

This document is received on 2026-05-04
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S16-III
表格第 S16-III 號

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP. 131)**

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

**Applicable to Proposal Only Involving Temporary Use/Development of Land
and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas,
or Renewal of Permission for such Temporary Use or Development***

**適用於祇涉及位於鄉郊地區或受規管地區土地上及/或建築物內進行
為期不超過三年的臨時用途/發展或該等臨時用途/發展的許可續期的建議***

**Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area) and Renewal of Permission for such Temporary Use or Development.*

**其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展) 及有關該等臨時用途/發展的許可續期，應使用表格第 S16-I 號。*

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：
https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form

填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made

「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

2600795✓

2600958x

Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/YL-TYST/1355
	Date Received 收到日期	2026-05-04

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件（倘有），送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會（下稱「委員會」）秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載（網址：<http://www.tpb.gov.hk/>），亦可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓）索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

ANKOR DRIVING SCHOOL LIMITED

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☐ Company 公司 / ☐ Organisation 機構)

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	LOT 2620 RP (PART) IN DD.120, SHAN HA ROAD, YUEN LONG
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☒ Site area 地盤面積 2945.3 sq.m 平方米 ☒ About 約 ☒ Gross floor area 總樓面面積 251.16 sq.m 平方米 ☒ About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	 sq.m 平方米 ☐ About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	S/YL-TYST/14
(e) Land use zone(s) involved 涉及的土地用途地帶	OS, G/IC (2)
(f) Current use(s) 現時用途	TEMPORARY DRIVING SCHOOL (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. “Current Land Owner” of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

- ☐ is the sole “current land owner”^{#&} (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」^{#&} (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the “current land owners”^{#&} (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」^{#&} (請夾附業權證明文件)。
- ☒ is not a “current land owner”[#].
並不是「現行土地擁有人」[#]。

- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at 30/03/2026 (DD/MM/YYYY), this application involves a total of 3 “current land owner(s)”[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 –

- ☐ has obtained consent(s) of “current land owner(s)”[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of “current land owner(s)”[#] obtained 取得「現行土地擁有人」[#]同意的詳情

No. of ‘Current Land Owner(s)’ 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☒ has notified "current land owner(s)"¹²
已通知 3 名「現行土地擁有人」[#]。

Details of the "current land owner(s)" [#] notified 已獲通知「現行土地擁有人」 [#] 的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)
3	元朗屏山山下村 17 號	10/04/2026

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

☐ sent request for consent to the "current land owner(s)" on (DD/MM/YYYY)^{#&}
於..... (日/月/年)向每一名「現行土地擁有人」[#]郵遞要求同意書[&]

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

☐ published notices in local newspapers on (DD/MM/YYYY)[&]
於..... (日/月/年)在指定報章就申請刊登一次通知[&]

☐ posted notice in a prominent position on or near application site/premises on (DD/MM/YYYY)[&]
於..... (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知[&]

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on (DD/MM/YYYY)[&]
於..... (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會[&]

Others 其他

☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註: 可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別	
(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas 位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B)) (如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	(Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☐ year(s) 年 ☐ month(s) 個月
(c) Development Schedule 發展細節表	
Proposed uncovered land area 擬議露天土地面積	sq.m ☐ About 約
Proposed covered land area 擬議有上蓋土地面積	sq.m ☐ About 約
Proposed number of buildings/structures 擬議建築物/構築物數目	.....
Proposed domestic floor area 擬議住用樓面面積	sq.m ☐ About 約
Proposed non-domestic floor area 擬議非住用樓面面積	sq.m ☐ About 約
Proposed gross floor area 擬議總樓面面積	sq.m ☐ About 約
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)	
.....	
Proposed number of car parking spaces by types 不同種類停車位的擬議數目	
Private Car Parking Spaces 私家車車位	.....
Motorcycle Parking Spaces 電單車車位	.....
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	.....
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	.....
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	.....
Others (Please Specify) 其他 (請列明)	.....
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目	
Taxi Spaces 的士車位	.....
Coach Spaces 旅遊巴車位	.....
Light Goods Vehicle Spaces 輕型貨車車位	.....
Medium Goods Vehicle Spaces 中型貨車車位	.....
Heavy Goods Vehicle Spaces 重型貨車車位	.....
Others (Please Specify) 其他 (請列明)	.....

.....																																	
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤/ 有關建築物?	Yes 是	☐ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用))																															
	No 否	☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示, 並註明車路的闊度) ☐																															
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話, 請另頁註明可盡量減少可能出現不良影響的措施, 否則請提供理據/理由。)																																	
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情																															
	No 否	☐																															
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 ☐ About 約 Depth of filling 填塘深度 m 米 ☐ About 約 ☐ Filling of land 填土 Area of filling 填土面積 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 m 米 ☐ About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 ☐ About 約 Depth of excavation 挖土深度 m 米 ☐ About 約																															
	No 否	☐																															
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 ☐</td> <td>No 不會 ☐</td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 ☐</td> <td>No 不會 ☐</td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 ☐</td> <td>No 不會 ☐</td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 ☐</td> <td>No 不會 ☐</td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 ☐</td> <td>No 不會 ☐</td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☐</td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☐</td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 ☐</td> <td>No 不會 ☐</td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☐</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 ☐</td> <td>No 不會 ☐</td> </tr> </table>			On environment 對環境	Yes 會 ☐	No 不會 ☐	On traffic 對交通	Yes 會 ☐	No 不會 ☐	On water supply 對供水	Yes 會 ☐	No 不會 ☐	On drainage 對排水	Yes 會 ☐	No 不會 ☐	On slopes 對斜坡	Yes 會 ☐	No 不會 ☐	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☐	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☐	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☐	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☐	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☐
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Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☐																															

	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)
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(B) Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas 位於鄉郊地區或受規管地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/YL-TYST / 1237
(b) Date of approval 獲批給許可的日期	13/10/2023 (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	13/10/2026 (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途/發展	TEMPORARY DRIVING SCHOOL
(e) Approval conditions 附帶條件	☐ The permission does not have any approval condition 許可並沒有任何附帶條件 ☒ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 ☐ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： Reason(s) for non-compliance: 仍未履行的原因： (Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)
(f) Renewal period sought 要求的續期期間	☒ year(s) 年 3 ☐ month(s) 個月

7. Justifications 理由

To meet the demand for driving school facilities, the Town Planning Board (TPB) approved the establishment of a temporary driving school (Ankor Driving School) in April 2021 (Application No. A/YL-TYST/1084) and October 2023 (Application No. A/YL-TYST/1237). The school commenced operations in November 2025.

To avoid causing any disruptions to the driving training/ test services arrangement, Transport Department has requested Ankor Driving School to renew the operation approval in advance. Letters from Transport Department is attached with the application.

The current proposal is largely consistent with the previous approvals, with the following adjustment:

1. Premises size reduced from 3,816 sq.m to 2,945.3 sq.m due to the Yuen Long South re-Development and land resumption. Updated site boundary and layout are provided in the attached location and layout plan.

2. The Traffic Impact Assessment (TIA) has been updated to reflect the latest traffic generation estimates, traffic count surveys, existing traffic conditions, and future traffic projections. Operational arrangements, including driving routes and training periods, remain unchanged.

The school would like to request for an extension of external training hours. Currently, weekday daytime training is restricted to 10:00am – 12:00pm, which limits learners' ability to gain practical experience under typical traffic conditions. The proposed extension of external operations will allow more learners to practice during normal traffic periods, while remaining fully compliant with the Transport Department's Mandate.

A stress test has been conducted to confirm that the proposed extension will not result in over-capacity or adverse traffic impacts. Full details are provided in the updated TIA report.

3. Partial use of gasoline vehicles as training vehicles. This is necessary because
 - I. A significant portion of learners prefer training with manual transmission vehicles
 - II. No electric vehicle models with manual transmission are currently available in the markets

Vehicles	Parking Spaces	Current Fleet	Proposed Adjustment
PC / LGV	24	17 Automatic Vehicles	+6 manual vehicles
Motorcycles	22	22 Automatic Vehicles	Replace 9 Automatic Motorcycles with Manual Motorcycles

The school site is located in the area of open storage at Shan Ha Road, Yuen Long and it is away from residential and village zone. The facility will not impose any adverse impact, including aspect of environmental/ traffic/ water supply/ drainage/ slope/ landscape, visual impact. Furthermore, the proposed temporary driving school facility will optimize the value of land resources.

8. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.

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Signature
簽署



☒ Applicant 申請人 / ☐ Authorised Agent 獲授權代理人

LAW TAI KWAN

DIRECTOR

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s)
專業資格

☐ Member 會員 / ☐ Fellow of 資深會員

☐ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會

☐ RPP 註冊專業規劃師

Others 其他

on behalf of
代表

ANKOR DRIVING SCHOOL LIMITED

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

31/03/2026



(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Gist of Application 申請摘要 (Please provide details in both English and Chinese <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)	
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	LOT 2620 RP (PART) IN DD.120, SHAN HA ROAD, YUEN LONG
Site area 地盤面積	2945.3 sq. m 平方米 ☒ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	S/YL-TYST/14
Zoning 地帶	OS,G/IC (2)
Type of Application 申請類別	☐ Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途／發展為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____ ☒ Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途／發展的規劃許可續期為期 ☒ Year(s) 年 <u>3</u> _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途／發展	TEMPORARY DRIVING SCHOOL

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐ About 約 ☐ Not more than 不多於
	Non-domestic 非住用	251.16 ☒ About 約 ☐ Not more than 不多於	0.08527 ☒ About 約 ☐ Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	Not Applicable	
	Non-domestic 非住用	2	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	Not Applicable	m 米 ☐ (Not more than 不多於)
		Not Applicable	Storeys(s) 層 ☐ (Not more than 不多於)
	Non-domestic 非住用	3.6	m 米 ☐ (Not more than 不多於)
		1	Storeys(s) 層 ☐ (Not more than 不多於)
(iv) Site coverage 上蓋面積	8.527 % ☒ About 約		
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數		46
	Private Car Parking Spaces 私家車車位 and Light Goods Vehicle Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) <u>Disabled Parking</u>		23 22 0 0 0 1
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		2
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) <u>Lightbus Layby</u>		0 0 0 0 0 2

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	<u>Chinese</u> 中文	<u>English</u> 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☒
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☒
Location Plan		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☐
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☒
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

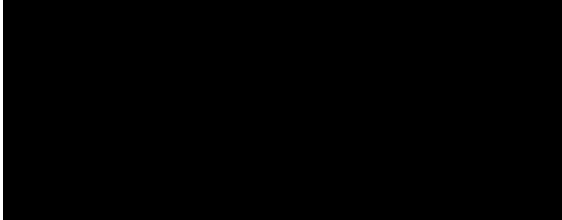


運輸署
Transport Department

Our Ref. : () in 030-040-002-DT-003-003-001
Tel. No. : 2714 1708
Fax. No. : 2711 6799

By Post

13 March 2026



Dear Ms LAW,

Renewal of Planning Permission for Ankor Driving School

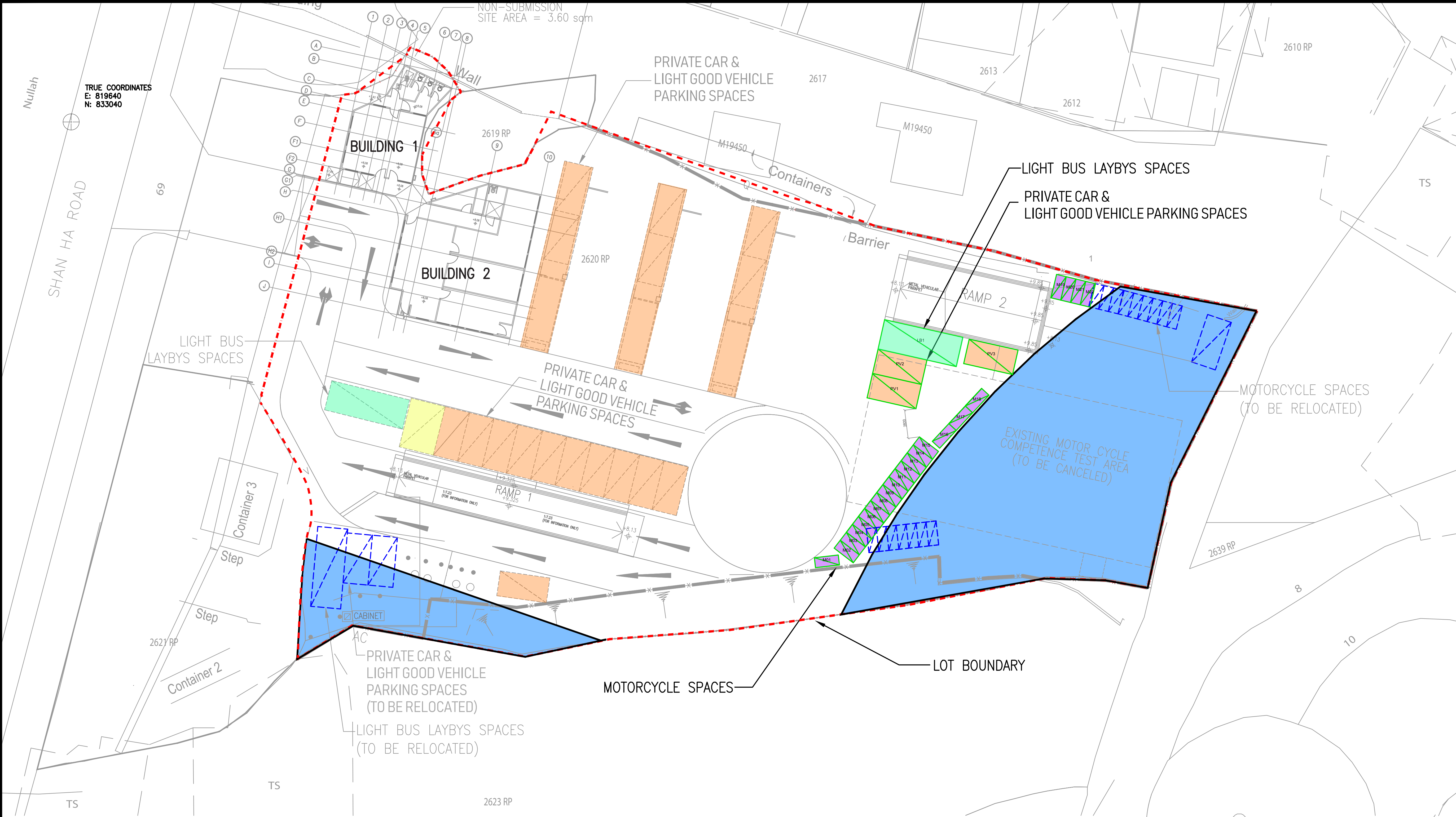
I refer to your email dated 12 March 2026.

The existing designation of Ankor Driving School (“Ankor”) will expire on 13 October 2026. Given the waiting time for a driving test at Ankor being approximately 3 months at present and that the scheduling of driving test appointments depends upon the Town Planning Board (“TPB”)’s approval for the continued operation of Ankor, it is necessary to obtain the renewal of planning approval from TPB early to avoid causing any disruptions to the driving training/ test services arrangement.

In this connection, I should be most grateful if you would take expeditious actions to complete all necessary procedures and arrangements related to the renewal of the planning permission before **July 2026** to maintain the continued operations of Ankor. Please keep us posted on the development of the renewal application as appropriate.

Yours sincerely,

(YEUNG Chun-wing)
for Commissioner for Transport



LEGEND

PARKING SPACE TO BE CANCELED



NEW PROPOSED PARKING SPACE



THE LANDS AS HATCHED ARE THE CONFIRMED LAND RESUMPTION AREA.



BUILDING

BUILDING 1: 82.61 SQ.M, HEIGHT 3.6M

BUILDING 2: 168.55 SQ.M, HEIGHT 3.6M

PARKING SIZE

MOTORCYCLE

2.4M (L) X 1.0M (W) X 2.4M (H) MIN

QUANTITY

22



PRIVATE CAR & LIGHT GOOD VEHICLE

5.0M (L) X 2.5M (W) X 2.4M (H) MIN

23



ACCESSIBLE CAR

5.0M (L) X 3.5M (W) X 2.4M (H) MIN

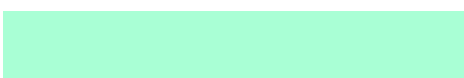
1



LIGHTBUS LAYBY

8.0M (L) X 3.5M (W) X 3.3M (H) MIN

2



SCALE 1:200 ON A1

LAYOUT PLAN

AFTER LAND RESUMPTION

NUMBER / 編號	DATE / 日期	AMENDMENT / 修訂

CLIENT



安佳駕駛學院
ANKOR DRIVING SCHOOL

LEAD CONSULTANT & ARCHITECT

E. CHUNG DESIGN
歷中設計

MEP CONSULTANT

LEE & CHUNG ENGINEERS

PROJECT / 工程項目

ANKOR DRIVING SCHOOL
AT LOT 2620RP IN
DD 120

DRAWING / 圖名

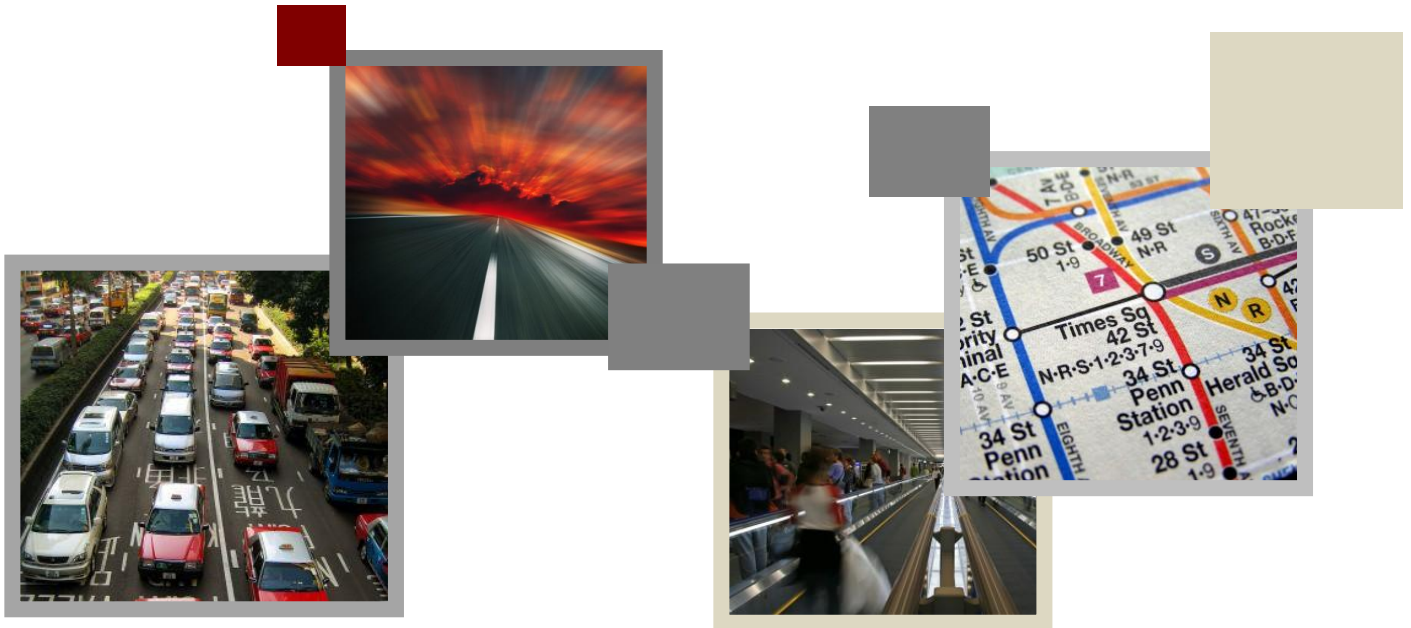
LAYOUT PLAN

SCALE / 比例	JOB NUMBER / 工程編號
1:200	ECLC2502
ON A1	
DATE / 日期	DRAWING NUMBER / 圖號
30-9-2025	2502-1-101

DESIGNED / 設計	CHECKED / 審核	APPROVED / 審定
EL	EC	EC

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Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120, Shan Ha Road, Yuen Long, New Territories



TRAFFIC IMPACT ASSESSMENT REPORT

Reference: 31073-R01-01c
Date: March 2026

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1 Introduction

1.1 Background

Ankor Driving School Limited (the “Applicant”) operates a Designated Driving School (“the School”) at Lot 2620 RP (Part) in D.D. 120, No. 69 Shan Ha Road, Yuen Long (the “Site”). The School was originally approved under Planning Application Nos. A/YL-TYST/1084 and A/YL-TYST/1237 and has since been operating as a temporary use for a fixed period.

In connection with the Yuen Long South (YLS) Development land resumption programme, the Site has been refined to an area of approximately 2,945.3 m². Notwithstanding the boundary refinement, the approved access arrangement, internal circulation and parking provisions, and total training fleet size have been maintained in accordance with the previous planning approvals.

The School has been in full operation at the refined Site since Q4 2025. Operational records and on-site observations indicate that the surrounding traffic conditions along Shan Ha Road and the associated training routes have remained generally stable, and motorists have adapted to the traffic environment during the construction of nearby road works.

The Applicant now seeks renewal of the planning approval and regularization of the operating regime, including an extension of the permitted on-street training hours for learner drivers. No change is proposed to the site access, internal transport facilities, shuttle bus service, training routes. The proposal is limited to adjustments to the external operating hours and formalization of associated operational controls.

AXON Consultancy Limited has been commissioned by the Applicant to prepare this Traffic Impact Assessment (TIA) to support the renewal application and to demonstrate that the continued operation of the School, with the proposed operating hours and commitments, is acceptable from the traffic engineering point of view.

1.2 Objectives

The objectives of this TIA are focused on ensuring compliance and verifying that the continued operation remains sustainable within the current road network:

- Document the existing operation of the School, including site access, internal transport facilities, shuttle bus arrangements and approved on-street training routes.
- Describe the existing traffic conditions of the surrounding road network and identify the relevant assessment periods having regard to statutory restrictions on learner driver operation.
- Assess the future traffic conditions for the design year, taking into account natural traffic growth and major planned/committed developments in the area.

- Quantify the additional traffic associated with the proposed extension of on-street training hours, based on defined fleet caps and operational controls, and superimpose this on the reference traffic flows.
- Evaluate the performance of key junctions and road links under the future reference and design scenarios in accordance with the Transport Planning and Design Manual (TPDM) and relevant Transport Department criteria.
- Demonstrate that the renewed and extended operation of the School will not cause any unacceptable or adverse traffic impact on the surrounding road network.

2 The Existing Driving School

2.1 The Application Site

The Application Site is located at No. 69 Shan Ha Road, Yuen Long, within Lot 2620 RP (Part) in D.D. 120. It is situated immediately east of the Tong Yan San Tsuen Interchange of Yuen Long Highway, as shown in **Figure 2.1**. The refined site area is approximately 2,945.3 m² following the implementation of the Yuen Long South (YLS) Development land resumption programme.

The Site is currently occupied by the existing Designated Driving School, including internal training areas, parking spaces for the training fleet and shuttle light buses, and associated office/administrative facilities. No change in land use or site boundary is proposed under this renewal application.

2.2 Access Arrangement

The School is served by a single vehicular access on Shan Ha Road, which functions as the sole ingress and egress for all vehicles associated with the Site. The access has a clear width of approximately 8 m and operates as a two-way connection to Shan Ha Road, allowing safe entry and exit for private cars, light goods vehicles, motorcycles, and light buses.

The existing access arrangement, including geometric layout and connection to Shan Ha Road, was previously accepted under the earlier planning applications. No modification to the location, width or traffic control of the access is proposed as part of the present renewal; all access operations will remain unchanged. All vehicle queuing and vehicle forming-up for lessons are contained within the Site, and no on-street waiting or loading is permitted along Shan Ha Road as shown in **Appendix A**.

2.3 Internal Transport Facilities

The Hong Kong Planning Standards and Guidelines (HKPSG) do not prescribe specific parking standards for driving schools or driving test centres. In this context, the internal transport facilities for the School are based on, and will continue to follow, the provisions previously approved under Planning Application No. A/YL-TYST/1237.

Although certain parking spaces have been repositioned within the Site in response to the refined lot boundary, the total number and type of parking spaces remain identical to the previously approved scheme and are used exclusively for the operation of the School. The existing provision is summarised in **Table 2.1**.

Table 2.1 Existing Provision of Internal Transport Facilities

Types of Parking Space	Approved Provision and Dimensions of Parking Space *
Private Car Parking Spaces	24 nos., including (i) 23 nos. @ 5.0m (L) x 2.5m (W) x 2.4m (H), and (ii) 1 no. accessible @ 5.0m (L) x 3.5m (W) x 2.4m (H)
Motorcycle Parking Spaces	22 nos. @ 2.4m (L) x 1.0m (W) x 2.4m (H)
Light bus Parking Spaces	2 nos. @ 8.0m (L) x 3.0m (W) x 3.3m (H)

Note: L = Length, W = Width & H = Minimum Headroom;

* The dimensions of the proposed parking provisions are in accordance with HKPSG CH.8.

2.4 Approved Routes for Driving Learning, Training and Testing

The external on-street training routes remain strictly identical to those approved under previous planning applications. Learner drivers will continue to utilize the established testing circuits covering local distributors, including Shan Ha Road, Town Park Road North and South, Lam Hau Tsuen Road, Ma Tin Road, Yuen Long Tai Yuk Road, and Shap Pat Heung Road. Learner drivers are required to follow the regular training routings detailed in **Table 2.2** and illustrated in **Figure 2.2**.

- i. Shan Ha Road;
- ii. Town Park Road North;
- iii. Town Park Road South;
- iv. Lam Hau Tsuen Road;
- v. Shap Pat Heung Road;
- vi. Yuen Long Tai Yuk Road;
- vii. Ma Tin Road.

Table 2.2 Approved Regular Training Route of Learning Vehicles

Section of Training Route	Proposed Regular Training Routing
Route 1 Section	Driving School → Jn A → Jn E → Jn D → Jn C → Jn B → Jn C → Jn D → Jn A;
Route 2 Section	End of Route 3 Section → Jn D → Jn C → Jn B → Jn C → Jn D → Jn E → Jn A → Driving School
Route 3 Section	End of Route 1 Section → Jn E → Jn D → Jn C → Jn G → Jn F → Jn E → Jn A;

Note: Jn: Junction depicted in **Figure 2.3**

2.5 Proposed Operating Hours Extension and Operational Commitments

To better utilize the existing facilities and meet sustained demand for driving training, the Applicant proposes to extend and formalize the operating hours of the School to 08:30–23:00 daily (Mondays to Sundays and Public Holidays). Within these hours, learner drivers may conduct on-street training only during periods that are outside the statutory peak hours stipulated under the Road Traffic Ordinance (Cap. 374) and the conditions of Learner's Driving Licenses (**refer to Appendix B**).

No on-street training will be carried out during the following statutory restricted periods, when all training activities will be confined within the School compound:

- Weekdays (Monday to Friday): 07:30–09:30 and 16:30–19:30
- Saturdays: 07:30–09:30

To ensure strict compliance, the School's proposed operational schedule incorporates a 30-minute buffer around these statutory peak hours (e.g., concluding external training at 16:00 before the 16:30 restriction, and resuming at 20:00 after the 19:30 restriction). This guarantees all learning vehicles have ample time to return to the compound without overlapping with restricted periods. For the remaining allowable periods within 08:00–23:00, on-street training will be subject to a strict operational cap on the number of learning vehicles dispatched to the public road network, as summarized in **Table 2.3**.

Table 2.3 Proposed Operational Schedule of the Driving School

Activities		*Operation Period	
Office / Administrative		Monday - Friday	08:30 – 23:00 hours
		Saturday, Sunday, and Public Holidays	08:30 – 23:00 hours
Driving Learning / Training Session	Internal within the Proposed Driving School	Monday - Friday	08:30 – 23:00 hours
		Saturday, Sunday, and Public Holidays	08:30 – 23:00 hours
	External on Public Road	Monday – Friday	10:00 – 16:00 hours and 20:00 – 23:00 hours (Statutory peak hours 07:30-09:30 hours and 16:30-19:30 hours strictly avoided)
		Saturday	10:00 – 23:00 hours (Statutory peak hours 07:30-09:30 hours strictly avoided)
		Sunday, and Public Holidays	09:00 – 23:00 hours
	Driving Test (to be conducted by Transport Department)		
		Schedule to be arranged by Transport Department	

(Note: All external training is capped at a maximum of 22 vehicles/hour.) Learner drivers will train in the on-site areas first and will only be permitted to practise on-street driving after satisfactory completion of internal training, to minimise potential disturbance or safety concerns on public roads.

To safeguard the surrounding road network, the Applicant commits to the following key operational controls:

- A maximum of 22 learning vehicles per hour (all vehicle classes combined) will be allowed on public roads for training and testing during permitted off-peak periods.
- The 22-vehicle cap will be enforced through internal scheduling and booking controls to ensure that the maximum number of vehicles on the road network at any given hour does not exceed this limit.
- All learner drivers will first complete on-site training before being permitted to conduct on-street practice.

For traffic assessment purposes, and to provide a consistent and conservative representation of the School's operation, all legally allowable on-street training periods in the renewed regime are modelled with a uniform cap of 22 learning vehicles per hour, irrespective of whether the existing approval currently permits lower hourly caps in certain periods.

2.6 Existing Shuttle Service

To reduce reliance on private cars by students, staff and visitors, the School operates an internal shuttle bus service between the Site and Tin Shui Wai MTR Station. The shuttle service has been previously agreed with the Transport Department, and the relevant approval documents are enclosed in **Appendix C**.

The shuttle operates daily with regular departures in both directions, with a maximum of approximately 2 departures per hour in most periods and up to 4 departures during the busiest hour in the evening (19:00-20:00). The service details, including origin and destination, pick-up/drop-off locations, service hours and headways, are summarised in **Table 2.4**.

All shuttle buses enter and exit the Site via the same vehicular access on Shan Ha Road and load/unload entirely within the School compound. By providing this shuttle service, the Applicant effectively suppresses additional private car trips to the Site and supports a higher use of public transport in accessing the School.

Table 2.4 Details of the Existing Shuttle Services

Item	Description
Origin - Destination	Tin Shui Wai MTR Station ↔ Ankor Driving School (Yuen Long Shan Ha Road)
Pick-up / Drop-off Point	Tin Shui Wai Side: Tin Shui Wai MTR Station Exit A near Ping Ha Road Shan Ha Road Side: Ankor Driving School Car Park
Service Period	From Tin Shui Wai Side: Monday – Sunday (18 departures between 08:30 and 22:00) <i>(depart at 08:30, 09:10, 09:55, 10:40, 11:30, 12:15, 13:00, 14:00, 14:55, 16:00, 17:05, 17:55, 18:35, 19:15, 19:55, 20:35, 21:15 & 22:00)</i> From Shan Ha Road Side: Monday – Sunday (19 departures between 08:55 and 23:10) <i>(depart at 08:55, 09:35, 10:20, 11:10, 11:50, 12:45, 13:30, 14:30, 15:20, 16:45, 17:30, 18:20, 19:00, 19:40, 20:20, 21:00, 21:40, 22:30 & 23:10)</i>
Headway:	Tin Shui Wai Side: 40 - 65 minutes Shan Ha Road Side: 40 - 50 minutes

3 Existing Traffic Conditions

3.1 Existing Road Networks

Shan Ha Road (the section between Town Park Road South to the north and Shan Ha Tsuen to the south) is a local single-two carriageway. It intersects with Tong Yan San Tsuen Interchange of Yuen Long Highway and provides regional access to and from the Driving School.

Tong Yan San Tsuen Interchange connects to Yuen Long Highway, a key road that links to the town center of Yuen Long and provides access to other districts in Hong Kong. It also integrates with Castle Peak Road – Ping Shan, which is a crucial route for motorists traveling within the Yuen Long District. Additionally, its connection with Long Tin Road offers convenient access to Tin Shui Wai.

Town Park Road North, Town Park Road South, Lam Hau Tsuen Road, Shap Pat Heung Road, Yuen Long Tai Yuk Road, and Ma Tin Road are single-two carriageways. **Lam Yu Road (eastern section)**, which is connected to **Lam Hau Tsuen Road** at a roundabout, is a single-track access road, while its western section is a one-lane, one-way street. These road networks serve as the approved routes for learner drivers to practice driving skills, particularly simulating real-world driving conditions. These roads offer a suitable environment for beginners to learn basic driving maneuvers, such as turning, lane changing and understanding traffic flow, within a relatively low-traffic setting before progressing to busier roads or highways.

3.2 Public Transport

Shan Ha Road is served by one Green Minibus (“GMB”) route, as indicated in **Table 3.1**.

Table 3.1 Public Transport Services in the vicinity

Route No.	Origin – Destination	Headway (min)
GMB 604	Shan Ha Tsuen – Yuen Long (Fung Cheung Street)	10 - 20

3.3 Traffic Count Surveys

In order to appraise the existing traffic conditions and capture the full operational profile of the surrounding road network, classified traffic count surveys were conducted at the key junctions and road links within the study area (as depicted in **Figure 2.3**).

To support the Applicant's proposed extension of operating hours, the surveys were undertaken continuously from 07:30 to 23:30 hours on a typical Weekday, Saturday, and Sunday in January 2026, thereby capturing:

- The statutory restricted hours during which learner drivers are not allowed to operate on public roads.
- The periods when on-street training is currently allowed and proposed to be extended.
- The full range of daily traffic variations, including morning, noon and evening peaks on both the junction network and Shan Ha Road.

Traffic volumes were recorded in 15-minute intervals by vehicle class and subsequently converted into Passenger Car Units (pcu) using the factors in the Transport Planning and Design Manual (TPDM). The highest consecutive 60-minute flows were used to identify local peak hours for assessment.

3.4 Identifications of Assessment Periods

Due to the statutory prohibition of learner drivers during certain peak periods and the School's proposed operating schedule, a two-tier assessment approach has been adopted:

Junction Capacity Assessment (Network Peak Off-Peak Hours)

To examine potential impacts at key junctions (J1–J8) during the highest background traffic periods when learner drivers are legally permitted to operate.

Based on the 2026 survey data, the following “local off-peak network peak” hours (i.e. highest flows outside statutory restricted hours) were identified for junction assessment:

Table 3.2 Local Network Off Peak Hours for Junction Assessment

Day Type	Local AM Off-Peak (Within Allowable Training Hours)	Local PM Off-Peak (Within Allowable Training Hours)
Weekday	10:30 – 11:30	19:30 – 20:30
Saturday	-	17:00 – 18:00
Sunday	-	17:00 – 18:00

Link Capacity Assessment (Shan Ha Road Critical hours)

To examine the utilization of Shan Ha Road, which is the sole access link to the Site, during its own maximum flow periods within allowed training hours.

For Shan Ha Road, the survey showed that its highest flows within allowable training hours do not fully coincide with the above junction hours. The following “critical link peak” hours were therefore adopted for link assessment:

Table 3.3 Critical Peak Hours for Shan Ha Road Link Assessment

Day Type	Local Noon Peak (Within Allowable Training Hours)	Local Afternoon / PM Peak (Within Allowable Training Hours)
Weekday	12:30 – 13:30	15:00 – 16:00
Saturday	-	18:00 – 19:00
Sunday	-	18:00 – 19:00

During the statutory restricted periods (Weekday 07:30–09:30 and 16:30–19:30; Saturday 07:30–09:30), the School's learning vehicles are not allowed on public roads. Development traffic in these hours therefore comprises only the shuttle service and other ancillary trips, which are already embedded in the observed base flows.

3.5 Existing Assessment

Junction Capacity Assessment

Junction capacity assessments have been conducted at major junctions along the learning vehicular ingress/egress route, following the guidelines set out in the Transport Planning and Design Manual ("TPDM") Volumes 2 and 4. The results of these assessments are summarized in **Table 3.4 and 3.5**, while the detailed junction calculation sheets can be found in **Appendix E**.

The performance of a traffic signalised junction is indicated by its reserve capacity ("RC"). A RC value of 15% or above is considered within acceptable level without causing undue delay to motorists passing through the concerned junctions.

The performance of a priority junction or roundabout is indicated by its Design Flow / Capacity Ratio ("DFC"). A DFC value of 0.85 or below is considered within an acceptable level without causing undue delay to motorists passing through the concerned junctions.

Table 3.4 Existing Junction Performance on Weekday

No.	Key Junction	Type / Capacity Index*	AM Off Peak (10:30 – 11:30)	PM Off Peak (19:30 – 20:30)
A	Town Park Road South/ Town Park Road North	Priority/DFC	0.14	0.10
B	Lam Hau Tsuen Road / Lam Yu Road	Roundabout/ DFC	0.07	0.09
C	Lam Hau Tsuen Road / Shap Pat Heung Road	Roundabout/ DFC	0.11	0.10
D	Town Park Road South / Lam Hau Tsuen Road	Signal/RC	67.7%	92.7%
E	Town Park Road South / Ma Tin Road / Town Park Road North	Priority/DFC	0.16	0.10
F	Ma Tin Road / Yuen Long Tai Yuk Road	Signal/RC	79.6%	>100%
G	Shap Pat Heung Road / Yuen Long Tai Yuk Road	Priority/DFC	0.44	0.32

Notes: * DFC - Design Flow / Capacity Ratio & RC – Reserved Capacity

Table 3.5 Existing Junction Performance on Saturday and Sunday

No.	Key Junction	Type / Capacity Index*	Sat PM Peak (17:00 – 18:00)	Sun PM Peak (17:00 – 18:00)
A	Town Park Road South/ Town Park Road North	Priority/DFC	0.10	0.13
B	Lam Hau Tsuen Road / Lam Yu Road	Roundabout/ DFC	0.04	0.04
C	Lam Hau Tsuen Road / Shap Pat Heung Road	Roundabout/ DFC	0.11	0.09
D	Town Park Road South / Lam Hau Tsuen Road	Signal/RC	63.2%	>100%
E	Town Park Road South / Ma Tin Road / Town Park Road North	Priority/DFC	0.10	0.09
F	Ma Tin Road / Yuen Long Tai Yuk Road	Signal/RC	55.8%	>100%
G	Shap Pat Heung Road / Yuen Long Tai Yuk Road	Priority/DFC	0.42	0.34

Notes: * DFC - Design Flow / Capacity Ratio & RC – Reserved Capacity

Under the existing 2026 traffic conditions as shown in **Table 3.4** and **Table 3.5**, all assessed junctions operate within these TPDM threshold values during the identified assessment hours on weekdays, Saturdays and Sundays. While some junctions experience higher degrees of saturation during the busier evening periods, no junction currently exceeds its practical capacity or exhibits unacceptable levels of congestion in the base year.

Link Capacity Analysis

Link capacity assessment was carried out for the section of Shan Ha Road between Town Park Road South and the slip road from Tong Yan San Tsuen Interchange, which is the critical access link to the School. The analysis followed TPDM Volume 2, using the Peak Hour Flow/Design Flow Ratio (P/Df) as the performance indicator.

The design flow per direction for Shan Ha Road was derived from the standard capacity of a two-lane two-way carriageway as given in TPDM. In numerical terms, the base capacity of 1,400 vehicles per hour for a two-lane two-way carriageway was divided by two to obtain a per-direction value and multiplied by a passenger car unit (pcu) conversion factor of 1.2, taking into account that the heavy goods vehicle proportion in the survey was below 15%. This gives a design flow per direction of 840 pcu/hour.

The observed peak-hour flows (in pcu) during the identified critical link peak hours were then compared directly against this design flow to derive the Peak Hour Flow/Design Flow Ratio (P/Df) for each direction.

Table 3.6 Existing Link Performance of Shan Ha Road between Town Park Road on Weekday

No.	Key Road Link	Direction	Carriageway Capacity (pcu/hr)	Observed Peak Hourly Flows (pcu/hr)		P/Df Ratio	
				NOON Peak (12:30 – 13:30)	PM Peak (15:00 – 16:00)	NOON Peak (12:30 – 13:30)	PM Peak (15:00 – 16:00)
L1	Shan Ha Road between Town Park Road South and Slip Road from Tong Yan San Tsuen Interchange	N/B	840	500	560	0.60	0.67
		S/B	840	265	280	0.32	0.33

Table 3.7 Existing Link Performance of Shan Ha Road between Town Park Road on Saturday and Sunday

No.	Key Road Link	Direction	Carriageway Capacity (pcu/hr)	Observed Peak Hourly Flows (pcu/hr)		P/Df Ratio	
				Sat Peak (18:00 – 19:00)	Sun Peak (18:00 – 19:00)	Sat Peak (18:00 – 19:00)	Sun Peak (18:00 – 19:00)
L1	Shan Ha Road between Town Park Road South and Slip Road from Tong Yan San Tsuen Interchange	N/B	840	574	483	0.68	0.58
		S/B	840	235	198	0.28	0.24

Under existing 2026 conditions, the calculated P/Df ratios for Shan Ha Road in both directions on weekday, Saturday and Sunday are below 0.85 as shown in **Table 3.6** and **Table 3.7**, indicating that the link is currently operating within acceptable capacity limits with available spare capacity. No systematic queuing or blocking-back affecting the Site access was observed during the survey.

