

Total: 42 pages

Date: 30 August 2026

TPB Ref.: A/NE-TKLN/137

By Email

Town Planning Board
15/F, North Point Government Offices
333, Java Road
North Point
Hong Kong
(Attn: The Secretary)

Dear Sir,

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for a Period of 3 Years at Lot 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

Our response to the comments of the Transport Department is found in the attachment.

Should you have any questions, please feel free to contact the undersigned at [REDACTED]
[REDACTED]

Yours faithfully,



Patrick Tsui

c.c. Sha Tin, Tai Po and North District Planning Office (Attn: Mr. Adrian TAM) – By Email

**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle),
Eating Place and Shop and Services (Local Provision Store
with Ancillary Office and Store Room) for A Period of 3 Years
at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North
(Application No.: A/NE-TKLN/137)**

27 August 2026

Response to TD Comments

Comments	Responses
1. The applicant should conduct traffic count surveys to the nearby road links and junctions, advise and substantiate the additional traffic flow generated/attracted by the development (including car park, eating place; shop and services in details) will not cause substantial traffic impact to the surrounding road network, in particular whether there would be any issue on the road capacity of the proposed access road, which is a single track access with traffic of both directions;	<u>Traffic Count Survey</u> Traffic count surveys are conducted at nearby road links and junctions (see Figure 1 for the locations) for the following time periods. 1) 21 August 2026 (Friday) during 08:00 – 10:00 and 17:00 – 19:00 2) 23 August 2026 (Sunday) during 10:00 – 14:00 and 16:00 – 20:00 The identified weekday AM and PM peak hours are 09:00 – 10:00 and 17:15 – 18:15, respectively. The identified Sunday Noon and PM peak hours are 12:00 – 13:00 and 16:00 – 17:00, respectively. The weekday and Sunday survey results are summarized in Figure 2 and Figure 3, respectively. <u>Traffic Generation and Attraction</u> Trip generation survey data at the adjacent temporary public vehicle park (see Figure 1 for the location) was also conducted on 21 and 23 August 2026. The surveyed data was compared with the previous surveys on 5 December 2025 (Friday) and 7 December 2025 (Sunday) carried out on the same temporary public vehicle park. The higher surveyed traffic volume is adopted for deriving trip rates for the proposed temporary public vehicle park and the results are presented in attached Table 1. Based on the estimated trip rates, the traffic generation and attraction of the proposed temporary public vehicle park is estimated and presented in attached Table 2. <u>Traffic Improvement</u> At present, the Site is connected to Lin Ma Hang Road via a single track access road and the distance is about 80m. It is understood that a section of the single track access road will be improved for two-way traffic as shown in Figure 4 by one of the approved temporary public vehicle park located along the single track access road. Upon completion, the capacity constraint of this road section will be at the existing bridge and the road link capacity assessment will focus on this location only.

Comments	Responses
	<u>Traffic Assessment</u> Based on the above, the junction and road link capacity assessment is carried out and the results are shown in the attached Table 3 and 4. The results show that the concerned junctions and road links are operating with spare capacities during both weekday and Sunday peak hours after accommodating the traffic induced by the proposed temporary public vehicle park. The junction calculation sheets are attached in Annex A for easy reference.
2. The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site;	Traffic management measures are proposed as follows: A gate will be provided at the ingress/egress at the application site. Deployment of traffic controllers to regulate vehicle entry and exit not only from the application site but also Lin Ma Hang Road (especially when the public vehicle park is nearly full) to minimize the possible traffic congestion. Comprehensive guidelines and proper training will be provided to the traffic controllers to ensure effective traffic management; A telephone number will be displayed at the entrance for driver's contact for the availability of space during peak periods.
3. The applicant shall advise the measures for preventing illegal parking of visitors' vehicles outside the application site;	Traffic controllers will prevent illegal parking at the entrance of the applicant site.
4. In connection to the above single track access which do not have any proper footpath to demarcate the vehicles and pedestrians, the applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety near their car park; and	Revolving lanterns will be provided at both sides of the vehicular access to warn the pedestrians when there is a vehicle exiting from the proposed public vehicle park. Please refer to Figure 5 for the location of the revolving lanterns. A traffic controller will be stationed near the entrance to assist the vehicles and the pedestrians, especially during peak parking demand period.
5. The local access road between Lin Ma Hang Road and the application site is not managed by TD. The applicant should seek cements/approvals from the responsible party for the vehicular access road.	Noted. The applicant would seek comments from the responsible party.

Table 1 – Traffic Generation of Adjacent Temporary Public Vehicle Park and Derived Trip Rates

Item	Peak Hour Traffic Flow (pcu/hr)							
	Weekday AM		Weekday PM		Sunday Noon		Sunday PM	
	Gen.	Att.	Gen.	Att.	Gen.	Att.	Gen.	Att.
Traffic Generation of Adjacent Temporary Public Vehicle Park (56 spaces) (pcu/hr)								
Surveys in Dec 2025	2	9	20	21	1	4	14	13
Surveys in Aug 2026	10	13	4	6	2	2	7	6
Derived Trip Rates for Public Vehicle Park (pcu/hr/space)								
Surveys in Dec 2025	0.04	0.16	0.36	0.38	0.02	0.07	0.25	0.23
Surveys in Aug 2026	0.18	0.23	0.07	0.11	0.04	0.04	0.13	0.11
Adopted Trip Rates for Public Vehicle Park (pcu/hr/space)								
Public Vehicle Park ⁽¹⁾	0.18	0.23	0.36	0.38	0.04	0.07	0.25	0.23

Note: Gen. – Generation; Att. - Attraction
 (1) The larger rate is adopted for conservative.

Table 2 – Traffic Generation of Proposed Development

Item	Unit / Content	Peak Hour Traffic Flow (pcu/hr)							
		Weekday AM		Weekday PM		Sunday Noon		Sunday PM	
		Gen.	Att.	Gen.	Att.	Gen.	Att.	Gen.	Att.
Adopted Trip Rates for Public Vehicle Park (pcu/hr/space)									
Public Vehicle Park		0.18	0.23	0.36	0.38	0.04	0.07	0.25	0.23
Traffic Generation of Proposed Development (pcu/hr)									
Public Vehicle Park	60 spaces	11	14	22	23	3	5	15	14

Note: Gen. – Generation; Att. - Attraction

Table 3 - Junction Capacity Assessment

Scenario	Type/ Capacity Index ⁽¹⁾	Peak Hour Junction Performance			
		Weekday AM	Weekday PM	Sunday Noon	Sunday PM
<u>Without</u> the proposed temporary public vehicle park					
J1	Priority/DFC	0.17	0.18	0.17	0.18
J2	Priority/DFC	0.23	0.28	0.24	0.33
J3	Priority/DFC	0.37	0.42	0.39	0.48
J4	Priority/DFC	0.10	0.08	0.11	0.13
<u>With</u> the proposed temporary public vehicle park					
J1	Priority/DFC	0.17	0.18	0.16	0.24
J2	Priority/DFC	0.26	0.33	0.52	0.53
J3	Priority/DFC	0.40	0.48	0.60	0.38
J4	Priority/DFC	0.12	0.13	0.10	0.09

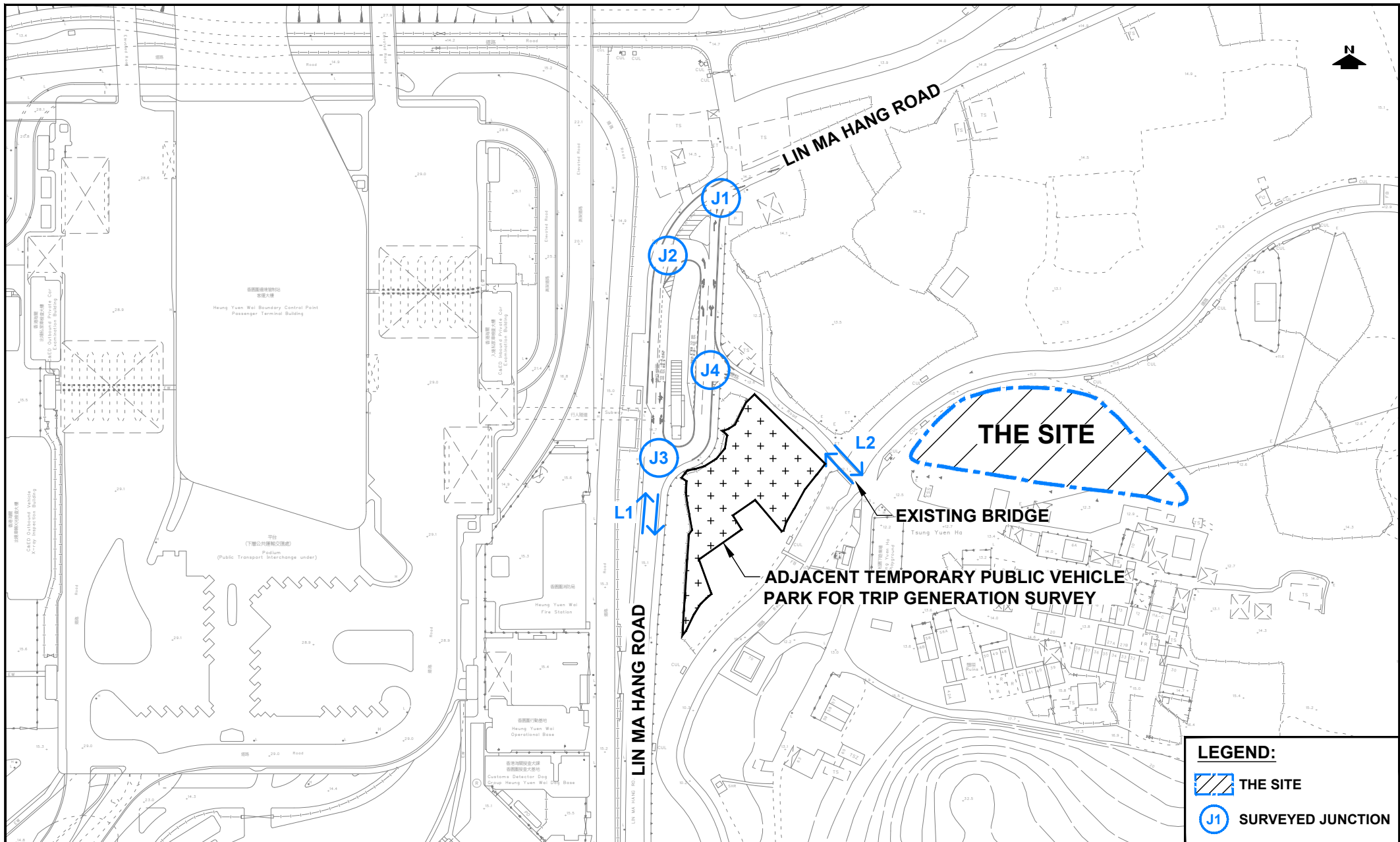
Note: (1) DFC = Design Flow to Capacity ratio for priority junction.

