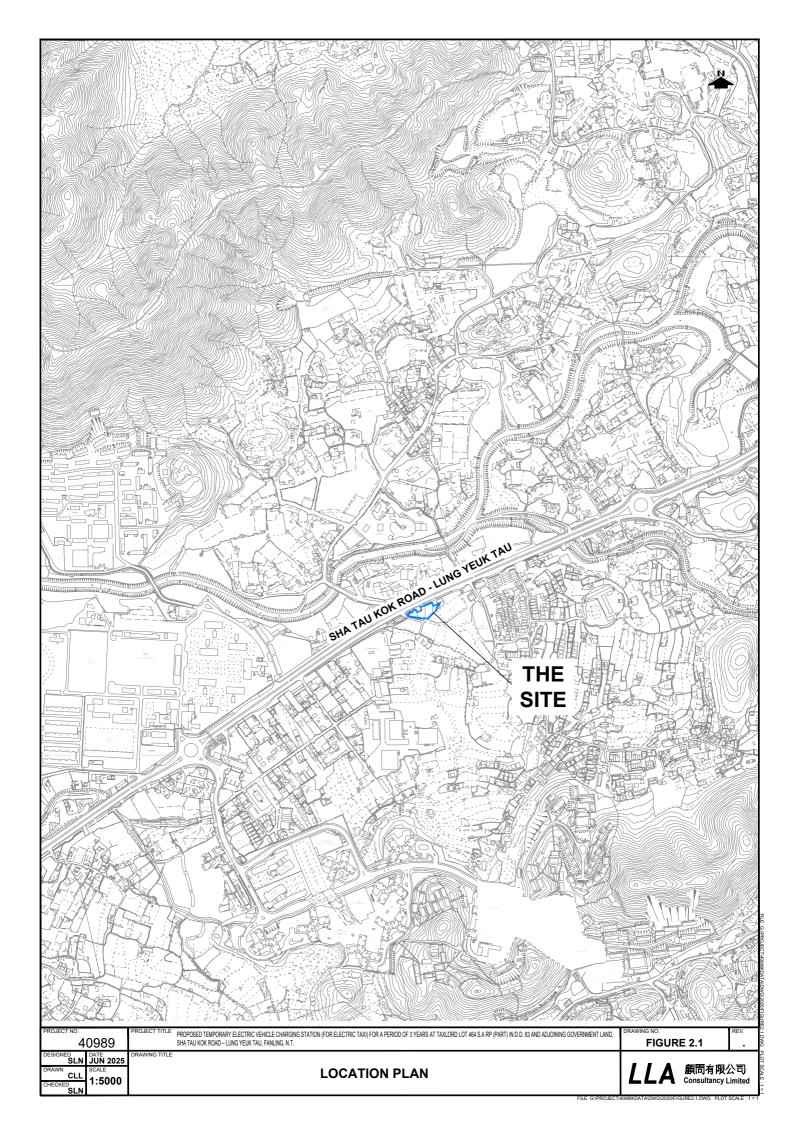
5 SUMMARY AND CONCLUSION

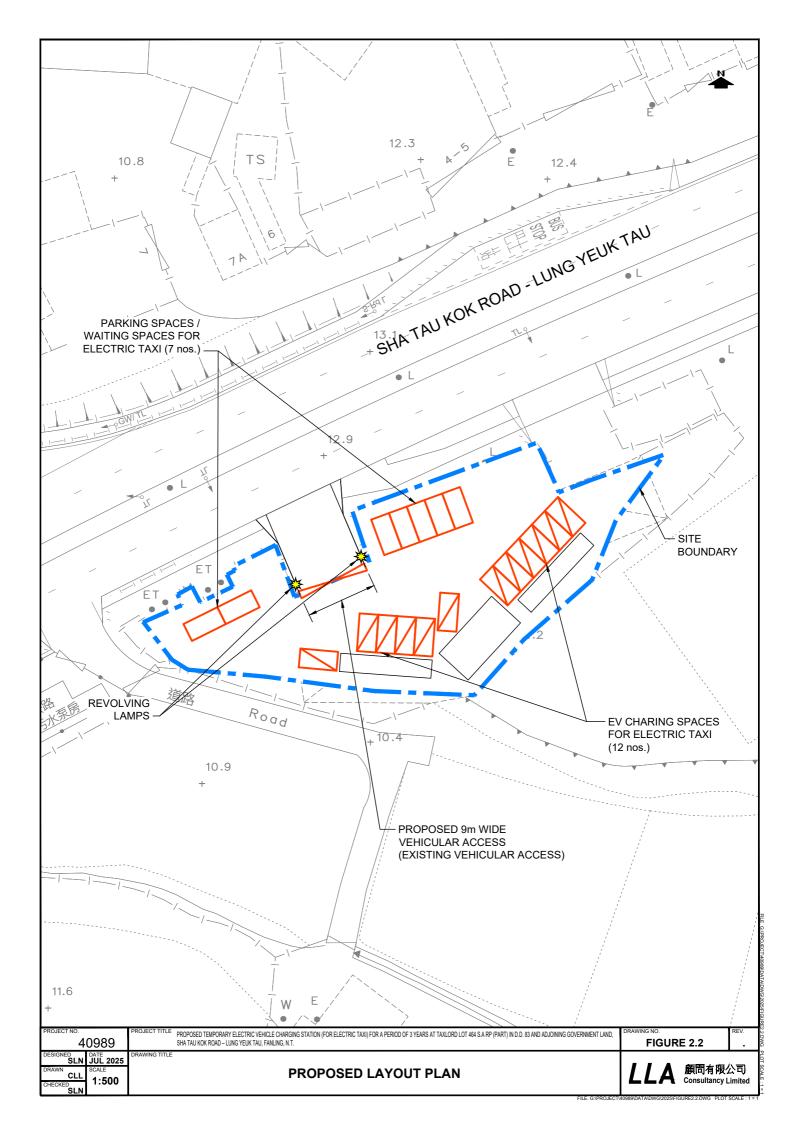
5.1 Summary

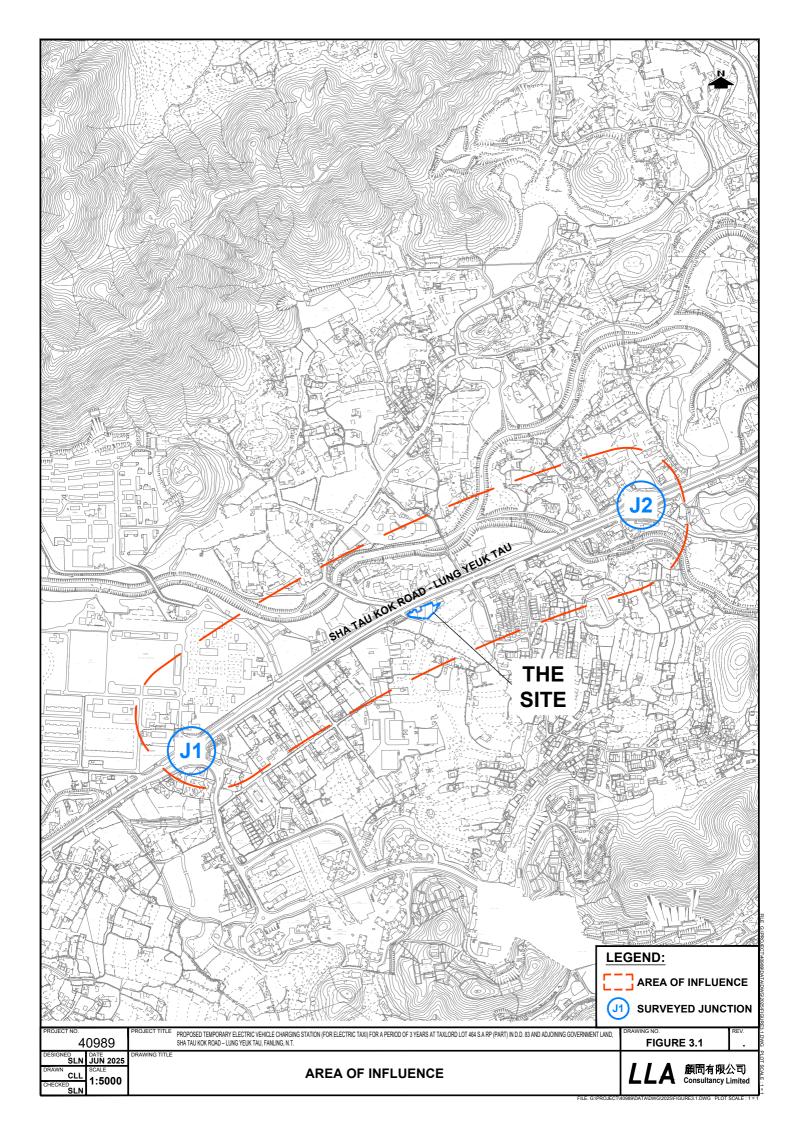
- 5.1.1 The Applicant proposes to use a piece of land for temporary electric vehicle charging station (for electric taxi) for a period of 3 Years. The piece of land (hereinafter referred to "the Site") is located at Lot 464 S.A RP (Part) in D.D. 83 and Adjoining Government Land, Sha Tau Kok Road–Lung Yeuk Tau, Fanling, N.T. The main function of the Site is to provide charging facilities for electric taxis.