4 Future Traffic Conditions

4.1 Design Year

The application year is 2026. A short-term design horizon of three years has been adopted, and the year 2029 is therefore taken as the design year for this study.

For 2029, the Growth Factor Method is used to forecast traffic flows. This method combines historical traffic data from the Annual Traffic Census (ATC) with population and employment forecasts from the “2021-based Territorial Population and Employment Data Matrix” (TPEDM). The higher of the growth rates derived from ATC and TPEDM is adopted to provide a conservative estimate of background traffic growth.

Local infrastructure proposals, including the CEDD road improvement scheme at Tong Yan San Tsuen Interchange (refer to **Appendix D**), have been reviewed qualitatively. As these works are still at schematic stage and the School’s training routes are largely separate from the primary junction modifications, the use of growth factors based on the existing network configuration represents a conservative approach.

4.2 Regional Traffic Growth

To estimate traffic flows for the design year 2029, it is proposed to adjust the existing traffic flows to reflect anticipated natural traffic growth.

Annual Traffic Census (ATC)

Reference has been made to the 2018 to 2024 Annual Traffic Census Reports, published by the Transport Department. The traffic data recorded at counting stations adjacent to the Application Site are shown in **Table 4.1**.

Table 4.1 Annual Traffic Census Data

No.	Link	Between	Road Type *	2018	2019	2020	2021	2022	2023	2024	Growth Rate p.a.
5008	Kau Yuk Rd	Yuen Long Tai Yuk Rd and Yuen Long Hong Lok Rd	DD	12,470	12,740	12,770	12,660	12,070	11,730	11,560	-1.25%
5894	Yuen Long Hwy	Shap Pat Heung Int and Tong Yan San Tsuen Int	EX	83,230	86,540	82,380	86,740	90,880	96,570	97,120	+2.61%
Total				95,700	99,280	95,150	99,400	102,950	108,300	108,680	<u>+2.14%</u>

Note: * EX= Expressway & DD = District Distributor

Table 4.1 presents traffic flow data spanning seven years. The data indicates variable annual growth rates across different road links, with one link experiencing a decline and another link showing an increase in traffic volume. When considering all the links collectively, the compounded annual growth rate averages out to an increase of **+2.14%**.

Projected Population Data

According to the report "2021 – based Territorial Population and Employment Data Matrix" ("TPEDM") published by the Planning Department, the population and employment growth data from year 2026 to 2031 in Yuen Long District Council District are presented in **Table 4.2**.

Table 4.2 2021-Based TPEDM Data

District Council District	Population		Employment		Population & Employment		Avg. Annual Growth
	2026	2031	2026	2031	2026	2031	
Yuen Long	685,000	760,600	238,500	258,200	923,500	1,018,800	+1.98%

The data indicate the growth in population and employment in Yuen Long District at an annual rate of **+1.98%** from 2026 to 2031.

By comparing the historical traffic data and future planning data, an annual growth rate of **+2.14%** has been adopted for conservative forecasting purposes. This growth factor will be applied to the traffic flows observed in 2026.

4.3 Major Planned/ Committed Developments

In addition to natural traffic growth, forecast traffic conditions in 2029 must reflect major planned or committed developments in the vicinity of the Site. The key developments considered in this TIA are summarised in **Table 4.3**.

Table 4.3 Major Planning Applications/ Committed Developments

Location	Development Parameters	Type of Development	Completion Year ^A
<u>Long Tin Court by HKHA Planning Brief</u> Proposed Public Housing Development at Long Bin, Yuen Long - Phase 1	About 3,080 units	Residential Development	2026
<u>Planning Application No. A/YL-TYST/1331</u> Proposed 'Social Welfare Facility' (Residential Care Home for Persons with Disabilities) ("RCHD") and Proposed Excavation of Land associated with the Proposed RCHD in "Village Type Development" Zone, at portion of Former Wa Fung School (華封學校) and adjoining Government Land, Lam Hau Tsuen, Yuen Long, New Territories	90 bed spaces	Social Welfare Facility	2027

Location	Development Parameters	Type of Development	Completion Year [^]
<u>Planning Application No. A/YL/316</u> Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development and Social Welfare Facility Uses at Government Land along Shap Pat Heung Road, Yuen Long	About 944 units	Residential Development	2028
<u>Planning Application No. A/YL/18</u> To rezone the application site from "Other Specified Uses" annotated "Art Storage and Public Open Space" to "Other Specified Uses" annotated "Private Subsidized Housing and Art Storage with Public Open Space" at Lots No. 2281 S.A, 2282 RP, 2283 RP, 2960 RP, 2964 S.B in D.D. 120 and adjoining Government Land at Lam Hi Road, Area 13, Yuen Long, New Territories	About 312 units	Residential Development	2028
<u>Planning Application No. Y/YL/19</u> To rezone the application site from "Village Type Development" to "Residential (Group A) 9" and to amend the Notes of the zone applicable to the site at Various Lots in D.D. 120 and Adjoining Government Land, Shap Pat Heung Road, Yuen Long, New Territories	About 1,116 units	Residential Development	2030
<u>Planning Application No. Y/YL/20</u> To rezone the application site from "Government, Institution or Community" to "Residential (Group A) 9" and to amend the Notes of the zone applicable to the site at Various Lots in D.D. 120 and Adjoining Government Land, Shap Pat Heung Road, Yuen Long, New Territories	About 943 units	Residential Development	2030
<u>Long Tin Phase 2 by HKHA Planning Brief</u> Proposed Public Housing Development at Long Bin, Yuen Long - Phase 2	About 8,860 units	Residential Development	2031

**Note: Developments with completion dates beyond the 2029 design year are reviewed for context; only those expected to be substantially completed by 2029 are explicitly reflected in the forecast traffic flows.*

4.4 Traffic Generation of the Operation Schedule

As the Proposed Driving School is a specialized facility governed by strict fleet caps, the traffic generation is derived directly from operational parameters and statutory constraints.

Existing Ancillary and Shuttle Traffic (Baseline Retention)

The School's administrative office, shuttle bus service, visitor trips, and goods deliveries operate throughout the day and were fully captured in the 2026 traffic surveys. The shuttle service typically provides about 2 departures per hour in each direction for most of the day, with up to 4 departures per hour during the busiest evening hour.

To reflect real-world conditions and avoid double-counting, this ancillary and shuttle traffic is treated as part of the 2026 base flows and carried forward into the 2029 forecasts via the growth factor and committed development traffic. No increase in ancillary or shuttle traffic is proposed as part of the renewal. Accordingly, no separate "new" ancillary trips are added in the Design Scenario; only the incremental on-street training traffic is superimposed.

Learning Vehicle Quota and PCU Equivalency

During permitted off-peak operational hours, the Applicant commits to a strict operational cap of 22 learning vehicles per hour dispatched onto the public road network. In accordance with the TPDM, the PCU factors for the learning fleet are as follows:

- Motorcycle: 0.75 PCU
- Private Car: 1.0 PCU
- Light Goods Vehicle (Van Type): 1.1 PCU

For a conservative "worst-case" capacity assessment, it is assumed that all 22 learning vehicles in any hour are van-type light goods vehicles. This yields a maximum design training generation of 24.2 pcu/hour attributable to the learning fleet. To accurately reflect a practical mixed fleet profile (which will include motorcycles at 0.75 PCU and private cars at 1.0 PCU) while remaining highly conservative, a generation rate of 24 pcu/hour has been formally adopted for the junction and link modelling.

The 2026 observed flows already include varying levels of learning-vehicle traffic (0, 11 or 22 vehicles per hour) under the existing approval. For forecast purposes, and to provide a consistent and conservative representation of the renewed regime, all legally allowable on-street training periods in the 2029 Design Scenario are modelled with a uniform cap of 22 learning vehicles per hour (24 pcu/hour), irrespective of the different hourly caps that applied in 2026.

The net training traffic used in the capacity assessment is summarised in **Table 4.4**.

Table 4.4 Trip Generation for Design Scenario Assessment

Assessment Hour Type (as per Section 3.4)	On-Street Training Allowed?	Net Training Traffic Added to Forecast Flows
Statutory restricted periods	No	0 pcu/hour
Junction off-peak peak hours	Yes	24 pcu/hour
Shan Ha Road link critical hours	Yes	24 pcu/hour

Note: During statutory restricted peaks (e.g. weekday AM 07:30–09:30 and PM 16:30–19:30; Saturday 07:30–09:30), no DDS learning vehicles are allowed on public roads, and the only School-related traffic present is ancillary, and shuttle traffic already embedded in the forecast flows. The 24 pcu/hour value represents the absolute maximum hourly net training traffic applied only in permitted off-peak assessment hours.

4.5 Reference and Design Flows

The 2026 traffic surveys were undertaken while the School was already operating under its existing approval. The observed 2026 flows therefore comprise:

- General background traffic on the road network.
- Ancillary traffic associated with the School (shuttle, staff, deliveries, visitors).
- Existing learning-vehicle traffic on public roads during the currently permitted operating hours.

To isolate the impact of the renewed regime, which applies a uniform cap of 22 learning vehicles per hour to all legally allowable periods, the following approach is used.

2026 Observed without Learning Vehicles

For each assessment period, the learning-vehicle component in the 2026 observed flows is removed, while retaining the general background traffic and ancillary / shuttle traffic. The learning-vehicle component is identified using the School's booking records and observed on-street training during the surveys. The resulting flows form the 2026 base without learning vehicles.

2029 Reference Flows (without Learning Vehicles) and 2029 Design Flow (with Uniform 22-Vehicle Cap)

$$\begin{aligned}
 \text{2029 Reference Flows (without Learning Vehicles)} &= \text{2026 Observed without Learning Vehicles Flows} \times (1+2.14\%)^3 + \text{Planned/ Committed Development Traffic} \\
 \text{2029 Design Flows} &= \text{2029 Reference Flows (without Learning Vehicles)} + \text{Learning-Vehicle Traffic (22 veh/hour cap)}
 \end{aligned}$$

Figures 4.1 through 4.4 illustrate these forecast traffic conditions. Specifically, **Figures 4.1 and 4.2** detail the 2029 Reference Traffic Flows for the respective AM/PM and Noon/Afternoon peak hours. Building upon this, **Figures 4.3 and 4.4** superimpose the proposed net training traffic generation to present the 2029 Design Traffic Flows.

4.6 Future Assessment

Junction Capacity Analysis

The results of junction capacity analysis under year 2029 reference and design scenarios on weekday, Saturday and Sunday are summarised in **Table 4.5** and **Table 4.6**, and the detailed calculation sheets are enclosed in **Appendix E**.

Table 4.5 Future Junction Performance on Weekday

No.	Key Junction	Type / Capacity Index*	Reference Scenario		Design Scenario	
			AM Off Peak (10:30 – 11:30)	PM Off Peak (19:30 – 20:30)	AM Off Peak (10:30 – 11:30)	PM Off Peak (19:30 – 20:30)
A	Town Park Road South / Town Park Road North	Priority/DFC	0.15	0.11	0.27	0.23
B	Lam Hau Tsuen Road / Lam Yu Road	Roundabout/ DFC	0.08	0.10	0.14	0.16
C	Lam Hau Tsuen Road / Shap Pat Heung Road	Roundabout/ DFC	0.12	0.11	0.18	0.17
D	Town Park Road South / Lam Hau Tsuen Road	Signal/RC	57.3%	80.8%	22.8%	36.7%
E	Town Park Road South / Ma Tin Road / Town Park Road North	Priority/DFC	0.17	0.11	0.36	0.29
F	Ma Tin Road / Yuen Long Tai Yuk Road	Signal/RC	66.5%	95.6%	60.4%	87.3%
G	Shap Pat Heung Road / Yuen Long Tai Yuk Road	Priority/DFC	0.48	0.36	0.48	0.37

Notes: * DFC - Design Flow / Capacity Ratio & RC – Reserved Capacity

Table 4.6 Future Junction Performance on Saturday and Sunday

No.	Key Junction	Type / Capacity Index*	Reference Scenario		Design Scenario	
			Sat PM Peak (17:00 – 18:00)	Sun PM Peak (17:00 – 18:00)	Sat PM Peak (17:00 – 18:00)	Sun PM Peak (17:00 – 18:00)
A	Town Park Road South / Town Park Road North	Priority/DFC	0.11	0.15	0.26	0.30
B	Lam Hau Tsuen Road / Lam Yu Road	Roundabout/ DFC	0.05	0.04	0.11	0.10
C	Lam Hau Tsuen Road / Shap Pat Heung Road	Roundabout/ DFC	0.12	0.09	0.19	0.16
D	Town Park Road South / Lam Hau Tsuen Road	Signal/RC	53.2%	87.9%	19.3%	39.3%
E	Town Park Road South / Ma Tin Road / Town Park Road North	Priority/DFC	0.11	0.10	0.31	0.29
F	Ma Tin Road / Yuen Long Tai Yuk Road	Signal/RC	46.3%	96.3%	41.6%	87.9%
G	Shap Pat Heung Road / Yuen Long Tai Yuk Road	Priority/DFC	0.46	0.37	0.46	0.37

Notes: * DFC - Design Flow / Capacity Ratio & RC – Reserved Capacity

As shown in **Table 4.5, 4.6**, all key junctions will operate below their maximum capacities during the identified peaks in both reference and design scenarios.

Link Capacity Analysis

The results of link capacity analysis under future reference and design scenarios on weekday, Saturday and Sunday are summarised in **Table 4.7** and **4.8**.

Table 4.7 Future Link Performance of Shan Ha Road between Town Park Road on Weekday

No.	Key Road Link	Direction	Design Flow (pcu/hr)	Reference Scenario				Design Scenario			
				Peak Hourly Flows (pcu/hr)		P/Df Ratio		Peak Hourly Flows (pcu/hr)		P/Df Ratio	
				NOON Peak (12:30 – 13:30)	PM Peak (15:00 – 16:00)	NOON Peak (12:30 – 13:30)	PM Peak (15:00 – 16:00)	NOON Peak (12:30 – 13:30)	PM Peak (15:00 – 16:00)	NOON Peak (12:30 – 13:30)	PM Peak (15:00 – 16:00)
L1	Shan Ha Road between Town Park Road South and Slip Road from Tong Yan San Tsuen Interchange	N/B	840	533	597	0.63	0.71	557	621	0.66	0.74
		S/B	840	282	299	0.34	0.36	306	323	0.36	0.38

Table 4.8 Future Link Performance on Shan Ha Road between Town Park Road on Saturday and Sunday

No.	Key Road Link	Direction	Design Flow (pcu/hr)	Reference Scenario				Design Scenario			
				Peak Hourly Flows (pcu/hr)		P/Df Ratio		Peak Hourly Flows (pcu/hr)		P/Df Ratio	
				Sat Peak (18:00 – 19:00)	Sun Peak (18:00 – 19:00)	Sat Peak (18:00 – 19:00)	Sun Peak (18:00 – 19:00)	Sat Peak (18:00 – 19:00)	Sun Peak (18:00 – 19:00)	Sat Peak (18:00 – 19:00)	Sun Peak (18:00 – 19:00)
L1	Shan Ha Road between Town Park Road South and Slip Road from Tong Yan San Tsuen Interchange	N/B	840	599	502	0.71	0.60	623	526	0.74	0.63
		S/B	840	246	206	0.29	0.25	270	230	0.32	0.27

As shown in **Table 4.7** and **Table 4.8**, the Shan Ha Road link will operate within acceptable capacity limits ($P/Df \leq 0.85$) in both directions during all assessed peak periods under both the reference and design scenarios on weekdays, Saturdays, and Sundays.

5 Conclusion

5.1 Summary of Findings

The Applicant seeks to renew the planning approval for the Designated Driving School at Lot 2620 RP (Part) in D.D. 120 at Shan Ha Road, Yuen Long, for an initial period of 3 years, alongside an extension of the permitted on-street learner driving hours.

To accurately assess the traffic impact, comprehensive traffic count surveys were conducted continuously from 07:30 to 23:30 on a typical weekday, Saturday, and Sunday in January 2026. Using a conservative annual growth rate of +2.14%, background traffic was projected to the 2029 Design Year.

To support the extended operating hours, the Applicant has committed to a strict operational cap of a maximum of 22 learning vehicles dispatched per hour during permitted off-peak periods. Utilizing a conservative PCU factor, this generates a maximum net training traffic addition of 24 pcu/hour to the network.

Under the 2029 Design Scenario, capacity assessments demonstrate the following:

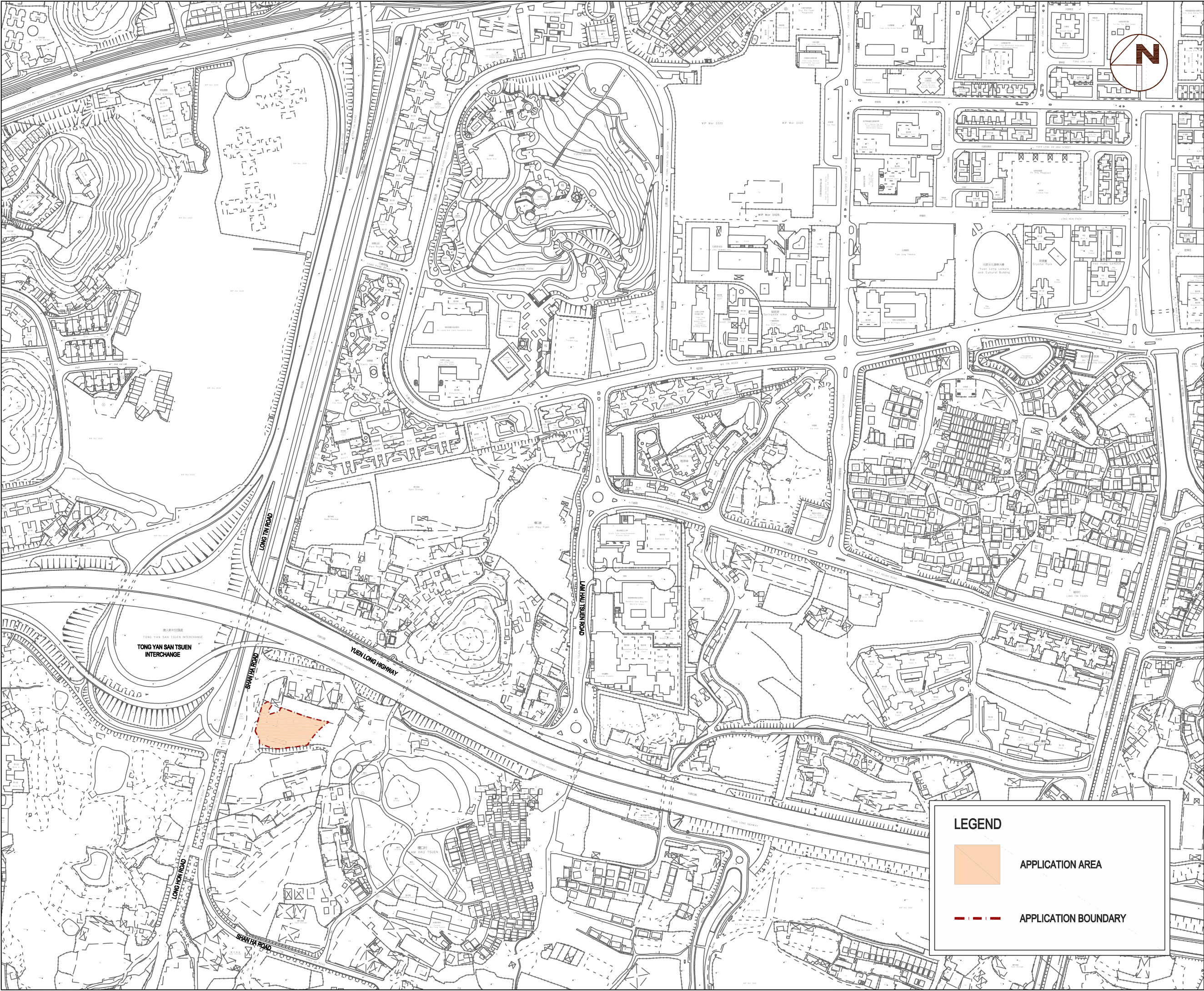
- **Junction Capacity:** All seven key junctions (A through G) are expected to perform satisfactorily with ample reserve capacity during all assessed peak periods.
- **Link Capacity:** The critical Shan Ha Road link operates well within acceptable limits ($P/D_f \leq 0.85$). During the Weekday PM peak (15:00-16:00), the northbound P/D_f reaches a maximum of 0.74, demonstrating that the uniform 22-vehicle hourly cap ensures operational resilience with ample spare capacity.
- **Public Transport & Parking:** The existing provision of 23 private car, 1 accessible, 22 motorcycle, and 2 light bus parking spaces remains sufficient. The continued operation of the dedicated shuttle service between the Site and Tin Shui Wai MTR Station will effectively manage student and staff travel demand.

5.2 Conclusion

The findings of this Traffic Impact Assessment indicate that the continued operation of the Ankor Driving School, with the proposed extension of permitted learner driving hours (Weekdays: 10:00–16:00 and 20:00–23:00; Saturdays: 10:00–23:00; Sundays/Public Holidays: 09:00–23:00), will have no adverse traffic impact on the surrounding road networks.

By strictly adhering to statutory peak-hour restrictions (avoiding 07:30–09:30 and 16:30–19:30 on weekdays) and implementing the 22-vehicle hourly cap, the proposal is sustainable and acceptable from a traffic engineering point of view.

Figures



Traffic Assessment For
Section 16 Planning Application For
Proposed Temporary Driving School For A
Period Of 3 years At
Lot 2620 RP (Part) in
D.D. 120, Shan Ha
Road, Yuen Long, New
Territories

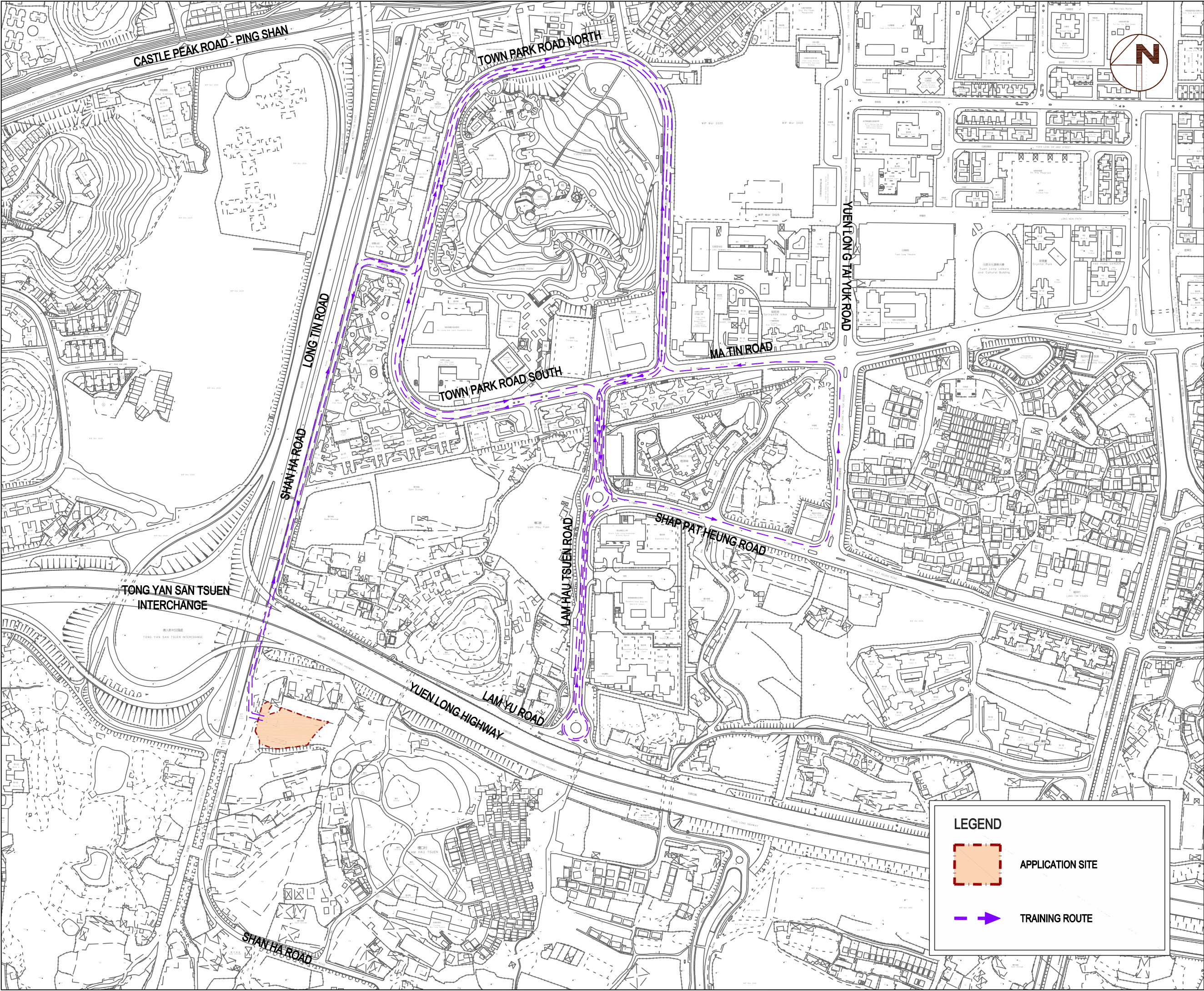
SITE LOCATION

FIGURE 2.1

Scale : 1:4000 (A3)

Date : FEB 2026

Rev. :



Traffic Assessment For Section 16 Planning Application For Proposed Temporary Driving School For A Period Of 3 years At Lot 2620 RP (Part) in D.D. 120, Shan Ha Road, Yuen Long, New Territories

REGULAR TRAINING ROUTE OF LEARNING VEHICLES

FIGURE 2.2

Scale : 1:4000 (A3)

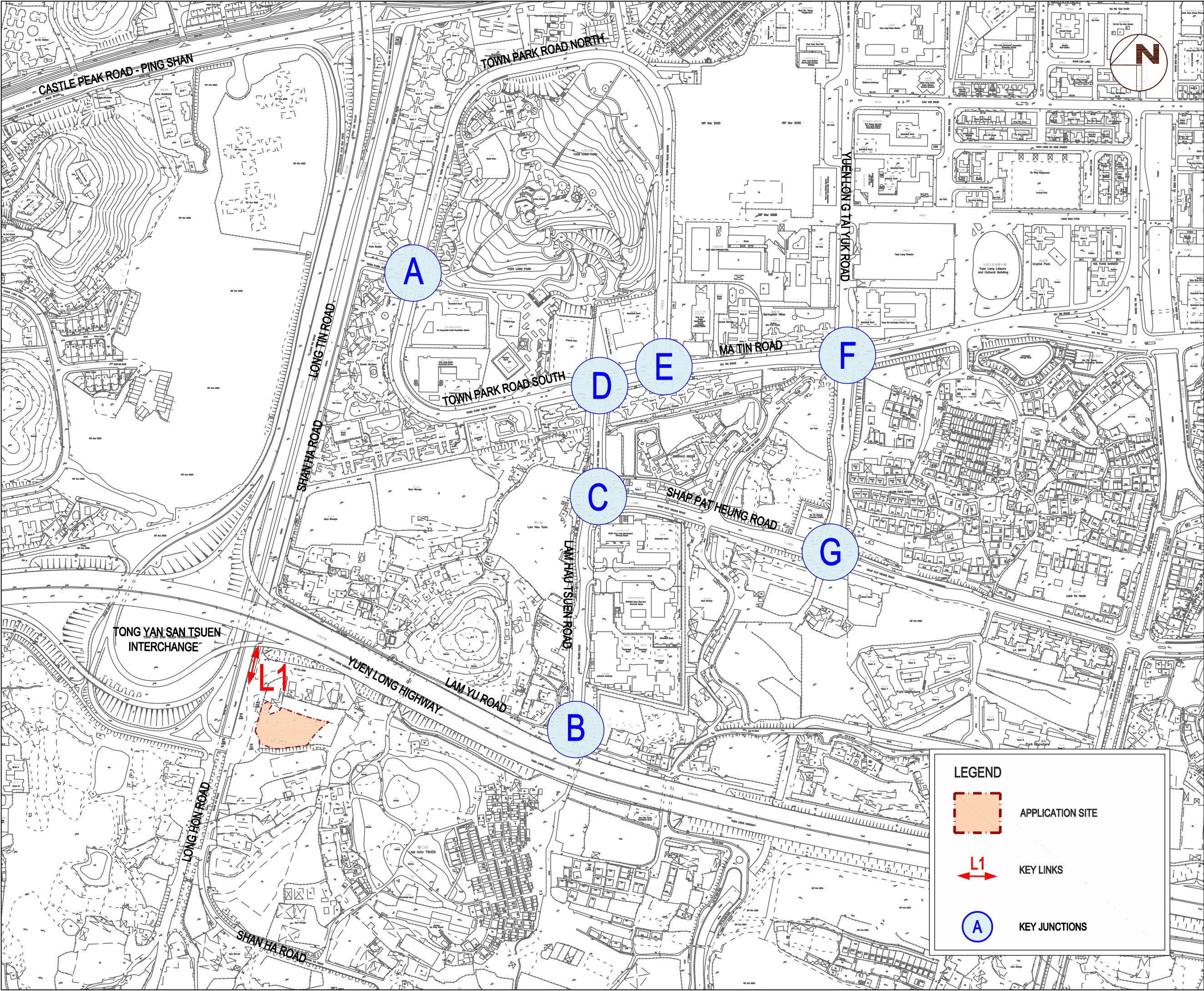
Date : FEB 2026

Rev. :

LEGEND

APPLICATION SITE

TRAINING ROUTE



Traffic
Assessment
For
Section 16
Application
For
Proposed Temporary
Driving School For A
Period Of 3 years At
Lot 2620 RP (Part) in
D.D. 120, Shan Ha
Road, Yuen Long, New
Territories

KEY LINKS AND KEY
JUNCTIONS

FIGURE 2.3

Scale : 1:4000 (A3)

Date : FEB 2026

Rev. :

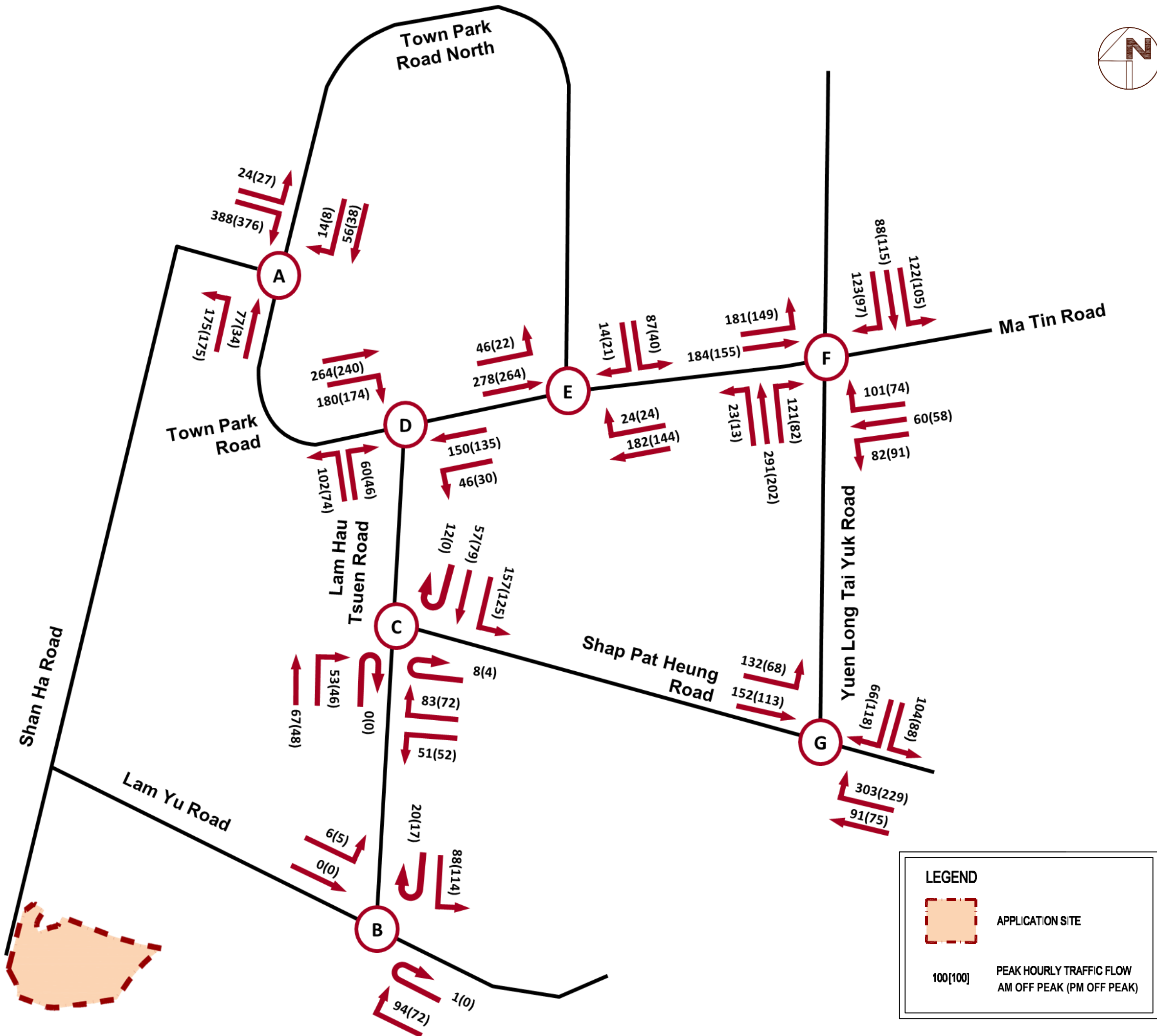
**2026 OBSERVED
WEEKDAY HOURLY
TRAFFIC FLOW**
(AM-OFF PEAK –
10:30-11:30 &
PM-OFF PEAK
19:30-20:30)

FIGURE 3.1

Scale : N.T.S.

Date : MAR 2026

Rev. :





Traffic Impact Assessment
For Section 16 Planning
Application For Proposed
Temporary Driving School
For A Period Of 3 Years
At Lot 2620 RP (Part) In
D.D. 120, Shan Ha Road,
Yuen Long, New Territories

**2026 OBSERVED
WEEKEND HOURLY
TRAFFIC FLOW**
(SATURDAY PEAK –
17:00-18:00 &
SUNDAY PEAK
17:00-18:00

FIGURE 3.2

Scale : N.T.S.

Date : MAR 2026

Rev. :

AXON
CONSULTANCY
<http://www.axonhk.com>





Traffic Impact Assessment
For Section 16 Planning
Application For Proposed
Temporary Driving School
For A Period Of 3 Years
At Lot 2620 RP (Part) In
D.D. 120, Shan Ha Road,
Yuen Long, New Territories

**2029 ANTICIPATED
REFERENCE
WEEKDAY HOURLY
TRAFFIC FLOW**
(AM-OFF PEAK –
10:30-11:30 &
PM-OFF PEAK
19:30-20:30)

FIGURE 4.1

Scale : N.T.S.

Date : MAR 2026

Rev. :

AXON
CONSULTANCY
<http://www.axonhk.com>



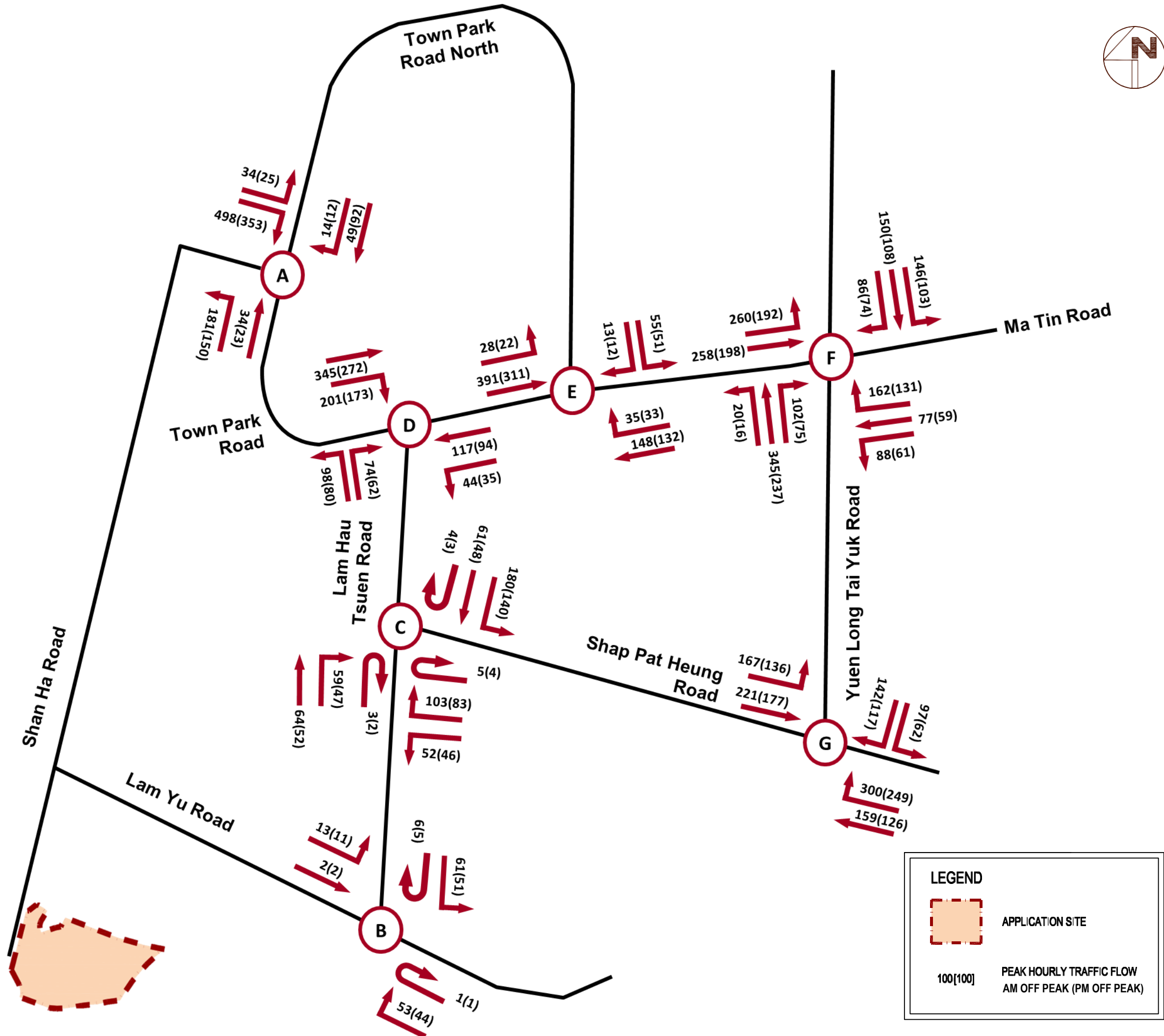
**2029 ANTICIPATED
REFERENCE
WEEKEND HOULY
TRAFFIC FLOW**
(SATURDAY PEAK –
17:00-18:00 &
SUNDAY PEAK
17:00-18:00

FIGURE 4.2

Scale : N.T.S.

Date : MAR 2026

Rev. :





Traffic Impact Assessment
For Section 16 Planning
Application For Proposed
Temporary Driving School
For A Period Of 3 Years
At Lot 2620 RP (Part) In
D.D. 120, Shan Ha Road,
Yuen Long, New Territories

**2029 ANTICIPATED
DESIGN WEEKDAY
HOURLY TRAFFIC
FLOW**
(AM-OFF PEAK –
10:30-11:30 &
PM-OFF PEAK
19:30-20:30)

FIGURE 4.3

Scale : N.T.S.