Table 4 - Road Link Capacity Assessment at Lin Ma Hang Road

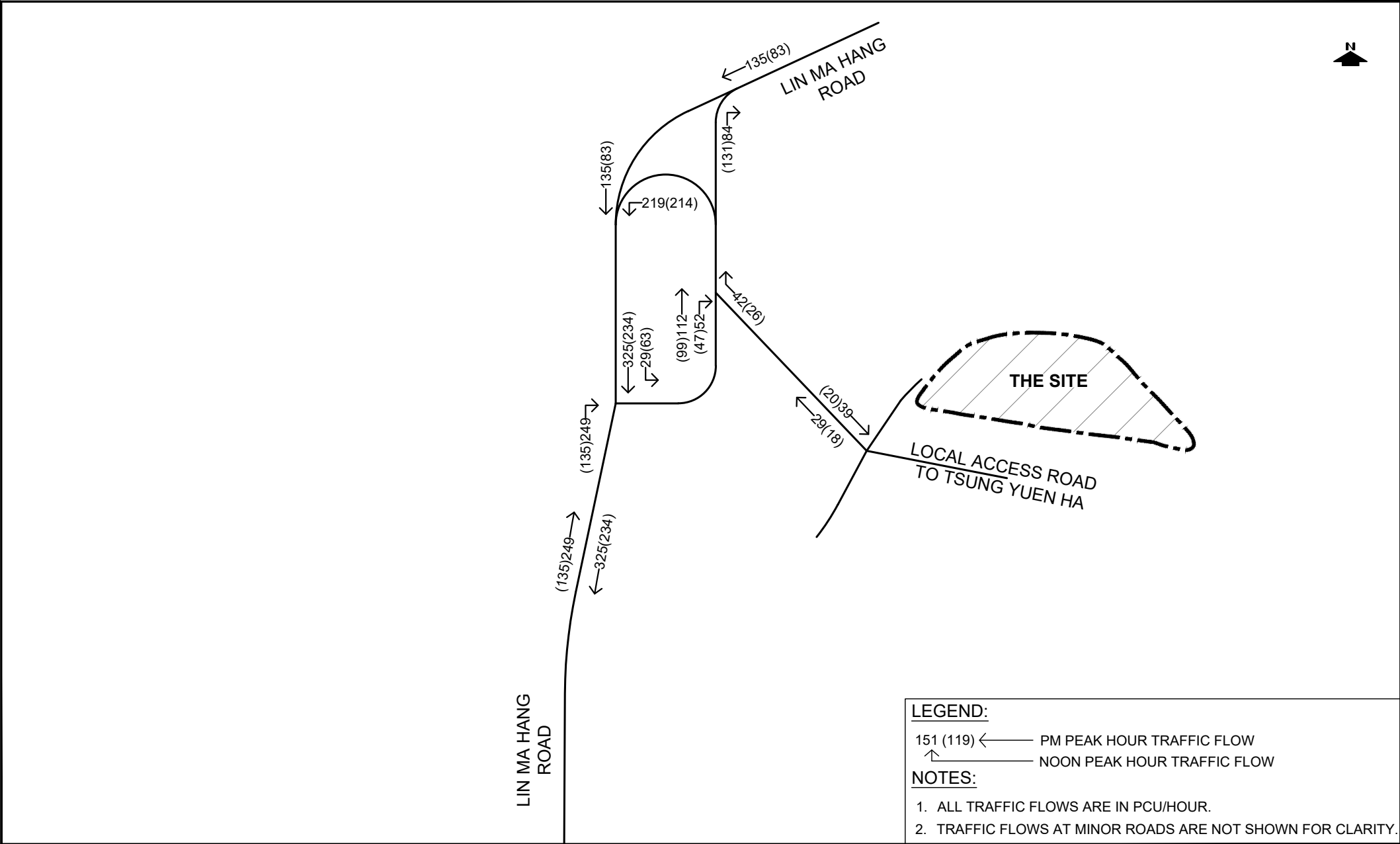
Scenario	Capacity (veh/hr) [See Note 1]	Peak Hour Traffic Flow (veh/hr) [See Note 2] [volume/capacity ratio]			
		Weekday AM	Weekday PM	Sunday Noon	Sunday PM
Without the proposed temporary public vehicle park					
Lin Ma Hang Road northbound	400	178 [0.45]	199 [0.50]	249 [0.62]	135 [0.34]
Lin Ma Hang Road southbound	400	160 [0.40]	183 [0.46]	325 [0.81]	234 [0.59]
Local Access Road to Tsung Yuen Ha (Existing Bridge)	100	25 [0.25]	28 [0.28]	68 [0.68]	38 [0.38]
With the proposed temporary public vehicle park					
Lin Ma Hang Road northbound	400	192 [0.48]	222 [0.56]	254 [0.64]	149 [0.37]
Lin Ma Hang Road southbound	400	171 [0.43]	205 [0.51]	328 [0.82]	249 [0.62]
Local Access Road to Tsung Yuen Ha (Existing Bridge)	100	50 [0.50]	73 [0.73]	76 [0.76]	67 [0.67]

Note 1: According to the TPDM Vol 2, Section 2.4, the capacity for 2-lane single carriageway is 800 veh/hr, 2-way.
The capacity for single track access road is 100 veh/hr, 2-way.

Note 2: For conservative assessment purpose, 1 pcu equivalent to 1 vehicle is adopted.



PROJECT NO. 41077		PROJECT TITLE PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE), EATING PLACE AND SHOP AND SERVICES (LOCAL PROVISION STORE WITH ANCILLARY OFFICE AND STORE ROOM) FOR A PERIOD OF 3 YEARS AT LOT 356 IN D.D. 78, TSUNG YUEN HA, TA KWU LING NORTH (APPLICATION NO.: A/NE-TKLN/137)		DRAWING NO. FIGURE 1	REV. .
DESIGNED SKL	DATE AUG 2026	DRAWING TITLE LOCATION OF JUNCTIONS AND ROAD LINK		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE 1:2000@A4				
CHECKED SLN					



LEGEND:

151 (119) ←

↑

PM PEAK HOUR TRAFFIC FLOW

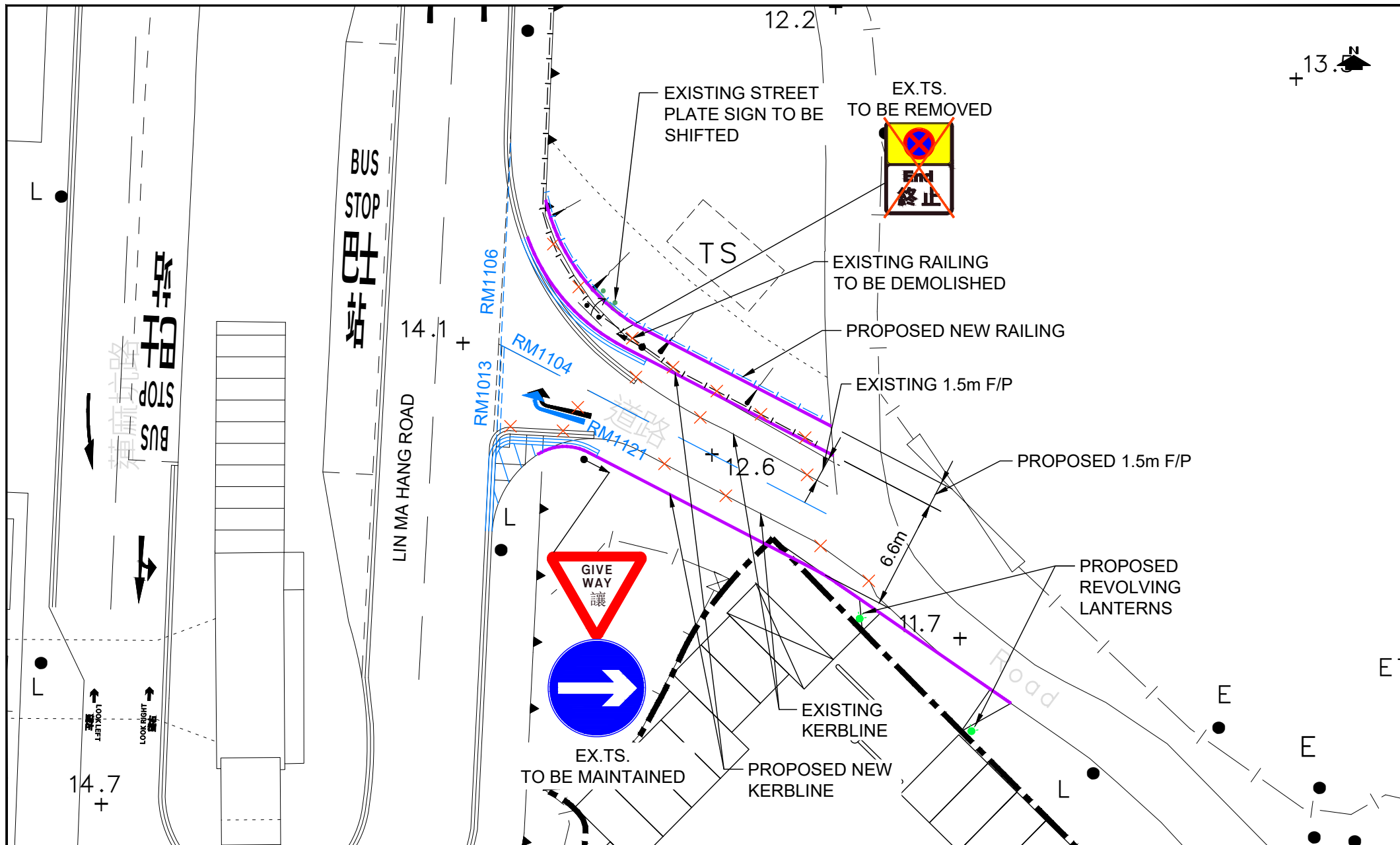
NOON PEAK HOUR TRAFFIC FLOW

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.

2. TRAFFIC FLOWS AT MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 41077		PROJECT TITLE PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE), EATING PLACE AND SHOP AND SERVICES (LOCAL PROVISION STORE WITH ANCILLARY OFFICE AND STORE ROOM) FOR A PERIOD OF 3 YEARS AT LOT 356 IN D.D. 78, TSUNG YUEN HA, TA KWU LING NORTH (APPLICATION NO.: A/NE-TKLN/137)		DRAWING NO. FIGURE 3	REV. .
DESIGNED SKL	DATE AUG 2026	2026 EXISTING TRAFFIC FLOW (SUNDAY)			LLA 顧問有限公司 Consultancy Limited
DRAWN CLL	SCALE N.T.S.				
CHECKED SLN					



PROJECT NO. 41029		PROJECT TITLE PROPOSED TEMPORARY PUBLIC VEHICLE PARK (PRIVATE CAR ONLY) AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN "AGR" AND "V" ZONES, VARIOUS LOTS, TA KWU LING NORTH, N.T. (PLANNING APPLICATION NO. A/NE-TKLN/111)		DRAWING NO. FIGURE 1	REV. A
DESIGNED SKL	DATE FEB 2026	DRAWING TITLE PROPOSED ACCESS ROAD IMPROVEMENT - SCHEMATIC TRAFFIC LAYOUT		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE 1:300@A4				
CHECKED SLN					

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Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J1 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Existing AM

PROJECT NO.: 41077

FILENAME: J1 LM

REFERENCE NO.:

DATE
INITIALS

SKL Aug-26

SLN

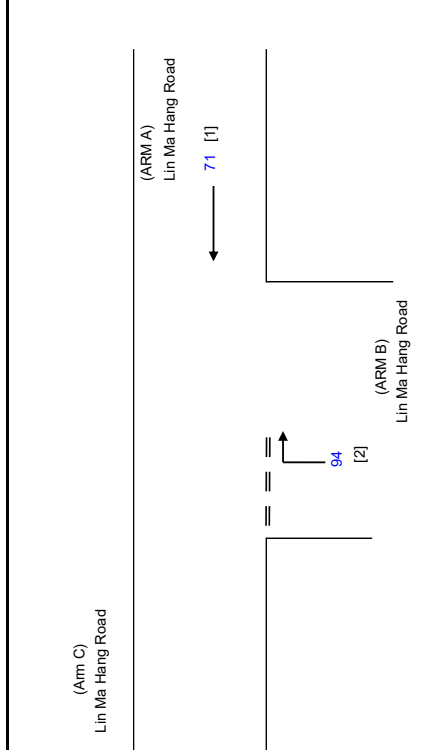
SLN	Aug-26
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DATE _____

Aug-26

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Aug-26



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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W l b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
W r b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
W l b-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
W r b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
W l c-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM c-b
W r c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	$=$	3.60	(metres)
W_{cr}	$=$	0	(metres)
q_{a-b}	$=$	0	(pcu/hr)
q_{a-c}	$=$	71	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.30	(metres)
W b-c =	0.00	(metres)
Vl b-a =	0	(metres)
Vr b-a =	47	(metres)
Vr b-c =	0	(metres)
q b-a =	94	(pcu/hr)
q b-c =	0	(pcu/hr)

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580

$$F \text{ for } (Qb-ac) = 0$$

GEOMETRIC FACTORS :

$Q_{b-a} =$	545
$Q_{b-c} =$	423
$Q_{c-b} =$	423
$Q_{b-ac} =$	545

TOTAL FLOW = 165 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.1725
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.1725

CRITICAL DFC = 0.17

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J1 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Existing PM

PROJECT NO.: 41077

FILENAME: J1 LM

REFERENCE NO.:

	DATE
	INITIALS

SKL Aug-26

SLN Aug-26

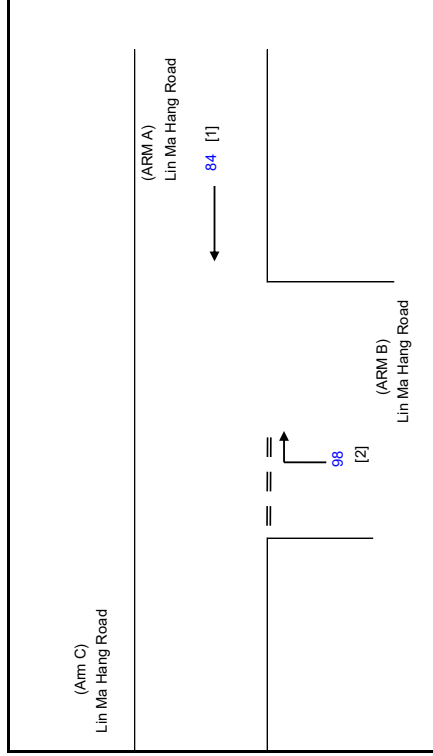
SLN Aug-26

DATE _____

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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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	84	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.30	(metres)
W b-c =	0.00	(metres)
V l b-a =	0	(metres)
V r b-a =	47	(metres)
V r b-c =	0	(metres)
q b-a =	98	(pcu/hr)
q b-c =	0	(pcu/hr)

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580

F for (Qb-ac) = 0

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

$Q_{b-a} =$	541
$Q_{b-c} =$	421
$Q_{c-b} =$	421
$Q_{b-ac} =$	541

TOTAL FLOW = 182 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1811
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.1811

CRITICAL DFC = 0.18

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)		PRIORITY JUNCTION CALCULATION		INITIALS DATE	
J1 Lin Ma Hang Road		2026 Design PM		PROJECT NO.: 41077 PREPARED BY: SKL Aug-26	
		FILENAME : J1_LMHR.xls		CHECKED BY: SLN Aug-26	
		REFERENCE NO.:		REVIEWED BY: SLN Aug-26	
(Arm C) Lin Ma Hang Road (ARM A) Lin Ma Hang Road (ARM B) Lin Ma Hang Road 98 [2] 84 [1]		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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.60 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 84 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0.00 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.30 (metres) W b-c = 0.00 (metres) Vl b-a = 0 (metres) Vr b-a = 47 (metres) Vr b-c = 0 (metres) q b-a = 98 (pcu/hr) q b-c = 0 (pcu/hr) THE CAPACITY OF MOVEMENT : Q b-a = 541 Q b-c = 421 Q c-b = 421 Q b-ac = 541 TOTAL FLOW = 182 (PCU/HR) GEOMETRIC FACTORS : D = 0.90216 E = 0.58595 F = 0.58595 Y = 0.87580 F for (Qb-ac) = 0 COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1811 DFC b-c = 0.0000 DFC c-b = 0.0000 DFC b-ac (share lane) = 0.1811 CRITICAL DFC = 0.18					