- 5.1.2 Traffic count survey was carried out on 22 May 2025 (Thursday) for the time periods of 14:30 17:30 which the time period will be the peak traffic generation period of the proposed development. Based on the existing traffic flows, the junction and link capacity assessments show that they are operating satisfactorily.
- 5.1.3 The proposed development is estimated to generate a two-way traffic of 48 pcu/hour in the operation peak hour. Junction and link capacity assessment was carried out for the reference and design scenarios in 2028 and the results revealed that the concerned junctions and road links would perform satisfactorily with spare capacity in 2028. Therefore, it is anticipated that the proposed temporary use will not induce significant traffic impact to the surrounding road network.
- 5.1.4 For the 12 nos. of EV charging stations, 7 nos. of waiting spaces can be provided (minimum two spaces in each EV charging station) to avoid the awaiting vehicles to queue on public roads. In addition, to minimize the waiting time of the taxi drivers and hence maximize the available operation hours, a mobile application catered for the taxi drivers will be introduced which will include the payment platform for EV charging and provide real-time availability of EV charging stations at different locations managed by the Applicant.

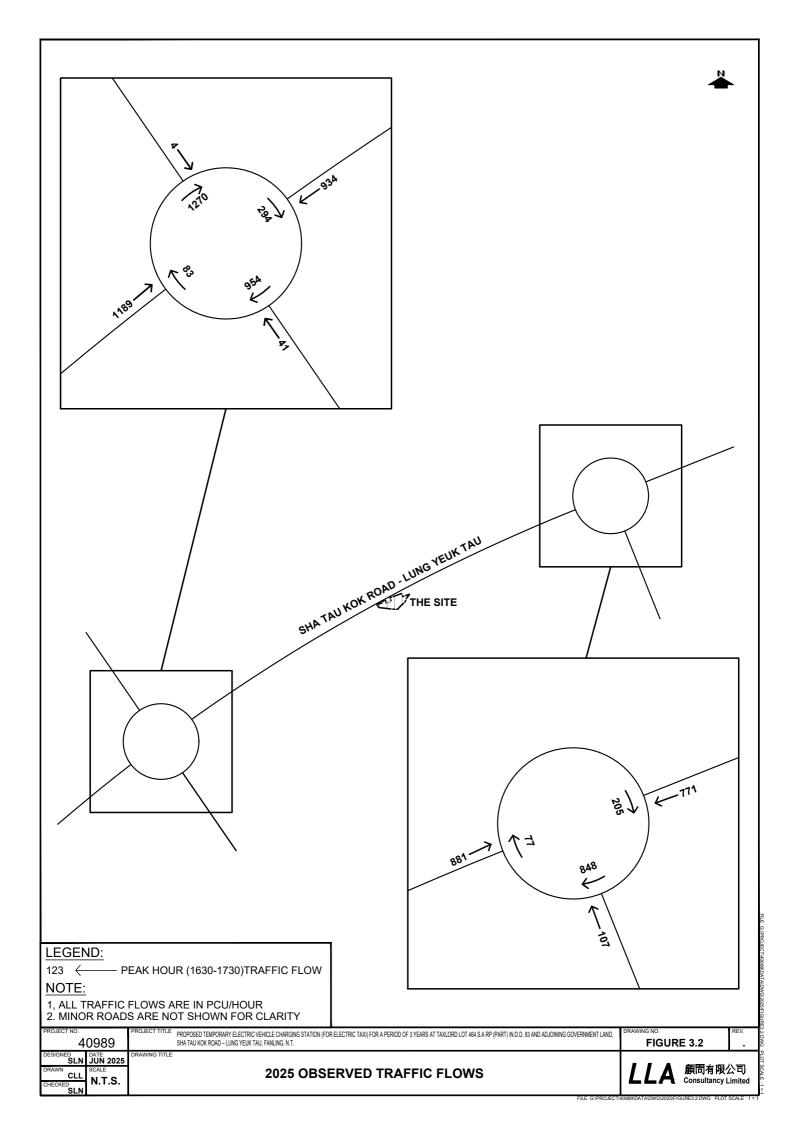
5.2 Conclusion

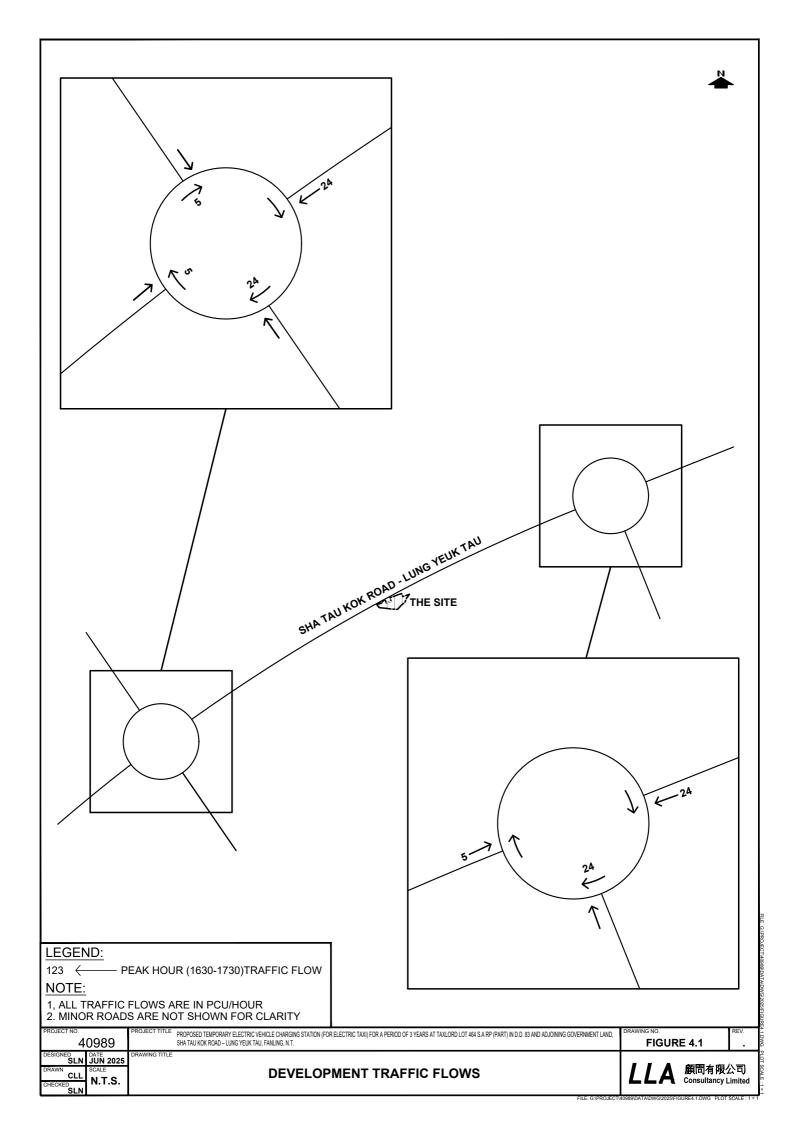
5.2.1 This planning application is to allow a temporary vehicle charging station for a period of 3 years. Based on the assessment result, it can be concluded that the proposed use will not induce additional adverse traffic impact on the surrounding road network and it is considered acceptable from traffic engineering point of view.