Date : MAR 2026

Rev. :

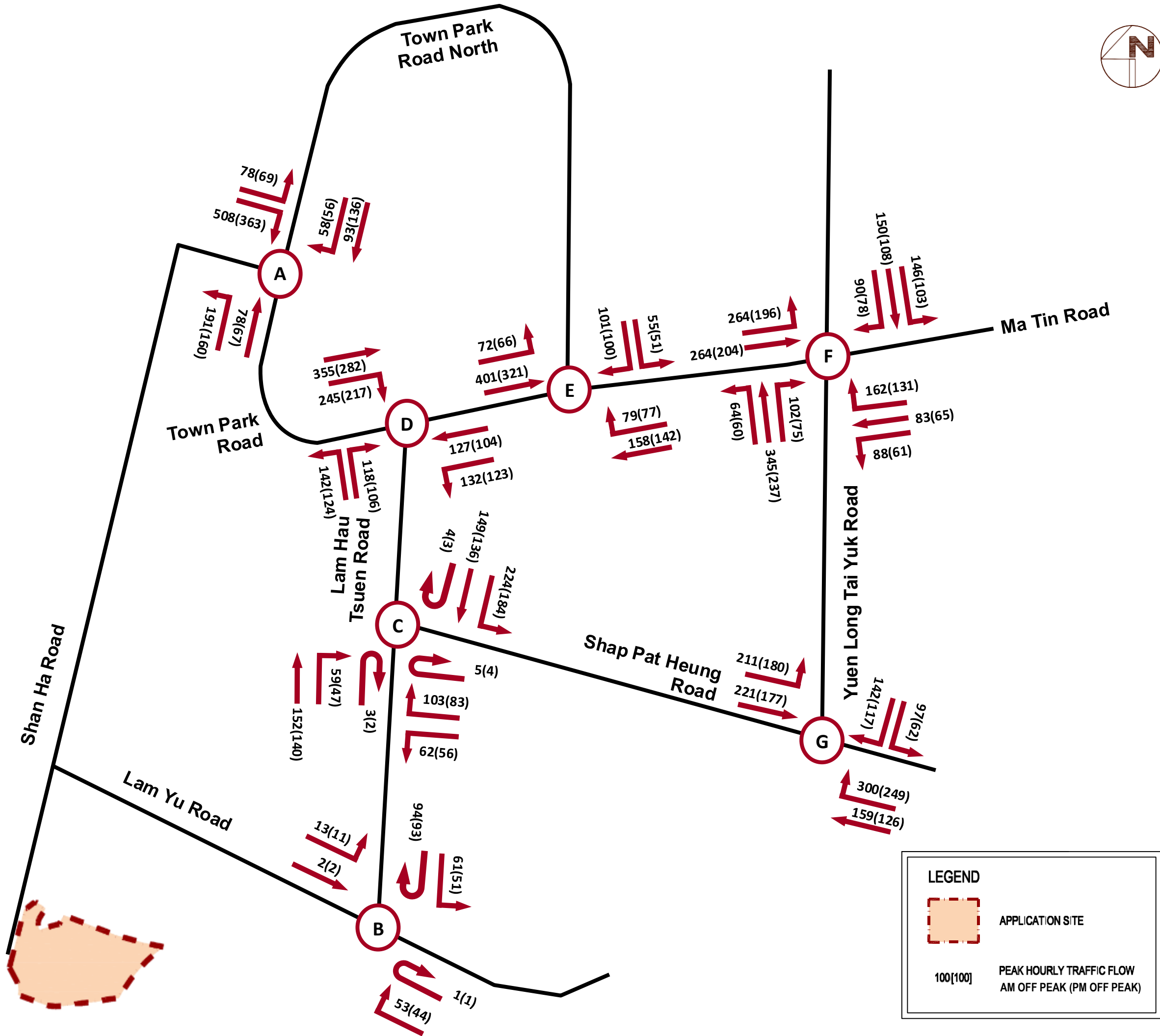
AXON
CONSULTANCY
<http://www.axonhk.com>



**2029 ANTICIPATED
DESIGN WEEKEND
HOULY TRAFFIC
FLOW**
(SATURDAY PEAK –
17:00-18:00 &
SUNDAY PEAK
17:00-18:00

FIGURE 4.4

Scale : N.T.S.
Date : MAR 2026
Rev. :



Appendix A

Layout of Proposed Development

Appendix B

Conditions Imposed with Issue of Learner's Driver License

Conditions Imposed with Issue of Learner's Driving Licence

1. Except when undergoing a driving test or driving in the premises of a driving school within the meaning of Section 88J of the Road Traffic Ordinance (Cap. 374) while following a driving instruction course and for the purpose of the course, a learner driver shall not drive a motor vehicle unless he is accompanied by a holder of a valid driving instructor's licence in respect of the class of vehicle specified in the learner's driving licence.
2. Unless authorized in writing by the Commissioner, a learner driver when driving a motor vehicle shall not carry any person in or on the vehicle other than a driving instructor, one other learner driver for the purpose of receiving driving instruction and one or more authorized examiners.
3. A learner driver shall not drive a motor vehicle unless the vehicle has:
 - (a) a handbrake easily accessible to the driving instructor (vehicle which as an effective system of remote braking control which is under the driving instructor's manual control can be used for the purpose of driving instruction course in the premises of a driving school within the meaning of Section 88J of the Road Traffic Ordinance (Cap. 374)).
 - (b) securely fixed, at the front and rear, a white plate 250mm by 250mm on which shall appear in red the letter "L" with arms 200mm long and 25mm in width and within the arms and occupying an area 125mm shall also appear in red the Chinese character "學".
4. A learner driver may drive on any public road except those which by traffic signs of other legal provisions are prohibited to learner drivers, and only during such times as are specified hereunder-

Mondays to Fridays-	6:00a.m. to 7:30 a.m. 9:30 a.m. to 4:30 p.m. 7:30 p.m. to 11:30 p.m.
Saturdays-	6:00 a.m. to 7:30 a.m. 9:30 a.m. to 11:30 p.m.
Sundays and Public Holidays-	6:00 a.m. to 11:30 p.m.
5. Paras. (1), (2) and (3)(a) shall not apply to a learner driver when driving a motor cycle, an invalid carriage, or a motor vehicle designed to carry only a driver.
6. No variation shall be made to a learner's driving licence except by order of a court or by the Commissioner.

Appendix C

Approved Shuttle Service



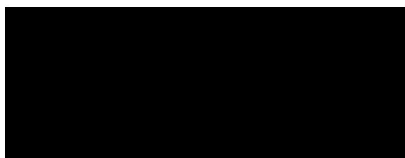
運輸署

Transport Department

本署檔號：(17) in TD PV 41/150/2-668

電話：2804 2533

傳真：2865 1227



掛號郵件

執事先生/女士：

申請客運營業證及客運營業證證明書 — 私家巴士服務及
登記兩部私家巴士以提供僱員服務(B02)及其他服務(B04)

多謝貴公司的上述申請。

本署原則上批准貴公司可獲發為期一年的客運營業證，及登記兩部全新的 28 座位的私家巴士（下稱「有關車輛」），同時「有關車輛」會獲發客運營業證證明書以提供僱員服務(B02)及其他服務(B04)，惟貴公司必須完全遵照下列條件：

- (i) 「有關車輛」只可在運輸署署長根據香港法例第 374 章《道路交通條例》第 88K 條，指定元朗山下路 69 號為駕駛學校或得到運輸署署長書面同意後，才可提供獲批准的私家巴士服務。
- (ii) 「有關車輛」車身必須在當眼位置展示貴公司的名字及標誌，並根據香港法例第 374A 章《道路交通（車輛構造及保養）規例》第 54(1)(b)條，向本署提出申請「有關車輛」車身展示有關標記。貴公司日後為「有關車輛」續領客運營業證證明書時，必須附上「有關車輛」的彩色照片，照片必須清楚顯示「有關車輛」上述的標記及「有關車輛」前方或後方的車牌登記號碼；
- (iii) 私家巴士服務客運營業證條件（副本備閱）；
- (iv) 非專利巴士的發牌條件（副本備閱）；
- (v) 「有關車輛」只可登記為私家巴士，並且不會獲批准過戶或更改車輛登記類別為公共巴士

- (vi) 「有關車輛」只可提供獲批准的非專營私家巴士僱員服務(B02)及其他服務(B04)，運載貴公司的僱員及學生往返位於山下路 69 號的駕駛學校及天福路（天水圍港鐵站 D 出口）。除特殊情況下，本署不會再批准「有關車輛」提供其他非專營巴士服務；
- (vii) 「有關車輛」不應阻塞交通，或阻礙公共交通服務、行人路或其他道路使用者；
- (viii) 「有關車輛」提供的私家巴士服務上落客活動必須於限制區、禁區、巴士站、巴士線、的士站及專線小巴站以外的位置進行，並且不應對交通構成影響。「有關車輛」如欲於禁區/限制區進行上落客活動，貴公司必須向有關部門另行提出申請。另外，貴公司必須先取得有關管理處同意，方可於私人路段上落客；
- (ix) 在客運營業證有效期內，如欲更改「有關車輛」獲准提供的非專營巴士服務，貴公司必須另行提出申請，而本署將根據有關審批條件考慮是項申請；及
- (x) 於客運營業證及客運營業證證明書屆滿前四個月內及不少於十四日前，貴公司須提出客運營業證及客運營業證證明書續期申請，並遞交有關支持文件，其中包括(i)項所述的「有關車輛」的彩色照片。本署將根據有關審批條件及提交文件，考慮是否批准該客運營業證續期。

「有關車輛」的車身必須按照本署所核准的圖則建造，而「有關車輛」在獲登記及發牌前，其車身構造必須經本署檢驗合格；送檢前，你必須確保「有關車輛」車身構造符合相關法例規定。如果「有關車輛」是新型號，而其車輛類型圖則尚未經本署批核，貴公司便要向本署位於新界青衣西草灣路 18 號的運輸署車輛檢驗綜合大樓二樓（電話：3961 0324）遞交圖則，以待審核。有關圖則在經本署核准後，貴公司便可前往上述驗車中心預約驗車。

根據香港法例第 374 章《道路交通條例》第 25 條，運輸署署長可拒絕為某一車輛發牌或註銷該車輛的牌照。該條例第 33 條又列明，當事人可申請由交通審裁處覆核運輸署署長的決定。而按照該條例第 79 條，當局可要求當事人把巴士送往驗車中心檢驗。

請貴公司於本函件發出日期起計兩星期內以書面回覆是否接納上述條件，並於本函件發出日期起計六個月內為「有關車輛」辦理登記及領牌手續，否則，在此函件中批准的事項，將告無效。貴公司為「有關車輛」辦理登記及領牌手續時，請帶備下列文件及費用：

- (1) 本信正本；
- (2) 確認接納本信條件的聲明書（隨函夾附）；
- (3) 客運營業證申請書 - 私家巴士服務（運輸署表格 T.D.246B）；
- (4) 「有關車輛」的「車輛登記及牌照申請書」（運輸署表格 T.D.22）；
- (5) 由本署驗車中心所簽發的，「有關車輛」的檢驗汽車機械合格證書；
- (6) 「有關車輛」的有效第三者意外保險單/證書；
- (7) 「有關車輛」有效的保養文件（正本）；
- (9) 貴公司的公司註冊證及有效的商業登記證；
- (10) 「有關車輛」的應繳登記稅款及牌照費用；及
- (11) 客運營業證及客運營業證證明書指定費用（分別為每證每年 396 元及每證每年 160 元）。

請注意，根據香港法例第 374 章《道路交通條例》第 52 條的規定，營辦未經批准的私家巴士服務即屬違法。此外，按照客運營業證的條件，除客運營業證所批准的巴士服務外，持證人不得營辦其他巴士服務。如營辦任何未經批准的巴士服務，即屬違反客運營業證所訂的條件。根據香港法例第 374 章《道路交通條例》第 30 和 31 條的規定，運輸署署長可委派一名公職人員主持研訊，並取消該客運營業證。

本署並同時提醒貴公司，營辦未經批准的私家巴士服務，可導致提供有關服務的巴士的第三者風險保險計劃失效。如無有效的第三者風險保險計劃，一旦發生意外，使用有關巴士服務的乘客將可能不會獲得保障，而貴公司可能被要求全部承擔有關乘客保險責任，並面對刑事檢控。

根據本署於 2021 年 10 月發出的通告，在 2022 年 7 月 1 日或之後首次登記的非專營巴士必須備有安全帶，而安全帶及其固定點須符合《道路交通（安全設備）條例》第 374F 章（附副本）。

如有任何疑問，請致電 2804 2450 與布女士或與下方簽署人聯絡。

運輸署署長

（林錦玲



代行)

連附件

2024 年 8 月 22 日



運輸署

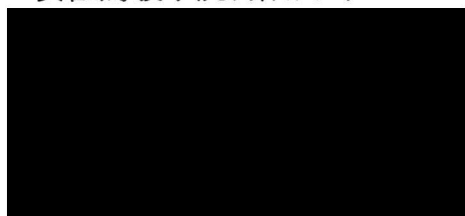
Transport Department

本署檔號：(5) in 030-020-421-PV-002-001-210

電話：2804 2533

傳真：2865 1227

安佳駕駛學院有限公司



郵遞

執事先生／女士：

申請修訂兩部私家巴士的上落客點
以提供僱員服務(B02)及其他服務(B04)

多謝貴公司的上述申請。

本署不反對貴公司（客運營業證號碼：12965B）下兩部私家巴士（車輛登記號碼：ZW5455 及 ZW6188）（下稱「有關車輛」）修訂其上落客點，以提供僱員服務(B02)及其他服務(B04)，惟須完全遵從本署於 2024 年 8 月 22 日發出的信件（本署檔號：(17) in TD PV 41/150/2-68）所詳述的條款。有關車輛的上落客點將修訂為屏廈路（天水圍港鐵站 A 出口）。請注意，貴公司於屏廈路（天水圍港鐵站 A 出口）上下客必須事先取得有關管理處同意。

如有任何疑問，請致電 2804 2533 與下方簽署人聯絡。

運輸署署長

（林錦玲

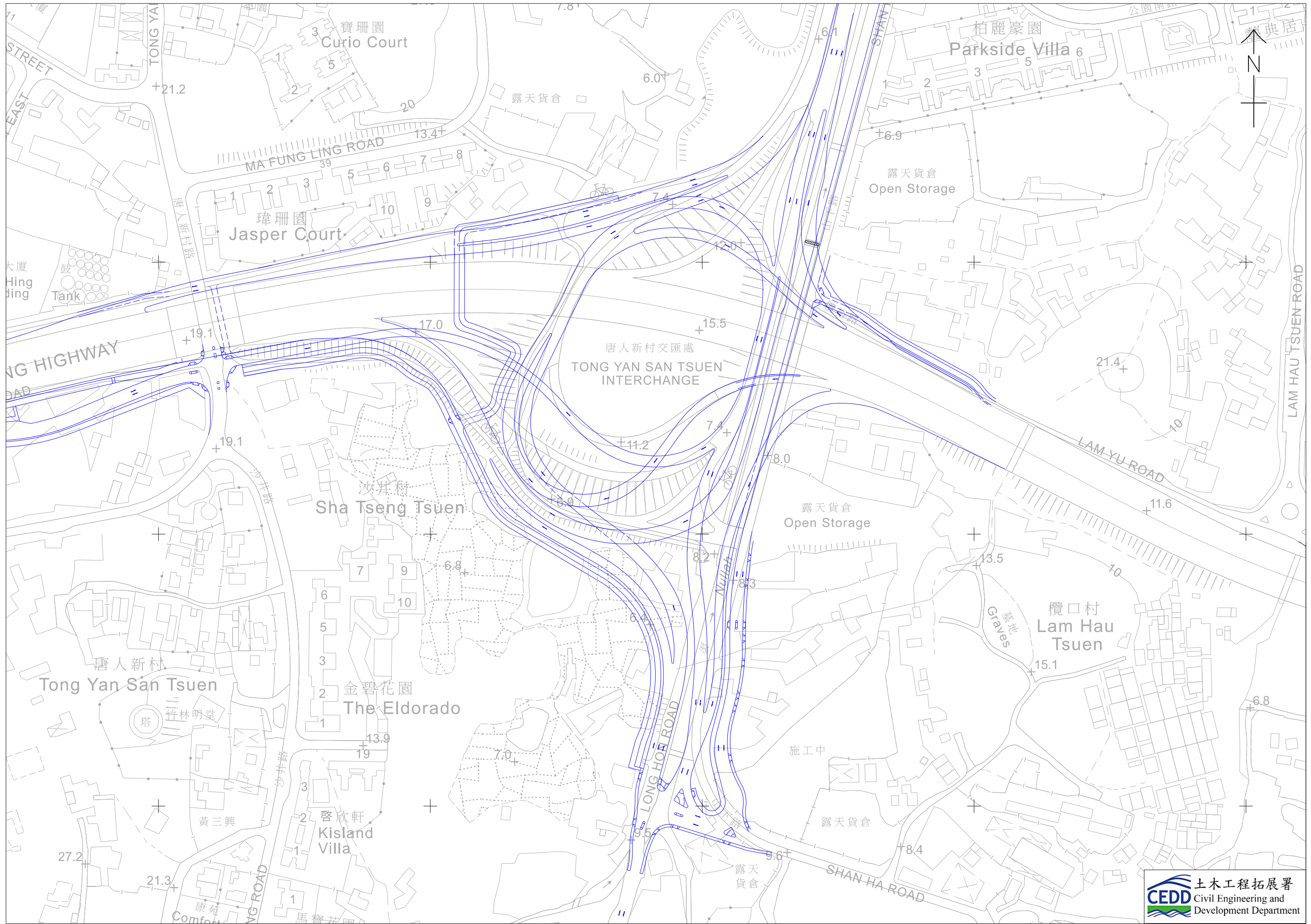


代行)

2025 年 10 月 27 日

Appendix D

Improvement Scheme by
CEDD



Appendix E

Junction Calculation Sheets

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2026 Observed Traffic Flow - AM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.9 (metres) W cr = 1.5 (metres) q a-b = 24 (pcu/hr) q a-c = 388 (pcu/hr)	D = 0.985 E = 1.147 F = 0.879 Y = 0.693	Q b-a = 485 (pcu/hr) Q b-c = 740 (pcu/hr) Q c-b = 564 (pcu/hr) Q b-ac = 670 (pcu/hr) Q c-a = 1554 (pcu/hr) TOTAL FLOW = 734 (pcu/hr)	DFC b-a = 0.0289 DFC b-c = 0.0757 DFC c-b = 0.1365 DFC b-ac = 0.1045 (Share Lane) DFC c-a = 0.1126
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 140 (metres) q c-a = 175 (pcu/hr) q c-b = 77 (pcu/hr)	F for (Qb-ac) = 0.8		
MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 140 (metres) q b-a = 14 (pcu/hr) q b-c = 56 (pcu/hr)			CRITICAL DFC = 0.14

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

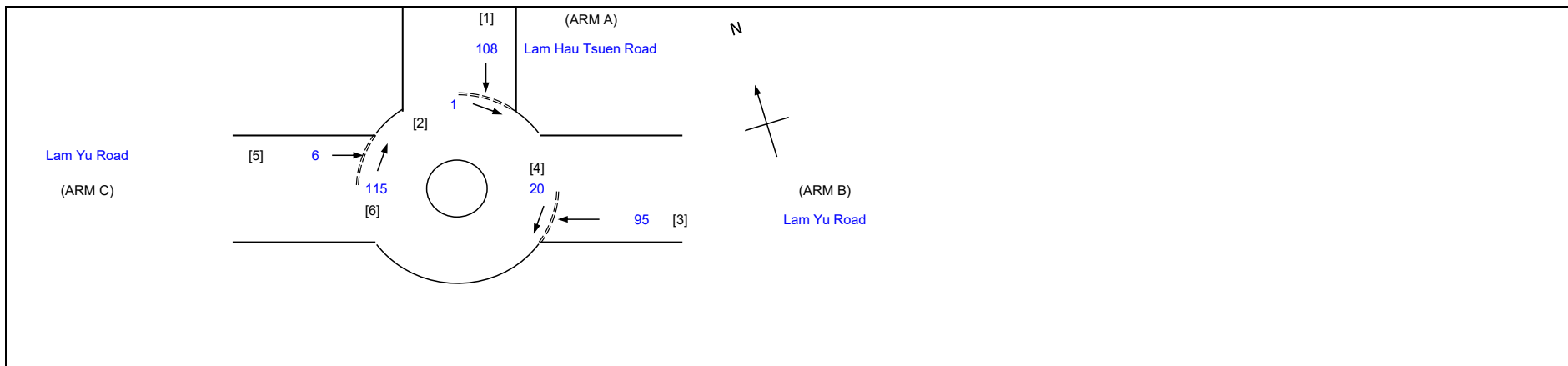
JnB - Lam Hau Tsuen Road / Lam Yu Road

2026 Observed Traffic Flow - AM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27



GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	3.6	2.2	5.1
E	=	Entry width (m)	5.0	5.0	6.5
L	=	Effective length of flare (m)	5.3	14.8	14.3
R	=	Entry radius (m)	30.0	77.0	15.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	5.0	0.0	17.0
Q	=	Entry flow (pcu/h)	108	95	6
Qc	=	Circulating flow across entry (pcu/h)	1	20	115

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2	=	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1321	1195	1868
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe	=	$K(F-Fc \times Qc)$	1456	1350	1841
DFC	=	Design flow/Capacity = Q/Qe	0.07	0.07	0.00

TOTAL FLOW = 345 (pcu/hr)
CRITICAL DFC = 0.07

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

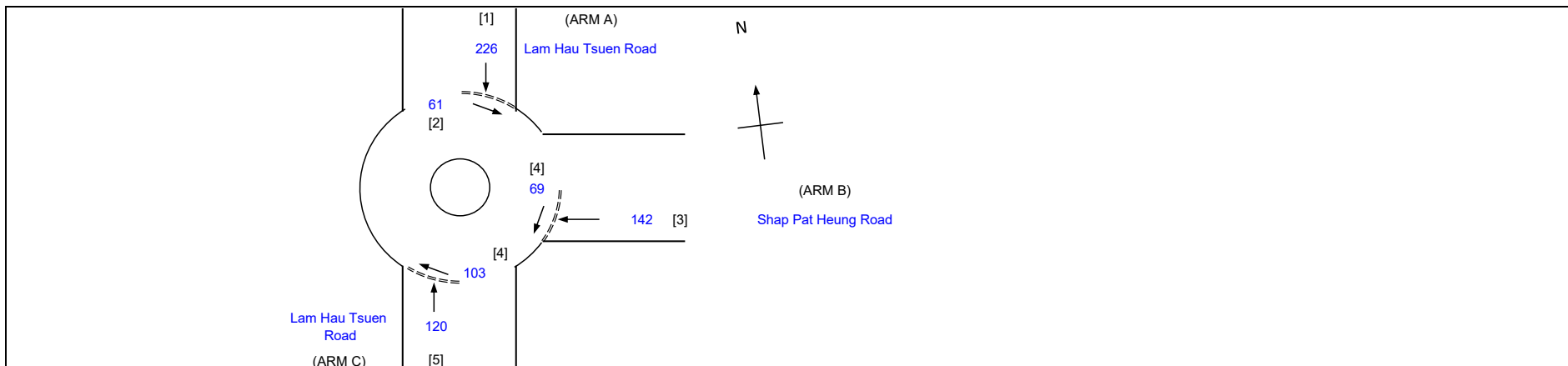
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2026 Observed Traffic Flow - AM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27



GEOMETRIC DETAILS:

	ARM	A	B	C
V =	Approach half width (m)	5.3	4.5	3.6
E =	Entry width (m)	7.0	7.0	7.0
L =	Effective length of flare (m)	14.2	15.0	14.0
R =	Entry radius (m)	48.0	56.0	33.0
D =	Inscribed circle diameter (m)	35.0	35.0	35.0
A =	Entry angle (degree)	23.0	14.0	5.0
Q =	Entry flow (pcu/h)	226	142	120
Qc =	Circulating flow across entry (pcu/h)	61	69	103

OUTPUT PARAMETERS:

S =	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K =	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2 =	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M =	$EXP((D-60)/10)$	0.08	0.08	0.08
F =	$303 \times X2$	1978	1858	1670
Td =	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc =	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe =	$K(F-Fc \times Qc)$	2037	1968	1774
DFC =	Design flow/Capacity = Q/Qe	0.11	0.07	0.07

TOTAL FLOW = 721 (pcu/hr)
CRITICAL DFC = 0.11

AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

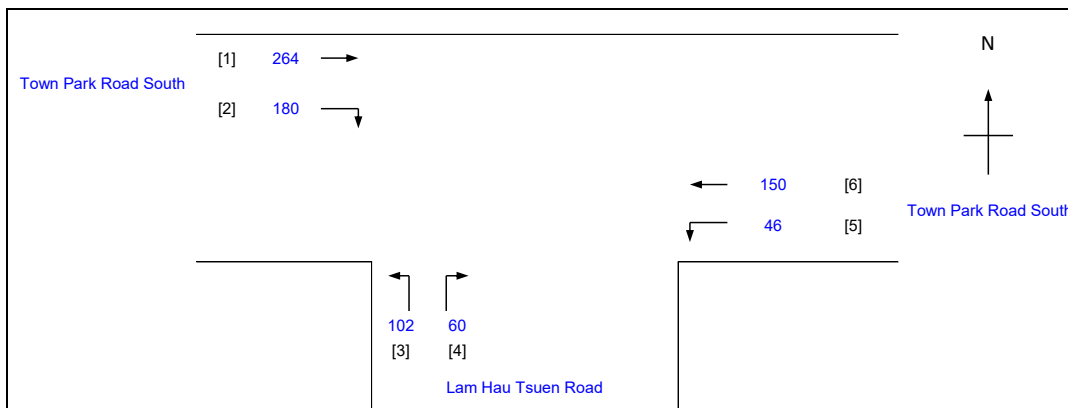
JnD - Town Park Road South / Lam Hau Tsuen Road

2026 Observed Traffic Flow - AM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

I = 5 sec

Stage 1 - 2

I = 8 sec

Stage 2 - 3

I = 11 sec

Stage 3 - 4

I = 2 sec

Stage 4 - 1

Cycle time

C = 120 sec

Sum(y)

Y = 0.394

Loss time

L = 32 sec

Total Flow

= 802 pcu

Co = (1.5*L+5)/(1-Y)

= 87.4 sec

Cm = L/(1-Y)

= 52.8 sec

Yult = 0.9-0.0075L

= 0.660

R.C.ult = (Yult-Y)/Y*100%

= 67.7 %

Cp = 0.9*L/(0.9-Y)

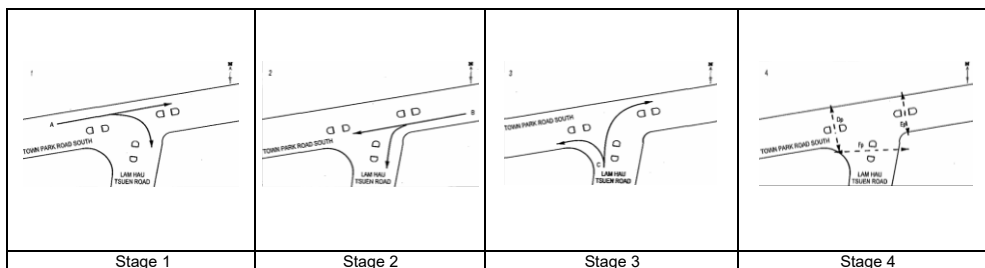
= 56.9 sec

Ymax = 1-L/C

= 0.733

R.C.(C) = (0.9*Ymax-Y)/Y*100%

= 67.7 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Required (s) FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
Dp	10.5	4	5	4	9	4	OK
Ep	10.5	4	5	4	5	4	OK
Fp	19.3	4	5	8	8	8	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		264	180	444	0.41	2053			2053	0.216	0.216		48	48	0.541	44	29
5,6	2	4.80	B	1	15		N	2095	46	150		196	0.23	2047			2047	0.096	0.096		21	21	0.547	27	47
5,6	2	5.20	C	1	20		N	2135	102		60	162	1.00	1986			1986	0.082	0.082		18	18	0.544	23	50

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073 Junction_OBS_AM_OFF_PEAK_WEEKDAY.xls\J

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK	2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY	2026/3/27
JnE - Town Park Road South / Ma Tin Road / Town Park Road North		2026 Observed Traffic Flow - AM Off Peak (Weekday)		Reviewed By:	AW	2026/3/27

(ARM B)
Town Park Road North

[6] 14 [5] 87

Town Park Road South (ARM A)

[1] 46 [2] 278

(ARM C)
Ma Tin Road

24 [4] 182 [3]

N

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

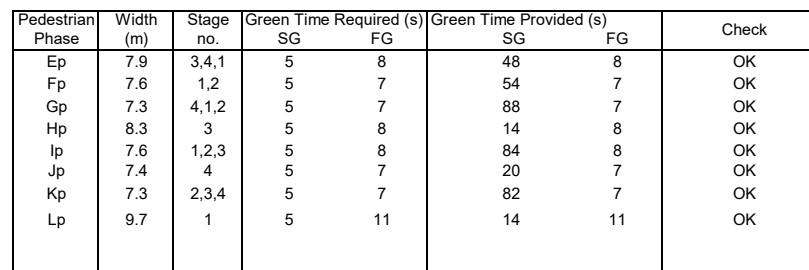
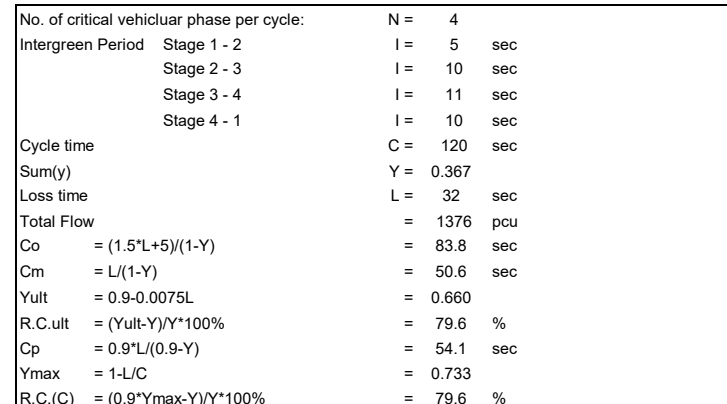
D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 9.8 (metres) W cr = 0 (metres) q a-b = 46 (pcu/hr) q a-c = 278 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 182 (pcu/hr) q c-b = 24 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 14 (pcu/hr) q b-c = 87 (pcu/hr)	GEOMETRIC FACTORS : D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.861	THE CAPACITY OF MOVEMENT : Q b-a = 490 (pcu/hr) Q b-c = 685 (pcu/hr) Q c-b = 542 (pcu/hr) Q b-ac = 649 (pcu/hr) Q c-a = 1720 (pcu/hr) TOTAL FLOW = 631 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0286 DFC b-c = 0.1270 DFC c-b = 0.0443 DFC b-ac = 0.1556 (Share Lane) DFC c-a = 0.1058 CRITICAL DFC = 0.16
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1	1	3.60	A	1	15	N	1975	181		181	1.00	1795			1795	0.101	0.101		24	24	0.504	24	45	
2	1	3.60	A	1			2115		184	184	0.00	2115			2115	0.087	21		24	0.435	25	43		
3,4 4,5	2	3.60	B	1	15	N	1975	23	190	213	0.11	1954			1954	0.109	0.109		26	26	0.504	28	43	
	2	3.60	B	1	20		2115	101	121	222	0.55	2032			2032	0.109	26		26	0.504	29	43		
3,4 4,5	2	3.50	C	1	15	N	1965			101	1.00	1786			1786	0.057			14	17	0.399	14	49	
	2	3.50	C	1	20		2105	82	60	142	0.58	2018			2018	0.070	0.070		17	17	0.497	20	50	
10,11 9,10	2	3.50	D	1	20	N	2105		51	123	174	0.71	1999			1999	0.087	0.087		21	21	0.498	24	47
	2	3.50	D	1	15		1965	122	37	159	0.77	1825	1825			0.087	21	21		0.498	22	47		

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnG - Shap Pat Heung Road / Yuen Long Tai Yuk Road		2026 Observed Traffic Flow - AM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

(ARM B)
Yuen Long Tai Yuk Road

[6] 66 [5] 104

(ARM A)
Shap Pat Heung Road

[1] 132 [2] 152

(ARM C)
Shap Pat Heung Road

303 [4] 91 [3]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

W b-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 = 8.6 (metres) W cr = 4.2 (metres) q a-b = 132 (pcu/hr) q a-c = 152 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 91 (pcu/hr) q c-b = 303 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 66 (pcu/hr) q b-c = 104 (pcu/hr)	GEOMETRIC FACTORS : D = 1.025 E = 1.091 F = 1.019 Y = 0.703 F for (Qb-ac) = 0.612	THE CAPACITY OF MOVEMENT : Q b-a = 521 (pcu/hr) Q b-c = 756 (pcu/hr) Q c-b = 685 (pcu/hr) Q b-ac = 643 (pcu/hr) TOTAL FLOW = 848 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1267 DFC b-c = 0.1376 DFC c-b = 0.4423 DFC b-ac = 0.2642 (Share Lane) CRITICAL DFC = 0.44
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AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK	2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY	2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2026 Observed Traffic Flow - PM Off Peak (Weekday)		Reviewed By:	AW	2026/3/27

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.9 (metres) W cr = 1.5 (metres) q a-b = 27 (pcu/hr) q a-c = 376 (pcu/hr)	D = 0.985 E = 1.147 F = 0.879 Y = 0.693 F for (Qb-ac) = 0.826	Q b-a = 503 (pcu/hr) Q b-c = 743 (pcu/hr) Q c-b = 566 (pcu/hr) Q b-ac = 686 (pcu/hr) Q c-a = 1692 (pcu/hr) TOTAL FLOW = 658 (pcu/hr)	DFC b-a = 0.0159 DFC b-c = 0.0511 DFC c-b = 0.0601 DFC b-ac = 0.0670 (Share Lane) DFC c-a = 0.1034 CRITICAL DFC = 0.10
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 140 (metres) q c-a = 175 (pcu/hr) q c-b = 34 (pcu/hr)			
MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 140 (metres) q b-a = 8 (pcu/hr) q b-c = 38 (pcu/hr)			

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

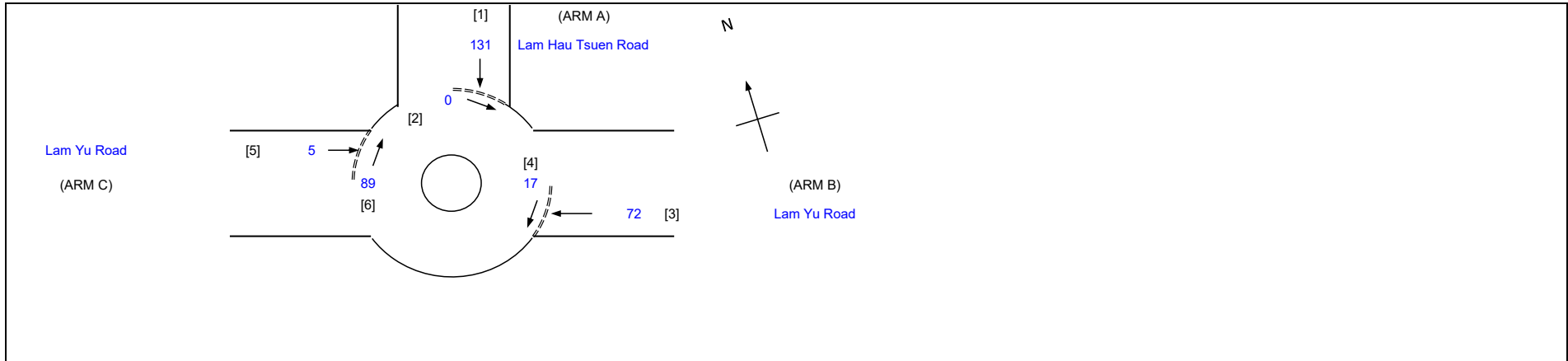
JnB - Lam Hau Tsuen Road / Lam Yu Road

2026 Observed Traffic Flow - PM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27



GEOMETRIC DETAILS:

	ARM	A	B	C
V =	Approach half width (m)	3.6	2.2	5.1
E =	Entry width (m)	5.0	5.0	6.5
L =	Effective length of flare (m)	5.3	14.8	14.3
R =	Entry radius (m)	30.0	77.0	15.0
D =	Inscribed circle diameter (m)	35.0	35.0	35.0
A =	Entry angle (degree)	5.0	0.0	17.0
Q =	Entry flow (pcu/h)	131	72	5
Qc =	Circulating flow across entry (pcu/h)	0	17	89

OUTPUT PARAMETERS:

S =	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K =	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2 =	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M =	$EXP((D-60)/10)$	0.08	0.08	0.08
F =	$303 \times X2$	1321	1195	1868
Td =	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc =	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe =	$K(F-Fc \times Qc)$	1457	1352	1859
DFC =	Design flow/Capacity = Q/Qe	0.09	0.05	0.00

TOTAL FLOW = **314 (pcu/hr)**
CRITICAL DFC = **0.09**

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

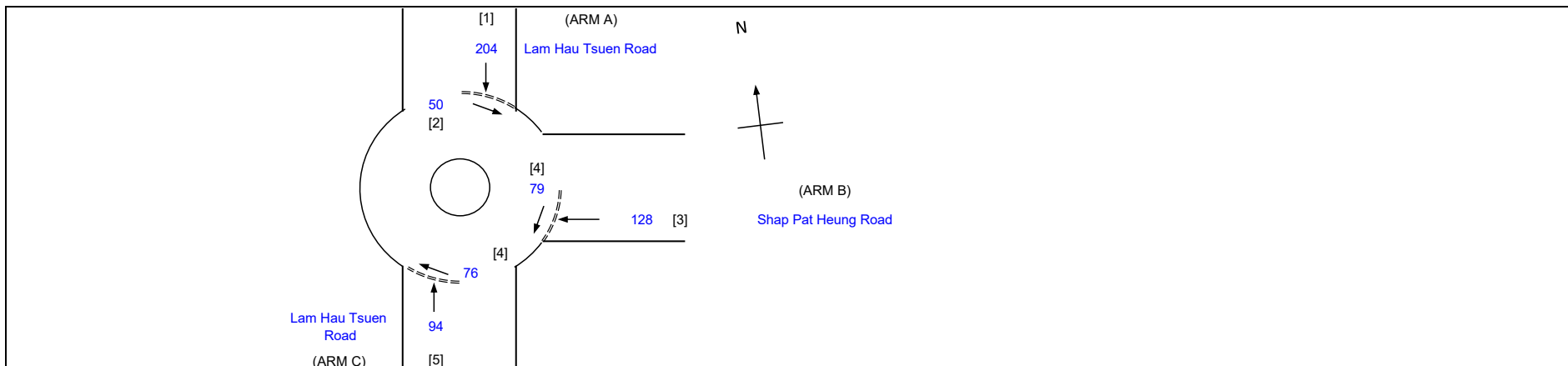
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2026 Observed Traffic Flow - PM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27



GEOMETRIC DETAILS:

	ARM	A	B	C
V =	Approach half width (m)	5.3	4.5	3.6
E =	Entry width (m)	7.0	7.0	7.0
L =	Effective length of flare (m)	14.2	15.0	14.0
R =	Entry radius (m)	48.0	56.0	33.0
D =	Inscribed circle diameter (m)	35.0	35.0	35.0
A =	Entry angle (degree)	23.0	14.0	5.0
Q =	Entry flow (pcu/h)	204	128	94
Qc =	Circulating flow across entry (pcu/h)	50	79	76

OUTPUT PARAMETERS:

S =	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K =	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2 =	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M =	$EXP((D-60)/10)$	0.08	0.08	0.08
F =	$303 \times X2$	1978	1858	1670
Td =	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc =	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe =	$K(F-Fc \times Qc)$	2046	1960	1793
DFC =	Design flow/Capacity = Q/Qe	0.10	0.07	0.05