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)		PRIORITY JUNCTION CALCULATION		INITIALS	DATE						
J2 Lin Ma Hang Road		2026 Existing AM		PROJECT NO.: 41077	PREPARED BY: SKL						
				FILENAME : J2_LMHR.xls	CHECKED BY: SLN						
				REFERENCE NO.:	REVIEWED BY: SLN						
(Arm C) Lin Ma Hang Road (ARM A) Lin Ma Hang Road (ARM B) Lin Ma Hang Road 102 [2] 71 [1]		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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c 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 b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)									
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.50 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 71 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0.00 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.40 (metres) W b-c = 0.00 (metres) Vi b-a = 0 (metres) Vr b-a = 0 (metres) Vr b-c = 30 (metres) q b-a = 0 (pcu/hr) q b-c = 102 (pcu/hr) GEOMETRIC FACTORS : D = 0.86895 E = 0.60369 F = 0.58595 Y = 0.87925 F for (Qb-ac) = 1						THE CAPACITY OF MOVEMENT : Q b-a = 525 Q b-c = 436 Q c-b = 423 Q b-ac = 436 TOTAL FLOW = 173 (PCU/HR)		COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.2339 DFC c-b = 0.0000 DFC b-ac (share lane) = 0.2339		CRITICAL DFC = 0.23	

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J2 Lin Ma Hang Road		2026 Existing PM		PROJECT NO.: 41077	PREPARED BY: SKL
				FILENAME : J2_LMHR.xls	CHECKED BY: SLN
				REFERENCE NO.:	REVIEWED BY: SLN
(Arm C) Lin Ma Hang Road (ARM A) Lin Ma Hang Road (ARM B) Lin Ma Hang Road 123 [2] 84 [1]		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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			

LLA CONSULTANCY LIMITED

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J2 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Design AM

PROJECT NO.: 41077

FILENAME: J2 LM

REFERENCE NO.:

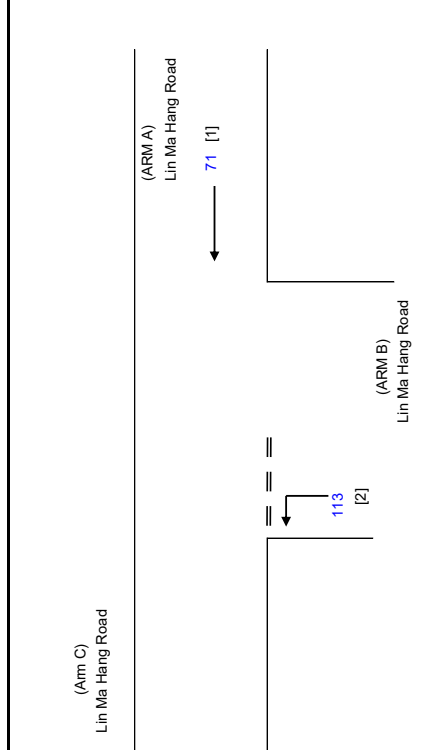
INITIALS

DATE _____

Aug-26

Aug-26

Aug-26



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-c}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W _{c-b}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V _{b-a}	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V _{b-c}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V _{c-b}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
D	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
E	=	STREAM-SPECIFIC B-A
F	=	STREAM-SPECIFIC B-C
Y	=	STREAM-SPECIFIC C-B (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	71	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.40	(metres)
W b-c =	0.00	(metres)
V l b-a =	0	(metres)
V r b-a =	0	(metres)
V r b-c =	30	(metres)
q b-a =	0	(pcu/hr)
q b-c =	113	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.86895
E	=	0.60369
F	=	0.58595
Y	=	0.87925

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a =	525
Q b-c =	436
Q c-b =	423
Q b-ac =	436

TOTAL FLOW = 184 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.2592
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.2592

CRITICAL DFC = 0.26

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)		PRIORITY JUNCTION CALCULATION		INITIALS		DATE			
J2 Lin Ma Hang Road		2026 Design PM		PROJECT NO.: 41077		PREPARED BY: SKL			
				FILENAME : J2_LMHR.xls		CHECKED BY: SLN			
				REFERENCE NO.:		REVIEWED BY: SLN			
(Arm C) Lin Ma Hang Road ← 84 [1] ← 145 [2] (Arm A) Lin Ma Hang Road (Arm B) Lin Ma Hang Road		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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)							
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.50 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 84 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0.00 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.40 (metres) W b-c = 0.00 (metres) Vl b-a = 0 (metres) Vr b-a = 0 (metres) Vr b-c = 30 (metres) q b-a = 0 (pcu/hr) q b-c = 145 (pcu/hr)		GEOMETRIC FACTORS : D = 0.86895 E = 0.60369 F = 0.58595 Y = 0.87925 F for (Qb-ac) = 1		THE CAPACITY OF MOVEMENT : Q b-a = 521 Q b-c = 434 Q c-b = 421 Q b-ac = 434 TOTAL FLOW = 229 (PCU/HR)		COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.3341 DFC c-b = 0.0000 DFC b-ac (share lane) = 0.3341		CRITICAL DFC = 0.33	

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J3 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Existing AM

PROJECT NO.: 41077

FILENAME: J3 LM

REFERENCE NO.:

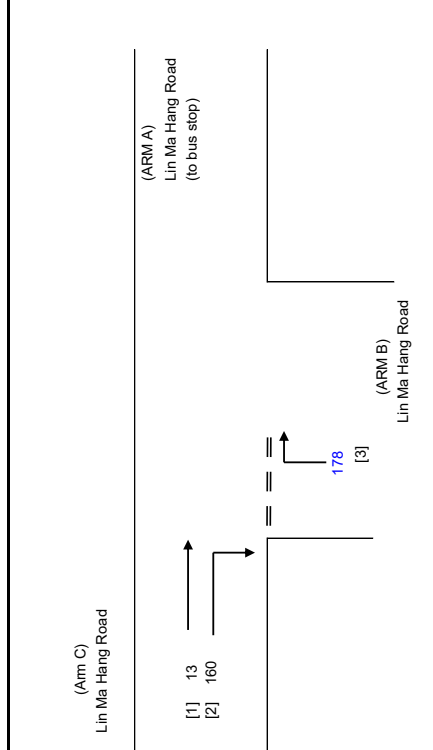
INITIALS

DATE _____

Aug-26

Aug-26

Aug-26



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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

D	=	0.86524
E	=	0.58595
F	=	0.87585
Y	=	0.79300

MAJOR ROAD (ARM C)

W c-b =	2.50	(metres)
Vr c-b =	100	(metres)
q c-a =	13	(pcu/hr)
q c-b =	160	(pcu/hr)

$$F \text{ for } (Qb-ac) = 0$$

MINOR ROAD (ARM B)

W b-a =	3.65	(metres)
W b-c =	0.00	(metres)
V l b-a =	100	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	178	(pcu/hr)
q b-c =	0	(pcu/hr)

THE CAPACITY OF MOVEMENT :

Q b-a =	483
Q b-c =	437
Q c-b =	653
Q b-ac =	483
	Q b-c (O) = 396.7

DFC b-c	=
DFC c-b	=
DFC b-ac (share lane)	=

TOTAL FLOW = 351 (PCU/HR)

CRITICAL DFC = 0.37

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J3 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Existing PM

PROJECT NO.: 41077

FILENAME: J3 LM

REFERENCE NO.:

[illegible]

SKL Aug-26

SLN Aug-26

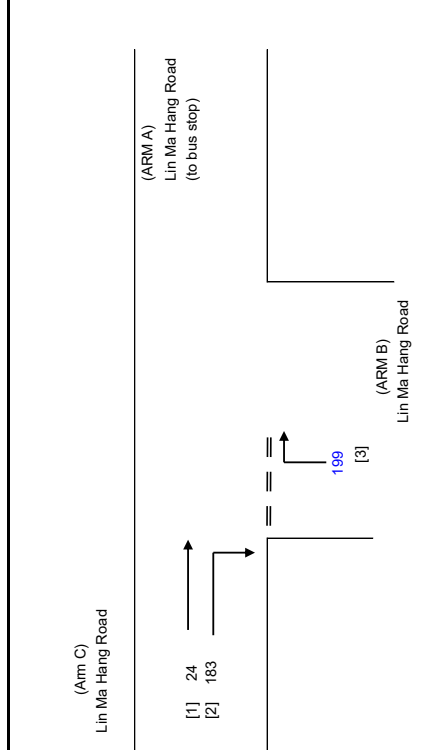
SLN Aug-26

DATE _____

Aug-26

Aug-26

Aug-26



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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
W l-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
W l-b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
W l-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

D	=	0.86524
E	=	0.58595
F	=	0.87585
Y	=	0.79300

MAJOR ROAD (ARM C)

W c-b =	2.50	(metres)
Vr c-b =	100	(metres)
q c-a =	24	(pcu/hr)
q c-b =	183	(pcu/hr)

F for (Qb-ac) = 0

MINOR ROAD (ARM B)

W b-a =	3.65	(metres)
W b-c =	0.00	(metres)
V b-a =	100	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	199	(pcu/hr)
q b-c =	0	(pcu/hr)

THE CAPACITY OF MOVEMENT :