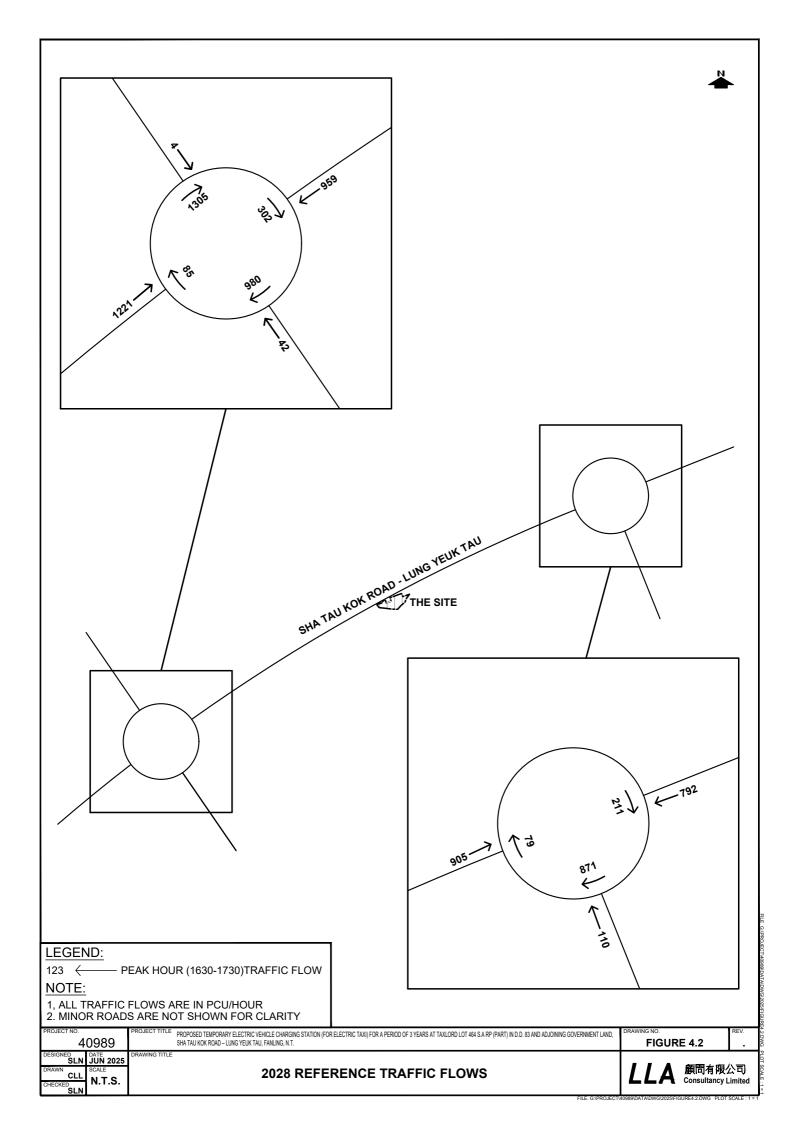


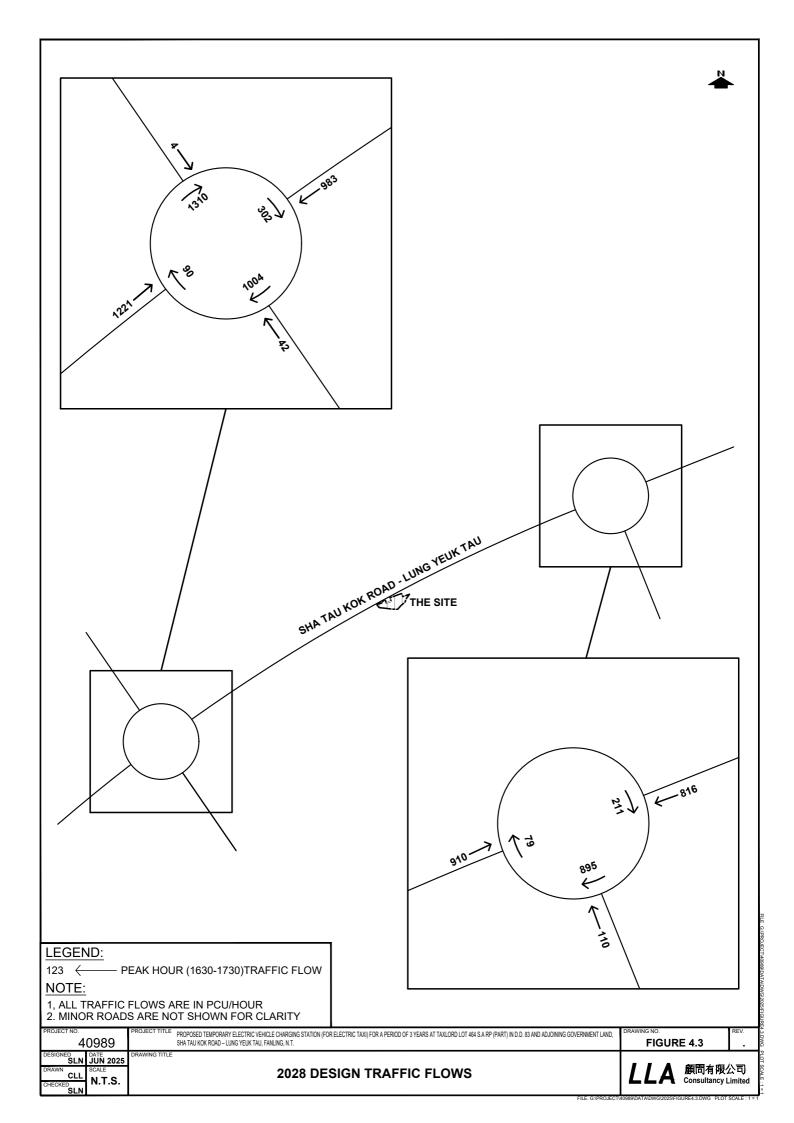














Appendix A Junction Capacity Assessments - Existing Scenario

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Appendix B

Junction Capacity Assessments
- Reference & Design Scenarios

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= Entry radius (m)	ш.	II	Entry width (m)	7.30	5.20	9.50	4.70						
Entry angle (degree)	_ 0	11 1	Effective length of flare (m)	1.00	12.00	19.00	9.00						
= Entry flow (pcu/h) 959 42 121 4 = Entry flow (pcu/h) 959 42 121 4 = Circulating flow across entry (pcu/h) 302 980 85 1305 TPUT PARAMETERS: Sharpness of flare = 1.6(E-V)/L 0.32 0.23 0.20 0.09 = Sharpness of flare = 1.6(E-V)/L 1.06 1.10 1.07 1.07 = Sharpness of flare = 1.6(E-V)/L 1.06 1.10 1.07 1.07 = Sharpness of flare = 1.6(E-V)/L 1.06 1.10 1.07 1.07 = Sharpness of flare = 1.6(E-V)/L 1.03 1.07 1.07 1.07 = V (E-V)/(1+2S)) 0.50 0.50 0.50 0.50 0.50 = SKP(D-Co/10) 2188 1415 2689 1401 1.33 1.33 1.33 = A(F)=C-YC) 2107 976 264 0.77 0.54 1.04 C = Design fl	<u> </u>	I II	Inscribed circle diameter (m)	53.00	53.00	53.00	53.00						
= Entry flow (ρcu/h) 959 42 1221 4 = Circulating flow across entry (pcu/h) 302 980 85 1305 TPUT PARAMETERS: Sharpness of flare = 1.6(E-V)/L 0.32 0.23 0.20 0.09 = Sharpness of flare = 1.6(E-V)/L 1.06 1.10 1.07 1.07 = Sharpness of flare = 1.6(E-V)/L 1.06 1.10 1.07 1.07 = V + (E-V)/I(1+2S)) 0.50 0.50 0.50 0.50 0.50 = V + (E-V)/I(1+2S)) 0.50 0.50 0.50 0.50 0.50 = V + (E-V)/I(1+2S)) 0.50 0.50 0.50 0.50 0.50 = SPP(I-6-0)/10) 1.33 1.33 1.33 1.33 1.33 = 1+(0.5i/(1+M)) 0.68 0.54 0.77 0.54 0.54 0.77 0.54 = 0.21*Td(1+0.2*X2) 2.07 0.68 0.54 0.77 0.54 0.74 0.74 <td>∢</td> <td>II</td> <td>Entry angle (degree)</td> <td>21.00</td> <td>10.00</td> <td>32.00</td> <td>18.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	∢	II	Entry angle (degree)	21.00	10.00	32.00	18.00						