TOTAL FLOW = **631 (pcu/hr)**
CRITICAL DFC = **0.10**

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

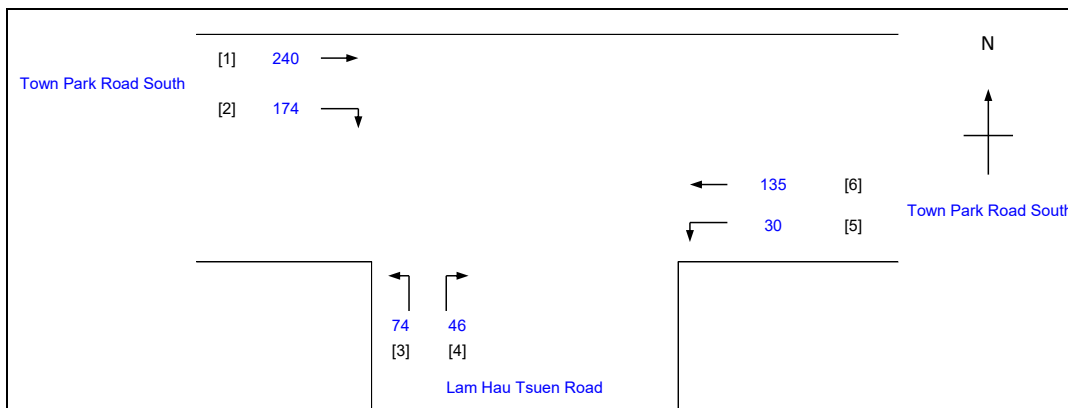
JnD - Town Park Road South / Lam Hau Tsuen Road

2026 Observed Traffic Flow - PM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

Stage 1 - 2

I = 5 sec

Stage 2 - 3

I = 8 sec

Stage 3 - 4

I = 11 sec

Stage 4 - 1

I = 2 sec

Cycle time

C = 120 sec

Sum(y)

Y = 0.343

Loss time

L = 32 sec

Total Flow

= 699 pcu

 $Co = (1.5 \cdot L + 5) / (1 - Y)$

= 80.6 sec

 $Cm = L / (1 - Y)$

= 48.7 sec

 $Y_{ult} = 0.9 - 0.0075L$

= 0.660

 $R.C._{ult} = (Y_{ult} - Y) / Y \cdot 100\%$

= 92.7 %

 $Cp = 0.9 \cdot L / (0.9 - Y)$

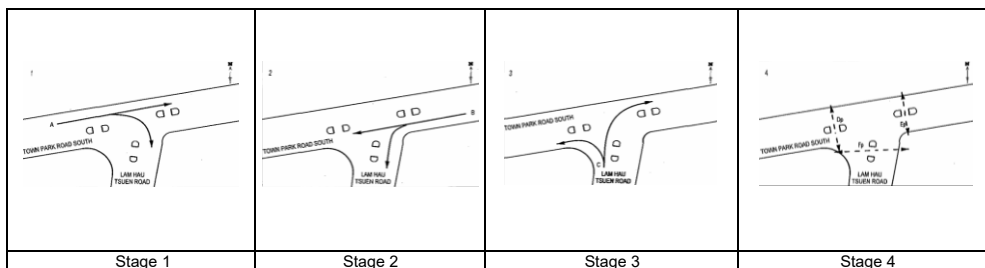
= 51.7 sec

 $Y_{max} = 1 - L / C$

= 0.733

 $R.C.(C) = (0.9 \cdot Y_{max} - Y) / Y \cdot 100\%$

= 92.7 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Required (s) FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
Dp	10.5	4	5	4	9	4	OK
Ep	10.5	4	5	4	5	4	OK
Fp	19.3	4	5	8	8	8	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		240	174	414	0.42	2050			2050	0.202	0.202		52	52	0.466	39	25
5,6	2	4.80	B	1	15		N	2095	30	135		165	0.18	2058			2058	0.080	0.080		21	21	0.458	23	46
5,6	2	5.20	C	1	20		N	2135	74		46	120	1.00	1986			1986	0.060	0.060		16	16	0.453	17	50

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NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnE - Town Park Road South / Ma Tin Road / Town Park Road North		2026 Observed Traffic Flow - PM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

(ARM B)
Town Park Road North

[6] 21 [5] 40

Town Park Road South (ARM A)

[1] 22 [2] 264

(ARM C)
Ma Tin Road

24 [4] 144 [3]

N

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 = 9.8 (metres) W cr = 0 (metres) q a-b = 22 (pcu/hr) q a-c = 264 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 144 (pcu/hr) q c-b = 24 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 21 (pcu/hr) q b-c = 40 (pcu/hr)	GEOMETRIC FACTORS : D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.656	THE CAPACITY OF MOVEMENT : Q b-a = 501 (pcu/hr) Q b-c = 691 (pcu/hr) Q c-b = 550 (pcu/hr) Q b-ac = 611 (pcu/hr) Q c-a = 1721 (pcu/hr) TOTAL FLOW = 515 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0419 DFC b-c = 0.0579 DFC c-b = 0.0436 DFC b-ac = 0.0998 (Share Lane) DFC c-a = 0.0837 CRITICAL DFC = 0.10
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AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

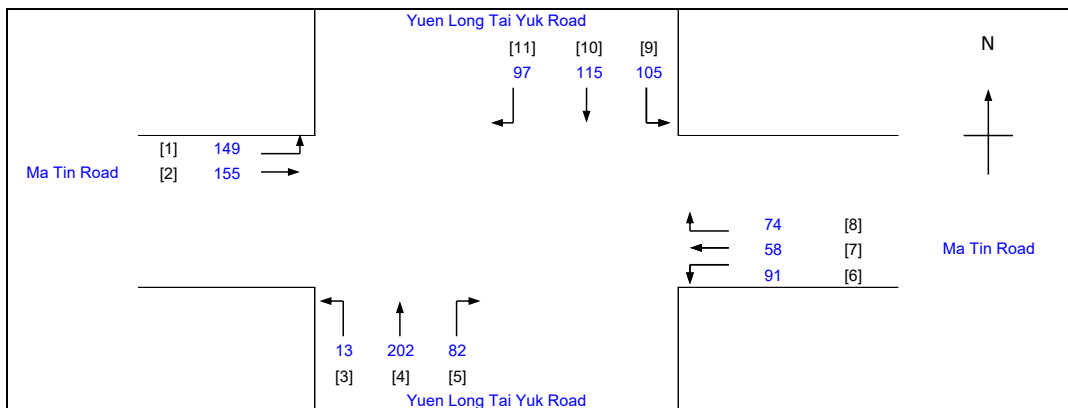
JnF - Ma Tin Road / Yuen Long Tai Yuk Road

2026 Observed Traffic Flow - PM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 4

Intergreen Period

I = 5 sec

Stage 1 - 2

I = 10 sec

Stage 2 - 3

I = 11 sec

Stage 3 - 4

I = 10 sec

Stage 4 - 1

Cycle time

C = 120 sec

Sum(y)

Y = 0.314

Loss time

L = 32 sec

Total Flow

= 1141 pcu

Co = (1.5*L+5)/(1-Y)

= 77.2 sec

Cm = L/(1-Y)

= 46.6 sec

Yult = 0.9-0.0075L

= 0.660

R.C.ult = (Yult-Y)/Y*100%

= 110.4 %

Cp = 0.9*L/(0.9-Y)

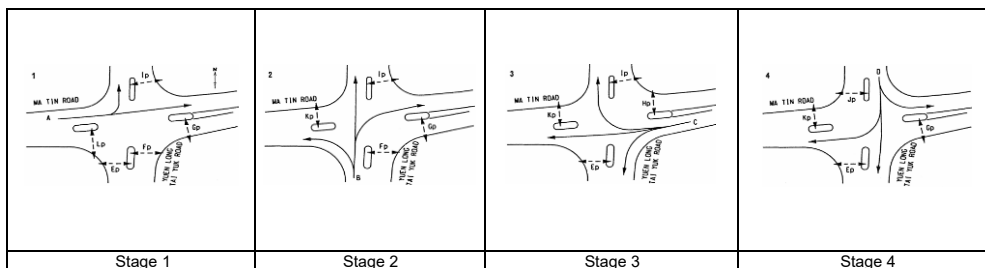
= 49.1 sec

Ymax = 1-L/C

= 0.733

R.C.(C) = (0.9*Ymax-Y)/Y*100%

= 110.4 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Provided (s) FG	Check
Ep	7.9	3,4,1	5	8	OK
Fp	7.6	1,2	5	7	OK
Gp	7.3	4,1,2	5	7	OK
Hp	8.3	3	5	8	OK
Ip	7.6	1,2,3	5	8	OK
Jp	7.4	4	5	7	OK
Kp	7.3	2,3,4	5	7	OK
Lp	9.7	1	5	11	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1	1	3.60	A	1	15		N	1975	149			149	1.00	1795			1795	0.083	0.083		23	23	0.433	20	44
2	1	3.60	A	1				2115		155		155	0.00	2115			2115	0.073			21	23	0.382	21	44
3,4	2	3.60	B	1	15		N	1975	13	133		146	0.09	1958			1958	0.074	0.074		21	21	0.425	20	46
4,5	2	3.60	B	1	20			2115		69	82	151	0.54	2032			2032	0.074			21	21	0.425	21	46
3,4	2	3.50	C	1	15		N	1965			74	74	1.00	1786			1786	0.041			12	21	0.237	10	44
4,5	2	3.50	C	1	20			2105	91	58		149	0.61	2013			2013	0.074	0.074		21	21	0.423	20	46
10,11	2	3.50	D	1	20			2105		69	97	166	0.58	2017			2017	0.082	0.082		23	23	0.429	22	44
9,10	2	3.50	D	1	15		N	1965	105	46		151	0.69	1837			1837	0.082			23	23	0.429	20	44

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_OBS_PM_OFF_PEAK_WEEKDAY.xls

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120.		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnG - Shap Pat Heung Road / Yuen Long Tai Yuk Road		2026 Observed Traffic Flow - PM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

(ARM B)
Yuen Long Tai Yuk Road

[6] 118 [5] 88

Shap Pat Heung Road (ARM A)

[1] 68 [2] 113

(ARM C)
Shap Pat Heung Road

229 [4] 75 [3]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

W b-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 = 8.6 (metres) W cr = 4.2 (metres) q a-b = 68 (pcu/hr) q a-c = 113 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 75 (pcu/hr) q c-b = 229 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 118 (pcu/hr) q b-c = 88 (pcu/hr)	GEOMETRIC FACTORS : D = 1.025 E = 1.091 F = 1.019 Y = 0.703 F for (Qb-ac) = 0.427	THE CAPACITY OF MOVEMENT : Q b-a = 568 (pcu/hr) Q b-c = 774 (pcu/hr) Q c-b = 712 (pcu/hr) Q b-ac = 641 (pcu/hr) TOTAL FLOW = 691 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.2077 DFC b-c = 0.1137 DFC c-b = 0.3216 DFC b-ac = 0.3214 (Share Lane) CRITICAL DFC = 0.32
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AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2026 Observed Traffic Flow - Weekend Peak (Saturday)		Reviewed By:	AW 2026/3/27

(ARM A)
Town Park Road South

[2] 467 [1] 32

(ARM C)
Town Park Road South

[3] 170 [4] 32

(ARM B)
Town Park Road North

[6] 13 [5] 46

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.9 (metres) W cr = 1.5 (metres) q a-b = 32 (pcu/hr) q a-c = 467 (pcu/hr)	D = 0.985 E = 1.147 F = 0.879 Y = 0.693	Q b-a = 481 (pcu/hr) Q b-c = 716 (pcu/hr) Q c-b = 544 (pcu/hr) Q b-ac = 646 (pcu/hr) Q c-a = 1694 (pcu/hr) TOTAL FLOW = 760 (pcu/hr)	DFC b-a = 0.0270 DFC b-c = 0.0642 DFC c-b = 0.0588 DFC b-ac = 0.0913 (Share Lane) DFC c-a = 0.1003
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 140 (metres) q c-a = 170 (pcu/hr) q c-b = 32 (pcu/hr)	F for (Qb-ac) = 0.78		
MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 140 (metres) q b-a = 13 (pcu/hr) q b-c = 46 (pcu/hr)			CRITICAL DFC = 0.10

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

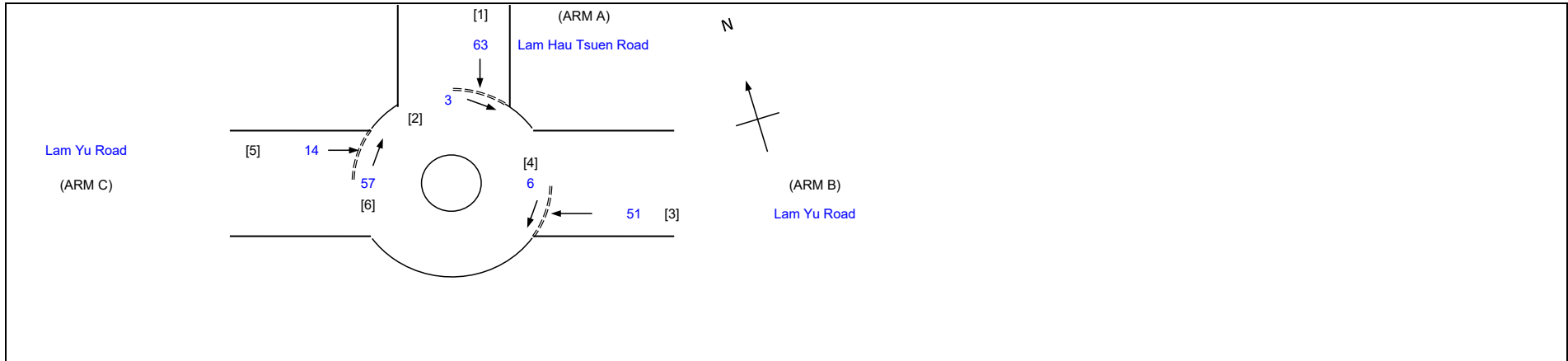
JnB - Lam Hau Tsuen Road / Lam Yu Road

2026 Observed Traffic Flow - Weekend Peak (Saturday)

Reviewed By:

AW

2026/3/27



GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	3.6	2.2	5.1
E	=	Entry width (m)	5.0	5.0	6.5
L	=	Effective length of flare (m)	5.3	14.8	14.3
R	=	Entry radius (m)	30.0	77.0	15.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	5.0	0.0	17.0
Q	=	Entry flow (pcu/h)	63	51	14
Qc	=	Circulating flow across entry (pcu/h)	3	6	57

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2	=	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1321	1195	1868
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe	=	$K(F-Fc \times Qc)$	1455	1359	1882
DFC	=	Design flow/Capacity = Q/Qe	0.04	0.04	0.01

TOTAL FLOW = **194 (pcu/hr)**
CRITICAL DFC = **0.04**

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

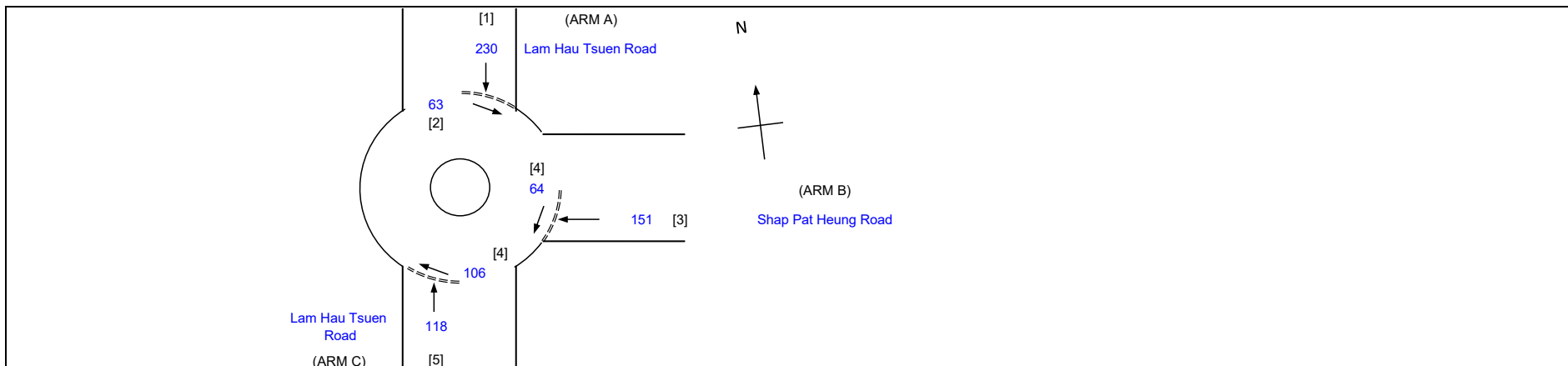
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2026 Observed Traffic Flow - Weekend Peak (Saturday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	5.3	4.5	3.6
E	=	Entry width (m)	7.0	7.0	7.0
L	=	Effective length of flare (m)	14.2	15.0	14.0
R	=	Entry radius (m)	48.0	56.0	33.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	23.0	14.0	5.0
Q	=	Entry flow (pcu/h)	230	151	118
Qc	=	Circulating flow across entry (pcu/h)	63	64	106

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2	=	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1978	1858	1670
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe	=	$K(F-Fc \times Qc)$	2036	1971	1772
DFC	=	Design flow/Capacity = Q/Qe	0.11	0.08	0.07

 TOTAL FLOW = 732 (pcu/hr)
 CRITICAL DFC = 0.11

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By: JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By: SY

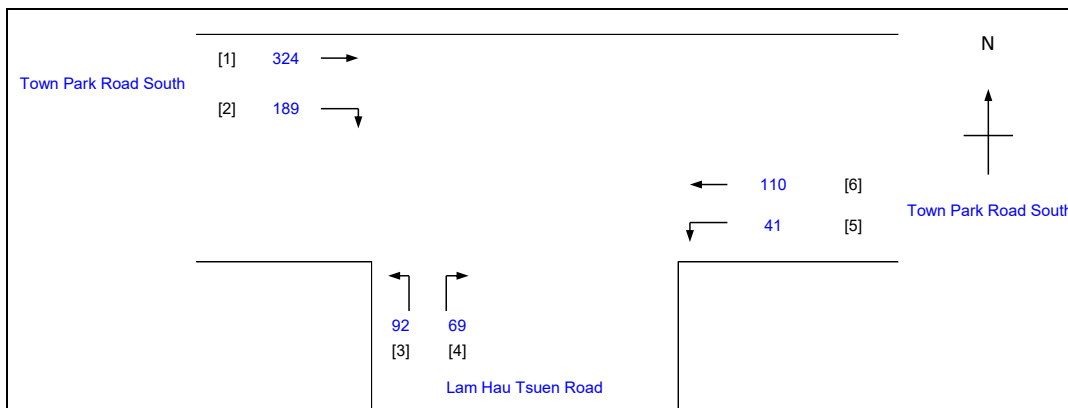
2026/3/27

JnD - Town Park Road South / Lam Hau Tsuen Road

2026 Observed Traffic Flow - Weekend Peak (Saturday)

Reviewed By: AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

Stage 1 - 2

I = 5 sec

Stage 2 - 3

I = 8 sec

Stage 3 - 4

I = 11 sec

Stage 4 - 1

I = 2 sec

Cycle time

C = 120 sec

Sum(y)

Y = 0.404

Loss time

L = 32 sec

Total Flow

= 825 pcu

 $Co = (1.5 \cdot L + 5) / (1 - Y)$

= 89.0 sec

 $Cm = L / (1 - Y)$

= 53.7 sec

 $Y_{ult} = 0.9 - 0.0075L$

= 0.660

 $R.C._{ult} = (Y_{ult} - Y) / Y \cdot 100\%$

= 63.2 %

 $Cp = 0.9 \cdot L / (0.9 - Y)$

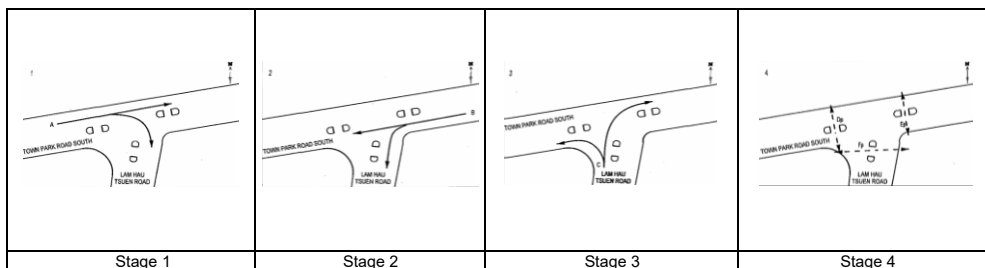
= 58.1 sec

 $Y_{max} = 1 - L / C$

= 0.733

 $R.C.(C) = (0.9 \cdot Y_{max} - Y) / Y \cdot 100\%$

= 63.2 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s)		Green Time Provided (s)		Check
			SG	FG	SG	FG	
Dp	10.5	4	5	4	9	4	OK
Ep	10.5	4	5	4	5	4	OK
Fp	19.3	4	5	8	8	8	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		324	189	513	0.37	2058			2058	0.249	0.249		54	54	0.554	47	26
5,6	2	4.80	B	1	15		N	2095	41	110		151	0.27	2040			2040	0.074	0.074		16	16	0.555	22	51
5,6	2	5.20	C	1	20		N	2135	92		69	161	1.00	1986			1986	0.081	0.081		18	18	0.540	23	50

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_OBS_SATURDAY_PEAK.xls\J

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnE - Town Park Road South / Ma Tin Road / Town Park Road North		2026 Observed Traffic Flow - Weekend Peak (Saturday)		Reviewed By:	AW 2026/3/27

(ARM B)
Town Park Road North

[6] 12 [5] 52

Town Park Road South (ARM A)

[1] 26 [2] 367

(ARM C)
Ma Tin Road

33 [4] 139 [3]

N

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 = 9.8 (metres) W cr = 0 (metres) q a-b = 26 (pcu/hr) q a-c = 367 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 139 (pcu/hr) q c-b = 33 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 12 (pcu/hr) q b-c = 52 (pcu/hr)	GEOMETRIC FACTORS : D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.813	THE CAPACITY OF MOVEMENT : Q b-a = 475 (pcu/hr) Q b-c = 665 (pcu/hr) Q c-b = 529 (pcu/hr) Q b-ac = 619 (pcu/hr) Q c-a = 1688 (pcu/hr) TOTAL FLOW = 629 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0253 DFC b-c = 0.0782 DFC c-b = 0.0624 DFC b-ac = 0.1035 (Share Lane) DFC c-a = 0.0824 CRITICAL DFC = 0.10
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AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

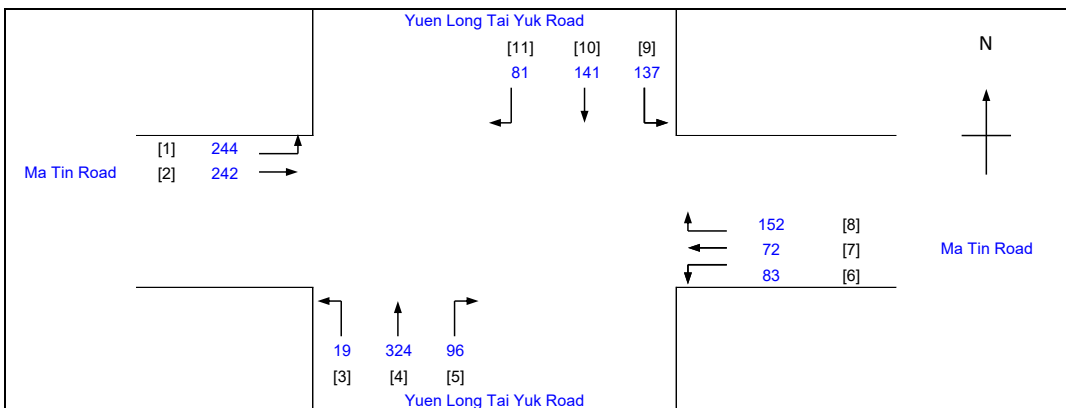
JnF - Ma Tin Road / Yuen Long Tai Yuk Road

2026 Observed Traffic Flow - Weekend Peak (Saturday)

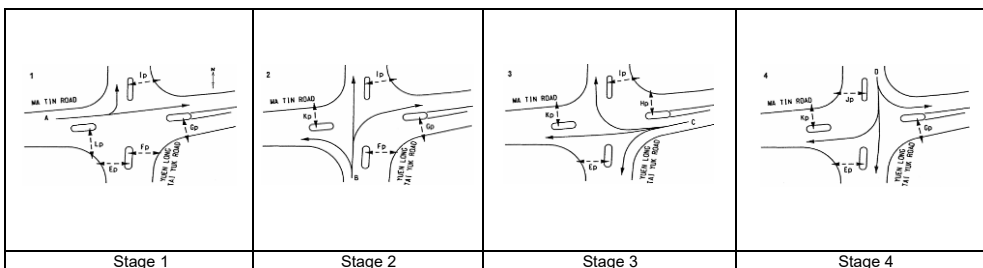
Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	10 sec
	Stage 3 - 4	I =	11 sec
	Stage 4 - 1	I =	10 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.424
Loss time		L =	32 sec
Total Flow			= 1591 pcu
Co	= $(1.5 \cdot L + 5) / (1 - Y)$		= 92.0 sec
Cm	= $L / (1 - Y)$		= 55.5 sec
Yult	= $0.9 - 0.0075L$		= 0.660
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$		= 55.8 %
Cp	= $0.9 \cdot L / (0.9 - Y)$		= 60.5 sec
Ymax	= $1 - L / C$		= 0.733
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$		= 55.8 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s)	Green Time Provided (s)	Check
Ep	7.9	3,4,1	5	53	OK
Fp	7.6	1,2	5	55	OK
Gp	7.3	4,1,2	5	87	OK
Hp	8.3	3	5	15	OK
Ip	7.6	1,2,3	5	86	OK
Jp	7.4	4	5	18	OK
Kp	7.3	2,3,4	5	78	OK
Lp	9.7	1	5	18	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1	1	3.60	A	1	15		N	1975	244			244	1.00	1795			1795	0.136	0.136		28	28	0.582	31	43
2	1	3.60	A	1				2115		242		242	0.00	2115			2115	0.114			24	28	0.490	31	41
3,4	2	3.60	B	1	15		N	1975	19	195		214	0.09	1958			1958	0.110	0.110		23	23	0.572	29	46
4,5	2	3.60	B	1	20			2115		129	96	225	0.43	2049			2049	0.110			23	23	0.572	30	46
3,4	2	3.50	C	1	15		N	1965			152	152	1.00	1786			1786	0.085			18	18	0.567	22	51
4,5	2	3.50	C	1	20			2105	83	72		155	0.54	2024			2024	0.077	0.085		16	18	0.511	22	49
10,11	2	3.50	D	1	20			2105		109	81	190	0.43	2040			2040	0.093	0.093		19	19	0.588	27	50
9,10	2	3.50	D	1	15		N	1965	137	32		169	0.81	1818			1818	0.093			19	19	0.588	24	50

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_OBS_SATURDAY_PEAK.xls

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnG - Shap Pat Heung Road / Yuen Long Tai Yuk Road		2026 Observed Traffic Flow - Weekend Peak (Saturday)		Reviewed By:	AW 2026/3/27

(ARM B)
Yuen Long Tai Yuk Road

[6] 133 [5] 91

(ARM A)
Shap Pat Heung Road

[1] 157 [2] 207

(ARM C)
Shap Pat Heung Road

282 [4] 149 [3]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

W b-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 = 8.6 (metres) W cr = 4.2 (metres) q a-b = 157 (pcu/hr) q a-c = 207 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 149 (pcu/hr) q c-b = 282 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 133 (pcu/hr) q b-c = 91 (pcu/hr)	GEOMETRIC FACTORS : D = 1.025 E = 1.091 F = 1.019 Y = 0.703 F for (Qb-ac) = 0.406	THE CAPACITY OF MOVEMENT : Q b-a = 502 (pcu/hr) Q b-c = 738 (pcu/hr) Q c-b = 664 (pcu/hr) Q b-ac = 577 (pcu/hr) TOTAL FLOW = 1019 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.2649 DFC b-c = 0.1233 DFC c-b = 0.4247 DFC b-ac = 0.3882 (Share Lane) CRITICAL DFC = 0.42
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AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2026 Observed Traffic Flow - Weekend Peak (Sunday)		Reviewed By:	AW 2026/3/27

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.9 (metres) W cr = 1.5 (metres) q a-b = 23 (pcu/hr) q a-c = 331 (pcu/hr)	D = 0.985 E = 1.147 F = 0.879 Y = 0.693	Q b-a = 524 (pcu/hr) Q b-c = 756 (pcu/hr) Q c-b = 577 (pcu/hr) Q b-ac = 720 (pcu/hr) Q c-a = 1731 (pcu/hr) TOTAL FLOW = 614 (pcu/hr)	DFC b-a = 0.0210 DFC b-c = 0.1138 DFC c-b = 0.0381 DFC b-ac = 0.1347 (Share Lane) DFC c-a = 0.0814
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 140 (metres) q c-a = 141 (pcu/hr) q c-b = 22 (pcu/hr)	F for (Qb-ac) = 0.887		
MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 140 (metres) q b-a = 11 (pcu/hr) q b-c = 86 (pcu/hr)			CRITICAL DFC = 0.13

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

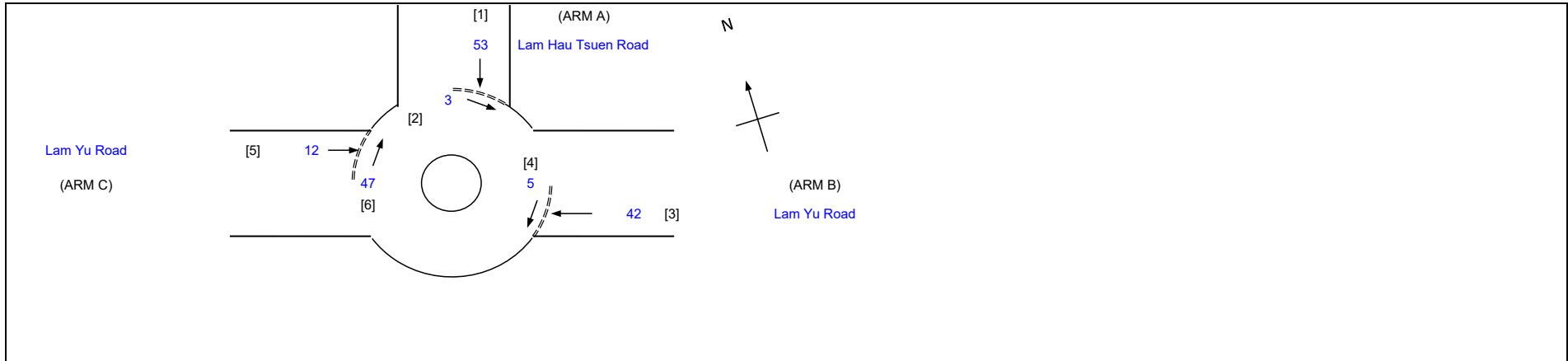
JnB - Lam Hau Tsuen Road / Lam Yu Road

2026 Observed Traffic Flow - Weekend Peak (Sunday)

Reviewed By:

AW

2026/3/27



GEOMETRIC DETAILS:

	ARM	A	B	C
V =	Approach half width (m)	3.6	2.2	5.1
E =	Entry width (m)	5.0	5.0	6.5
L =	Effective length of flare (m)	5.3	14.8	14.3
R =	Entry radius (m)	30.0	77.0	15.0
D =	Inscribed circle diameter (m)	35.0	35.0	35.0
A =	Entry angle (degree)	5.0	0.0	17.0
Q =	Entry flow (pcu/h)	53	42	12
Qc =	Circulating flow across entry (pcu/h)	3	5	47

OUTPUT PARAMETERS:

S =	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K =	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2 =	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M =	$EXP((D-60)/10)$	0.08	0.08	0.08
F =	$303 \times X2$	1321	1195	1868
Td =	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc =	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe =	$K(F-Fc \times Qc)$	1455	1360	1889
DFC =	Design flow/Capacity = Q/Qe	0.04	0.03	0.01

TOTAL FLOW = **162 (pcu/hr)**
CRITICAL DFC = **0.04**

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

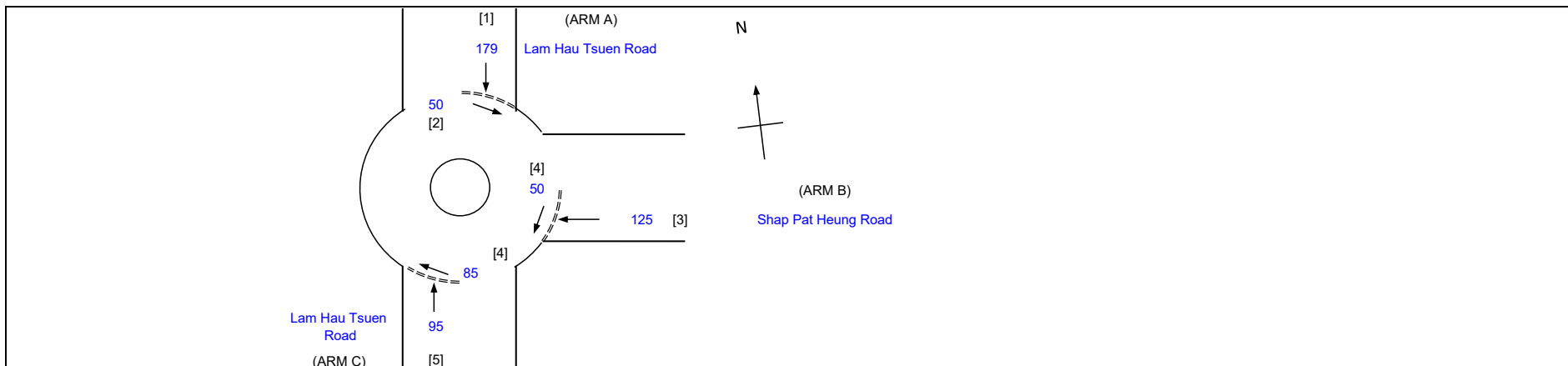
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2026 Observed Traffic Flow - Weekend Peak (Sunday)

Reviewed By:

AW

2026/3/27



GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	5.3	4.5	3.6
E	=	Entry width (m)	7.0	7.0	7.0
L	=	Effective length of flare (m)	14.2	15.0	14.0
R	=	Entry radius (m)	48.0	56.0	33.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	23.0	14.0	5.0
Q	=	Entry flow (pcu/h)	179	125	95
Qc	=	Circulating flow across entry (pcu/h)	50	50	85

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2	=	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1978	1858	1670
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe	=	$K(F-Fc \times Qc)$	2046	1982	1787
DFC	=	Design flow/Capacity = Q/Qe	0.09	0.06	0.05

TOTAL FLOW = **584 (pcu/hr)**
CRITICAL DFC = **0.09**

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

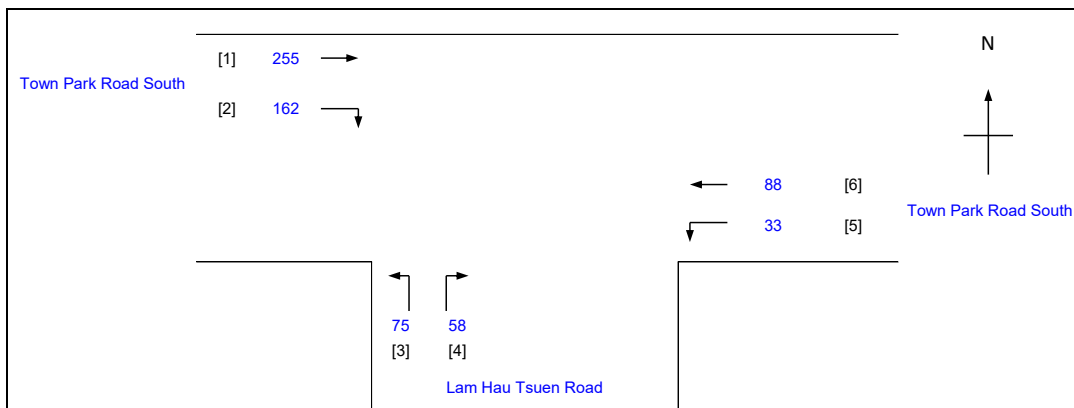
JnD - Town Park Road South / Lam Hau Tsuen Road

2026 Observed Traffic Flow - Weekend Peak (Sunday)

Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

Stage 1 - 2

I = 5 sec

Stage 2 - 3

I = 8 sec

Stage 3 - 4

I = 11 sec

Stage 4 - 1

I = 2 sec

Cycle time

C = 120 sec

Sum(y)

Y = 0.329

Loss time

L = 32 sec

Total Flow

= 671 pcu

 $Co = (1.5 \cdot L + 5) / (1 - Y)$

= 79.0 sec

 $Cm = L / (1 - Y)$

= 47.7 sec

 $Y_{ult} = 0.9 - 0.0075L$

= 0.660

 $R.C.ult = (Y_{ult} - Y) / Y \cdot 100\%$

= 100.5 %

 $Cp = 0.9 \cdot L / (0.9 - Y)$

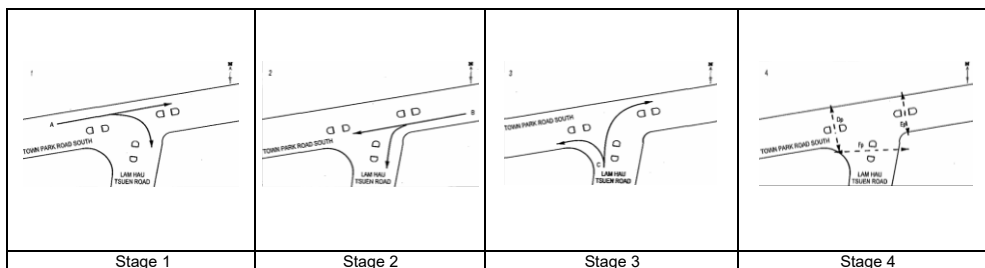
= 50.5 sec

 $Y_{max} = 1 - L / C$

= 0.733

 $R.C.(C) = (0.9 \cdot Y_{max} - Y) / Y \cdot 100\%$

= 100.5 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s)		Green Time Provided (s)		Check
			SG	FG	SG	FG	
Dp	10.5	4	5	4	9	4	OK
Ep	10.5	4	5	4	5	4	OK
Fp	19.3	4	5	8	8	8	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		255	162	417	0.39	2055			2055	0.203	0.203		54	54	0.451	38	24
5,6	2	4.80	B	1	15		N	2095	33	88		121	0.27	2039			2039	0.059	0.059		16	16	0.445	17	50
5,6	2	5.20	C	1	20		N	2135	75		58	133	1.00	1986			1986	0.067	0.067		18	18	0.446	19	48

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NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK	2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY	2026/3/27
JnE - Town Park Road South / Ma Tin Road / Town Park Road North		2026 Observed Traffic Flow - Weekend Peak (Sunday)		Reviewed By:	AW	2026/3/27

(ARM B)
Town Park Road North

[6] 11 [5] 48

Town Park Road South (ARM A)

[1] 21 [2] 292

Ma Tin Road (ARM C)

31 [4] 124 [3]

N

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 = 9.8 (metres) W cr = 0 (metres) q a-b = 21 (pcu/hr) q a-c = 292 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 124 (pcu/hr) q c-b = 31 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 11 (pcu/hr) q b-c = 48 (pcu/hr)	GEOMETRIC FACTORS : D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.814	THE CAPACITY OF MOVEMENT : Q b-a = 496 (pcu/hr) Q b-c = 684 (pcu/hr) Q c-b = 544 (pcu/hr) Q b-ac = 639 (pcu/hr) Q c-a = 1697 (pcu/hr) TOTAL FLOW = 527 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0222 DFC b-c = 0.0702 DFC c-b = 0.0570 DFC b-ac = 0.0924 (Share Lane) DFC c-a = 0.0731 CRITICAL DFC = 0.09
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AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

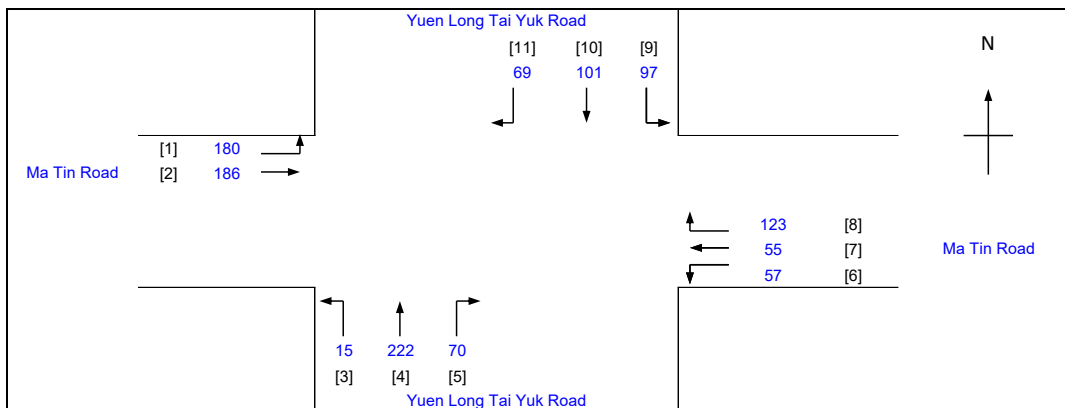
JnF - Ma Tin Road / Yuen Long Tai Yuk Road