Q b-a =	473	
Q b-c =	437	Q b-c (O) = 391
Q c-b =	653	
Q b-ac =	473	

DFC b-a	=	0.4207
DFC b-c	=	0.0000
DFC c-b	=	0.2802
DFC b-ac (share lane)	=	0.4207

TOTAL FLOW = 406 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

CRITICAL DFC = 0.42

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
J3 Lin Ma Hang Road		2026 Design AM		PREPARED BY:	Aug-26
				CHECKED BY:	Aug-26
				REVIEWED BY:	Aug-26

(Arm C)

Lin Ma Hang Road

[1] 13

[2] 171

→

→

(ARM A)

Lin Ma Hang Road

(to bus stop)

→

→

192

[3]

(ARM B)

Lin Ma Hang Road

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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.00 (metres)

W cr = 0 (metres)

q a-b = 0 (pcu/hr)

q a-c = 0 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 2.50 (metres)

Vr c-b = 100 (metres)

q c-a = 13 (pcu/hr)

q c-b = 171 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 3.65 (metres)

W b-c = 0.00 (metres)

Vl b-a = 100 (metres)

Vr b-a = 0 (metres)

Vr b-c = 0 (metres)

q b-a = 192 (pcu/hr)

q b-c = 0 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.86524

E = 0.58595

F = 0.87585

Y = 0.79300

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 479

Q b-c = 437

Q c-b = 653

Q b-ac = 479

TOTAL FLOW = 376 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.4008

DFC b-c = 0.0000

DFC c-b = 0.2619

DFC b-ac (share lane) = 0.4008

CRITICAL DFC = 0.40

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
J3 Lin Ma Hang Road		2026 Design PM		PROJECT NO.: 41077	Aug-26
				FILENAME : J3_LMHR.xls	Aug-26
				REFERENCE NO.:	Aug-26

(Arm C)

Lin Ma Hang Road

[1] 24

[2] 205

(ARM A)

Lin Ma Hang Road

(to bus stop)

(ARM B)

Lin Ma Hang Road

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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.00 (metres)

W cr = 0 (metres)

q a-b = 0 (pcu/hr)

q a-c = 0 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 2.50 (metres)

Vr c-b = 100 (metres)

q c-a = 24 (pcu/hr)

q c-b = 205 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 3.65 (metres)

W b-c = 0.00 (metres)

Vl b-a = 100 (metres)

Vr b-a = 0 (metres)

Vr b-c = 0 (metres)

q b-a = 222 (pcu/hr)

q b-c = 0 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.86524

E = 0.58595

F = 0.87585

Y = 0.79300

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 466

Q b-c = 437

Q c-b = 653

Q b-ac = 466

TOTAL FLOW = 451 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.4764

DFC b-c = 0.0000

DFC c-b = 0.3139

DFC b-ac (share lane) = 0.4764

CRITICAL DFC = 0.48

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
J4 Lin Ma Hang Road		2026 Existing AM		PREPARED BY:	Aug-26
				CHECKED BY:	Aug-26
				REVIEWED BY:	Aug-26

(Arm C)

Lin Ma Hang Road

[1] 153

[2] 38

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(ARM A)

Lin Ma Hang Road

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(ARM B)

Access Road to the Site

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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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

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 b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 7.10 (metres)

W cr = 0 (metres)

q a-b = 0 (pcu/hr)

q a-c = 0 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.50 (metres)

Vr c-b = 60 (metres)

q c-a = 153 (pcu/hr)

q c-b = 38 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 2.70 (metres)

W b-c = 0.00 (metres)

Vi b-a = 20 (metres)

Vr b-a = 0 (metres)

Vr b-c = 0 (metres)

q b-a = 43 (pcu/hr)

q b-c = 0 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.74898

E = 0.58595

F = 0.93286

Y = 0.75505

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 439

Q b-c = 437

Q c-b = 695

Q b-ac = 439

TOTAL FLOW = 234 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0979

DFC b-c = 0.0000

DFC c-b = 0.0547

DFC b-ac (share lane) = 0.0979

CRITICAL DFC

= 0.10

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J4 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Existing PM

PROJECT NO.: 41077

FILENAME: J4 LM

REFERENCE NO.:

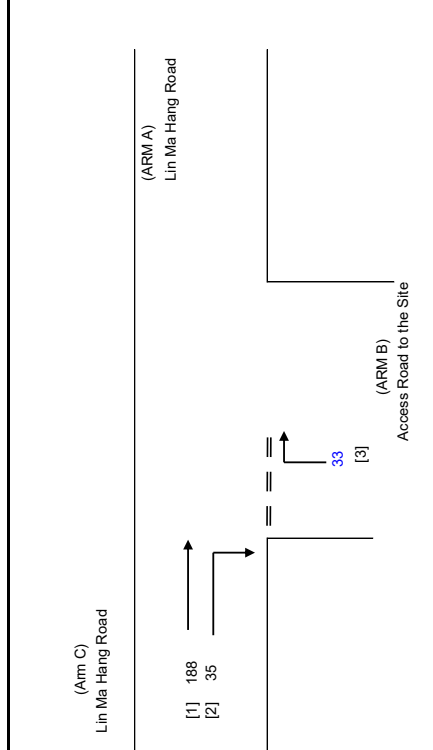
INITIALS

DATE _____

Aug-26

Aug-26

Aug-26



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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.10	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

D	=	0.74898
E	=	0.58595
F	=	0.93266
Y	=	0.75505

MAJOR ROAD (ARM C)

W c-b =	3.50	(metres)
Vr c-b =	60	(metres)
q c-a =	188	(pcu/hr)
q c-b =	35	(pcu/hr)

F for (Qb-ac) =

MINOR ROAD (ARM B)

W b-a =	2.70	(metres)
W b-c =	0.00	(metres)
V l b-a =	20	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	33	(pcu/hr)
q b-c =	0	(pcu/hr)

THE CAPACITY OF MOVEMENT :

Q b-a =	435
Q b-c =	437
Q c-b =	695
Q b-ac =	435

$$Q_{b-c} = 437 \quad Q_{b-c}(O) = 428.7$$

TOTAL FLOW = 256 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0759
DFC b-c	=	0.0000
DFC c-b	=	0.0504
DFC b-ac (share lane)	=	0.0759

CRITICAL DFC = 0.08

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
J4 Lin Ma Hang Road		2026 Design AM		PREPARED BY:	Aug-26
				CHECKED BY:	Aug-26
				REVIEWED BY:	Aug-26

(Arm C)

Lin Ma Hang Road

[1] 153

[2] 52

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→

(ARM A)

Lin Ma Hang Road

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→

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→

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(ARM B)

Access Road to the Site

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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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 7.10 (metres)

W cr = 0 (metres)

q a-b = 0 (pcu/hr)

q a-c = 0 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.50 (metres)

Vr c-b = 60 (metres)

q c-a = 153 (pcu/hr)

q c-b = 52 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 2.70 (metres)

W b-c = 0.00 (metres)

Vl b-a = 20 (metres)

Vr b-a = 0 (metres)

Vr b-c = 0 (metres)

q b-a = 54 (pcu/hr)

q b-c = 0 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.74898

E = 0.58595

F = 0.93286

Y = 0.75505

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 435

Q b-c = 437

Q c-b = 695

Q b-ac = 435

TOTAL FLOW = 259 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.1241

DFC b-c = 0.0000

DFC c-b = 0.0748

DFC b-ac (share lane) = 0.1241

CRITICAL DFC = 0.12

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J4 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Design PM

PROJECT NO.: 41077

FILENAME: J4 LM

REFERENCE NO.:

INITIALS

DATE _____

SKL

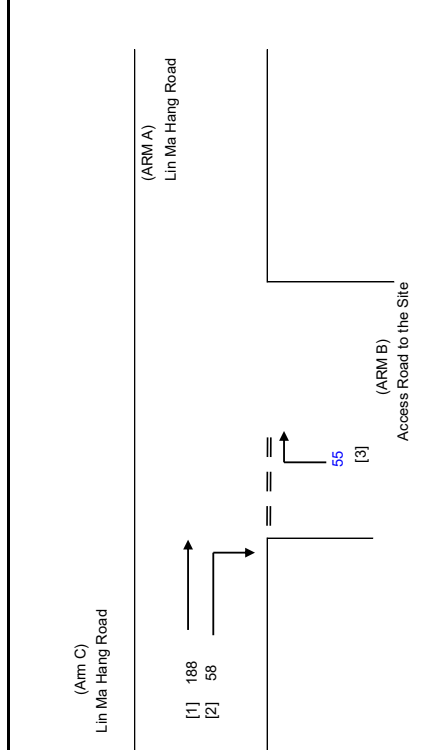
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NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V r-b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V r-b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARMA)				
W	=	7.10	(metres)	
W cr	=	0	(metres)	
q a-b	=	0	(pcu/hr)	
q a-c	=	0	(pcu/hr)	

MAJOR ROAD (ARM C)			
W c-b =	3.50	(metres)	
Vr c-b =	60	(metres)	
q c-a =	188	(pcu/hr)	
q c-b =	58	(pcu/hr)	

MINOR ROAD (ARM B)		
W b-a =	2.70	(metres)
W b-c =	0.00	(metres)
Vl b-a =	20	(metres)
Vr b-a =	0	(metres)
Vr b-c =	0	(metres)
q b-a =	55	(pcu/hr)
q b-c =	0	(pcu/hr)