TPUT PARAMETERS: = Sharpness of flare = 1.6(E-V)/L = Sharpness of flare = 1.6(E-V)/L = 1-0.00347(A-30)-0.978(1/R-0.05) = V + ((E-V)/(1+28)) = V + ((E-V)/(1+28)) = V + ((E-V)/(1+28)) = V + ((E-V)/(1+28)) = Sy3-X2 = 1+(0.5(1+M)) = 1+(0.5(1+M)) = 0.2177d(1+0.2-X2) = A + ((E-F-C-C) 0.09 2188	σć	II I	Entry flow (pcu/h)	959	42	1221	4 4						
TPUT PARAMETERS: = Sharpness of flare = 1.6(E-V)/L = 1-0.00347(A-30)-0.978(1/R-0.05) = 1-0.00347(A-30)-0.978(1/R-0.05)	9			1	3	3							
= Shalphess of hare = 1.0(±-7)/L = 1.0(.00347(A-30).0;978(1/R-0.05) = V+ ((E-V)/(1+2S)) = V+ ((E-V)/(1+2S)) = XPX(D-60)/10) = 303*X2 = 1+(0.5/(1+M)) = 0.21*Td(1+0.2*X2) = K(F-Fc^4Qc) C = Design flow/Capacity = Q/Qe C = Design flow/Capacity = Q/Qe C = Shalphess of hard and believed to 0.04	Eno c	PUT P.	ARAMETERS:	c c	c c	Č							
= V+(R-V)/(1+2s) = EXP((D-60)/10) = 303*X2 = 1+(0.5)(1+M)) = 0.21*Td(1+0.2*X2) = K(F-Fc*\Gamma Capacity = \Qamma Q/\Qamma e \tag{2.26} = Design flow/Capacity = \Qamma Q/\Qamma e \tag{2.26} = Design flow/Capacity = \Qamma Q/\Qamma e \tag{2.26} = V+(F-Fc*\Qamma Q)	א א		Snarpness of flare = 1.6(E-V)/L 1-0 00347/A-30)-0 978/1/R-0 05)	1.06	0.23	0.20	1.09						
= EXP(D-60)/10)	X X	ı II	V + ((E-V)/(1+2S))	7.22	4.67	8.81	4.62						
= 303*X2 = 1+(0.5/(1+M)) = 0.21*Td(1+0.2*X2) = K(F-Fc*Qc) = K(F-Fc*Qc) = Design flow/Capacity = Q/Qe = 303*X2 1.33 1.33 1.33 2.33 0.68 0.54 0.77 0.54 Total In Sum = 2226 Total In Sum = 2226 Total In Sum = 2226 Total In Sum = 2226 Total In Sum = 2226	Σ	II	EXP((D-60)/10)	0.50	0.50	0.50	0.50						