2026 Observed Traffic Flow - Weekend Peak (Sunday)

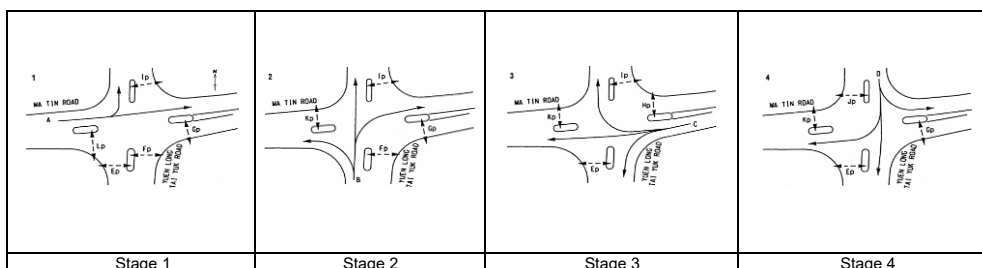
Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:	N =	4
Intergreen Period	Stage 1 - 2	I = 5 sec
	Stage 2 - 3	I = 10 sec
	Stage 3 - 4	I = 11 sec
	Stage 4 - 1	I = 10 sec
Cycle time	C =	120 sec
Sum(y)	Y =	0.315
Loss time	L =	32 sec
Total Flow		= 1175 pcu
Co	= (1.5*L+5)/(1-Y)	= 77.4 sec
Cm	= L/(1-Y)	= 46.7 sec
Yult	= 0.9-0.0075L	= 0.660
R.C.ult	= (Yult-Y)/Y*100%	= 109.5 %
Cp	= 0.9*L/(0.9-Y)	= 49.2 sec
Ymax	= 1-L/C	= 0.733
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	= 109.5 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Provided (s) FG	Check
Ep	7.9	3,4,1	5	8	OK
Fp	7.6	1,2	5	7	OK
Gp	7.3	4,1,2	5	7	OK
Hp	8.3	3	5	8	OK
Ip	7.6	1,2,3	5	8	OK
Jp	7.4	4	5	7	OK
Kp	7.3	2,3,4	5	7	OK
Lp	9.7	1	5	11	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1	1	3.60	A	1	15		N	1975	180			180	1.00	1795			1795	0.100	0.100		28	28	0.430	23	41
2	1	3.60	A	1				2115		186		186	0.00	2115			2115	0.088			25	28	0.377	24	40
3,4	2	3.60	B	1	15		N	1975	15	135		150	0.10	1955			1955	0.077	0.077		21	21	0.438	21	46
4,5	2	3.60	B	1	20			2115		87	70	157	0.45	2047			2047	0.077			21	21	0.438	22	46
3,4	2	3.50	C	1	15		N	1965			123	123	1.00	1786			1786	0.069			19	19	0.435	17	48
4,5	2	3.50	C	1	20			2105	57	55		112	0.51	2028			2028	0.055	0.069		15	19	0.349	16	46
10,11	2	3.50	D	1	20			2105		72	69	141	0.49	2030			2030	0.069	0.069		19	19	0.437	20	47
9,10	2	3.50	D	1	15		N	1965	97	29		126	0.77	1825			1825	0.069			19	19	0.437	18	48

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_OBS_SUNDAY_PEAK.xls

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE								
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK								
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY								
JnG - Shap Pat Heung Road / Yuen Long Tai Yuk Road		2026 Observed Traffic Flow - Weekend Peak (Sunday)		Reviewed By:	AW								
(ARM B) Yuen Long Tai Yuk Road (ARM A) Shap Pat Heung Road (ARM C) Shap Pat Heung 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 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)											
<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; width: 25%;">GEOMETRIC DETAILS:</th> <th style="text-align: left; width: 25%;">GEOMETRIC FACTORS :</th> <th style="text-align: left; width: 25%;">THE CAPACITY OF MOVEMENT :</th> <th style="text-align: left; width: 25%;">COMPARISON OF DESIGN FLOW TO CAPACITY:</th> </tr> <tr> <td> MAJOR ROAD (ARM A) W = 8.6 (metres) W cr = 4.2 (metres) q a-b = 128 (pcu/hr) q a-c = 166 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 118 (pcu/hr) q c-b = 234 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 110 (pcu/hr) q b-c = 58 (pcu/hr) </td> <td> D = 1.025 E = 1.091 F = 1.019 Y = 0.703 F for (Qb-ac) = 0.345 </td> <td> Q b-a = 539 (pcu/hr) Q b-c = 753 (pcu/hr) Q c-b = 682 (pcu/hr) Q b-ac = 598 (pcu/hr) TOTAL FLOW = 814 (pcu/hr) </td> <td> DFC b-a = 0.2041 DFC b-c = 0.0770 DFC c-b = 0.3431 DFC b-ac = 0.2811 (Share Lane) CRITICAL DFC = 0.34 </td> </tr> </table>						GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:	MAJOR ROAD (ARM A) W = 8.6 (metres) W cr = 4.2 (metres) q a-b = 128 (pcu/hr) q a-c = 166 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 118 (pcu/hr) q c-b = 234 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 110 (pcu/hr) q b-c = 58 (pcu/hr)	D = 1.025 E = 1.091 F = 1.019 Y = 0.703 F for (Qb-ac) = 0.345	Q b-a = 539 (pcu/hr) Q b-c = 753 (pcu/hr) Q c-b = 682 (pcu/hr) Q b-ac = 598 (pcu/hr) TOTAL FLOW = 814 (pcu/hr)	DFC b-a = 0.2041 DFC b-c = 0.0770 DFC c-b = 0.3431 DFC b-ac = 0.2811 (Share Lane) CRITICAL DFC = 0.34
GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:										
MAJOR ROAD (ARM A) W = 8.6 (metres) W cr = 4.2 (metres) q a-b = 128 (pcu/hr) q a-c = 166 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 118 (pcu/hr) q c-b = 234 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 110 (pcu/hr) q b-c = 58 (pcu/hr)	D = 1.025 E = 1.091 F = 1.019 Y = 0.703 F for (Qb-ac) = 0.345	Q b-a = 539 (pcu/hr) Q b-c = 753 (pcu/hr) Q c-b = 682 (pcu/hr) Q b-ac = 598 (pcu/hr) TOTAL FLOW = 814 (pcu/hr)	DFC b-a = 0.2041 DFC b-c = 0.0770 DFC c-b = 0.3431 DFC b-ac = 0.2811 (Share Lane) CRITICAL DFC = 0.34										

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2029 Reference Traffic Flow - AM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

Diagram showing the junction layout with Town Park Road South and Town Park Road North. The diagram includes flow values for each lane and the minor arm (ARM B).

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.9 (metres) W cr = 1.5 (metres) q a-b = 26 (pcu/hr) q a-c = 413 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 140 (metres) q c-a = 186 (pcu/hr) q c-b = 82 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 140 (metres) q b-a = 15 (pcu/hr) q b-c = 60 (pcu/hr)	D = 0.985 E = 1.147 F = 0.879 Y = 0.693 F for (Qb-ac) = 0.8	Q b-a = 475 (pcu/hr) Q b-c = 732 (pcu/hr) Q c-b = 558 (pcu/hr) Q b-ac = 661 (pcu/hr) Q c-a = 1535 (pcu/hr) TOTAL FLOW = 782 (pcu/hr)	DFC b-a = 0.0316 DFC b-c = 0.0820 DFC c-b = 0.1470 DFC b-ac = 0.1135 (Share Lane) DFC c-a = 0.1211 CRITICAL DFC = 0.15

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

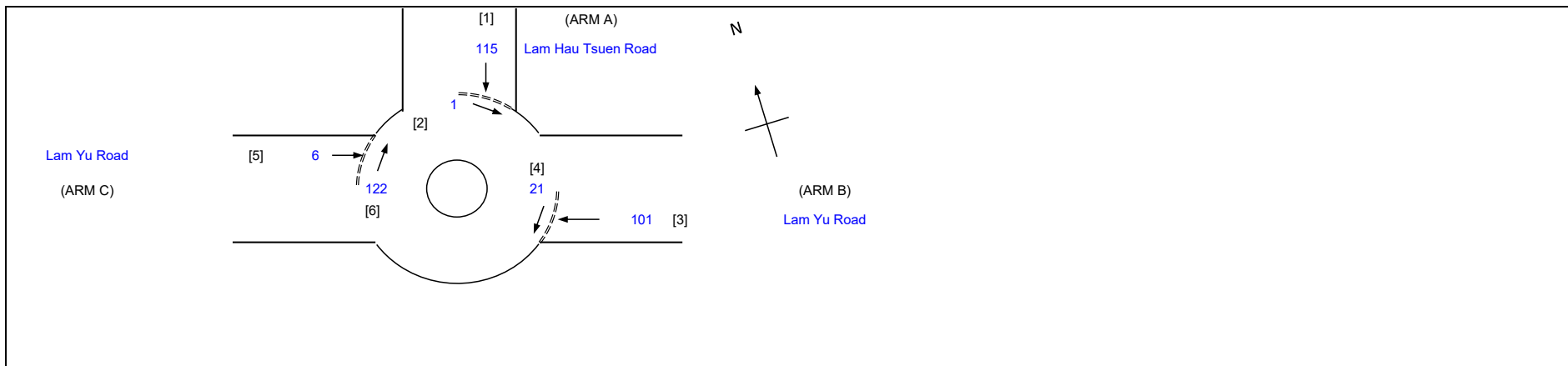
JnB - Lam Hau Tsuen Road / Lam Yu Road

2029 Reference Traffic Flow - AM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	3.6	2.2	5.1
E	=	Entry width (m)	5.0	5.0	6.5
L	=	Effective length of flare (m)	5.3	14.8	14.3
R	=	Entry radius (m)	30.0	77.0	15.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	5.0	0.0	17.0
Q	=	Entry flow (pcu/h)	115	101	6
Qc	=	Circulating flow across entry (pcu/h)	1	21	122

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2	=	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1321	1195	1868
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe	=	$K(F-Fc \times Qc)$	1456	1350	1836
DFC	=	Design flow/Capacity = Q/Qe	0.08	0.07	0.00

TOTAL FLOW = 366 (pcu/hr)
CRITICAL DFC = 0.08

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

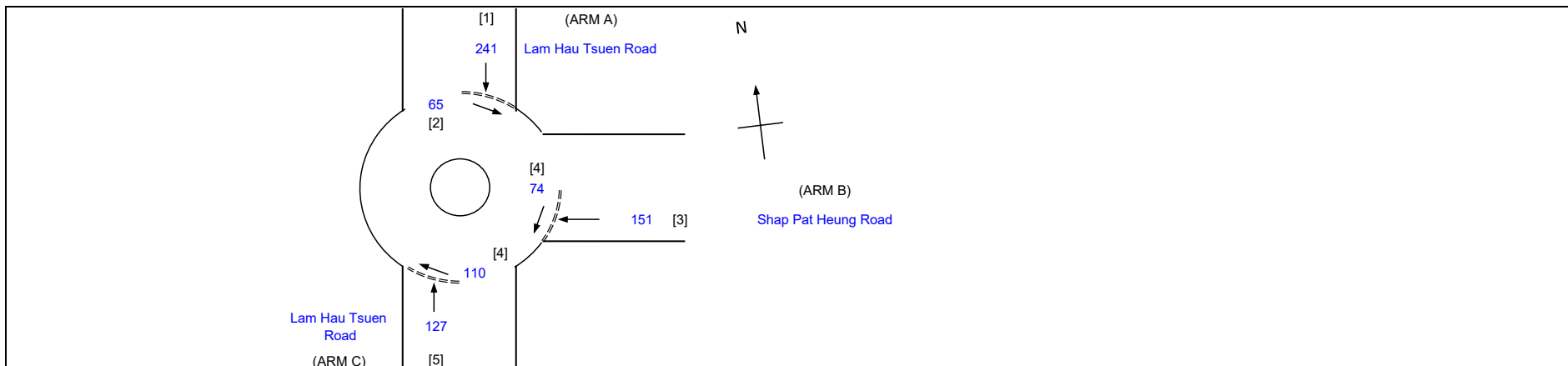
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2029 Reference Traffic Flow - AM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	5.3	4.5	3.6
E	=	Entry width (m)	7.0	7.0	7.0
L	=	Effective length of flare (m)	14.2	15.0	14.0
R	=	Entry radius (m)	48.0	56.0	33.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	23.0	14.0	5.0
Q	=	Entry flow (pcu/h)	241	151	127
Qc	=	Circulating flow across entry (pcu/h)	65	74	110

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2	=	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1978	1858	1670
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe	=	$K(F-Fc \times Qc)$	2034	1964	1769
DFC	=	Design flow/Capacity = Q/Qe	0.12	0.08	0.07

TOTAL FLOW = **768 (pcu/hr)**
CRITICAL DFC = **0.12**

AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

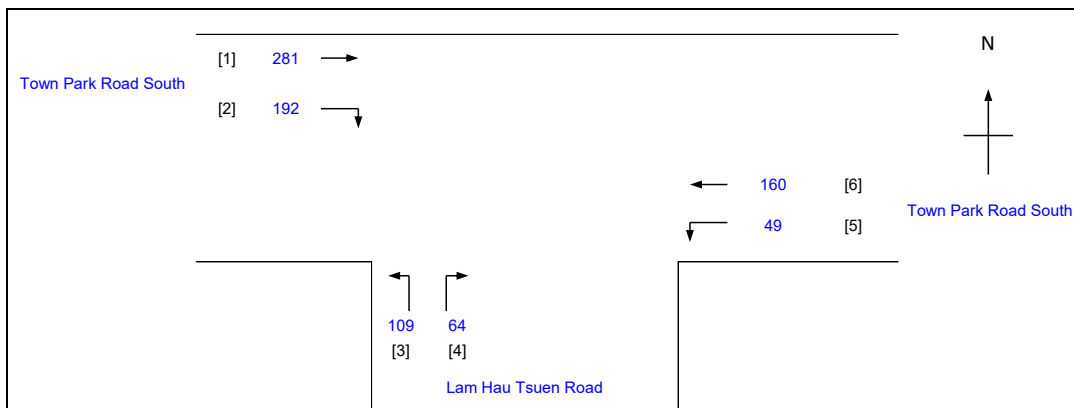
JnD - Town Park Road South / Lam Hau Tsuen Road

2029 Reference Traffic Flow - AM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

I = 5 sec

Stage 1 - 2

I = 8 sec

Stage 2 - 3

I = 11 sec

Stage 3 - 4

I = 2 sec

Stage 4 - 1

C = 120 sec

Cycle time

Y = 0.420

Sum(y)

L = 32 sec

Loss time

= 855 pcu

Total Flow

= 91.3 sec

Co = (1.5*L+5)/(1-Y)

= 55.1 sec

Cm = L/(1-Y)

= 0.660

Yult = 0.9-0.0075L

= 57.3 %

R.C.ult = (Yult-Y)/Y*100%

= 60.0 sec

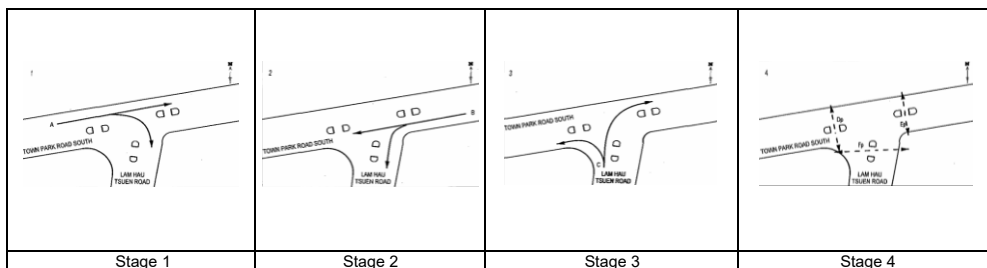
Cp = 0.9*L/(0.9-Y)

= 0.733

Ymax = 1-L/C

= 57.3 %

R.C.(C) = (0.9*Ymax-Y)/Y*100%



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Provided (s) FG	Check
Dp	10.5	4	5	4	OK
Ep	10.5	4	5	4	OK
Fp	19.3	4	5	8	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		281	192	473	0.41	2053			2053	0.230	0.230		48	48	0.576	47	30
5,6	2	4.80	B	1	15		N	2095	49	160		209	0.23	2047			2047	0.102	0.102		21	21	0.583	29	48
5,6	2	5.20	C	1	20		N	2135	109		64	173	1.00	1986			1986	0.087	0.087		18	18	0.581	25	50

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073 Junction_REF_AM_OFF_PEAK_WEEKDAY.xls\J

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnE - Town Park Road South / Ma Tin Road / Town Park Road North		2029 Reference Traffic Flow - AM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

(ARM B)
Town Park Road North

[6] 15 [5] 93

Town Park Road South (ARM A)

[1] 49 [2] 296

Ma Tin Road (ARM C)

26 [4] 194 [3]

N

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 9.8 (metres) W cr = 0 (metres) q a-b = 49 (pcu/hr) q a-c = 296 (pcu/hr)	D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.861	Q b-a = 484 (pcu/hr) Q b-c = 680 (pcu/hr) Q c-b = 538 (pcu/hr) Q b-ac = 644 (pcu/hr) Q c-a = 1713 (pcu/hr) TOTAL FLOW = 673 (pcu/hr)	DFC b-a = 0.0310 DFC b-c = 0.1368 DFC c-b = 0.0483 DFC b-ac = 0.1678 (Share Lane) DFC c-a = 0.1133 CRITICAL DFC = 0.17
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 194 (pcu/hr) q c-b = 26 (pcu/hr)			
MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 15 (pcu/hr) q b-c = 93 (pcu/hr)			

AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

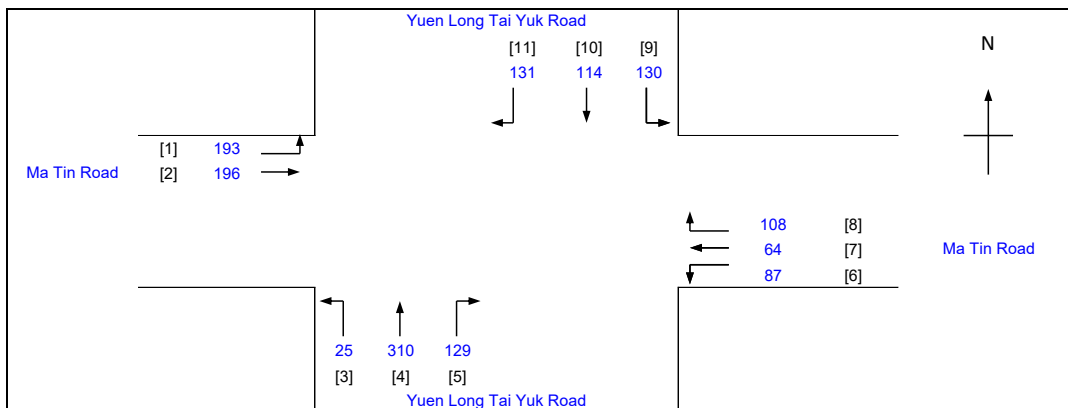
JnF - Ma Tin Road / Yuen Long Tai Yuk Road

2029 Reference Traffic Flow - AM Off Peak (Weekday)

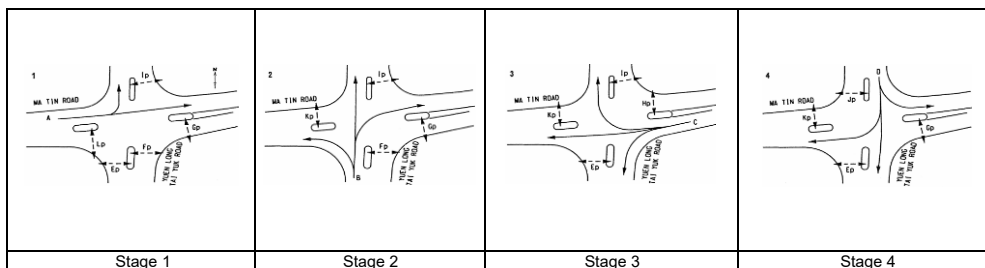
Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:	N = 4
Intergreen Period	Stage 1 - 2 I = 5 sec
	Stage 2 - 3 I = 10 sec
	Stage 3 - 4 I = 11 sec
	Stage 4 - 1 I = 10 sec
Cycle time	C = 120 sec
Sum(y)	Y = 0.396
Loss time	L = 32 sec
Total Flow	= 1487 pcu
Co	= (1.5*L+5)/(1-Y) = 87.8 sec
Cm	= L/(1-Y) = 53.0 sec
Yult	= 0.9-0.0075L = 0.660
R.C.ult	= (Yult-Y)/Y*100% = 66.5 %
Cp	= 0.9*L/(0.9-Y) = 57.2 sec
Ymax	= 1-L/C = 0.733
R.C.(C)	= (0.9*Ymax-Y)/Y*100% = 66.5 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s)	Green Time Provided (s)	Check
Ep	7.9	3,4,1	5	48	OK
Fp	7.6	1,2	5	54	OK
Gp	7.3	4,1,2	5	89	OK
Hp	8.3	3	5	14	OK
Ip	7.6	1,2,3	5	84	OK
Jp	7.4	4	5	21	OK
Kp	7.3	2,3,4	5	83	OK
Lp	9.7	1	5	14	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1	1	3.60	A	1	15		N	1975	193			193	1.00	1795			1795	0.107	0.107		24	24	0.537	26	45
2	1	3.60	A	1				2115		196		196	0.00	2115			2115	0.093			21	24	0.463	26	44
3,4	2	3.60	B	1	15		N	1975	25	202		227	0.11	1954			1954	0.116	0.116		26	26	0.537	30	44
4,5	2	3.60	B	1	20			2115		108	129	237	0.55	2032			2032	0.116			26	26	0.537	31	44
3,4	2	3.50	C	1	15		N	1965			108	108	1.00	1786			1786	0.060			13	17	0.427	15	49
4,5	2	3.50	C	1	20			2105	87	64		151	0.58	2018			2018	0.075	0.075		17	17	0.528	22	50
10,11	2	3.50	D	1	20			2105		65	131	196	0.67	2004			2004	0.098	0.098		22	22	0.533	27	46
9,10	2	3.50	D	1	15		N	1965	130	49		179	0.73	1832			1832	0.098			22	22	0.533	24	47

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_REF_AM_OFF_PEAK_WEEKDAY.xls

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK	2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY	2026/3/27
JnG - Shap Pat Heung Road / Yuen Long Tai Yuk Road		2029 Reference Traffic Flow - AM Off Peak (Weekday)		Reviewed By:	AW	2026/3/27

(ARM B)
Yuen Long Tai Yuk Road

[6] 70 [5] 131

(ARM A)
Shap Pat Heung Road

[1] 141 [2] 162

(ARM C)
Shap Pat Heung Road

[3] 97 [4] 323

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 = 8.6 (metres) W cr = 4.2 (metres) q a-b = 141 (pcu/hr) q a-c = 162 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 97 (pcu/hr) q c-b = 323 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 70 (pcu/hr) q b-c = 131 (pcu/hr)	GEOMETRIC FACTORS : D = 1.025 E = 1.091 F = 1.019 Y = 0.703 F for (Qb-ac) = 0.652	THE CAPACITY OF MOVEMENT : Q b-a = 508 (pcu/hr) Q b-c = 752 (pcu/hr) Q c-b = 680 (pcu/hr) Q b-ac = 644 (pcu/hr) TOTAL FLOW = 924 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1378 DFC b-c = 0.1742 DFC c-b = 0.4750 DFC b-ac = 0.3120 (Share Lane) CRITICAL DFC = 0.48
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AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2029 Reference Traffic Flow - PM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.9 (metres) W cr = 1.5 (metres) q a-b = 29 (pcu/hr) q a-c = 401 (pcu/hr)	D = 0.985 E = 1.147 F = 0.879 Y = 0.693 F for (Qb-ac) = 0.816	Q b-a = 494 (pcu/hr) Q b-c = 735 (pcu/hr) Q c-b = 560 (pcu/hr) Q b-ac = 675 (pcu/hr) Q c-a = 1684 (pcu/hr) TOTAL FLOW = 701 (pcu/hr)	DFC b-a = 0.0182 DFC b-c = 0.0544 DFC c-b = 0.0643 DFC b-ac = 0.0726 (Share Lane) DFC c-a = 0.1104 CRITICAL DFC = 0.11
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 140 (metres) q c-a = 186 (pcu/hr) q c-b = 36 (pcu/hr)			
MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 140 (metres) q b-a = 9 (pcu/hr) q b-c = 40 (pcu/hr)			

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

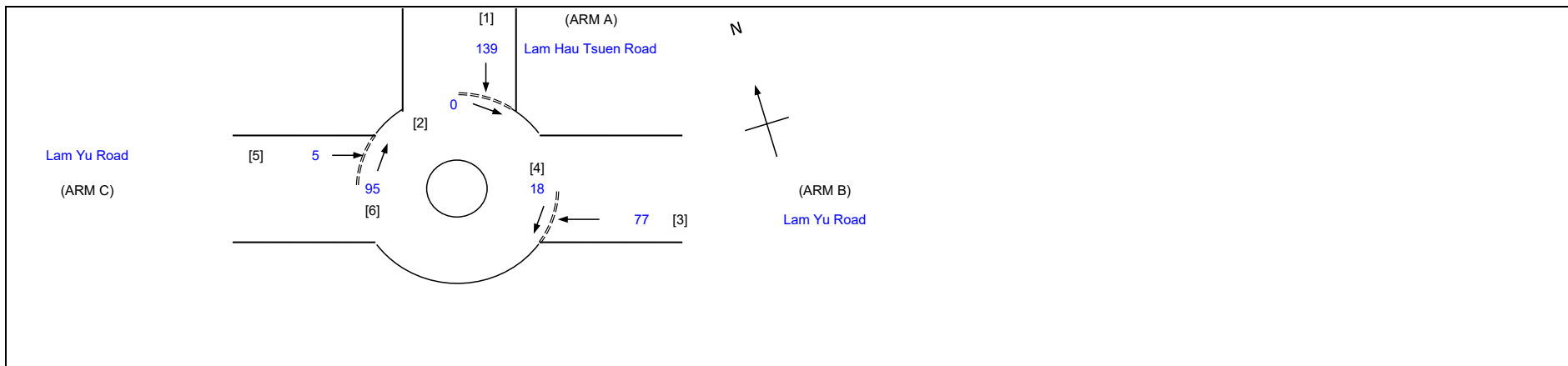
JnB - Lam Hau Tsuen Road / Lam Yu Road

2029 Reference Traffic Flow - PM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:
ARM
A
B
C

V	=	Approach half width (m)	3.6	2.2	5.1
E	=	Entry width (m)	5.0	5.0	6.5
L	=	Effective length of flare (m)	5.3	14.8	14.3
R	=	Entry radius (m)	30.0	77.0	15.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	5.0	0.0	17.0
Q	=	Entry flow (pcu/h)	139	77	5
Qc	=	Circulating flow across entry (pcu/h)	0	18	95

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2	=	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1321	1195	1868
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe	=	$K(F-Fc \times Qc)$	1457	1351	1855
DFC	=	Design flow/Capacity = Q/Qe	0.10	0.06	0.00

TOTAL FLOW = **334 (pcu/hr)**
CRITICAL DFC = **0.10**

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

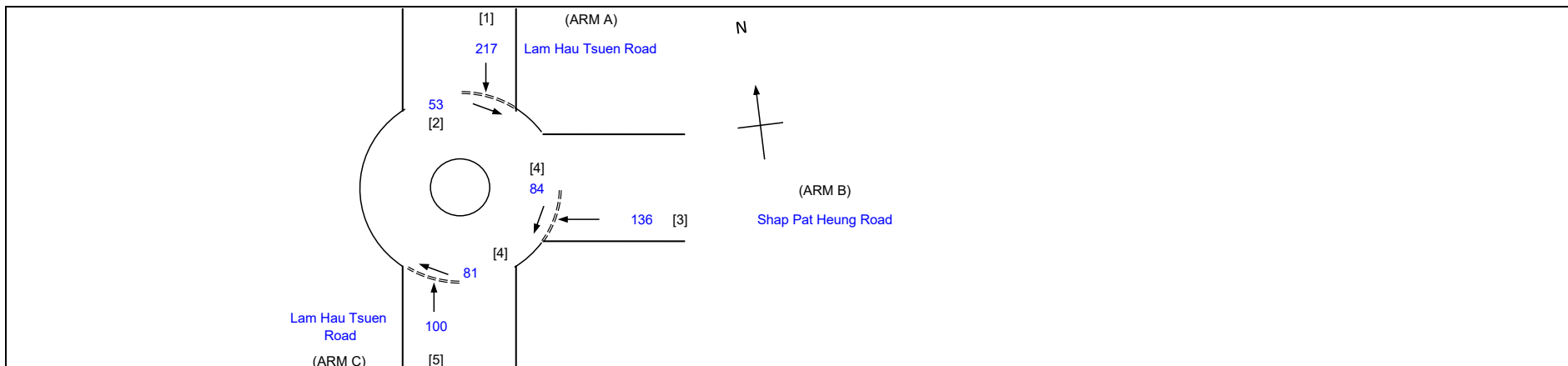
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2029 Reference Traffic Flow - PM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	5.3	4.5	3.6
E	=	Entry width (m)	7.0	7.0	7.0
L	=	Effective length of flare (m)	14.2	15.0	14.0
R	=	Entry radius (m)	48.0	56.0	33.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	23.0	14.0	5.0
Q	=	Entry flow (pcu/h)	217	136	100
Qc	=	Circulating flow across entry (pcu/h)	53	84	81

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2	=	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1978	1858	1670
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe	=	$K(F-Fc \times Qc)$	2043	1957	1790
DFC	=	Design flow/Capacity = Q/Qe	0.11	0.07	0.06

 TOTAL FLOW = 671 (pcu/hr)
 CRITICAL DFC = 0.11

AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

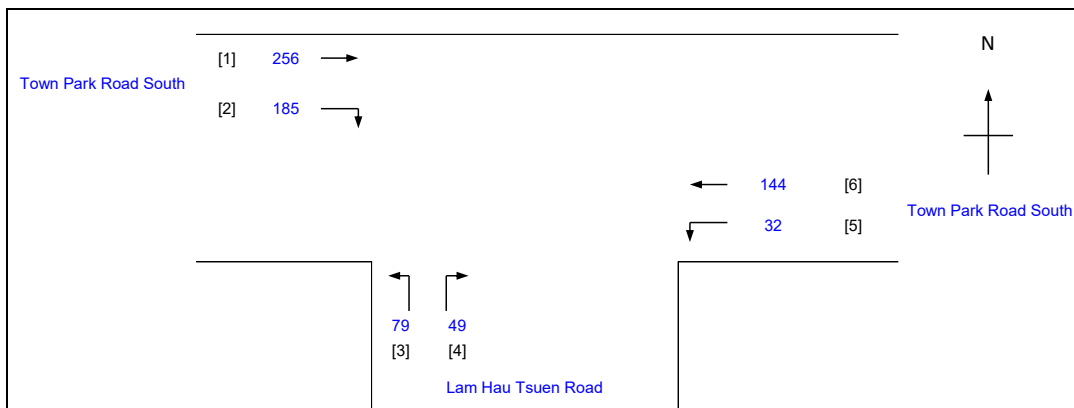
JnD - Town Park Road South / Lam Hau Tsuen Road

2029 Reference Traffic Flow - PM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

I = 5 sec

Stage 1 - 2

I = 8 sec

Stage 2 - 3

I = 11 sec

Stage 3 - 4

I = 2 sec

Stage 4 - 1

Cycle time

C = 120 sec

Sum(y)

Y = 0.365

Loss time

L = 32 sec

Total Flow

= 745 pcu

Co = (1.5*L+5)/(1-Y)

= 83.5 sec

Cm = L/(1-Y)

= 50.4 sec

Yult = 0.9-0.0075L

= 0.660

R.C.ult = (Yult-Y)/Y*100%

= 80.8 %

Cp = 0.9*L/(0.9-Y)

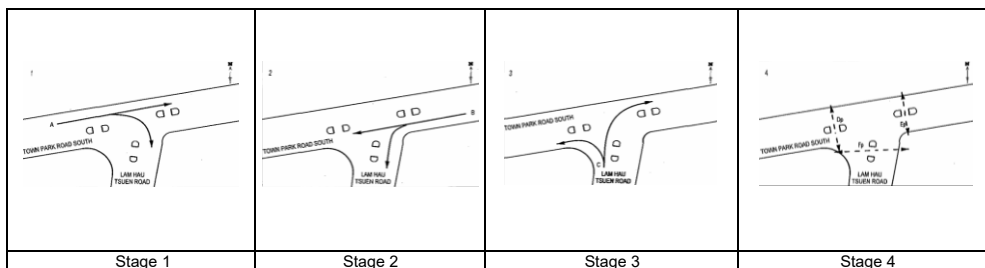
= 53.8 sec

Ymax = 1-L/C

= 0.733

R.C.(C) = (0.9*Ymax-Y)/Y*100%

= 80.8 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Provided (s) FG	Check
Dp	10.5	4	5	4	OK
Ep	10.5	4	5	4	OK
Fp	19.3	4	5	8	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		256	185	441	0.42	2050			2050	0.215	0.215		52	52	0.496	42	26
5,6	2	4.80	B	1	15		N	2095	32	144		176	0.18	2058			2058	0.086	0.086		21	21	0.489	24	46
5,6	2	5.20	C	1	20		N	2135	79		49	128	1.00	1986			1986	0.064	0.064		16	16	0.483	18	50

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073 Junction_REF_PM_OFF_PEAK_WEEKDAY.xls\J

NOTE : O - OPPOSING TRAFFIC

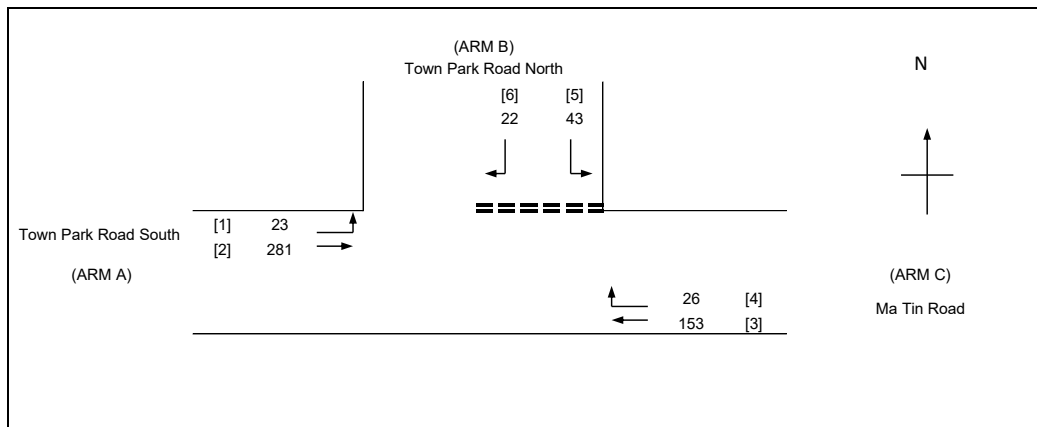
N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED			PRIORITY JUNCTION CALCULATION			INITIALS	DATE	
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,				Project No.:	31073	Prepared By:	JK	2026/3/27
Shan Ha Road, Yuen Long, New Territories						Checked By:	SY	2026/3/27
JnE - Town Park Road South / Ma Tin Road / Town Park Road North				2029 Reference Traffic Flow - PM Off Peak (Weekday)		Reviewed By:	AW	2026/3/27



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	=	9.8	(metres)
W cr	=	0	(metres)
q a-b	=	23	(pcu/hr)
q a-c	=	281	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.2	(metres)
Vr c-b	=	55	(metres)
q c-a	=	153	(pcu/hr)
q c-b	=	26	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.5	(metres)
W b-c	=	4.5	(metres)
VI b-a	=	45	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	55	(metres)
q b-a	=	22	(pcu/hr)
q b-c	=	43	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.944
E	=	1.017
F	=	0.813
Y	=	0.662

F for (Qb-ac) = 0.662

THE CAPACITY OF MOVEMENT :

Q b-a	=	495	(pcu/hr)
Q b-c	=	686	(pcu/hr)
Q c-b	=	546	(pcu/hr)
Q b-ac	=	607	(pcu/hr)
Q c-a	=	1714	(pcu/hr)
TOTAL FLOW	=	548	(pcu/hr)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0444
DFC b-c	=	0.0627
DFC c-b	=	0.0476
DFC b-ac	=	0.1071
(Share Lane)		
DFC c-a	=	0.0893

CRITICAL DFC = 0.11

AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

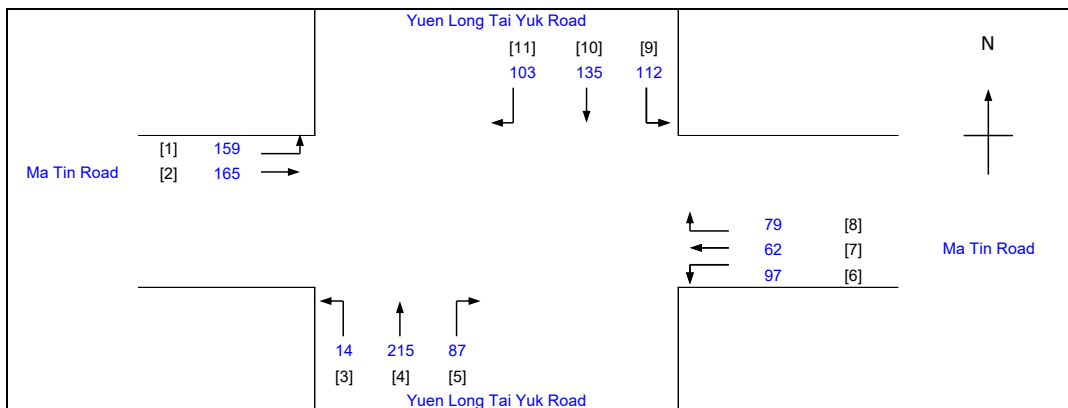
JnF - Ma Tin Road / Yuen Long Tai Yuk Road

2029 Reference Traffic Flow - PM Off Peak (Weekday)

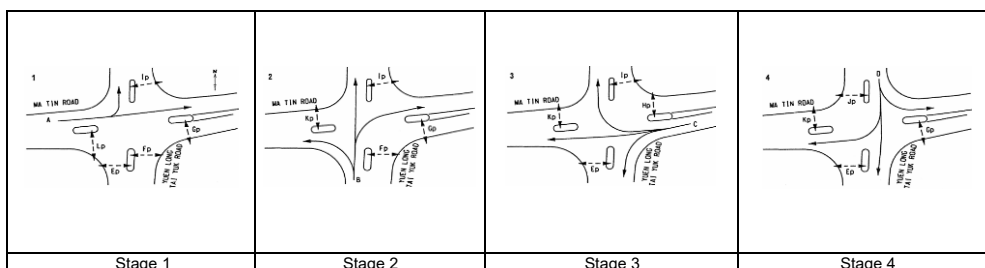
Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:	N = 4
Intergreen Period	Stage 1 - 2 I = 5 sec
	Stage 2 - 3 I = 10 sec
	Stage 3 - 4 I = 11 sec
	Stage 4 - 1 I = 10 sec
Cycle time	C = 120 sec
Sum(y)	Y = 0.337
Loss time	L = 32 sec
Total Flow	= 1228 pcu
Co = (1.5*L+5)/(1-Y)	= 80.0 sec
Cm = L/(1-Y)	= 48.3 sec
Yult = 0.9-0.0075L	= 0.660
R.C.ult = (Yult-Y)/Y*100%	= 95.6 %
Cp = 0.9*L/(0.9-Y)	= 51.2 sec
Ymax = 1-L/C	= 0.733
R.C.(C) = (0.9*Ymax-Y)/Y*100%	= 95.6 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Provided (s) FG	Check
Ep	7.9	3,4,1	5	8	OK
Fp	7.6	1,2	5	7	OK
Gp	7.3	4,1,2	5	7	OK
Hp	8.3	3	5	8	OK
Ip	7.6	1,2,3	5	8	OK
Jp	7.4	4	5	7	OK
Kp	7.3	2,3,4	5	7	OK
Lp	9.7	1	5	11	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1	1	3.60	A	1	15		N	1975	159			159	1.00	1795			1795	0.089	0.089		23	23	0.462	21	45
2	1	3.60	A	1				2115		165		165	0.00	2115			2115	0.078			20	23	0.407	22	44
3,4	2	3.60	B	1	15		N	1975	14	141		155	0.09	1957			1957	0.079	0.079		21	21	0.453	21	46
4,5	2	3.60	B	1	20			2115		74	87	161	0.54	2033			2033	0.079			21	21	0.453	22	46
3,4	2	3.50	C	1	15		N	1965			79	79	1.00	1786			1786	0.044			12	21	0.253	11	44
4,5	2	3.50	C	1	20			2105	97	62		159	0.61	2013			2013	0.079	0.079		21	21	0.451	22	46
10,11	2	3.50	D	1	20			2105		80	103	183	0.56	2020			2020	0.091	0.091		24	24	0.453	24	44
9,10	2	3.50	D	1	15		N	1965	112	55		167	0.67	1841			1841	0.091			24	24	0.453	22	44