D	=	0.74898
E	=	0.58595
F	=	0.93266
Y	=	0.75505

F for (Qb-ac) = 0

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

Q b-a =	428	
Q b-c =	437	Q b-c (O) = 423
Q c-b =	695	
Q b-ac =	428	

TOTAL FLOW = 301 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.1285
DFC b-c	=	0.0000
DFC c-b	=	0.0835
DFC b-ac (share lane)	=	0.1285

CRITICAL DFC = 0.13

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J1 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Existing SUN-NN

PROJECT NO.: 41077

FILENAME: J1 LM

REFERENCE NO.:

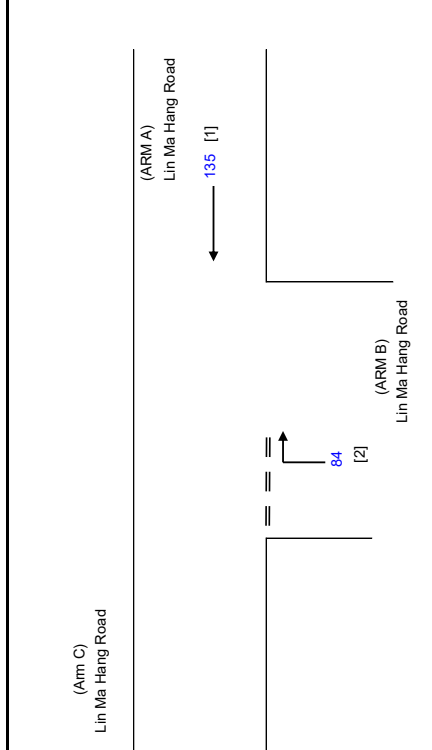
INITIALS

DATE _____

Aug-26

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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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	135	(pcu/hr)

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

F for (Qb-ac) =

MINOR ROAD (ARM B)

W b-a =	4.30	(metres)
W b-c =	0.00	(metres)
V l b-a =	0	(metres)
V r b-a =	47	(metres)
V r b-c =	0	(metres)
q b-a =	84	(pcu/hr)
q b-c =	0	(pcu/hr)

THE CAPACITY OF MOVEMENT :

Q b-a =	527	
Q b-c =	411	Q b-c (O) = 394.6
Q c-b =	411	
Q b-ac =	527	

DFC b-a	=	0.1594
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.1594

TOTAL FLOW = 219 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

CRITICAL DFC = 0.16

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)		PRIORITY JUNCTION CALCULATION 2026 Existing SUN-PM		INITIALS DATE	
J1 Lin Ma Hang Road		PROJECT NO.: 41077		SKL	
		FILENAME : J1_LMHR.xls		SLN	
		REFERENCE NO.:		SLN	
(Arm C) Lin Ma Hang Road (ARM A) Lin Ma Hang Road (ARM B) Lin Ma Hang Road 131 [2] 83 [1]		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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.60 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 83 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0.00 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.30 (metres) W b-c = 0.00 (metres) Vl b-a = 0 (metres) Vr b-a = 47 (metres) Vr b-c = 0 (metres) q b-a = 131 (pcu/hr) q b-c = 0 (pcu/hr) THE CAPACITY OF MOVEMENT : Q b-a = 542 Q b-c = 421 Q c-b = 421 Q b-ac = 542 TOTAL FLOW = 214 (PCU/HR) GEOMETRIC FACTORS : D = 0.90216 E = 0.58595 F = 0.58595 Y = 0.87580 F for (Qb-ac) = 0 COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.2417 DFC b-c = 0.0000 DFC c-b = 0.0000 DFC b-ac (share lane) = 0.2417 CRITICAL DFC = 0.24					

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J1 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Design SUN-PM

PROJECT NO.: 41077

FILENAME: J1 LM

REFERENCE NO.:

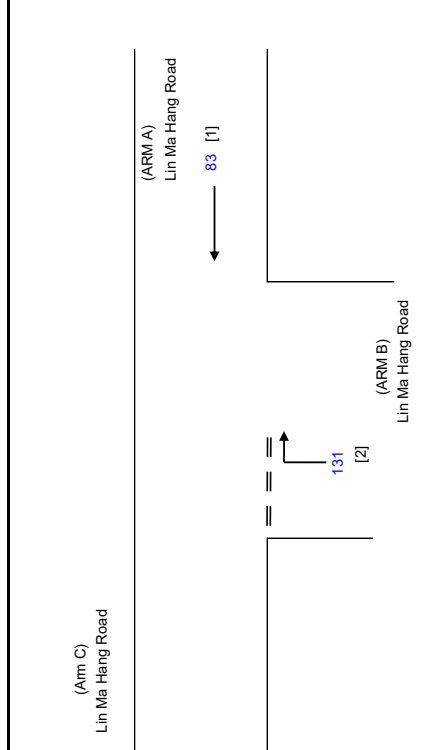
INITIALS

DATE _____

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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-c}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W_{c-b}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V_{b-a}	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V_{r-b-a}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V_{r-b-c}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V_{r-c-b}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	83	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.30	(metres)
W b-c =	0.00	(metres)
V l b-a =	0	(metres)
V r b-a =	47	(metres)
V r b-c =	0	(metres)
q q b-a =	131	(pcu/hr)
q q b-c =	0	(pcu/hr)

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580

$$F \text{ for } (Qb-ac) = 0$$

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

Q b-a =	542	
Q b-c =	421	Q b-c (O) = 395.6
Q c-b =	421	
Q b-ac =	542	

TOTAL FLOW = 214 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.2417
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.2417

CRITICAL DFC = 0.24

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)		PRIORITY JUNCTION CALCULATION		INITIALS DATE	
J2 Lin Ma Hang Road		2026 Existing SUN-NN		PROJECT NO.: 41077	PREPARED BY: SKL
				FILENAME : J2_LMHR.xls	CHECKED BY: SLN
				REFERENCE NO.:	REVIEWED BY: SLN
(Arm C) Lin Ma Hang Road (ARM A) Lin Ma Hang Road (ARM B) Lin Ma Hang Road 219 [2] 135 [1]		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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.50 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 135 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0.00 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.40 (metres) W b-c = 0.00 (metres) Vl b-a = 0 (metres) Vr b-a = 0 (metres) Vr b-c = 30 (metres) q b-a = 0 (pcu/hr) q b-c = 219 (pcu/hr) GEOMETRIC FACTORS : D = 0.86895 E = 0.60369 F = 0.58595 Y = 0.87925 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 507 Q b-c = 424 Q c-b = 411 Q b-ac = 424 TOTAL FLOW = 354 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.5165 DFC c-b = 0.0000 DFC b-ac (share lane) = 0.5165 CRITICAL DFC = 0.52					

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J2 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Existing SUN-PM

PROJECT NO.: 41077

FILENAME: J2 LN

REFERENCE NO.:

INITIALS

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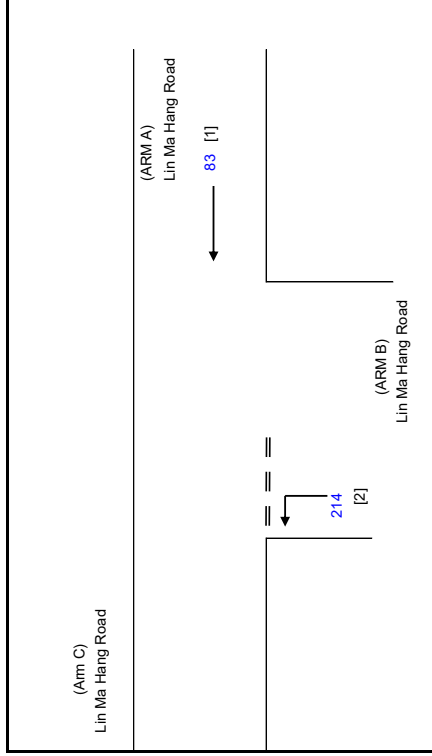
Aug-26

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Aug-26

SLN Aug-26

Aug-26



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-c}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W _{c-b}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V _{b-a}	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V _{b-c}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V _{c-b}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
D	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
E	=	STREAM-SPECIFIC B-A
F	=	STREAM-SPECIFIC B-C
Y	=	STREAM-SPECIFIC C-B (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	83	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.40	(metres)
W b-c =	0.00	(metres)
V l b-a =	0	(metres)
V r b-a =	0	(metres)
V r b-c =	30	(metres)
q b-a =	0	(pcu/hr)
q b-c =	214	(pcu/hr)

D	=	0.86895
E	=	0.60369
F	=	0.58595
Y	=	0.87925

$$F \text{ for (Qb-ac)} = 1$$

GEOMETRIC FACTORS :

$Q_{b-a} =$	522
$Q_{b-c} =$	434
$Q_{c-b} =$	421
$Q_{b-ac} =$	434

TOTAL FLOW = 297 (PCU/HR)

THE CAPACITY OF MOVEMENT :

DFC b-a	=	0.0000
DFC b-c	=	0.4931
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.4931

CRITICAL DFC = 0.49

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J2 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Design SUN-NN

PROJECT NO.: 41077

FILENAME: J2 LM

REFERENCE NO.:

INITIALS

DATE _____

SKL

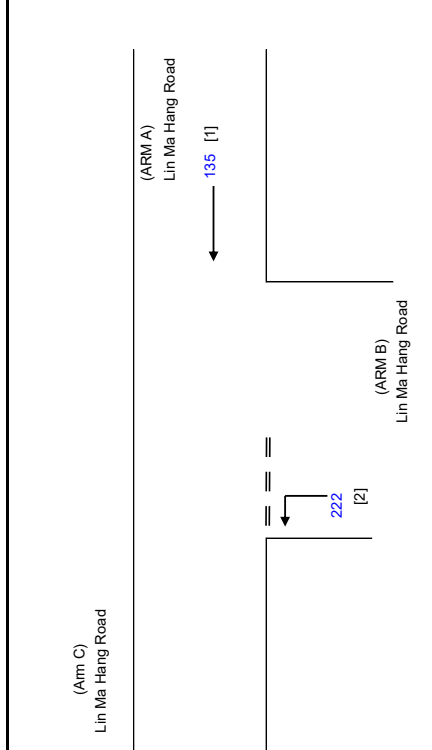
Aug-26

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Aug-26



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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Wl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARMA)				
W	=	3.50	(metres)	
W cr	=	0	(metres)	
q a-b	=	0	(pcu/hr)	
q a-c	=	135	(pcu/hr)	

MAJOR ROAD (ARM C)			
W c-b =	0.00	(metres)	
Vr c-b =	0	(metres)	
q c-a =	0	(pcu/hr)	
q c-b =	0	(pcu/hr)	

MINOR ROAD (ARM B)		
W	b-a =	4.40 (metres)
W	b-c =	0.00 (metres)
V	b-a =	0 (metres)
V	b-a =	0 (metres)
V	b-c =	30 (metres)
q	b-a =	0 (pcu/hr)
q	b-c =	222 (pcu/hr)

D	=	0.86895
E	=	0.60369
F	=	0.58595
Y	=	0.87925

$$F \text{ for } (Qb-ac) = 1$$

GEOMETRIC FACTORS :

Q b-a =	507	
Q b-c =	424	Q b-c (O) = 424
Q c-b =	411	
Q b-ac =	424	

TOTAL FLOW = 357 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.0000
DFC b-c	=	0.5236
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.5236

CRITICAL DFC = 0.52

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)		PRIORITY JUNCTION CALCULATION		INITIALS		DATE	
J2 Lin Ma Hang Road		2026 Design SUN-PM		PROJECT NO.: 41077		PREPARED BY: SKL	
				FILENAME : J2_LMHR.xls		CHECKED BY: SLN	
				REFERENCE NO.:		REVIEWED BY: SLN	
(Arm C) Lin Ma Hang Road 229 [2] 83 [1] (Arm A) Lin Ma Hang Road (Arm B) Lin Ma Hang Road		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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)					
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.50 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 83 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0.00 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.40 (metres) W b-c = 0.00 (metres) Vl b-a = 0 (metres) Vr b-a = 0 (metres) Vr b-c = 30 (metres) q b-a = 0 (pcu/hr) q b-c = 229 (pcu/hr)		THE CAPACITY OF MOVEMENT : Q b-a = 522 Q b-c = 434 Q c-b = 421 Q b-ac = 434 TOTAL FLOW = 312 (PCU/HR)		COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.5276 DFC c-b = 0.0000 DFC b-ac (share lane) = 0.5276		CRITICAL DFC = 0.53	

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J3 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Existing SUN-NN

PROJECT NO.: 41077

FILENAME: J3 LM

REFERENCE NO.:

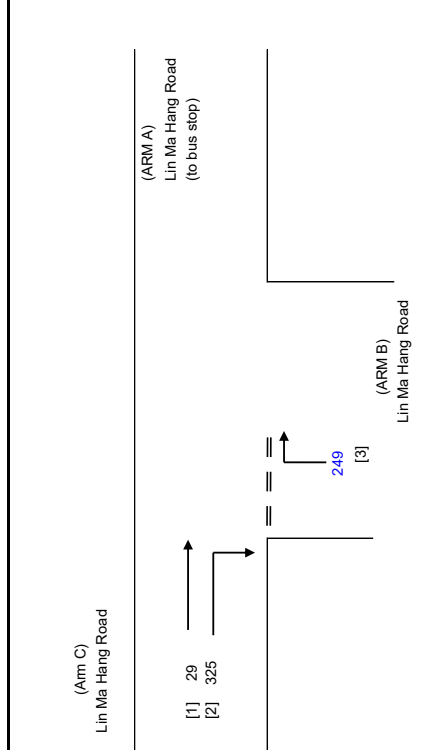
INITIALS

DATE _____

Aug-26

Aug-26

Aug-26



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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

D	=	0.86524
E	=	0.58595
F	=	0.87585
Y	=	0.79300

MAJOR ROAD (ARM C)

W c-b =	2.50	(metres)
Vr c-b =	100	(metres)
q c-a =	29	(pcu/hr)
q c-b =	325	(pcu/hr)

$$F \text{ for } (Qb-ac) = 0$$

MINOR ROAD (ARM B)

W b-a =	3.65	(metres)
W b-c =	0.00	(metres)
V l b-a =	100	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	249	(pcu/hr)
q b-c =	0	(pcu/hr)

THE CAPACITY OF MOVEMENT :

Q b-a =	422
Q b-c =	437
Q c-b =	653
Q b-ac =	422

DFC b-a	=	0.5900
DFC b-c	=	0.0000
DFC c-b	=	0.4977
DFC b-ac (share lane)	=	0.5900

TOTAL FLOW = 603 (PCU/HR)

CRITICAL DFC = 0.59

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J3 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2026 Design SUN-NN

PROJECT NO.: 41077

FILENAME: J3 LM

REFERENCE NO.:

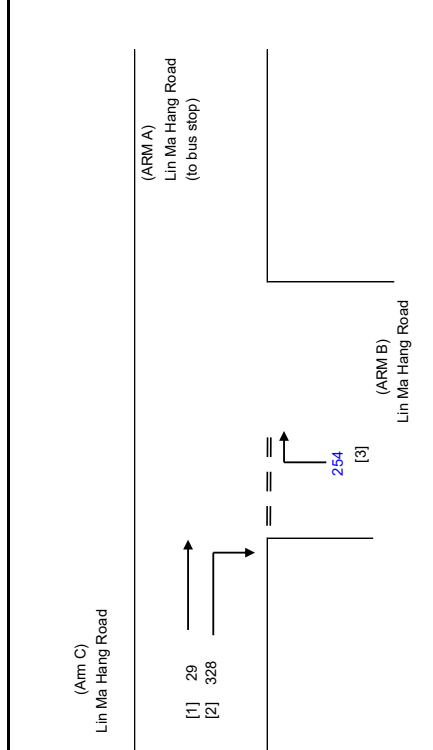
INITIALS

DATE _____

Aug-26

Aug-26

Aug-26



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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

D	=	0.86524
E	=	0.58595
F	=	0.87585
Y	=	0.79300

MAJOR ROAD (ARM C)

W c-b =	2.50	(metres)
Vr c-b =	100	(metres)
q c-a =	29	(pcu/hr)
q c-b =	328	(pcu/hr)

F for (Qb-ac) = 0

MINOR ROAD (ARM B)

W b-a =	3.65	(metres)
W b-c =	0.00	(metres)
V l b-a =	100	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	254	(pcu/hr)
q b-c =	0	(pcu/hr)

THE CAPACITY OF MOVEMENT :

Q b-a =	421
Q b-c =	437
Q c-b =	653
Q b-ac =	421

DFC b-a	=	0.6033
DFC b-c	=	0.0000
DFC c-b	=	0.5023
DFC b-ac (share lane)	=	0.6033

TOTAL FLOW = 611 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

CRITICAL DFC = 0.60

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/137)		PRIORITY JUNCTION CALCULATION		INITIALS DATE	
J3 Lin Ma Hang Road		2026 Design SUN-PM		PROJECT NO.: 41077 PREPARED BY: SKL Aug-26	
		FILENAME : J3_LMHR.xls		CHECKED BY: SLN Aug-26	
		REFERENCE NO.:		REVIEWED BY: SLN Aug-26	
(Arm C) Lin Ma Hang Road [1] 63 [2] 249 (ARM A) Lin Ma Hang Road (to bus stop) [3] 149 (ARM B) Lin Ma Hang Road		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-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 6.00 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 2.50 (metres) Vr c-b = 100 (metres) q c-a = 63 (pcu/hr) q c-b = 249 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.65 (metres) W b-c = 0.00 (metres) Vl b-a = 100 (metres) Vr b-a = 0 (metres) Vr b-c = 0 (metres) q b-a = 149 (pcu/hr) q b-c = 0 (pcu/hr)		THE CAPACITY OF MOVEMENT : Q b-a = 444 Q b-c = 437 Q c-b = 653 Q b-ac = 444 TOTAL FLOW = 461 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.3356 DFC b-c = 0.0000 DFC c-b = 0.3813 DFC b-ac (share lane) = 0.3356 CRITICAL DFC = 0.38			

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J4 Lin Ma Hang Road / Access Road to the Site

PRIORITY JUNCTION CALCULATION

	2026 Existing SUN-NN
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PROJECT NO.: 41077

FILENAME: J4_LM

REFERENCE NO.:

INITIALS

DATE _____

SKL Aug-26

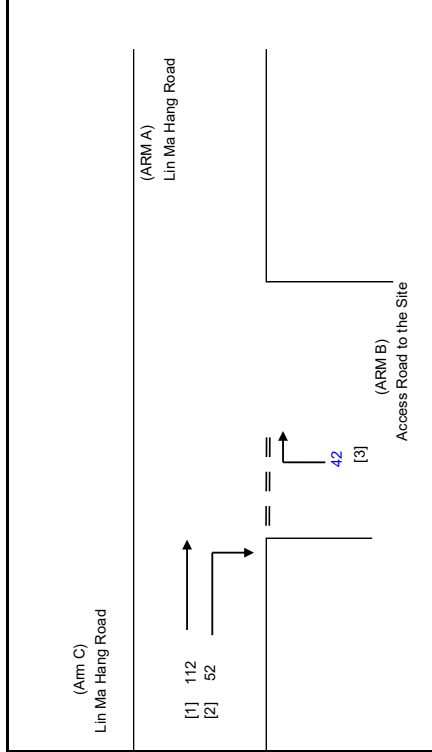
Aug-26

SLN Aug-26

Aug-26

SLN Aug-26

Aug-26



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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.10	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

D	=	0.74898
E	=	0.58595
F	=	0.93266
Y	=	0.75505

MAJOR ROAD (ARM C)

W c-b =	3.50	(metres)
Vr c-b =	60	(metres)
q c-a =	112	(pcu/hr)
q c-b =	52	(pcu/hr)

F for (Qb-ac) = 0

MINOR ROAD (ARM B)

W b-a =	2.70	(metres)
W b-c =	0.00	(metres)
V l b-a =	20	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	42	(pou/hr)
q b-c =	0	(pou/hr)

THE CAPACITY OF MOVEMENT :

$Q_{b-a} =$	440
$Q_{b-c} =$	437
$Q_{c-b} =$	695
$Q_{b-ac} =$	440

DFC b-a	=	0.0955
DFC b-c	=	0.0000
DFC c-b	=	0.0748
DFC b-ac (share lane)	=	0.0955

TOTAL FLOW = 206 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

CRITICAL DFC = 0.10

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J4 Lin Ma Hang Road / Access Road to the Site

PRIORITY JUNCTION CALCULATION

2026 Existing SUN-PM

PROJECT NO.: 41077

FILENAME: J4_LN

REFERENCE NO.:

INITIALS

DATE _____

Aug-26

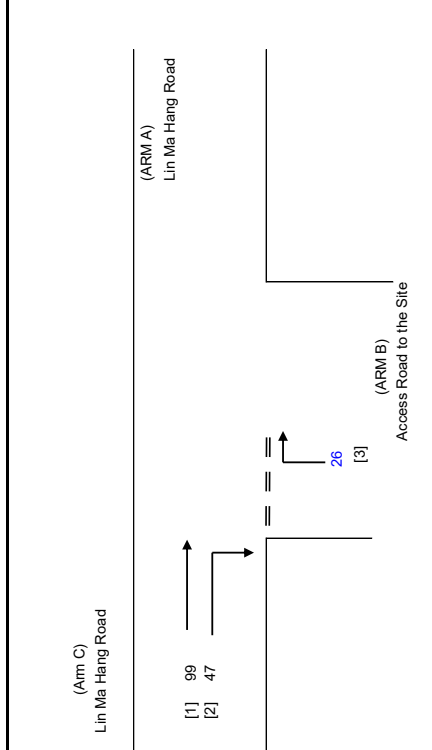
Aug-26

Aug-26

Aug-26

Aug-26

Aug-26



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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.10	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

D	=	0.74898
E	=	0.58595
F	=	0.93266
Y	=	0.75505

MAJOR ROAD (ARM C)

W c-b =	3.50	(metres)
Vr c-b =	60	(metres)
q c-a =	99	(pcu/hr)
q c-b =	47	(pcu/hr)

F for (Qb-ac) =

MINOR ROAD (ARM B)

W b-a =	2.70	(metres)
W b-c =	0.00	(metres)
V l b-a =	20	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	26	(pcu/hr)
q b-c =	0	(pcu/hr)

THE CAPACITY OF MOVEMENT :

Q b-a =	443
Q b-c =	437
Q c-b =	695
Q b-ac =	443

DFC b-a	=	0.0587
DFC b-c	=	0.0000
DFC c-b	=	0.0676
DFC b-ac (share lane)	=	0.0587

TOTAL FLOW = 172 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

CRITICAL DFC
= 0.07

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J4 Lin Ma Hang Road / Access Road to the Site

PRIORITY JUNCTION CALCULATION

2026 Design SUN-NN

PROJECT NO.: 41077

FILENAME: J4 LM

REFERENCE NO.:

INITIALS

DATE _____

Aug-26

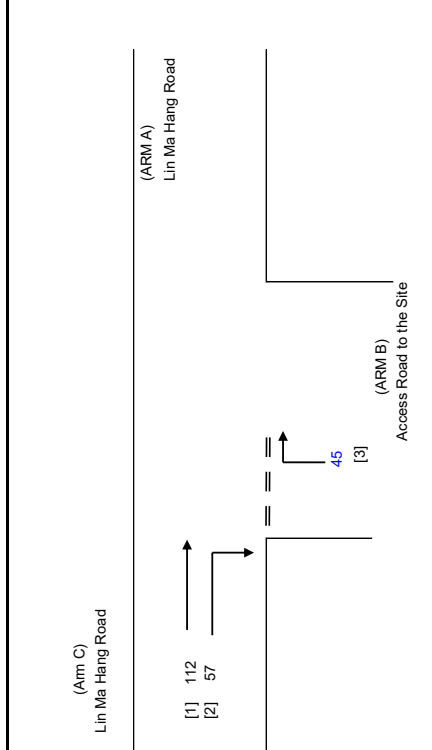
Aug-26

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Aug-26



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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.10	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

D	=	0.74898
E	=	0.58595
F	=	0.93266
Y	=	0.75505

MAJOR ROAD (ARM C)

W c-b =	3.50	(metres)
Vr c-b =	60	(metres)
q c-a =	112	(pcu/hr)
q c-b =	57	(pcu/hr)

F for (Qb-ac) = 0

MINOR ROAD (ARM B)

W b-a =	2.70	(metres)
W b-c =	0.00	(metres)
V l b-a =	20	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	45	(pcu/hr)
q b-c =	0	(pcu/hr)

THE CAPACITY OF MOVEMENT :

Q b-a =	438
Q b-c =	437
Q c-b =	695
Q b-ac =	438

DFC b-a	=	0.1027
DFC b-c	=	0.0000
DFC c-b	=	0.0820
DFC b-ac (share lane)	=	0.1027

TOTAL FLOW = 214 (PCU/HR)

CRITICAL DFC = 0.10

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for A Period of 3 Years at lot 356 In D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: ANE-TKLN/137)

J4 Lin Ma Hang Road / Access Road to the Site

PRIORITY JUNCTION CALCULATION

2026 Design SUN-PM

PROJECT NO.: 41077

FILENAME: J4 LM

REFERENCE NO.:

INITIALS

DATE _____

Aug-26

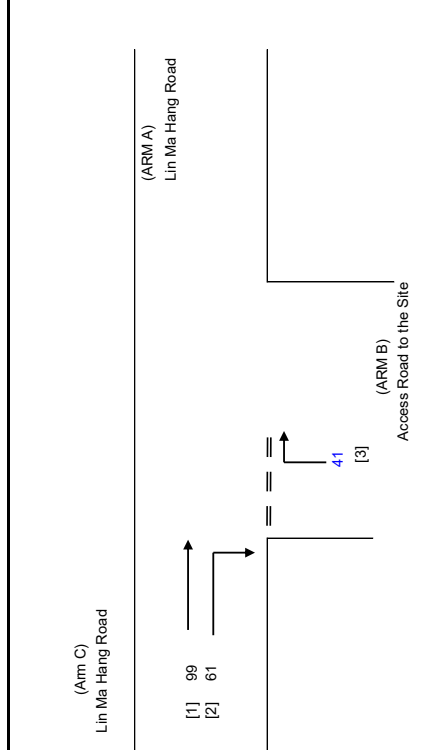
Aug-26

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Aug-26



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-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.10	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

D	=	0.74898
E	=	0.58595
F	=	0.93266
Y	=	0.75505

MAJOR ROAD (ARM C)

W c-b =	3.50	(metres)
Vr c-b =	60	(metres)
q c-a =	99	(pcu/hr)
q c-b =	61	(pcu/hr)

$$F \text{ for } (Qb-ac) = 0$$

MINOR ROAD (ARM B)

W b-a =	2.70	(metres)
W b-c =	0.00	(metres)
V l b-a =	20	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	41	(pcu/hr)
q b-c =	0	(pcu/hr)

THE CAPACITY OF MOVEMENT :

Q b-a =	439
Q b-c =	437
Q c-b =	695
Q b-ac =	439

DFC b-a	=	0.0934
DFC b-c	=	0.0000
DFC c-b	=	0.0878
DFC b-ac (share lane)	=	0.0934

TOTAL FLOW = 201 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

CRITICAL DFC = 0.09