= 1+(0.5((1+M)) = 0.21*Td(1+0.2*X2) = 0.21*Td(1+0.2*X2) = K(F-Fc*Qc) = K(F-Fc*Qc) = Design flow/Capacity = Q/Qe = Design flow/Capacity = Q/Qe = 1+(0.5((1+M)) = 0.21*Td(1+0.2*X2) = 0.24* 0.54 = 0.54* 0.07 0.54 = Design flow/Capacity = Q/Qe = 0.46 0.04 0.46 0.01 = 1+(0.5((1+M)) = 0.21*Td(1+0.2*X2) = 0.24* 0.04 = 0.24* 0.04 = 0.04* 0.04 = 0.04* 0.04	ш	П	303*X2	2188	1415	5669	1401						
= K(F-Fc*Qc)	P (1+(0.5/(1+M))	1.33	1.33	1.33	1.33						
= Design flow/Capacity = Q/Qe 0.04 0.46 0.01 DFC of Critical Approach =	2 8	1 11	0.21 14(170.2 AZ) K(F-Fc*Qc)	2107	976	2631	744		Total In Sum =	2226	PCU		
	DFC		Design flow/Capacity = Q/Qe	0.46	0.04	0.46	0.01		DFC of Critical Approach =				
													\neg

Proposed Temporary Electric Vehicle C (Part) in D.D. 83 and Adjoining Governt J1 Sha Tau Kok Road - Lung Yuek Tau (ARM C) ARM INPUT PARAMETERS:	Proposed Temporary Electric Vehicle Charging Station (for Electric Taxi) for a Period of 3 Years at Taxlord Lot 464 S.A RP (Part) in D.D. 83 and Adjoining Government Land, Sha Tau Kok Road - Lung Yuek Tau / Lung Ma Road 1221	10, 3 Years at Tay 10, 12 Anthing, N.T. 302	dord Lot 464	ARM A) Sha Tau Kok Road - Lung Yuek Tau			J1 STKR LMR.xI	CHECKED BY: REVIEWED BY:	S S S S S S S S S S S S S S S S S S S	Jun-25 Jun-25 Jun-25
at) in D.D. 83 and Adjoining Governt Sha Tau Kok Road 1221 ung Yuek Tau ARM C) RM RM RM RM RM RM RM RM RM R	g Yuek Tau / Lung Ma Road (ARM D) San Wai Barrack [1] 1310 [8] Lung Ma Road (ARM B)	1, Fanling, N.T. 302 4 983) [E					CHECKED BY: REVIEWED BY:	SLN SLN	Jun-25 Jun-25
	M D) 8 Barrack [1] 4 A MB)	± 20 4		J Kok Road		SENCE NO.:		REVIEWED BY:	NTS NTS	Jun-25
au Kok Road 9 Yuek Tau – 1 C) T	(ARM D) San Wai Barrack [1] 4 4 Lung Ma Road (ARM B)	4 5 5 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		4RM A) Sha Tau Kok Road - Lung Yuek Tau						