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_REF_PM_OFF_PEAK_WEEKDAY.xls

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnG - Shap Pat Heung Road / Yuen Long Tai Yuk Road		2029 Reference Traffic Flow - PM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

(ARM B)
Yuen Long Tai Yuk Road

[6] 126 [5] 106

Shap Pat Heung Road (ARM A)

[1] 72 [2] 120

(ARM C)
Shap Pat Heung Road

244 [4] 80 [3]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

W b-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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.6 (metres) W cr = 4.2 (metres) q a-b = 72 (pcu/hr) q a-c = 120 (pcu/hr)	D = 1.025 E = 1.091 F = 1.019 Y = 0.703	Q b-a = 559 (pcu/hr) Q b-c = 772 (pcu/hr) Q c-b = 709 (pcu/hr) Q b-ac = 640 (pcu/hr)	DFC b-a = 0.2254 DFC b-c = 0.1373 DFC c-b = 0.3441 DFC b-ac = 0.3627 (Share Lane)
MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 80 (pcu/hr) q c-b = 244 (pcu/hr)	F for (Qb-ac) = 0.457	TOTAL FLOW = 748 (pcu/hr)	
MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 126 (pcu/hr) q b-c = 106 (pcu/hr)			CRITICAL DFC = 0.36

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2029 Reference Traffic Flow - Weekend Peak (Saturday)		Reviewed By:	AW 2026/3/27

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.9 (metres) W cr = 1.5 (metres) q a-b = 34 (pcu/hr) q a-c = 498 (pcu/hr)	D = 0.985 E = 1.147 F = 0.879 Y = 0.693 F for (Qb-ac) = 0.778	Q b-a = 471 (pcu/hr) Q b-c = 707 (pcu/hr) Q c-b = 537 (pcu/hr) Q b-ac = 636 (pcu/hr) Q c-a = 1686 (pcu/hr) TOTAL FLOW = 810 (pcu/hr)	DFC b-a = 0.0297 DFC b-c = 0.0693 DFC c-b = 0.0633 DFC b-ac = 0.0990 (Share Lane) DFC c-a = 0.1074 CRITICAL DFC = 0.11
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 140 (metres) q c-a = 181 (pcu/hr) q c-b = 34 (pcu/hr)			
MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 140 (metres) q b-a = 14 (pcu/hr) q b-c = 49 (pcu/hr)			

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

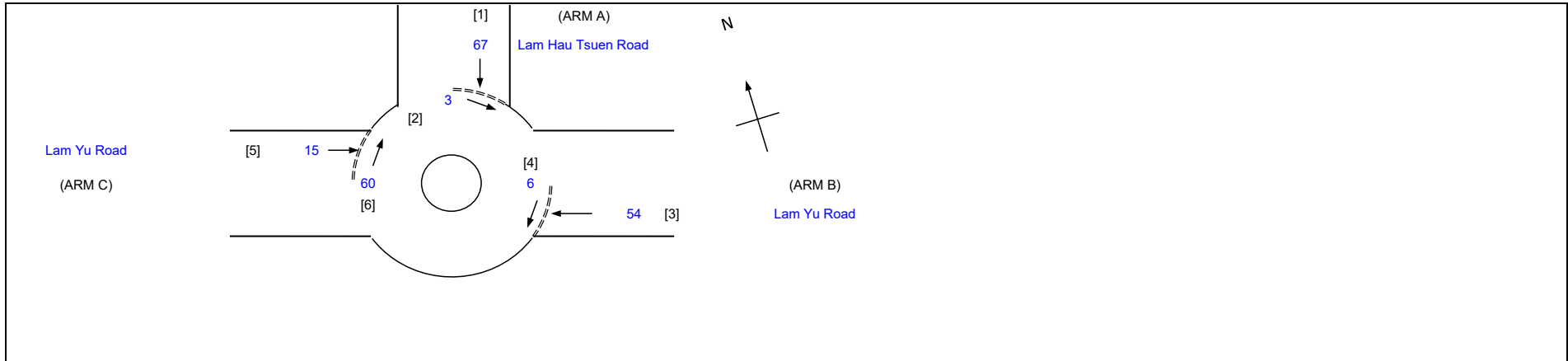
JnB - Lam Hau Tsuen Road / Lam Yu Road

2029 Reference Traffic Flow - Weekend Peak (Saturday)

Reviewed By:

AW

2026/3/27



GEOMETRIC DETAILS:

	ARM	A	B	C
V =	Approach half width (m)	3.6	2.2	5.1
E =	Entry width (m)	5.0	5.0	6.5
L =	Effective length of flare (m)	5.3	14.8	14.3
R =	Entry radius (m)	30.0	77.0	15.0
D =	Inscribed circle diameter (m)	35.0	35.0	35.0
A =	Entry angle (degree)	5.0	0.0	17.0
Q =	Entry flow (pcu/h)	67	54	15
Qc =	Circulating flow across entry (pcu/h)	3	6	60

OUTPUT PARAMETERS:

S =	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K =	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2 =	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M =	$EXP((D-60)/10)$	0.08	0.08	0.08
F =	$303 \times X2$	1321	1195	1868
Td =	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc =	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe =	$K(F-Fc \times Qc)$	1455	1359	1880
DFC =	Design flow/Capacity = Q/Qe	0.05	0.04	0.01

TOTAL FLOW = 205 (pcu/hr)
CRITICAL DFC = 0.05

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

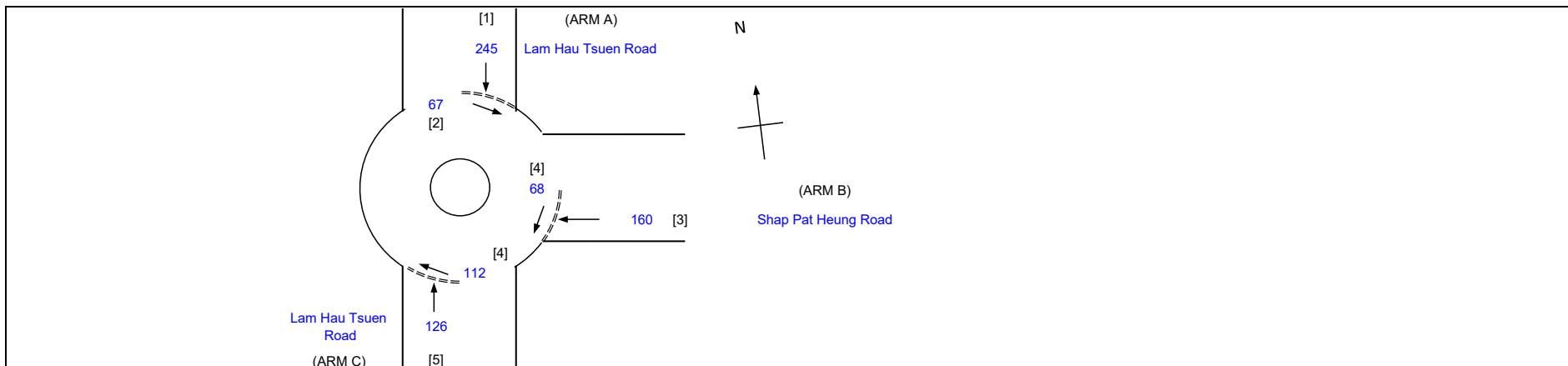
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2029 Reference Traffic Flow - Weekend Peak (Saturday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	5.3	4.5	3.6
E	=	Entry width (m)	7.0	7.0	7.0
L	=	Effective length of flare (m)	14.2	15.0	14.0
R	=	Entry radius (m)	48.0	56.0	33.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	23.0	14.0	5.0
Q	=	Entry flow (pcu/h)	245	160	126
Qc	=	Circulating flow across entry (pcu/h)	67	68	112

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2	=	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1978	1858	1670
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe	=	$K(F-Fc \times Qc)$	2033	1969	1768
DFC	=	Design flow/Capacity = Q/Qe	0.12	0.08	0.07

TOTAL FLOW = 778 (pcu/hr)
CRITICAL DFC = 0.12

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

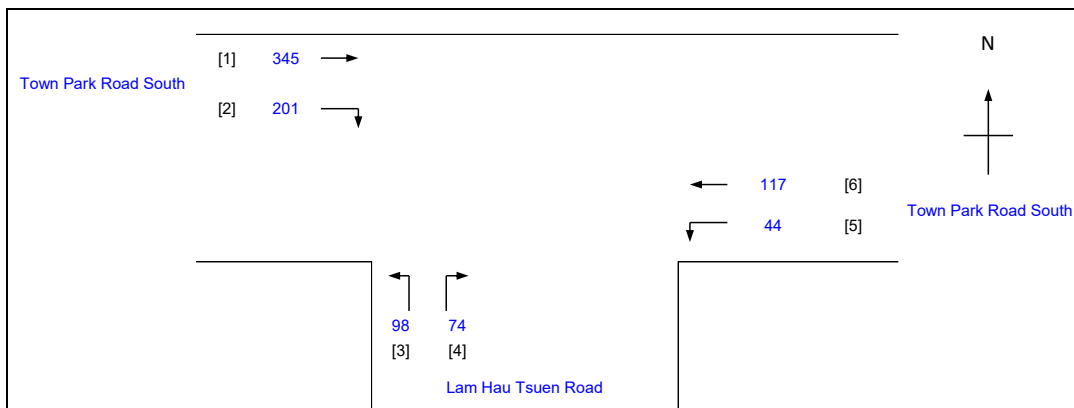
JnD - Town Park Road South / Lam Hau Tsuen Road

2029 Reference Traffic Flow - Weekend Peak (Saturday)

Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

I = 5 sec

Stage 1 - 2

I = 8 sec

Stage 2 - 3

I = 11 sec

Stage 3 - 4

I = 2 sec

Stage 4 - 1

C = 120 sec

Cycle time

Y = 0.431

Sum(y)

L = 32 sec

Loss time

= 879 pcu

Total Flow

= 93.1 sec

 $Co = (1.5 \cdot L + 5) / (1 - Y)$

= 56.2 sec

 $Cm = L / (1 - Y)$

= 0.660

 $Yult = 0.9 - 0.0075L$

= 53.2 %

 $R.C.ult = (Yult - Y) / Y \cdot 100\%$

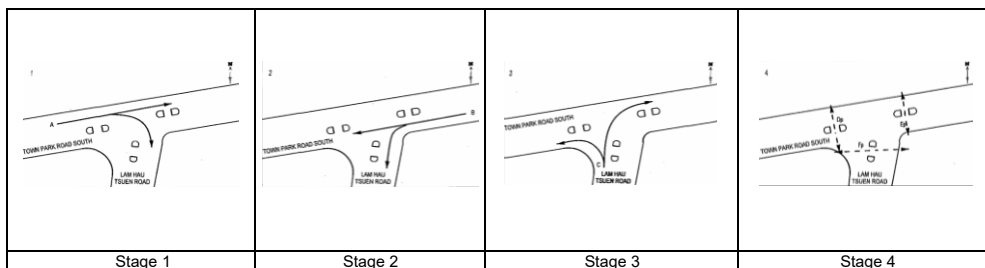
= 61.4 sec

 $Cp = 0.9 \cdot L / (0.9 - Y)$

= 0.733

 $Ymax = 1 - L / C$

= 53.2 %

 $R.C.(C) = (0.9 \cdot Ymax - Y) / Y \cdot 100\%$


Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Provided (s) FG	Check
Dp	10.5	4	5	4	OK
Ep	10.5	4	5	4	OK
Fp	19.3	4	5	8	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		345	201	546	0.37	2058			2058	0.265	0.265		54	54	0.590	50	26
5,6	2	4.80	B	1	15		N	2095	44	117		161	0.27	2039			2039	0.079	0.079		16	16	0.592	23	52
5,6	2	5.20	C	1	20		N	2135	98		74	172	1.00	1986			1986	0.087	0.087		18	18	0.577	24	50

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NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnE - Town Park Road South / Ma Tin Road / Town Park Road North		2029 Reference Traffic Flow - Weekend Peak (Saturday)		Reviewed By:	AW 2026/3/27

(ARM B)
Town Park Road North

[6] 13 [5] 55

Town Park Road South (ARM A)

[1] 28 [2] 391

Ma Tin Road (ARM C)

35 [4] 148 [3]

N

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 = 9.8 (metres) W cr = 0 (metres) q a-b = 28 (pcu/hr) q a-c = 391 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 148 (pcu/hr) q c-b = 35 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 13 (pcu/hr) q b-c = 55 (pcu/hr)	GEOMETRIC FACTORS : D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.809	THE CAPACITY OF MOVEMENT : Q b-a = 468 (pcu/hr) Q b-c = 659 (pcu/hr) Q c-b = 524 (pcu/hr) Q b-ac = 611 (pcu/hr) Q c-a = 1680 (pcu/hr) TOTAL FLOW = 670 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0278 DFC b-c = 0.0835 DFC c-b = 0.0668 DFC b-ac = 0.1112 (Share Lane) DFC c-a = 0.0881 CRITICAL DFC = 0.11
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AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

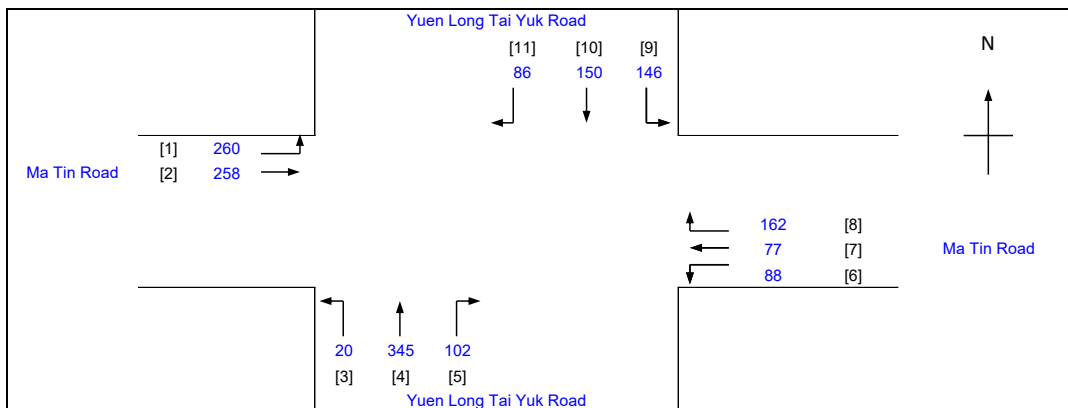
JnF - Ma Tin Road / Yuen Long Tai Yuk Road

2029 Reference Traffic Flow - Weekend Peak (Saturday)

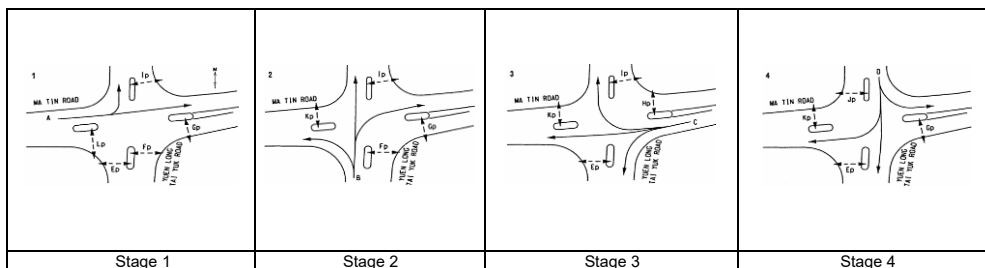
Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:	N = 4
Intergreen Period	Stage 1 - 2 I = 5 sec
	Stage 2 - 3 I = 10 sec
	Stage 3 - 4 I = 11 sec
	Stage 4 - 1 I = 10 sec
Cycle time	C = 120 sec
Sum(y)	Y = 0.451
Loss time	L = 32 sec
Total Flow	= 1694 pcu
Co	= (1.5*L+5)/(1-Y) = 96.6 sec
Cm	= L/(1-Y) = 58.3 sec
Yult	= 0.9-0.0075L = 0.660
R.C.ult	= (Yult-Y)/Y*100% = 46.3 %
Cp	= 0.9*L/(0.9-Y) = 64.2 sec
Ymax	= 1-L/C = 0.733
R.C.(C)	= (0.9*Ymax-Y)/Y*100% = 46.3 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Provided (s) FG	Check
Ep	7.9	3,4,1	5	8	OK
Fp	7.6	1,2	5	7	OK
Gp	7.3	4,1,2	5	7	OK
Hp	8.3	3	5	8	OK
Ip	7.6	1,2,3	5	8	OK
Jp	7.4	4	5	7	OK
Kp	7.3	2,3,4	5	7	OK
Lp	9.7	1	5	11	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1	1	3.60	A	1	15		N	1975	260			260	1.00	1795			1795	0.145	0.145		28	28	0.621	33	44
2	1	3.60	A	1				2115		258		258	0.00	2115			2115	0.122			24	28	0.523	33	42
3,4	2	3.60	B	1	15		N	1975	20	208		228	0.09	1958			1958	0.117	0.117		23	23	0.608	31	47
4,5	2	3.60	B	1	20			2115		137	102	239	0.43	2049			2049	0.117			23	23	0.608	32	47
3,4	2	3.50	C	1	15		N	1965			162	162	1.00	1786			1786	0.091			18	18	0.605	23	52
4,5	2	3.50	C	1	20			2105	88	77		165	0.53	2024			2024	0.082	0.091		16	18	0.543	23	50
10,11	2	3.50	D	1	20			2105		116	86	202	0.43	2040			2040	0.099	0.099		19	19	0.625	28	51
9,10	2	3.50	D	1	15		N	1965	146	34		180	0.81	1818			1818	0.099			19	19	0.625	25	51

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NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnG - Shap Pat Heung Road / Yuen Long Tai Yuk Road		2029 Reference Traffic Flow - Weekend Peak (Saturday)		Reviewed By:	AW 2026/3/27

(ARM B)
Yuen Long Tai Yuk Road

[6] 142 [5] 97

(ARM A)
Shap Pat Heung Road

[1] 167 [2] 221

(ARM C)
Shap Pat Heung Road

[4] 300 [3] 159

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 = 8.6 (metres) W cr = 4.2 (metres) q a-b = 167 (pcu/hr) q a-c = 221 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 159 (pcu/hr) q c-b = 300 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 142 (pcu/hr) q b-c = 97 (pcu/hr)	GEOMETRIC FACTORS : D = 1.025 E = 1.091 F = 1.019 Y = 0.703 F for (Qb-ac) = 0.406	THE CAPACITY OF MOVEMENT : Q b-a = 489 (pcu/hr) Q b-c = 733 (pcu/hr) Q c-b = 658 (pcu/hr) Q b-ac = 565 (pcu/hr) TOTAL FLOW = 1086 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.2904 DFC b-c = 0.1323 DFC c-b = 0.4559 DFC b-ac = 0.4227 (Share Lane) CRITICAL DFC = 0.46
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AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK	2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY	2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2029 Reference Traffic Flow - Weekend Peak (Sunday)		Reviewed By:	AW	2026/3/27

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.9 (metres) W cr = 1.5 (metres) q a-b = 25 (pcu/hr) q a-c = 353 (pcu/hr)	D = 0.985 E = 1.147 F = 0.879 Y = 0.693 F for (Qb-ac) = 0.885	Q b-a = 516 (pcu/hr) Q b-c = 750 (pcu/hr) Q c-b = 571 (pcu/hr) Q b-ac = 713 (pcu/hr) Q c-a = 1727 (pcu/hr) TOTAL FLOW = 655 (pcu/hr)	DFC b-a = 0.0233 DFC b-c = 0.1227 DFC c-b = 0.0403 DFC b-ac = 0.1459 (Share Lane) DFC c-a = 0.0868 CRITICAL DFC = 0.15
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 140 (metres) q c-a = 150 (pcu/hr) q c-b = 23 (pcu/hr)			
MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 140 (metres) q b-a = 12 (pcu/hr) q b-c = 92 (pcu/hr)			

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

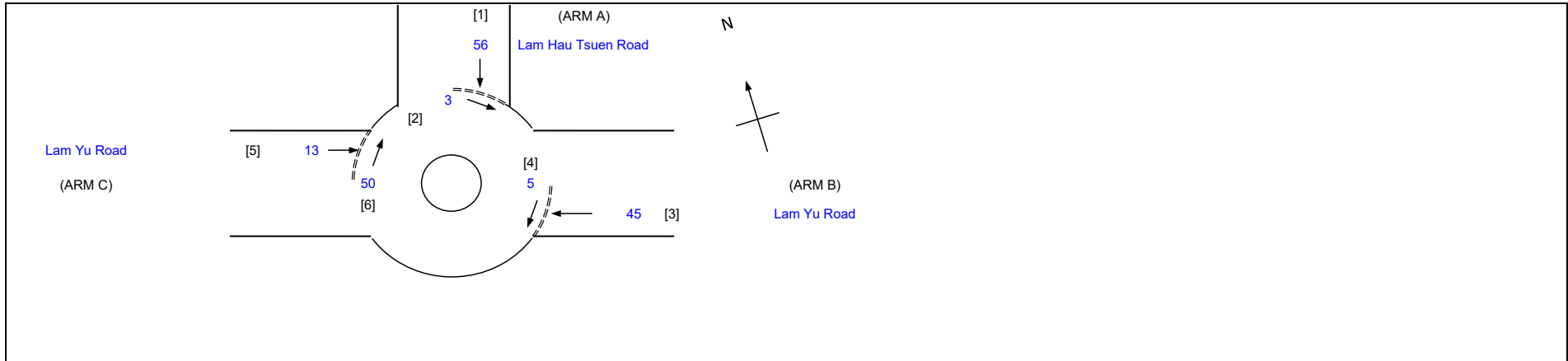
JnB - Lam Hau Tsuen Road / Lam Yu Road

2029 Reference Traffic Flow - Weekend Peak (Sunday)

Reviewed By:

AW

2026/3/27



GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	3.6	2.2	5.1
E	=	Entry width (m)	5.0	5.0	6.5
L	=	Effective length of flare (m)	5.3	14.8	14.3
R	=	Entry radius (m)	30.0	77.0	15.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	5.0	0.0	17.0
Q	=	Entry flow (pcu/h)	56	45	13
Qc	=	Circulating flow across entry (pcu/h)	3	5	50

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2	=	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1321	1195	1868
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe	=	$K(F-Fc \times Qc)$	1455	1360	1887
DFC	=	Design flow/Capacity = Q/Qe	0.04	0.03	0.01

TOTAL FLOW = 172 (pcu/hr)
CRITICAL DFC = 0.04

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

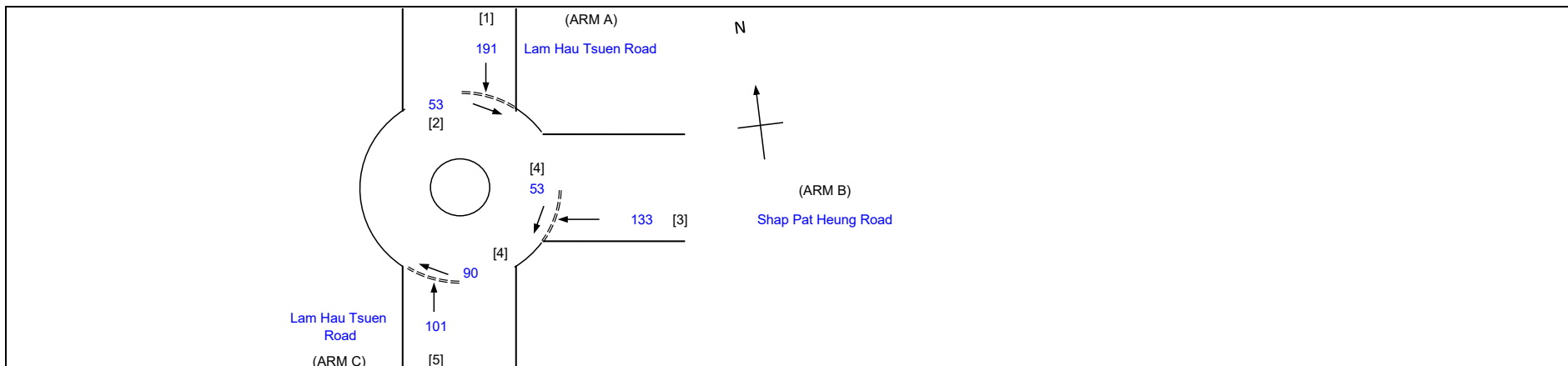
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2029 Reference Traffic Flow - Weekend Peak (Sunday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:
ARM
A
B
C

V	=	Approach half width (m)	5.3	4.5	3.6
E	=	Entry width (m)	7.0	7.0	7.0
L	=	Effective length of flare (m)	14.2	15.0	14.0
R	=	Entry radius (m)	48.0	56.0	33.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	23.0	14.0	5.0
Q	=	Entry flow (pcu/h)	191	133	101
Qc	=	Circulating flow across entry (pcu/h)	53	53	90

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2	=	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1978	1858	1670
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe	=	$K(F-Fc \times Qc)$	2043	1980	1783
DFC	=	Design flow/Capacity = Q/Qe	0.09	0.07	0.06

TOTAL FLOW = **621 (pcu/hr)**
CRITICAL DFC = **0.09**

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

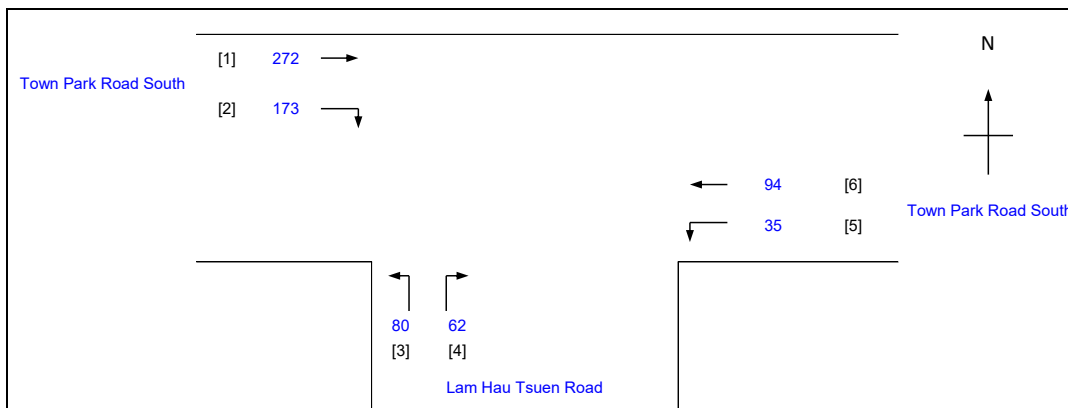
JnD - Town Park Road South / Lam Hau Tsuen Road

2029 Reference Traffic Flow - Weekend Peak (Sunday)

Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

I = 5 sec

Stage 1 - 2

I = 8 sec

Stage 2 - 3

I = 11 sec

Stage 3 - 4

I = 2 sec

Stage 4 - 1

C = 120 sec

Cycle time

Y = 0.351

Sum(y)

L = 32 sec

Loss time

= 716 pcu

Total Flow

= 81.7 sec

 $Co = (1.5 \cdot L + 5) / (1 - Y)$

= 49.3 sec

 $Cm = L / (1 - Y)$

= 0.660

 $Yult = 0.9 - 0.0075L$

= 87.9 %

 $R.C.ult = (Yult - Y) / Y \cdot 100\%$

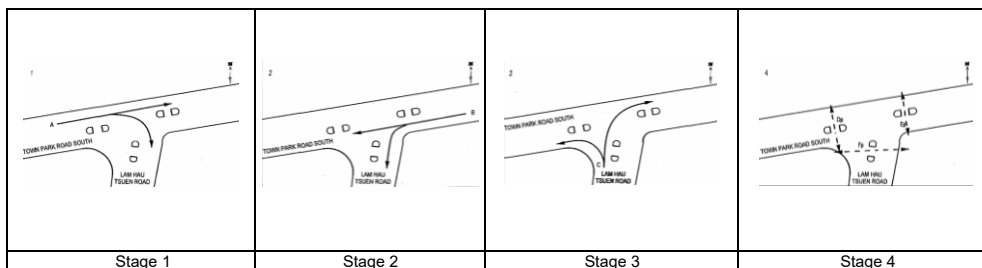
= 52.5 sec

 $Cp = 0.9 \cdot L / (0.9 - Y)$

= 0.733

 $Ymax = 1 - L / C$

= 87.9 %

 $R.C.(C) = (0.9 \cdot Ymax - Y) / Y \cdot 100\%$


Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Provided (s) FG	Check
Dp	10.5	4	5	4	OK
Ep	10.5	4	5	4	OK
Fp	19.3	4	5	8	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		272	173	445	0.39	2055			2055	0.217	0.217		54	54	0.481	41	24
5,6	2	4.80	B	1	15		N	2095	35	94		129	0.27	2040			2040	0.063	0.063		16	16	0.474	19	50
5,6	2	5.20	C	1	20		N	2135	80		62	142	1.00	1986			1986	0.071	0.071		18	18	0.477	20	49

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_10_REF_SUNDAY_PEAK.xls\J

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE								
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK								
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY								
JnE - Town Park Road South / Ma Tin Road / Town Park Road North		2029 Reference Traffic Flow - Weekend Peak (Sunday)		Reviewed By:	AW								
		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)											
<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left; font-weight: normal;">GEOMETRIC DETAILS:</th> <th style="text-align: left; font-weight: normal;">GEOMETRIC FACTORS :</th> <th style="text-align: left; font-weight: normal;">THE CAPACITY OF MOVEMENT :</th> <th style="text-align: left; font-weight: normal;">COMPARISON OF DESIGN FLOW TO CAPACITY:</th> </tr> <tr> <td style="vertical-align: top; padding: 5px;"> MAJOR ROAD (ARM A) W = 9.8 (metres) W cr = 0 (metres) q a-b = 22 (pcu/hr) q a-c = 311 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 132 (pcu/hr) q c-b = 33 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 12 (pcu/hr) q b-c = 51 (pcu/hr) </td> <td style="vertical-align: top; padding: 5px;"> D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.81 </td> <td style="vertical-align: top; padding: 5px;"> Q b-a = 489 (pcu/hr) Q b-c = 679 (pcu/hr) Q c-b = 541 (pcu/hr) Q b-ac = 632 (pcu/hr) Q c-a = 1690 (pcu/hr) TOTAL FLOW = 561 (pcu/hr) </td> <td style="vertical-align: top; padding: 5px;"> DFC b-a = 0.0245 DFC b-c = 0.0751 DFC c-b = 0.0610 DFC b-ac = 0.0997 (Share Lane) DFC c-a = 0.0781 CRITICAL DFC = 0.10 </td> </tr> </table>						GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:	MAJOR ROAD (ARM A) W = 9.8 (metres) W cr = 0 (metres) q a-b = 22 (pcu/hr) q a-c = 311 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 132 (pcu/hr) q c-b = 33 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 12 (pcu/hr) q b-c = 51 (pcu/hr)	D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.81	Q b-a = 489 (pcu/hr) Q b-c = 679 (pcu/hr) Q c-b = 541 (pcu/hr) Q b-ac = 632 (pcu/hr) Q c-a = 1690 (pcu/hr) TOTAL FLOW = 561 (pcu/hr)	DFC b-a = 0.0245 DFC b-c = 0.0751 DFC c-b = 0.0610 DFC b-ac = 0.0997 (Share Lane) DFC c-a = 0.0781 CRITICAL DFC = 0.10
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AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

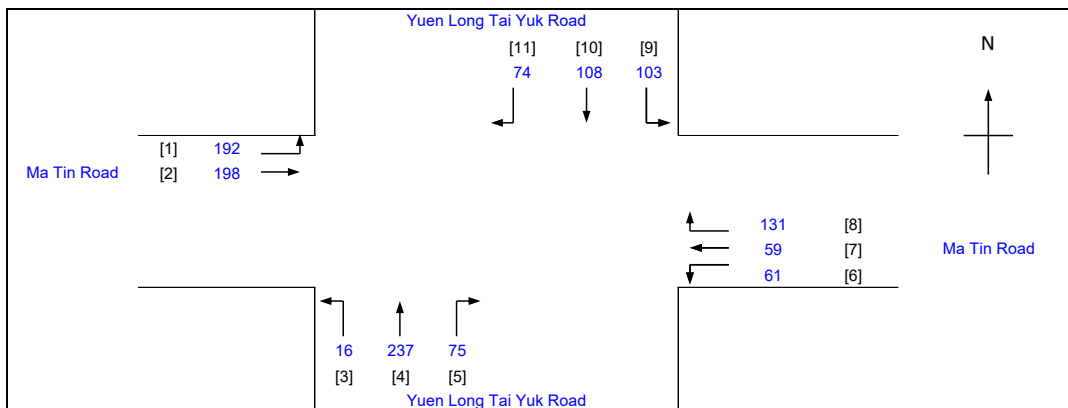
JnF - Ma Tin Road / Yuen Long Tai Yuk Road

2029 Reference Traffic Flow - Weekend Peak (Sunday)

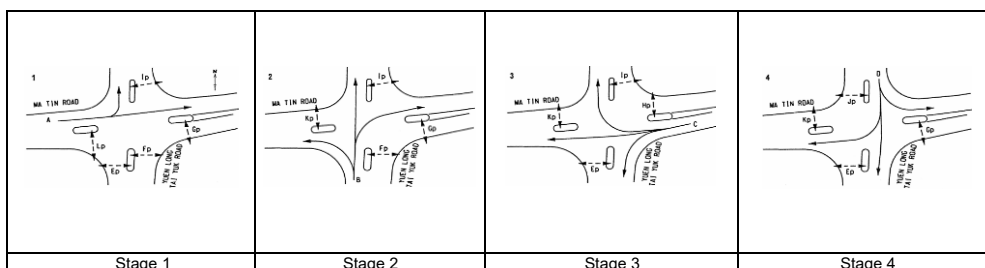
Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	10 sec
	Stage 3 - 4	I =	11 sec
	Stage 4 - 1	I =	10 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.336
Loss time		L =	32 sec
Total Flow			= 1254 pcu
Co	= (1.5*L+5)/(1-Y)		= 79.8 sec
Cm	= L/(1-Y)		= 48.2 sec
Yult	= 0.9-0.0075L		= 0.660
R.C.ult	= (Yult-Y)/Y*100%		= 96.3 %
Cp	= 0.9*L/(0.9-Y)		= 51.1 sec
Ymax	= 1-L/C		= 0.733
R.C.(C)	= (0.9*Ymax-Y)/Y*100%		= 96.3 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s)	Green Time Provided (s)	Check
Ep	7.9	3,4,1	5	8	OK
Fp	7.6	1,2	5	7	OK
Gp	7.3	4,1,2	5	7	OK
Hp	8.3	3	5	8	OK
Ip	7.6	1,2,3	5	8	OK
Jp	7.4	4	5	7	OK
Kp	7.3	2,3,4	5	7	OK
Lp	9.7	1	5	11	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1	1	3.60	A	1	15		N	1975	192			192	1.00	1795			1795	0.107	0.107		28	28	0.458	25	41
2	1	3.60	A	1				2115		198		198	0.00	2115			2115	0.094			25	28	0.401	25	40
3,4	2	3.60	B	1	15		N	1975	16	144		160	0.10	1955			1955	0.082	0.082		21	21	0.468	22	46
4,5	2	3.60	B	1	20			2115		93	75	168	0.45	2046			2046	0.082			21	21	0.468	23	46
3,4	2	3.50	C	1	15		N	1965			131	131	1.00	1786			1786	0.073			19	19	0.463	18	48
4,5	2	3.50	C	1	20			2105	61	59		120	0.51	2028			2028	0.059	0.073		15	19	0.374	17	47
10,11	2	3.50	D	1	20			2105		76	74	150	0.49	2030			2030	0.074	0.074		19	19	0.467	21	48
9,10	2	3.50	D	1	15		N	1965	103	32		135	0.76	1826			1826	0.074			19	19	0.467	19	48

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NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120.		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnG - Shap Pat Heung Road / Yuen Long Tai Yuk Road		2029 Reference Traffic Flow - Weekend Peak (Sunday)		Reviewed By:	AW 2026/3/27

(ARM B)
Yuen Long Tai Yuk Road

[6] 117 [5] 62

(ARM A)
Shap Pat Heung Road

[1] 136 [2] 177

(ARM C)
Shap Pat Heung Road

249 [4] 126 [3]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

W b-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

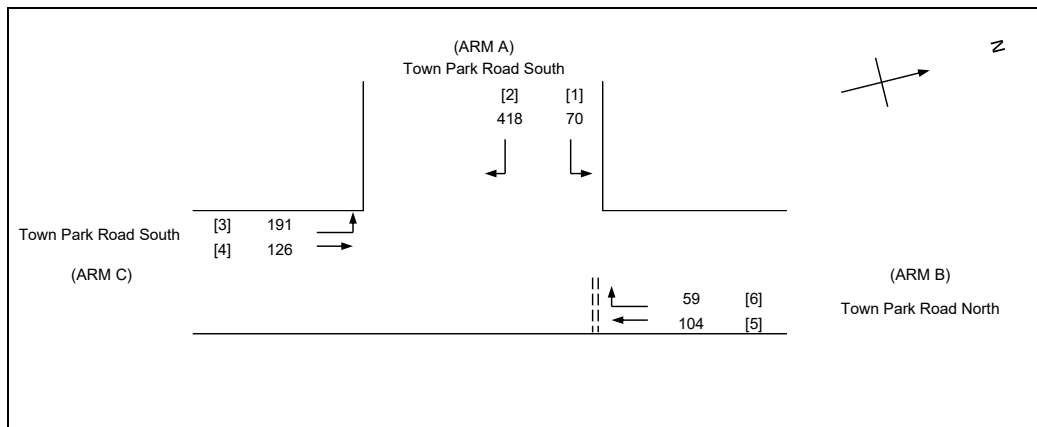
E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 8.6 (metres) W cr = 4.2 (metres) q a-b = 136 (pcu/hr) q a-c = 177 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 126 (pcu/hr) q c-b = 249 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 117 (pcu/hr) q b-c = 62 (pcu/hr)	GEOMETRIC FACTORS : D = 1.025 E = 1.091 F = 1.019 Y = 0.703 F for (Qb-ac) = 0.346	THE CAPACITY OF MOVEMENT : Q b-a = 528 (pcu/hr) Q b-c = 749 (pcu/hr) Q c-b = 677 (pcu/hr) Q b-ac = 588 (pcu/hr) TOTAL FLOW = 867 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.2216 DFC b-c = 0.0828 DFC c-b = 0.3678 DFC b-ac = 0.3044 (Share Lane) CRITICAL DFC = 0.37
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AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK	2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY	2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2029 Design Traffic Flow - AM Off Peak (Weekday)		Reviewed By:	AW	2026/3/27



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	=	8.9	(metres)
W cr	=	1.5	(metres)
q a-b	=	70	(pcu/hr)
q a-c	=	418	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.2	(metres)
Vr c-b	=	140	(metres)
q c-a	=	191	(pcu/hr)
q c-b	=	126	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	5.0	(metres)
W b-c	=	5.0	(metres)
VI b-a	=	45	(metres)
Vr b-a	=	45	(metres)
Vr b-c	=	140	(metres)
q b-a	=	59	(pcu/hr)
q b-c	=	104	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.985
E	=	1.147
F	=	0.879
Y	=	0.693

F for (Qb-ac) = 0.638

THE CAPACITY OF MOVEMENT :

Q b-a	=	453	(pcu/hr)
Q b-c	=	726	(pcu/hr)
Q c-b	=	547	(pcu/hr)
Q b-ac	=	596	(pcu/hr)
Q c-a	=	1385	(pcu/hr)
TOTAL FLOW	=	968	(pcu/hr)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1302
DFC b-c	=	0.1433
DFC c-b	=	0.2303
DFC b-ac	=	0.2735
(Share Lane)		
DFC c-a	=	0.1379

CRITICAL DFC = 0.27

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

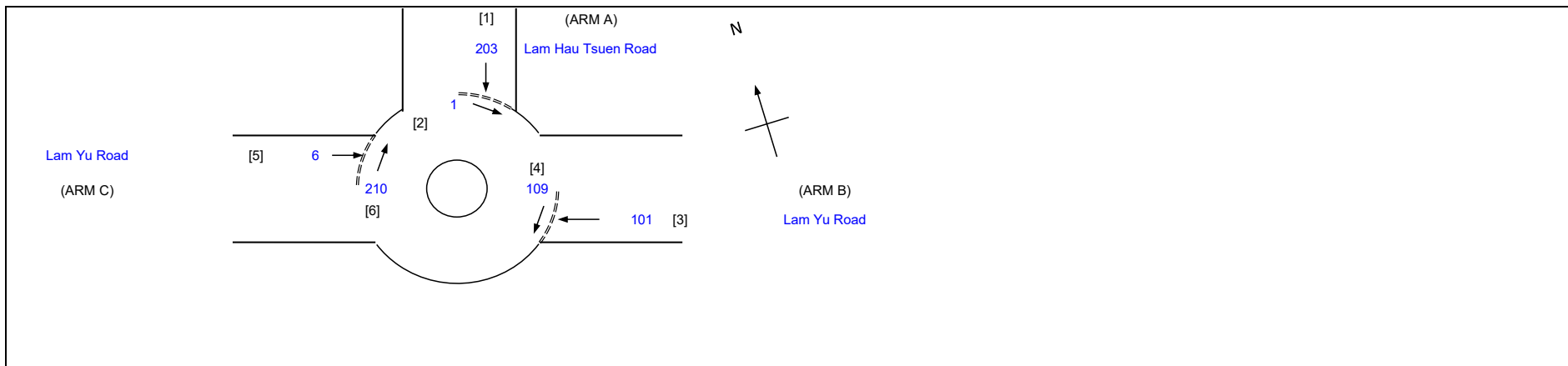
JnB - Lam Hau Tsuen Road / Lam Yu Road

2029 Design Traffic Flow - AM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:
ARM
A
B
C

V	=	Approach half width (m)	3.6	2.2	5.1
E	=	Entry width (m)	5.0	5.0	6.5
L	=	Effective length of flare (m)	5.3	14.8	14.3
R	=	Entry radius (m)	30.0	77.0	15.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	5.0	0.0	17.0
Q	=	Entry flow (pcu/h)	203	101	6
Qc	=	Circulating flow across entry (pcu/h)	1	109	210

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2	=	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1321	1195	1868
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe	=	$K(F-Fc \times Qc)$	1456	1294	1774
DFC	=	Design flow/Capacity = Q/Qe	0.14	0.08	0.00

TOTAL FLOW = 630 (pcu/hr)
CRITICAL DFC = 0.14

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

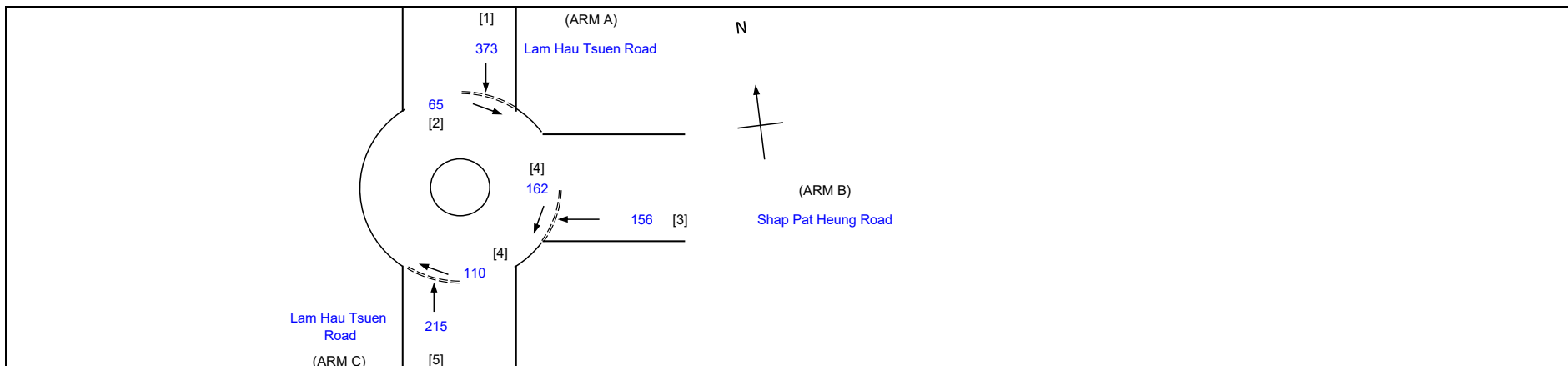
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2029 Design Traffic Flow - AM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	5.3	4.5	3.6
E	=	Entry width (m)	7.0	7.0	7.0
L	=	Effective length of flare (m)	14.2	15.0	14.0
R	=	Entry radius (m)	48.0	56.0	33.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	23.0	14.0	5.0
Q	=	Entry flow (pcu/h)	373	156	215
Qc	=	Circulating flow across entry (pcu/h)	65	162	110

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2	=	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1978	1858	1670
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe	=	$K(F-Fc \times Qc)$	2034	1899	1769
DFC	=	Design flow/Capacity = Q/Qe	0.18	0.08	0.12

 TOTAL FLOW = 1081 (pcu/hr)
 CRITICAL DFC = 0.18

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

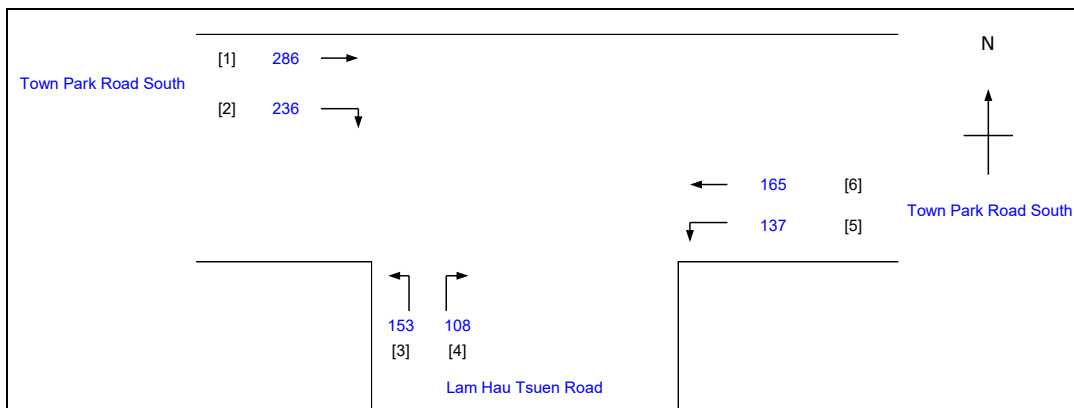
JnD - Town Park Road South / Lam Hau Tsuen Road

2029 Design Traffic Flow - AM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

I = 5 sec

Stage 1 - 2

I = 8 sec

Stage 2 - 3

I = 11 sec

Stage 3 - 4

I = 2 sec

Stage 4 - 1

C = 120 sec

Cycle time

Y = 0.537

Sum(y)

L = 32 sec

Loss time

= 1085 pcu

Total Flow

= 114.5 sec

 $Co = (1.5 \cdot L + 5) / (1 - Y)$

= 69.2 sec

 $Cm = L / (1 - Y)$

= 0.660

 $Yult = 0.9 - 0.0075L$

= 22.8 %

 $R.C.ult = (Yult - Y) / Y \cdot 100\%$

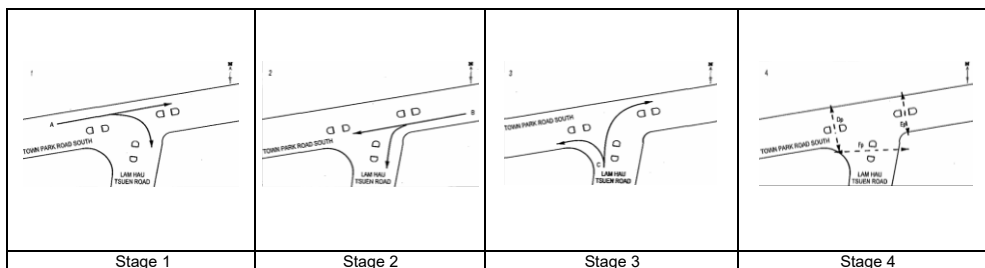
= 79.4 sec

 $Cp = 0.9 \cdot L / (0.9 - Y)$

= 0.733

 $Ymax = 1 - L / C$

= 22.8 %

 $R.C.(C) = (0.9 \cdot Ymax - Y) / Y \cdot 100\%$


Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Provided (s) FG	Check
Dp	10.5	4	5	4	OK
Ep	10.5	4	5	4	OK
Fp	19.3	4	5	8	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		286	236	522	0.45	2046			2046	0.255	0.255		42	42	0.729	57	37
5,6	2	4.80	B	1	15		N	2095	137	165		302	0.45	2004			2004	0.151	0.151		25	25	0.723	41	49
5,6	2	5.20	C	1	20		N	2135	153		108	261	1.00	1986			1986	0.131	0.131		22	22	0.717	36	52

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_DES_AM_OFF_PEAK_WEEKDAY.xls\J

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnE - Town Park Road South / Ma Tin Road / Town Park Road North		2029 Design Traffic Flow - AM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

(ARM B)
Town Park Road North

[6] 103 [5] 93

(ARM A)
Town Park Road South

[1] 93 [2] 301

(ARM C)
Ma Tin Road

70 [4] 199 [3]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

W b-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 = 9.8 (metres) W cr = 0 (metres) q a-b = 93 (pcu/hr) q a-c = 301 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 199 (pcu/hr) q c-b = 70 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 103 (pcu/hr) q b-c = 93 (pcu/hr)	GEOMETRIC FACTORS : D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.474	THE CAPACITY OF MOVEMENT : Q b-a = 464 (pcu/hr) Q b-c = 675 (pcu/hr) Q c-b = 529 (pcu/hr) Q b-ac = 545 (pcu/hr) Q c-a = 1562 (pcu/hr) TOTAL FLOW = 859 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.2220 DFC b-c = 0.1378 DFC c-b = 0.1323 DFC b-ac = 0.3598 (Share Lane) DFC c-a = 0.1274 CRITICAL DFC = 0.36
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AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

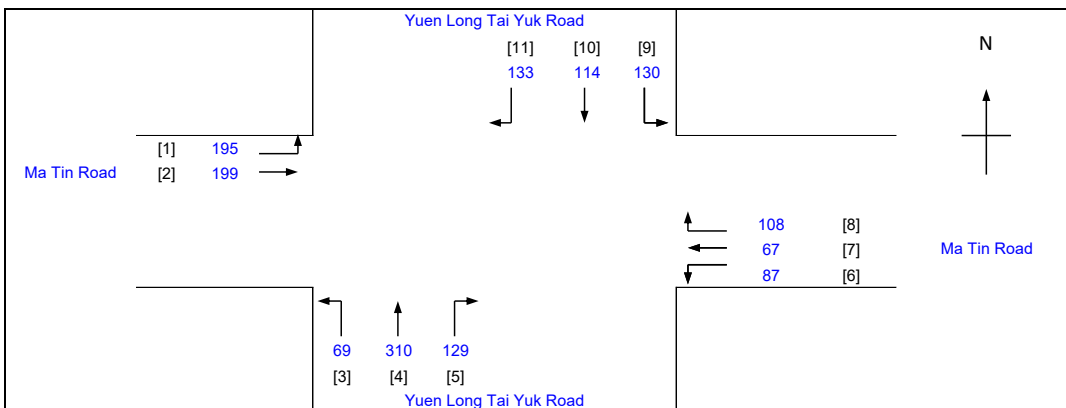
JnF - Ma Tin Road / Yuen Long Tai Yuk Road

2029 Design Traffic Flow - AM Off Peak (Weekday)

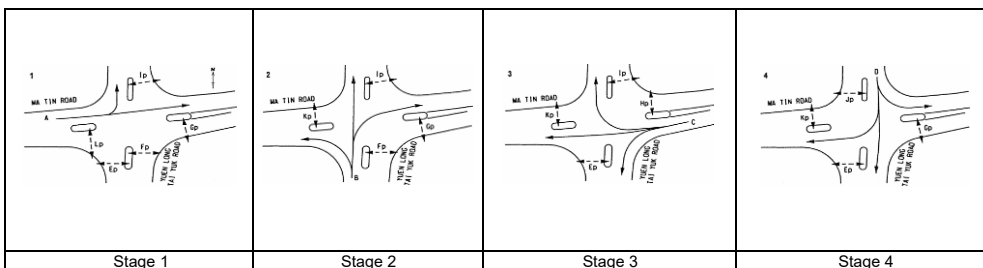
Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	10 sec
	Stage 3 - 4	I =	11 sec
	Stage 4 - 1	I =	10 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.411
Loss time		L =	32 sec
Total Flow			= 1541 pcu
Co	= $(1.5 \cdot L + 5) / (1 - Y)$		= 90.0 sec
Cm	= $L / (1 - Y)$		= 54.4 sec
Yult	= $0.9 - 0.0075L$		= 0.660
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$		= 60.4 %
Cp	= $0.9 \cdot L / (0.9 - Y)$		= 58.9 sec
Ymax	= $1 - L / C$		= 0.733
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$		= 60.4 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s)	Green Time Provided (s)	Check
Ep	7.9	3,4,1	5	46	OK
Fp	7.6	1,2	5	54	OK
Gp	7.3	4,1,2	5	88	OK
Hp	8.3	3	5	13	OK
Ip	7.6	1,2,3	5	83	OK
Jp	7.4	4	5	20	OK
Kp	7.3	2,3,4	5	82	OK
Lp	9.7	1	5	13	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1	1	3.60	A	1	15		N	1975	195			195	1.00	1795			1795	0.109	0.109		23	23	0.567	26	47
2	1	3.60	A	1				2115		199		199	0.00	2115			2115	0.094			20	23	0.491	27	45
3,4	2	3.60	B	1	15		N	1975	69	177		246	0.28	1921			1921	0.128	0.128		27	27	0.570	32	44
4,5	2	3.60	B	1	20			2115		133	129	262	0.49	2040			2040	0.128			27	27	0.570	34	43
3,4	2	3.50	C	1	15		N	1965			108	108	1.00	1786			1786	0.060			13	16	0.453	16	50
4,5	2	3.50	C	1	20			2105	87	67		154	0.56	2019			2019	0.076	0.076		16	16	0.572	22	52
10,11	2	3.50	D	1	20			2105		64	133	197	0.68	2003			2003	0.098	0.098		21	21	0.562	27	48
9,10	2	3.50	D	1	15		N	1965	130	50		180	0.72	1833			1833	0.098			21	21	0.562	25	48

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_DES_AM_OFF_PEAK_WEEKDAY.xls

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK	2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY	2026/3/27
JnG - Shap Pat Heung Road / Yuen Long Tai Yuk Road		2029 Design Traffic Flow - AM Off Peak (Weekday)		Reviewed By:	AW	2026/3/27

(ARM B)
Yuen Long Tai Yuk Road

(ARM A)
Shap Pat Heung Road

(ARM C)
Shap Pat Heung 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

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.6 (metres) W cr = 4.2 (metres) q a-b = 185 (pcu/hr) q a-c = 162 (pcu/hr)	D = 1.025 E = 1.091 F = 1.019 Y = 0.703	Q b-a = 504 (pcu/hr) Q b-c = 747 (pcu/hr) Q c-b = 668 (pcu/hr) Q b-ac = 640 (pcu/hr)	DFC b-a = 0.1389 DFC b-c = 0.1754 DFC c-b = 0.4835 DFC b-ac = 0.3143 (Share Lane)
MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 97 (pcu/hr) q c-b = 323 (pcu/hr)	F for (Qb-ac) = 0.652	TOTAL FLOW = 968 (pcu/hr)	
MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 70 (pcu/hr) q b-c = 131 (pcu/hr)			CRITICAL DFC = 0.48

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2029 Design Traffic Flow - PM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

Diagram showing the junction layout with traffic flow directions and volumes. Town Park Road South (ARM A) and Town Park Road North (ARM B) are shown. Traffic flows are indicated with arrows and numbers in boxes. A north arrow points towards the top right.

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.9 (metres) W cr = 1.5 (metres) q a-b = 73 (pcu/hr) q a-c = 406 (pcu/hr)	D = 0.985 E = 1.147 F = 0.879 Y = 0.693	Q b-a = 472 (pcu/hr) Q b-c = 729 (pcu/hr) Q c-b = 549 (pcu/hr) Q b-ac = 602 (pcu/hr) Q c-a = 1538 (pcu/hr) TOTAL FLOW = 887 (pcu/hr)	DFC b-a = 0.1123 DFC b-c = 0.1152 DFC c-b = 0.1457 DFC b-ac = 0.2275 (Share Lane) DFC c-a = 0.1242
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 140 (metres) q c-a = 191 (pcu/hr) q c-b = 80 (pcu/hr)	F for (Qb-ac) = 0.613		
MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 140 (metres) q b-a = 53 (pcu/hr) q b-c = 84 (pcu/hr)			CRITICAL DFC = 0.23

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

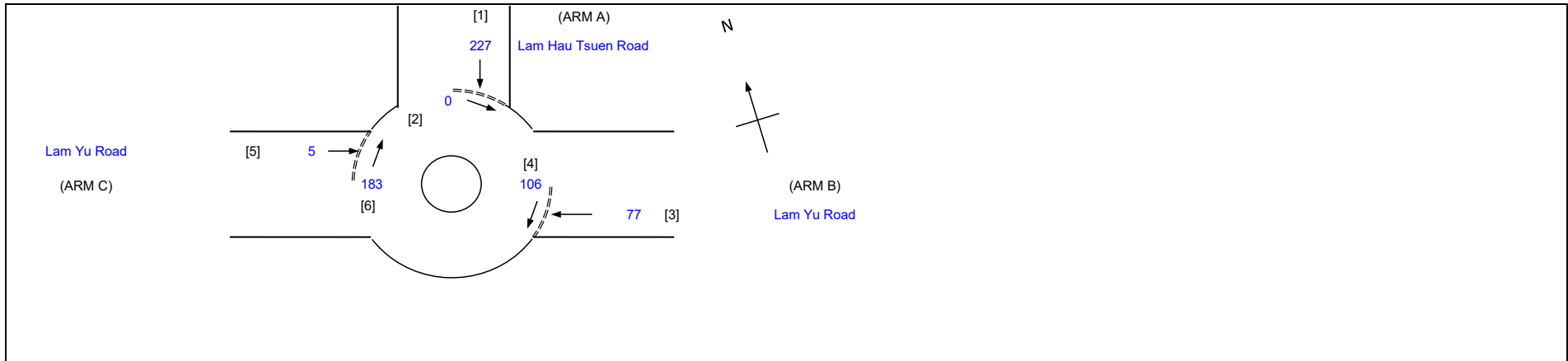
JnB - Lam Hau Tsuen Road / Lam Yu Road

2029 Design Traffic Flow - PM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	3.6	2.2	5.1
E	=	Entry width (m)	5.0	5.0	6.5
L	=	Effective length of flare (m)	5.3	14.8	14.3
R	=	Entry radius (m)	30.0	77.0	15.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	5.0	0.0	17.0
Q	=	Entry flow (pcu/h)	227	77	5
Qc	=	Circulating flow across entry (pcu/h)	0	106	183

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2	=	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1321	1195	1868
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe	=	$K(F-Fc \times Qc)$	1457	1296	1793
DFC	=	Design flow/Capacity = Q/Qe	0.16	0.06	0.00

 TOTAL FLOW = 598 (pcu/hr)
 CRITICAL DFC = 0.16

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

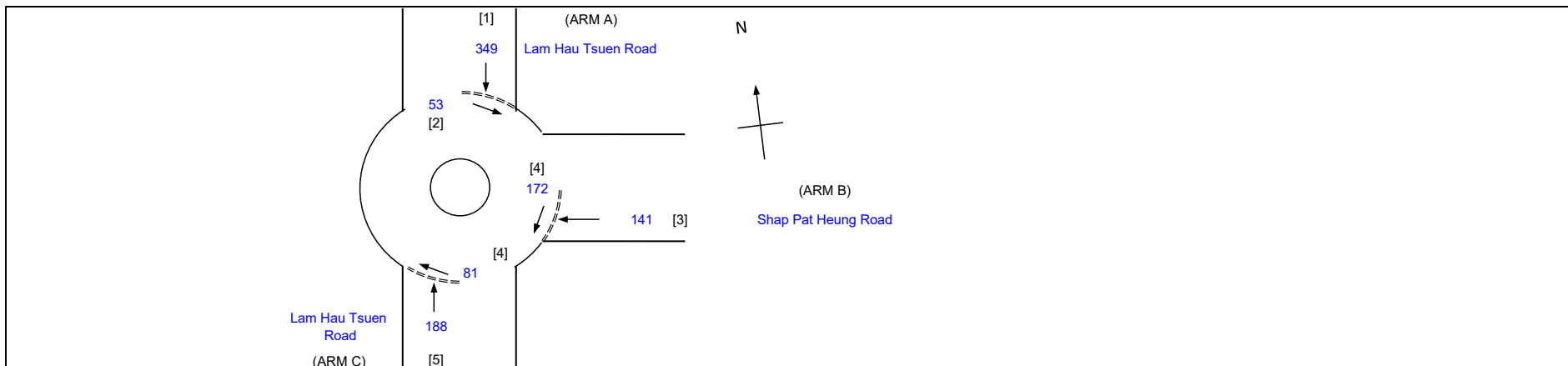
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2029 Design Traffic Flow - PM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	5.3	4.5	3.6
E	=	Entry width (m)	7.0	7.0	7.0
L	=	Effective length of flare (m)	14.2	15.0	14.0
R	=	Entry radius (m)	48.0	56.0	33.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	23.0	14.0	5.0
Q	=	Entry flow (pcu/h)	349	141	188
Qc	=	Circulating flow across entry (pcu/h)	53	172	81

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2	=	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1978	1858	1670
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe	=	$K(F-Fc \times Qc)$	2043	1891	1790
DFC	=	Design flow/Capacity = Q/Qe	0.17	0.07	0.11

 TOTAL FLOW = 984 (pcu/hr)
 CRITICAL DFC = 0.17

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

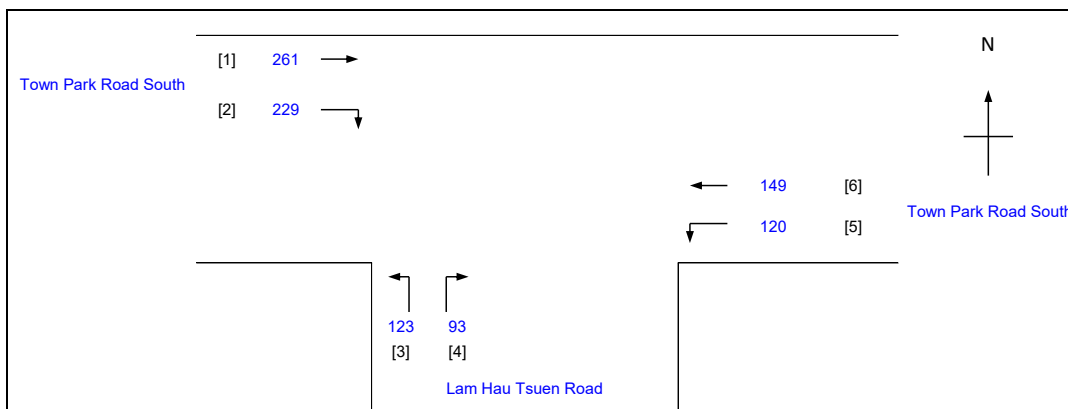
JnD - Town Park Road South / Lam Hau Tsuen Road

2029 Design Traffic Flow - PM Off Peak (Weekday)

Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

Stage 1 - 2

I = 5 sec

Stage 2 - 3

I = 8 sec

Stage 3 - 4

I = 11 sec

Stage 4 - 1

I = 2 sec

Cycle time

C = 120 sec

Sum(y)

Y = 0.483

Loss time

L = 32 sec

Total Flow

= 975 pcu

 $Co = (1.5 \cdot L + 5) / (1 - Y)$

= 102.5 sec

 $Cm = L / (1 - Y)$

= 61.9 sec

 $Y_{ult} = 0.9 - 0.0075L$

= 0.660

 $R.C._{ult} = (Y_{ult} - Y) / Y \cdot 100\%$

= 36.7 %

 $Cp = 0.9 \cdot L / (0.9 - Y)$

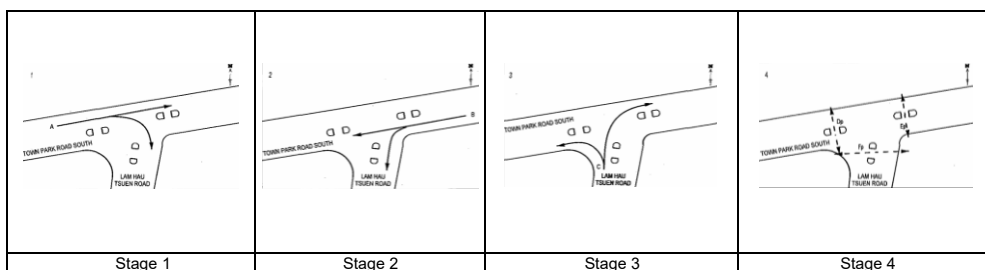
= 69.0 sec

 $Y_{max} = 1 - L / C$

= 0.733

 $R.C.(C) = (0.9 \cdot Y_{max} - Y) / Y \cdot 100\%$

= 36.7 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s)		Green Time Provided (s)		Check
			SG	FG	SG	FG	
Dp	10.5	4	5	4	9	4	OK
Ep	10.5	4	5	4	5	4	OK
Fp	19.3	4	5	8	8	8	OK

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		261	229	490	0.47	2043			2043	0.240	0.240		44	44	0.654	52	34
5,6	2	4.80	B	1	15		N	2095	120	149		269	0.45	2006			2006	0.134	0.134		24	24	0.671	36	48
5,6	2	5.20	C	1	20		N	2135	123		93	216	1.00	1986			1986	0.109	0.109		20	20	0.653	30	51

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_DES_PM_OFF_PEAK_WEEKDAY.xls\J

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnE - Town Park Road South / Ma Tin Road / Town Park Road North		2029 Design Traffic Flow - PM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 9.8 (metres) W cr = 0 (metres) q a-b = 67 (pcu/hr) q a-c = 286 (pcu/hr)	D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.281	Q b-a = 475 (pcu/hr) Q b-c = 681 (pcu/hr) Q c-b = 537 (pcu/hr) Q b-ac = 519 (pcu/hr) Q c-a = 1565 (pcu/hr) TOTAL FLOW = 734 (pcu/hr)	DFC b-a = 0.2316 DFC b-c = 0.0631 DFC c-b = 0.1304 DFC b-ac = 0.2947 (Share Lane) DFC c-a = 0.1009 CRITICAL DFC = 0.29
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 158 (pcu/hr) q c-b = 70 (pcu/hr)			
MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 110 (pcu/hr) q b-c = 43 (pcu/hr)			

AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

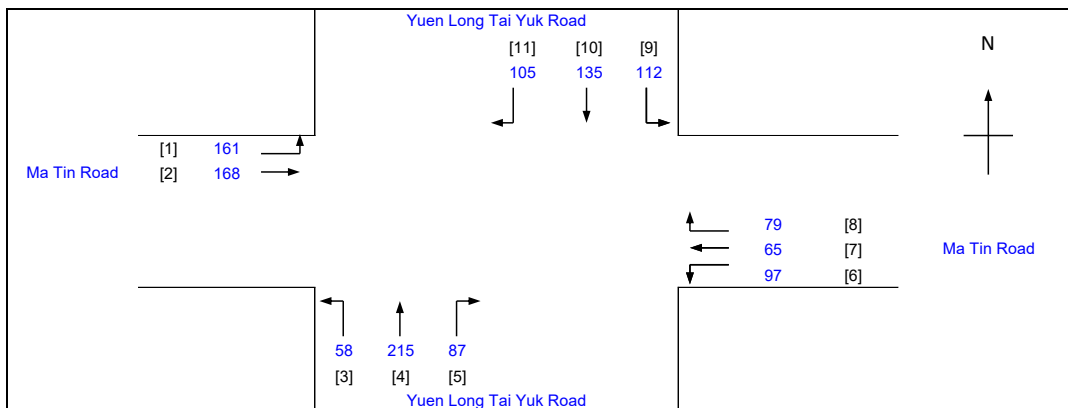
JnF - Ma Tin Road / Yuen Long Tai Yuk Road

2029 Design Traffic Flow - PM Off Peak (Weekday)

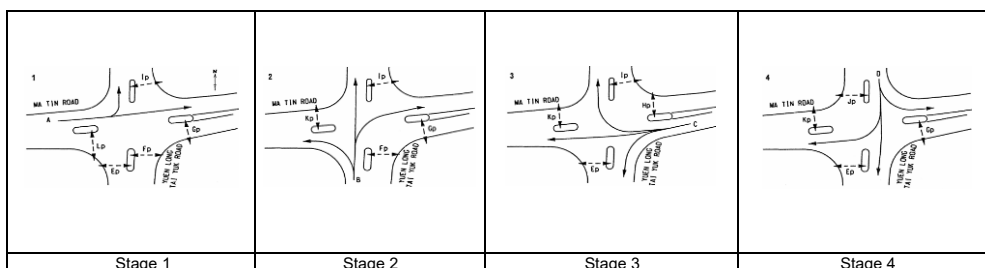
Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	10 sec
	Stage 3 - 4	I =	11 sec
	Stage 4 - 1	I =	10 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.352
Loss time		L =	32 sec
Total Flow			= 1282 pcu
Co	= (1.5*L+5)/(1-Y)		= 81.8 sec
Cm	= L/(1-Y)		= 49.4 sec
Yult	= 0.9-0.0075L		= 0.660
R.C.ult	= (Yult-Y)/Y*100%		= 87.3 %
Cp	= 0.9*L/(0.9-Y)		= 52.6 sec
Ymax	= 1-L/C		= 0.733
R.C.(C)	= (0.9*Ymax-Y)/Y*100%		= 87.3 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s)	Green Time Provided (s)	Check
Ep	7.9	3,4,1	5	49	OK
Fp	7.6	1,2	5	49	OK
Gp	7.3	4,1,2	5	85	OK
Hp	8.3	3	5	17	OK
Ip	7.6	1,2,3	5	82	OK
Jp	7.4	4	5	22	OK
Kp	7.3	2,3,4	5	84	OK
Lp	9.7	1	5	12	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1	1	3.60	A	1	15		N	1975	161			161	1.00	1795			1795	0.090	0.090		22	22	0.489	22	46
2	1	3.60	A	1				2115		168		168	0.00	2115			2115	0.079			20	22	0.433	23	45
3,4	2	3.60	B	1	15		N	1975	58	116		174	0.33	1911			1911	0.091	0.091		23	23	0.475	23	45
4,5	2	3.60	B	1	20			2115		99	87	186	0.47	2043			2043	0.091			23	23	0.475	25	45
3,4	2	3.50	C	1	15		N	1965			79	79	1.00	1786			1786	0.044			11	20	0.265	11	45
4,5	2	3.50	C	1	20			2105	97	65		162	0.60	2015			2015	0.080	0.080		20	20	0.482	23	47
10,11	2	3.50	D	1	20			2105		79	105	184	0.57	2019			2019	0.091	0.091		23	23	0.476	25	45
9,10	2	3.50	D	1	15		N	1965	112	56		168	0.67	1842			1842	0.091			23	23	0.476	23	45

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NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnG - Shap Pat Heung Road / Yuen Long Tai Yuk Road		2029 Design Traffic Flow - PM Off Peak (Weekday)		Reviewed By:	AW 2026/3/27

(ARM B)
Yuen Long Tai Yuk Road

[6] 126 [5] 106

(ARM A)
Shap Pat Heung Road

[1] 116 [2] 120

(ARM C)
Shap Pat Heung Road

244 [4] 80 [3]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

W b-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 = 8.6 (metres) W cr = 4.2 (metres) q a-b = 116 (pcu/hr) q a-c = 120 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 80 (pcu/hr) q c-b = 244 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 126 (pcu/hr) q b-c = 106 (pcu/hr)	GEOMETRIC FACTORS : D = 1.025 E = 1.091 F = 1.019 Y = 0.703 F for (Qb-ac) = 0.457	THE CAPACITY OF MOVEMENT : Q b-a = 554 (pcu/hr) Q b-c = 767 (pcu/hr) Q c-b = 697 (pcu/hr) Q b-ac = 635 (pcu/hr) TOTAL FLOW = 792 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.2274 DFC b-c = 0.1382 DFC c-b = 0.3501 DFC b-ac = 0.3656 (Share Lane) CRITICAL DFC = 0.37
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AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2029 Design Traffic Flow - Weekend Peak (Saturday)		Reviewed By:	AW 2026/3/27

(ARM A)
Town Park Road South

[2] 508 [1] 78

Town Park Road South (ARM C)

[3] 191 [4] 78

(ARM B)
Town Park Road North

58 [6] 93 [5]

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 = 8.9 (metres) W cr = 1.5 (metres) q a-b = 78 (pcu/hr) q a-c = 508 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 140 (metres) q c-a = 191 (pcu/hr) q c-b = 78 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 140 (metres) q b-a = 58 (pcu/hr) q b-c = 93 (pcu/hr)	GEOMETRIC FACTORS : D = 0.985 E = 1.147 F = 0.879 Y = 0.693 F for (Qb-ac) = 0.616	THE CAPACITY OF MOVEMENT : Q b-a = 447 (pcu/hr) Q b-c = 699 (pcu/hr) Q c-b = 525 (pcu/hr) Q b-ac = 575 (pcu/hr) Q c-a = 1533 (pcu/hr) TOTAL FLOW = 1006 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1298 DFC b-c = 0.1330 DFC c-b = 0.1486 DFC b-ac = 0.2628 (Share Lane) DFC c-a = 0.1246 CRITICAL DFC = 0.26
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Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

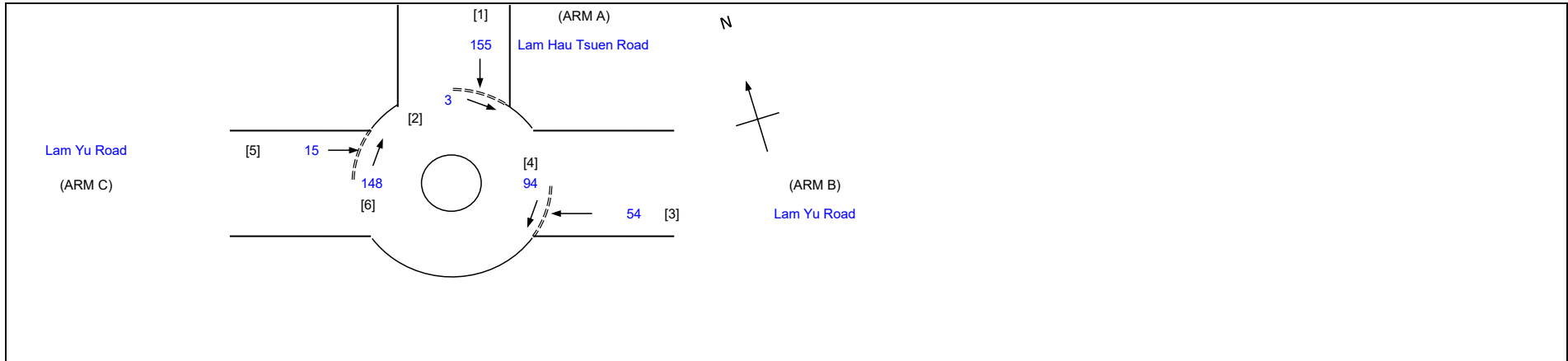
JnB - Lam Hau Tsuen Road / Lam Yu Road

2029 Design Traffic Flow - Weekend Peak (Saturday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:
ARM
A
B
C

V	=	Approach half width (m)	3.6	2.2	5.1
E	=	Entry width (m)	5.0	5.0	6.5
L	=	Effective length of flare (m)	5.3	14.8	14.3
R	=	Entry radius (m)	30.0	77.0	15.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	5.0	0.0	17.0
Q	=	Entry flow (pcu/h)	155	54	15
Qc	=	Circulating flow across entry (pcu/h)	3	94	148

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2	=	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1321	1195	1868
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe	=	$K(F-Fc \times Qc)$	1455	1304	1818
DFC	=	Design flow/Capacity = Q/Qe	0.11	0.04	0.01

TOTAL FLOW = **469 (pcu/hr)**
CRITICAL DFC = **0.11**

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

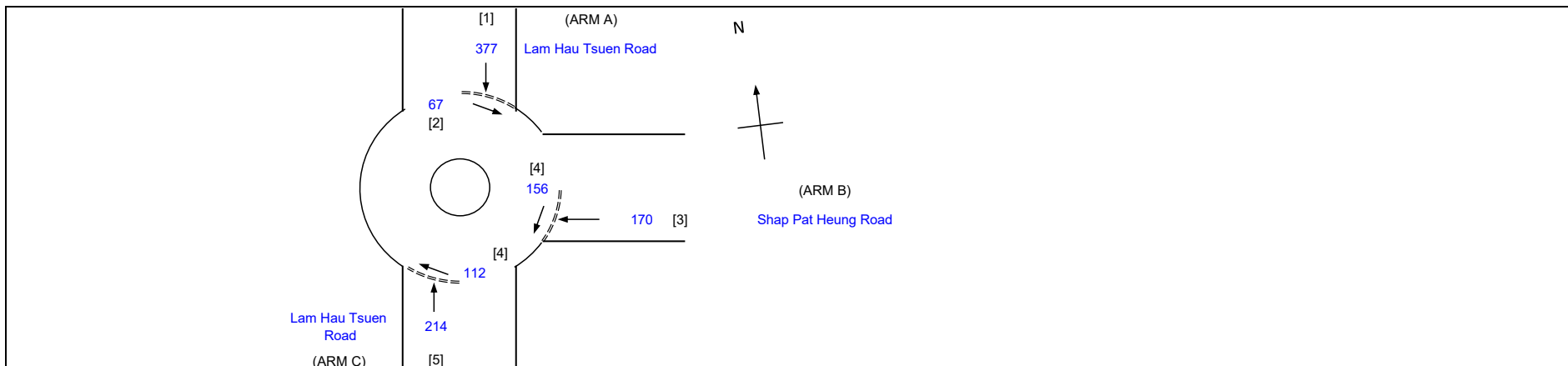
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2029 Design Traffic Flow - Weekend Peak (Saturday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	5.3	4.5	3.6
E	=	Entry width (m)	7.0	7.0	7.0
L	=	Effective length of flare (m)	14.2	15.0	14.0
R	=	Entry radius (m)	48.0	56.0	33.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	23.0	14.0	5.0
Q	=	Entry flow (pcu/h)	377	170	214
Qc	=	Circulating flow across entry (pcu/h)	67	156	112

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2	=	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1978	1858	1670
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe	=	$K(F-Fc \times Qc)$	2033	1903	1768
DFC	=	Design flow/Capacity = Q/Qe	0.19	0.09	0.12

 TOTAL FLOW = 1096 (pcu/hr)
 CRITICAL DFC = 0.19

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By: JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By: SY

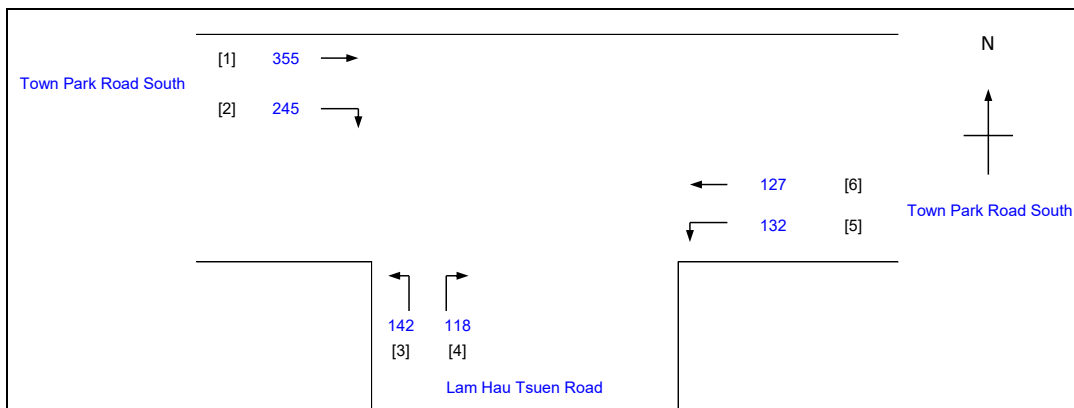
2026/3/27

JnD - Town Park Road South / Lam Hau Tsuen Road

2029 Design Traffic Flow - Weekend Peak (Saturday)

Reviewed By: AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

I = 5 sec

Stage 1 - 2

I = 8 sec

Stage 2 - 3

I = 11 sec

Stage 3 - 4

I = 2 sec

Stage 4 - 1

C = 120 sec

Cycle time

Y = 0.553

Sum(y)