אא PUT PARAMETERS:				c						
PUT PARAMETERS:		α	ر							
				ر						
V = Approach half width (m)		7.10 3.50	7.10	4.20						
II			9.50	4.70						
11 1		1.00 12.00	19.00	9.00						
D = Inscribed circle diameter (m)			53.00	53.00						
II			32.00	18.00						
II		983 42	1221	4						
		302 1004	06	1310						
OUTPUT PARAMETERS:										
= Sharpness of flare = 1.6(E-V)/L		0.23	0.20	0.09						
II	5)	1.06 1.10	1.01	1.07						
II			8.81	4.62						
II			0.50	0.50						
	· ·	•	2669	1401						
II			1.33	1.33						
FC = 0.21*1d(1+0.2*X2) Qe = K(F-Fc*Qc)		0.54 2107 962	0.77 2627	0.5 4 742	Total Ir	Total In Sum =		2250	PCU	
DFC = Design flow/Capacity = Q/Qe		0.47 0.04	0.46	0.01	DFC	of Critical	DFC of Critical Approach =	0.47		

Propos 464 S., N.T.	sed Tem	Proposed Temporary Electric Vehicle Charging Station (for Electric Taxi) for a Period of 3 464 S.A RP (Part) in D.D. 83 and Adjoining Government Land, Sha Tau Kok Road – Lung		Years at Taxlord Lot Yeuk Tau, Fanling,	ord Lot anling,		. Old Total Cool			_	H	Jun-25
5 Z F.⊢.		art) III D.D. 63 and Adjoining Government Land, 3nd 1 and Nok Noad -		יוע ושח, וש	5	2028 Deference 1620	PROJECT NO.:	40989	PREPARED BY:	: SKL		-1
					,	4730	FILENAME:	J2_STKR_LSHR.x	CHECKED BY:	SLN	\dashv	Jun-25
75	Sha	Sha Tau Kok Road - Ma Mei Ha / Lau Shui Heung Road				200	REFERENCE NO.:		REVIEWED BY:	SLN	\dashv	Jun-25
S at S	[5] 90 	[5] 905	Sha Tau k (ARM	ŏ €	[1] Road							
ARM			٨	В	O							
INPU	JT PAR,	INPUT PARAMETERS:										
> 1	II	vidth (m)	6.80	3.40	6.40							
ш.	II		06.9	5.20	6.50							
_ ~	11 11	Effective length of flare (m) Entry radius (m)	1000	00.17	1.00							
	П	liameter (m)	52.00	52.00	52.00							
⋖	П		39.00	00.09	4.00							
တ ဗိ	11 11	Entry flow (pcu/h) Circulating flow across entry (pcu/h)	792 211	110	905							
ino S	7 4 "	OUTPUT PARAMETERS: S = Sharpness of flare = 1.6/F-V//	0.16	0.24	0.16							
· ×	II	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09							
X2	П	V + ((E-V)/(1+2S))	6.88	4.61	6.48							
Σ	п	EXP((D-60)/10)	0.45	0.45	0.45							
L F	11 11	303*X2 1+(0 5/(1+M))	2083	1398	1962							
. E	11	0.21*Td(1+0.2*X2)	0.67	0.54	0.65							
Öe	Ш	K(F-Fc*Qc)	1786	829	2092		Total In Sum =		1807	PCU		
DFC	II	Design flow/Capacity = Q/Qe	0.44	0.13	0.43		DFC of Critica	DFC of Critical Approach =	0.44	4		

464 S.A N.T. J2	464 S.A RP (Part) in D.D. 83 and Adjoining Government Land, Sha Tau Kok Road – Lung Yeuk Tau, Fanling, N.T. J2 Sha Tau Kok Road - Ma Mei Ha / Lau Shui Heung Road	k Road – Lung Ye	euk Tau, Fi	anling,	2028 Design 1630-1730	PROJECT NO.: 40989 PREPARED BY FILENAME: J2_STKR_LSHR.x CHECKED BY: REFERENCE NO.: REVIEWED BY	PREPARED BY: CHECKED BY: REVIEWED BY:	SLN SKL	Jun-25 Jun-25 Jun-25
Sha	[5] 910	Sharl	= 816 [1] Sha Tau Kok Road (ARM A)	[1] Road					
A B M		4	α	c					
INPUT	INPUT PARAMETERS:								
>	= Approach half width (m)	6.80	3.40	6.40					
ш		06.9	5.20	6.50					
_ ~	= Effective length of flare (m) = Entry radius (m)	10.00	11.90	1.00					
	= Inscribed circle diameter (m)	52.00	52.00	52.00					
⋖		39.00	00.09	4.00					
၀ ၓိ	= Entry flow (pcu/h) = Circulating flow across entry (pcu/h)	816 211	110 895	910					
OUTP	OUTPUT PARAMETERS:								
S	= Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16					
¥		0.92	0.93	1.09					
×22 :		6.88	4.61	6.48					
Σ ц	= EXP((D-60)/10) = 303*X2	0.45	0.45	0.45					
P.L		1.34	1.34	1.34					
5 G	= 0.21*Td(1+0.2*X2) = K/E-Ec*Oc)	0.67	0.54	0.65		Total In Sum =	1836	EC.	
			: 5	;			9 0		
DFC	= Design flow/Capacity = Q/Qe	0.46	0.13	0.44		DFC of Critical Approach =	0.40		