L = 32 sec

Loss time

= 1119 pcu

Total Flow

= 118.6 sec

 $Co = (1.5 \cdot L + 5) / (1 - Y)$

= 71.6 sec

 $Cm = L / (1 - Y)$

= 0.660

 $Yult = 0.9 - 0.0075L$

= 19.3 %

 $R.C.ult = (Yult - Y) / Y \cdot 100\%$

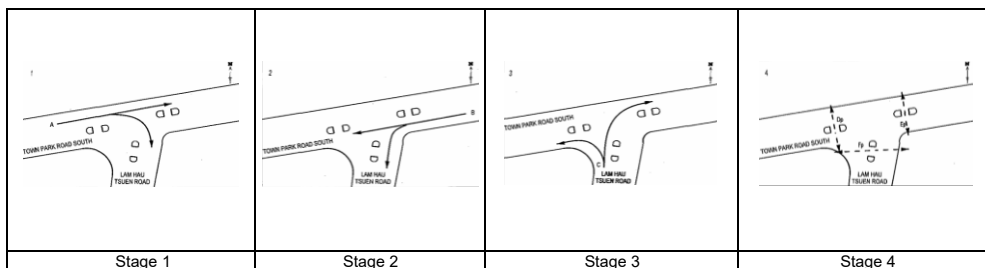
= 83.0 sec

 $Cp = 0.9 \cdot L / (0.9 - Y)$

= 0.733

 $Ymax = 1 - L / C$

= 19.3 %

 $R.C.(C) = (0.9 \cdot Ymax - Y) / Y \cdot 100\%$


Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s) SG	Green Time Provided (s) FG	Check
Dp	10.5	4	5	4	OK
Ep	10.5	4	5	4	OK
Fp	19.3	4	5	8	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		355	245	600	0.41	2052			2052	0.292	0.292		47	47	0.746	62	35
5,6	2	4.80	B	1	15		N	2095	132	127		259	0.51	1993			1993	0.130	0.130		21	21	0.742	37	54
5,6	2	5.20	C	1	20		N	2135	142		118	260	1.00	1986			1986	0.131	0.131		21	21	0.748	37	54

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NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnE - Town Park Road South / Ma Tin Road / Town Park Road North		2029 Design Traffic Flow - Weekend Peak (Saturday)		Reviewed By:	AW 2026/3/27

(ARM B)
Town Park Road North

(ARM A)
Town Park Road South

(ARM C)
Ma Tin 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

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 9.8 (metres) W cr = 0 (metres) q a-b = 72 (pcu/hr) q a-c = 401 (pcu/hr)	D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.353	Q b-a = 446 (pcu/hr) Q b-c = 652 (pcu/hr) Q c-b = 513 (pcu/hr) Q b-ac = 502 (pcu/hr) Q c-a = 1523 (pcu/hr) TOTAL FLOW = 866 (pcu/hr)	DFC b-a = 0.2265 DFC b-c = 0.0844 DFC c-b = 0.1540 DFC b-ac = 0.3108 (Share Lane) DFC c-a = 0.1038 CRITICAL DFC = 0.31
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 158 (pcu/hr) q c-b = 79 (pcu/hr)			
MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 101 (pcu/hr) q b-c = 55 (pcu/hr)			

AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

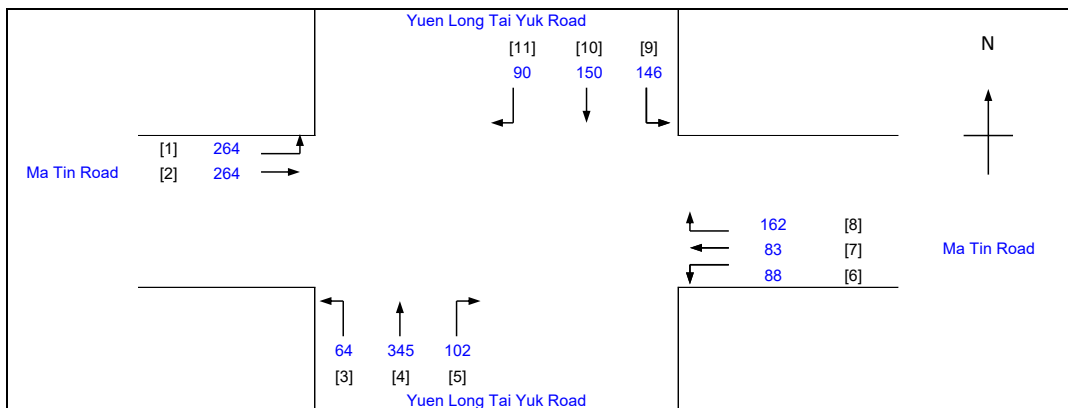
JnF - Ma Tin Road / Yuen Long Tai Yuk Road

2029 Design Traffic Flow - Weekend Peak (Saturday)

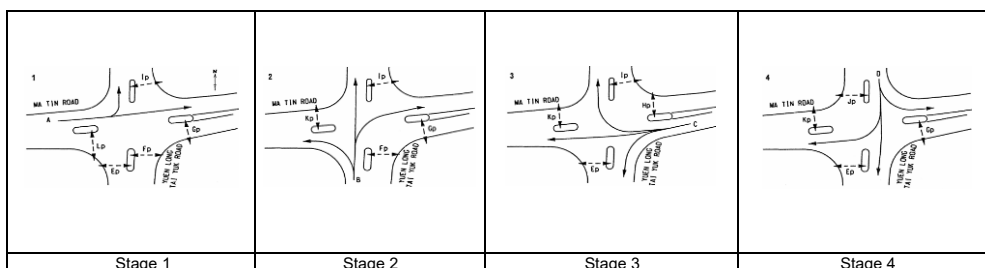
Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	10 sec
	Stage 3 - 4	I =	11 sec
	Stage 4 - 1	I =	10 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.466
Loss time		L =	32 sec
Total Flow			= 1758 pcu
Co	= $(1.5 \cdot L + 5) / (1 - Y)$		= 99.3 sec
Cm	= $L / (1 - Y)$		= 59.9 sec
Yult	= $0.9 - 0.0075L$		= 0.660
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$		= 41.6 %
Cp	= $0.9 \cdot L / (0.9 - Y)$		= 66.4 sec
Ymax	= $1 - L / C$		= 0.733
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$		= 41.6 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s)	Green Time Provided (s)	Check
Ep	7.9	3,4,1	5	52	OK
Fp	7.6	1,2	5	56	OK
Gp	7.3	4,1,2	5	88	OK
Hp	8.3	3	5	14	OK
Ip	7.6	1,2,3	5	86	OK
Jp	7.4	4	5	18	OK
Kp	7.3	2,3,4	5	78	OK
Lp	9.7	1	5	18	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1	1	3.60	A	1	15		N	1975	264	264		264	1.00	1795			1795	0.147	0.147		28	28	0.630	34	44
2	1	3.60	A	1				2115		264		264	0.00	2115			2115	0.125			24	28	0.535	34	42
3,4	2	3.60	B	1	15		N	1975	64	183		247	0.26	1925			1925	0.128	0.128		24	24	0.642	33	47
4,5	2	3.60	B	1	20			2115		162	102	264	0.39	2055			2055	0.128			24	24	0.642	35	47
3,4	2	3.50	C	1	15		N	1965			162	162	1.00	1786			1786	0.091			17	17	0.640	24	54
4,5	2	3.50	C	1	20			2105	88	83		171	0.51	2027			2027	0.084	0.091		16	17	0.596	24	52
10,11	2	3.50	D	1	20			2105		114	90	204	0.44	2038			2038	0.100	0.100		19	19	0.632	29	51
9,10	2	3.50	D	1	15		N	1965	146	36		182	0.80	1819			1819	0.100			19	19	0.632	26	51

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_11_DES_SATURDAY_PEAK.xls

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnG - Shap Pat Heung Road / Yuen Long Tai Yuk Road		2029 Design Traffic Flow - Weekend Peak (Saturday)		Reviewed By:	AW 2026/3/27

(ARM B)
Yuen Long Tai Yuk Road

[6] 142 [5] 97

(ARM A)
Shap Pat Heung Road

[1] 211 [2] 221

(ARM C)
Shap Pat Heung Road

300 [4] 159 [3]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

W b-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 = 8.6 (metres) W cr = 4.2 (metres) q a-b = 211 (pcu/hr) q a-c = 221 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 4.2 (metres) Vr c-b = 85 (metres) q c-a = 159 (pcu/hr) q c-b = 300 (pcu/hr) MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 70 (metres) Vr b-a = 70 (metres) Vr b-c = 85 (metres) q b-a = 142 (pcu/hr) q b-c = 97 (pcu/hr)	GEOMETRIC FACTORS : D = 1.025 E = 1.091 F = 1.019 Y = 0.703 F for (Qb-ac) = 0.406	THE CAPACITY OF MOVEMENT : Q b-a = 484 (pcu/hr) Q b-c = 728 (pcu/hr) Q c-b = 646 (pcu/hr) Q b-ac = 560 (pcu/hr) TOTAL FLOW = 1130 (pcu/hr)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.2934 DFC b-c = 0.1332 DFC c-b = 0.4644 DFC b-ac = 0.4266 (Share Lane) CRITICAL DFC = 0.46
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AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnA - Town Park Road South/ Town Park Road North (TPRN - Minor Arm)		2029 Design Traffic Flow - Weekend Peak (Sunday)		Reviewed By:	AW 2026/3/27

Diagram showing the junction layout with traffic flow directions and volumes. Town Park Road South (ARM A) flows south, and Town Park Road North (ARM B) flows north. Town Park Road South (ARM C) flows east. Traffic volumes are provided for each movement.

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 8.9 (metres) W cr = 1.5 (metres) q a-b = 69 (pcu/hr) q a-c = 363 (pcu/hr)	D = 0.985 E = 1.147 F = 0.879 Y = 0.693	Q b-a = 492 (pcu/hr) Q b-c = 742 (pcu/hr) Q c-b = 559 (pcu/hr) Q b-ac = 646 (pcu/hr) Q c-a = 1584 (pcu/hr) TOTAL FLOW = 851 (pcu/hr)	DFC b-a = 0.1138 DFC b-c = 0.1833 DFC c-b = 0.1199 DFC b-ac = 0.2971 (Share Lane) DFC c-a = 0.1010
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 140 (metres) q c-a = 160 (pcu/hr) q c-b = 67 (pcu/hr)	F for (Qb-ac) = 0.708		
MINOR ROAD (ARM B) W b-a = 5.0 (metres) W b-c = 5.0 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 140 (metres) q b-a = 56 (pcu/hr) q b-c = 136 (pcu/hr)			CRITICAL DFC = 0.30

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

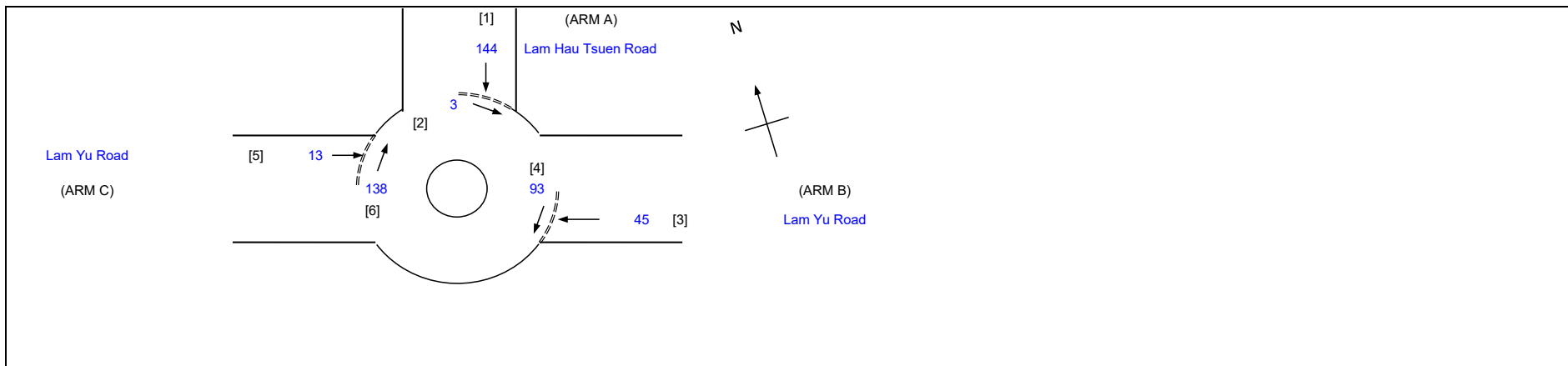
JnB - Lam Hau Tsuen Road / Lam Yu Road

2029 Design Traffic Flow - Weekend Peak (Sunday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:
ARM
A
B
C

V	=	Approach half width (m)	3.6	2.2	5.1
E	=	Entry width (m)	5.0	5.0	6.5
L	=	Effective length of flare (m)	5.3	14.8	14.3
R	=	Entry radius (m)	30.0	77.0	15.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	5.0	0.0	17.0
Q	=	Entry flow (pcu/h)	144	45	13
Qc	=	Circulating flow across entry (pcu/h)	3	93	138

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.42	0.30	0.16
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.10	1.14	1.03
X2	=	$V + ((E-V)/(1+2S))$	4.36	3.94	6.17
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1321	1195	1868
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.57	0.55	0.69
Qe	=	$K(F-Fc \times Qc)$	1455	1304	1825
DFC	=	Design flow/Capacity = Q/Qe	0.10	0.03	0.01

TOTAL FLOW = 436 (pcu/hr)
CRITICAL DFC = 0.10

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

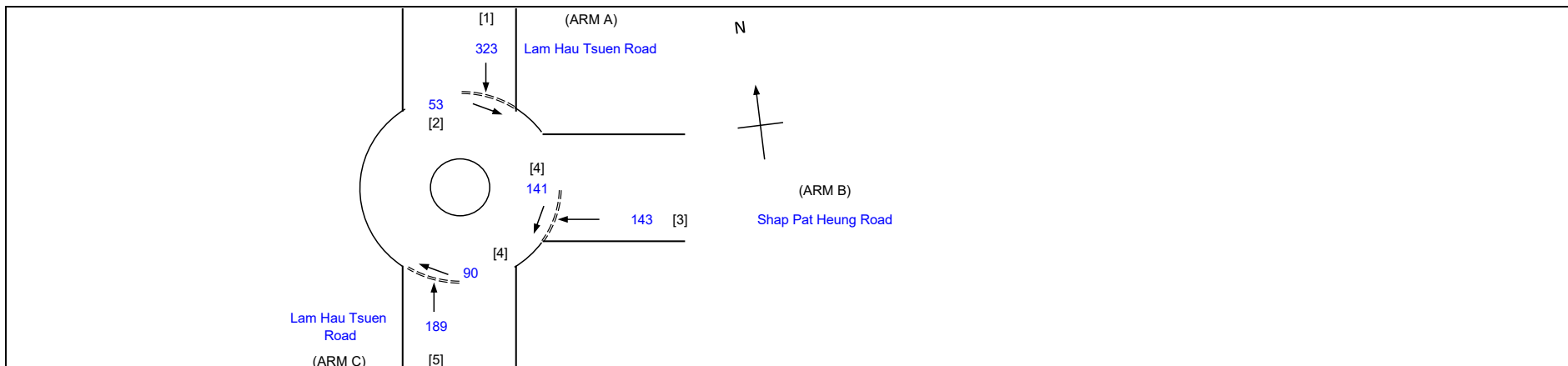
JnC - Lam Hau Tsuen Road / Shap Pat Heung Road

2029 Design Traffic Flow - Weekend Peak (Sunday)

Reviewed By:

AW

2026/3/27


GEOMETRIC DETAILS:

ARM A B C

V	=	Approach half width (m)	5.3	4.5	3.6
E	=	Entry width (m)	7.0	7.0	7.0
L	=	Effective length of flare (m)	14.2	15.0	14.0
R	=	Entry radius (m)	48.0	56.0	33.0
D	=	Inscribed circle diameter (m)	35.0	35.0	35.0
A	=	Entry angle (degree)	23.0	14.0	5.0
Q	=	Entry flow (pcu/h)	323	143	189
Qc	=	Circulating flow across entry (pcu/h)	53	141	90

OUTPUT PARAMETERS:

S	=	Sharpness of flare = $1.6(E-V)/L$	0.19	0.27	0.39
K	=	$1-0.00347(A-30)-0.978(1/R-0.05)$	1.05	1.09	1.11
X2	=	$V + ((E-V)/(1+2S))$	6.53	6.13	5.51
M	=	$EXP((D-60)/10)$	0.08	0.08	0.08
F	=	$303 \times X2$	1978	1858	1670
Td	=	$1+(0.5/(1+M))$	1.46	1.46	1.46
Fc	=	$0.21 \times Td(1+0.2 \times X2)$	0.71	0.68	0.65
Qe	=	$K(F-Fc \times Qc)$	2043	1914	1783
DFC	=	Design flow/Capacity = Q/Qe	0.16	0.07	0.11

TOTAL FLOW = **939 (pcu/hr)**
CRITICAL DFC = **0.16**

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

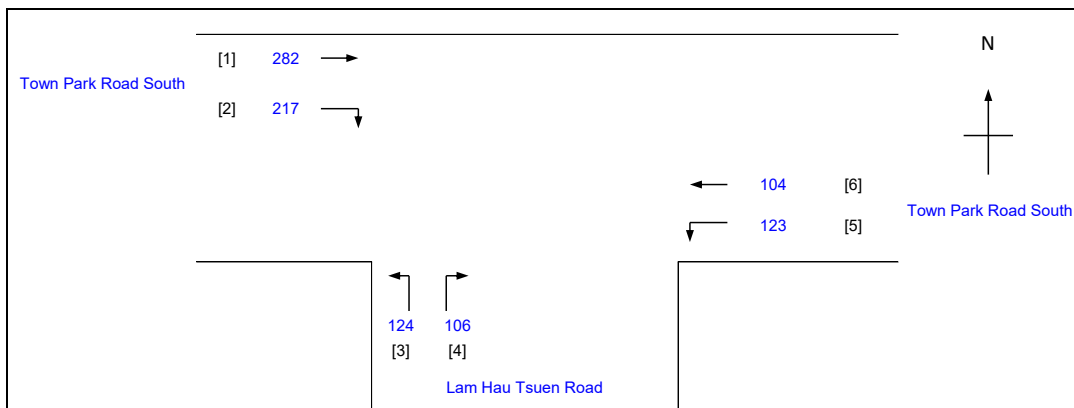
JnD - Town Park Road South / Lam Hau Tsuen Road

2029 Design Traffic Flow - Weekend Peak (Sunday)

Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:

N = 3

Intergreen Period

Stage 1 - 2

I = 5 sec

Stage 2 - 3

I = 8 sec

Stage 3 - 4

I = 11 sec

Stage 4 - 1

I = 2 sec

Cycle time

C = 120 sec

Sum(y)

Y = 0.474

Loss time

L = 32 sec

Total Flow

= 956 pcu

 $Co = (1.5 \cdot L + 5) / (1 - Y)$

= 100.7 sec

 $Cm = L / (1 - Y)$

= 60.8 sec

 $Yult = 0.9 - 0.0075L$

= 0.660

 $R.C.ult = (Yult - Y) / Y \cdot 100\%$

= 39.3 %

 $Cp = 0.9 \cdot L / (0.9 - Y)$

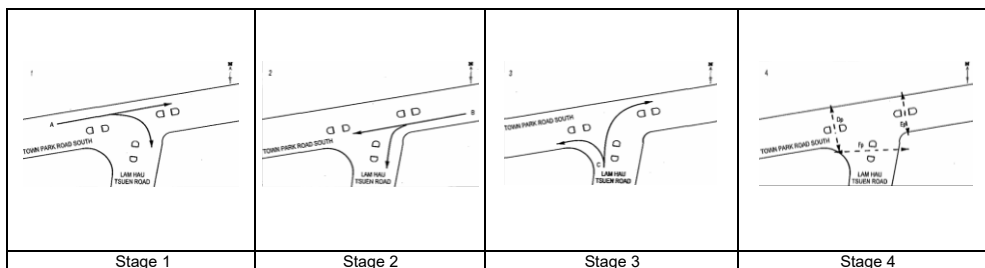
= 67.6 sec

 $Ymax = 1 - L / C$

= 0.733

 $R.C.(C) = (0.9 \cdot Ymax - Y) / Y \cdot 100\%$

= 39.3 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s)		Green Time Provided (s)		Check
			SG	FG	SG	FG	
Dp	10.5	4	5	4	9	4	OK
Ep	10.5	4	5	4	5	4	OK
Fp	19.3	4	5	8	8	8	OK

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1,2	1	3.60	A	1	20			2115		282	217	499	0.43	2048			2048	0.244	0.244		45	45	0.650	52	33
5,6	2	4.80	B	1	15		N	2095	123	104		227	0.54	1987			1987	0.114	0.114		21	21	0.653	31	50
5,6	2	5.20	C	1	20		N	2135	124		106	230	1.00	1986			1986	0.116	0.116		22	22	0.632	31	48

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NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,		Project No.:	31073	Prepared By:	JK 2026/3/27
Shan Ha Road, Yuen Long, New Territories				Checked By:	SY 2026/3/27
JnE - Town Park Road South / Ma Tin Road / Town Park Road North		2029 Design Traffic Flow - Weekend Peak (Sunday)		Reviewed By:	AW 2026/3/27

N

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:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISON OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 9.8 (metres) W cr = 0 (metres) q a-b = 66 (pcu/hr) q a-c = 321 (pcu/hr)	D = 0.944 E = 1.017 F = 0.813 Y = 0.662 F for (Qb-ac) = 0.338	Q b-a = 467 (pcu/hr) Q b-c = 672 (pcu/hr) Q c-b = 530 (pcu/hr) Q b-ac = 521 (pcu/hr) Q c-a = 1538 (pcu/hr) TOTAL FLOW = 757 (pcu/hr)	DFC b-a = 0.2141 DFC b-c = 0.0759 DFC c-b = 0.1453 DFC b-ac = 0.2900 (Share Lane) DFC c-a = 0.0923 CRITICAL DFC = 0.29
MAJOR ROAD (ARM C) W c-b = 2.2 (metres) Vr c-b = 55 (metres) q c-a = 142 (pcu/hr) q c-b = 77 (pcu/hr)			
MINOR ROAD (ARM B) W b-a = 4.5 (metres) W b-c = 4.5 (metres) VI b-a = 45 (metres) Vr b-a = 45 (metres) Vr b-c = 55 (metres) q b-a = 100 (pcu/hr) q b-c = 51 (pcu/hr)			

AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120,

Project No.: 31073

Prepared By:

JK

2026/3/27

Shan Ha Road, Yuen Long, New Territories

Checked By:

SY

2026/3/27

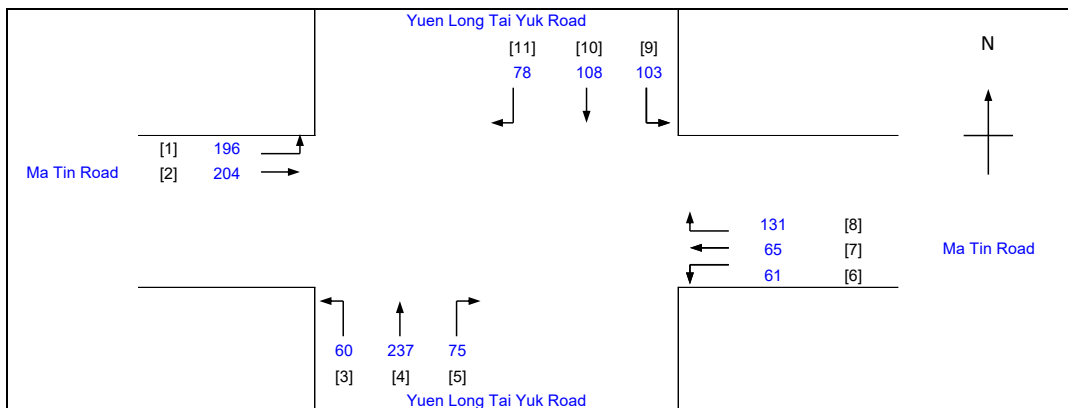
JnF - Ma Tin Road / Yuen Long Tai Yuk Road

2029 Design Traffic Flow - Weekend Peak (Sunday)

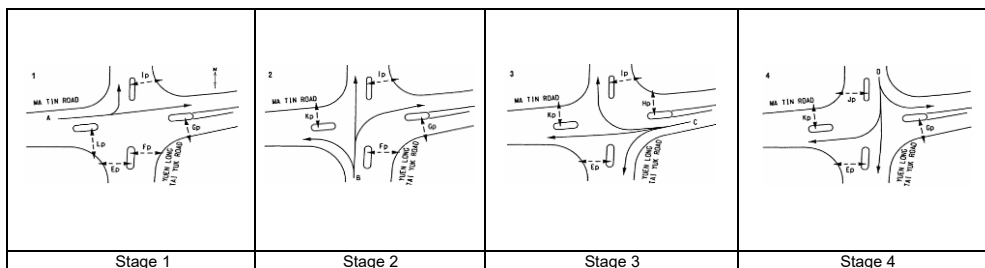
Reviewed By:

AW

2026/3/27



No. of critical vehicular phase per cycle:		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	10 sec
	Stage 3 - 4	I =	11 sec
	Stage 4 - 1	I =	10 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.351
Loss time		L =	32 sec
Total Flow			= 1318 pcu
Co	= (1.5*L+5)/(1-Y)		= 81.7 sec
Cm	= L/(1-Y)		= 49.3 sec
Yult	= 0.9-0.0075L		= 0.660
R.C.ult	= (Yult-Y)/Y*100%		= 87.9 %
Cp	= 0.9*L/(0.9-Y)		= 52.5 sec
Ymax	= 1-L/C		= 0.733
R.C.(C)	= (0.9*Ymax-Y)/Y*100%		= 87.9 %



Pedestrian Phase	Width (m)	Stage no.	Green Time Required (s)	Green Time Provided (s)	Check
Ep	7.9	3,4,1	5	52	OK
Fp	7.6	1,2	5	54	OK
Gp	7.3	4,1,2	5	86	OK
Hp	8.3	3	5	15	OK
Ip	7.6	1,2,3	5	85	OK
Jp	7.4	4	5	18	OK
Kp	7.3	2,3,4	5	78	OK
Lp	9.7	1	5	17	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Left Flow pcu/h	Straight Flow pcu/h	Right Flow pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
1	1	3.60	A	1	15		N	1975	196			196	1.00	1795			1795	0.109	0.109		27	27	0.485	25	42
2	1	3.60	A	1				2115		204		204	0.00	2115			2115	0.096			24	27	0.429	26	41
3,4	2	3.60	B	1	15		N	1975	60	119		179	0.33	1911			1911	0.094	0.094		23	23	0.489	24	45
4,5	2	3.60	B	1	20			2115		118	75	193	0.39	2055			2055	0.094			23	23	0.489	26	45
3,4	2	3.50	C	1	15		N	1965			131	131	1.00	1786			1786	0.073			18	18	0.489	19	49
4,5	2	3.50	C	1	20			2105	61	65		126	0.48	2031			2031	0.062	0.073		16	18	0.414	18	48
10,11	2	3.50	D	1	20			2105		74	78	152	0.51	2027			2027	0.075	0.075		19	19	0.474	21	48
9,10	2	3.50	D	1	15		N	1965	103	34		137	0.75	1828			1828	0.075			19	19	0.474	19	48

X:\Project\31073 Ankor Driving School, Shan Ha Road\Data\Calculation\31073_Junction_12_DES_SUNDAY_PEAK.xls

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN FG - FLASHING GREEN

PEDESTRAIN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

AXON CONSULTANCY LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Section 16 Planning Application for Proposed Temporary Driving School for a Period of 3 Years at Lot 2620 RP (Part) in D.D. 120, Shan Ha Road, Yuen Long, New Territories	
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Project No.:	31073
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Prepared By:
Checked By:

JK
SY

2026/3/27
2026/3/27

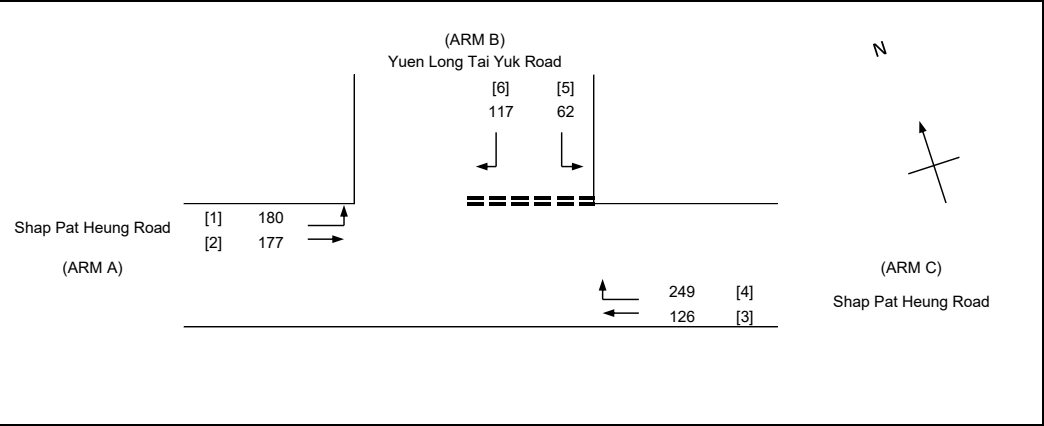
Shan Ha Road, Yuen Long, New Territories
In-G - Shan Pat Heung Road / Yuen Long Tai Yuk Road

2020 Design Traffic Flow - Weekend Peak (Sunday)
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Checked By:
Reviewed By:

SY
AW

2026/3/27
2026/3/27



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)

$$Y = (1 - 0.0345W)$$

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.6	(metres)
W cr	=	4.2	(metres)
q a-b	=	180	(pcu/hr)
q a-c	=	177	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.2	(metres)
Vr c-b	=	85	(metres)
q c-a	=	126	(pcu/hr)
q c-b	=	249	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	5.0	(metres)
W b-c	=	5.0	(metres)
VI b-a	=	70	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	85	(metres)
q b-a	=	117	(pcu/hr)
q b-c	=	62	(pcu/hr)

W b-a =	5.0	(metres)
W b-c =	5.0	(metres)
VI b-a =	70	(metres)
Vr b-a =	70	(metres)
Vr b-c =	85	(metres)
q b-a =	117	(pcu/hr)
q b-c =	62	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.025
E	=	1.091
F	=	1.019
Y	=	0.703

F for (Qb-ac) = 0.346

F for (Qb-ac) = 0.346

THE CAPACITY OF MOVEMENT :			
Q b-a	=	523	(pcu/hr)
Q b-c	=	744	(pcu/hr)
Q c-b	=	666	(pcu/hr)
Q b-ac	=	583	(pcu/hr)
TOTAL FLOW =		911	(pcu/hr)

TOTAL FLOW = 911 (pcu/hr)

COMPARISON OF DESIGN FLOW TO CAPACITY:		
DFC b-a	=	0.2237
DFC b-c	=	0.0833
DFC c-b	=	0.3739
DFC b-ac	=	0.3070
(Share Lane)		
CRITICAL DFC	=	0.37

CRITICAL DFC = 0.37

BUILDING AUTHORITY OF HONG KONG
FORM BD 104
BUILDINGS ORDINANCE
(Chapter 123)
Section 21

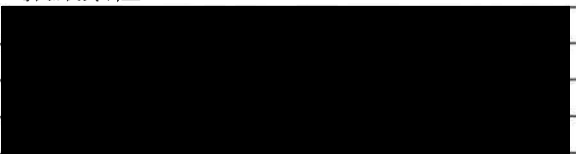
292
(84)

Permit to occupy a new building

Permit No. NT43/2025/OP

Our Ref. No. BD 2/9104/21 Pt. III

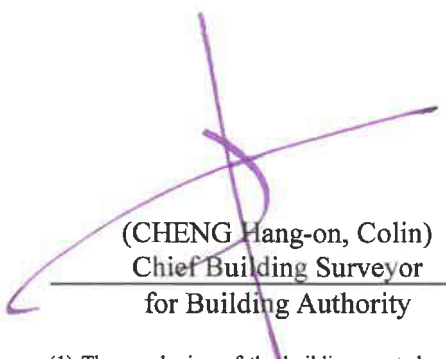
To: 張啟業祖



Date 7 August 2025

I hereby permit the occupation of the buildings at **69 Shan Ha Road, Yuen Long, New Territories** on **THE REMAINING PORTION OF LOT NO. 2620 IN D.D.120** for the following purposes:

A development comprising two single-storey office buildings and two ramps for non-domestic use.


(CHENG Hang-on, Colin)
Chief Building Surveyor
for Building Authority

Note: (1) The numbering of the building quoted on this Form is provisional and subject to possible confirmation/ amendment to be notified by the competent authority. Section 32(2) of the Buildings Ordinance is relevant.

(2) The uses of the building described in this Permit are those shown on the plans approved by the Building Authority. Any subsequent changes are subject to the control under section 25 and other relevant provisions of the Buildings Ordinance.

7 August 2025

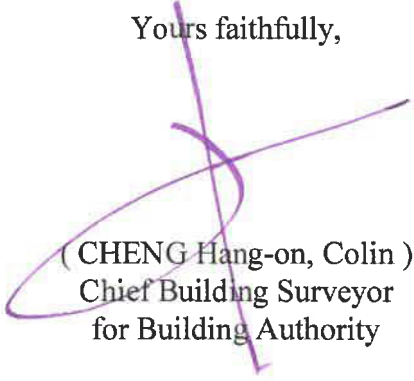


Dear Sir / Madam,

69 Shan Ha Road, Yuen Long, New Territories
THE REMAINING PORTION OF LOT NO. 2620 IN D.D.120

Please be advised that I have today issued an Occupation Permit No. NT43/2025/OP in respect of the above premises to your authorized person, NG Wai Ming Patrick.

Yours faithfully,



(CHENG Hang-on, Colin)
Chief Building Surveyor
for Building Authority

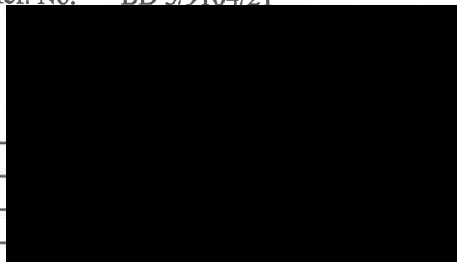
BUILDING AUTHORITY OF HONG KONG
Form BD 103
BUILDINGS ORDINANCE
(Chapter 123)
Section 14(1)(b)
BUILDING (ADMINISTRATION) REGULATIONS
Regulation 32

**Consent to the commencement and carrying out of building works or
part of any building works or of street works**

Permit No. NT 341/2021(C)

Our Ref. No. BD 3/9104/21

To :



Date 12 October 2021

I hereby consent to the commencement and carrying out of the following works - Building Works
at (No. and name of street and locality) 69 Shan Ha Road, Yuen Long, N.T. on (Lot No.) D.D. 120 Lot 2620 RP
shown in the approved plans listed overleaf *in respect of the part described in the approved plans, namely, _____

2. The above works are to be carried out in accordance with the approved plans in compliance with the provisions of the Buildings Ordinance and the regulations made thereunder and any conditions imposed under section 17 thereof, and in accordance with Permit No. _____ issued under section 42 of the Buildings Ordinance.
3. Your attention is drawn to the provisions of section 14(2) of the Buildings Ordinance, and before commencing the above works you should ascertain that they will not contravene the provisions of any enactment or the requirements of any authority or the terms or conditions of any lease or licence.

c.c.

CO/SM

(LAI Siu-fai)
Senior Structural Engineer
for Building Authority

*Delete whichever is inapplicable

Our Ref. No.	Type of Plans	Date of Notice of Approval	Consent Date	Name, Post & Signature	Consent Renewal Date	Name, Post & Signature
BD 3/9104/21	Ground Investigation	28 September 2021	12 October 2021	 LAI Siu-fai / Senior Structural Engineer		
3/9104/21	Ground Investigation Aheadwork	13.12.21	13.12.21	 LAI Siu-fai SSE		
3/9104/21	Sheet Piling, Excavation and Lateral Support	12.10.23	12.11.23	 LAI Siu-fai SSE		
	# for Sheet Piling work only					
3/9104/21	Sheet Piling, Excavation and Lateral Support	12.10.23	12.11.23	 LAI Siu-fai SSE		
	# Retaining work					
4/9104/21	Drainage	31.7.23				
	Drainage Aheadwork	25.10.23	23.1.24	 NG Tsz-kin SBS		
3/9104/21	Structural (Drainage)	26.7.23				
3/9104/21	Foundation (Pile) and Superstructure	27.7.23	13.1.24	 LAI Siu-fai SSE		
	# Pile only					

Consent to the commencement and carrying out of building works or part of any building works or of street works

To :

Date _____

I hereby consent to the commencement and carrying out of the following works - Building Works
at (No. and name of street and locality) 69 Shan Ha Road, Yuen Long, N.T. on (Lot No.) D.D. 120 Lot 2620 RP
shown in the approved plans listed overleaf *in respect of the part described in the approved plans, namely,

2. The above works are to be carried out in accordance with the approved plans in compliance with the provisions of the Buildings Ordinance and the regulations made thereunder and any conditions imposed under section 17 thereof, and in accordance with Permit No. _____ issued under section 42 of the Buildings Ordinance.

3. Your attention is drawn to the provisions of section 14(2) of the Buildings Ordinance, and before commencing the above works you should ascertain that they will not contravene the provisions of any enactment or the requirements of any authority or the terms or conditions of any lease or licence.

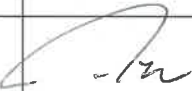
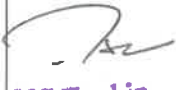
(LAI Siu-fai)
Senior Structural Engineer
for Building Authority

c.c.	CO/SM
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*Delete whichever is inapplicable

Form BD103 (Continued)

H3

Our Ref. No.	Type of Plans	Date of Notice of Approval	Consent Date	Name, Post & Signature	Consent Renewal Date	Name, Post & Signature
BD 3/9104/21	Foundation (Rafts) and Superstructure Amendment* (*Rafts Only)	27 June 2024	27 June 2024	 LAI Siu-fai / Senior Structural Engineer		
2/9104/21	Building	4.5.23				
	Building Amendment	15.1.23				
3/9104/21	Foundation (Rafts) and Superstructure Amendment	27.7.23	7.8.24	 NG Tsz-kin SBS		
	Foundation (Rafts) and Superstructure Amendment	27.6.24				
	Remarks: # Extension works to be remaining work					
2/9104/21	Building Amendment	5.12.24	5.12.24	 NG Tsz-kin SBS		
4/9104/21	Drainage Amendment	18.12.24	18.12.24	 NG Tsz-kin SBS		
2/9104/21	Building Amendment	12.6.2025	12.6.2025	 NG Tsz-kin SBS		

規 劃 署

屯門及元朗西規劃處
香港新界沙田上禾輦路一號
沙田政府合署 14 樓



By Fax [REDACTED] and Post
Planning Department

Tuen Mun and Yuen Long West
District Planning Office
14/F, Sha Tin Government Offices,
1 Sheung Wo Che Road, Sha Tin, N.T.
Hong Kong

來函檔號 Your Reference
本署檔號 Our Reference () in TPB/A/YL-TYST/1237
電話號碼 Tel. No. : 2158 6296
傳真機號碼 Fax No. : 2489 9711

9 June 2025

Dear Sir/Madam,

Compliance with Approval Condition (b)
Planning Application No. A/YL-TYST/1237

I refer to your submission dated 31.3.2025 for compliance with the captioned approval condition on the implementation of the accepted run-in/out proposal. The Highways Department (HyD), Transport Department (TD) and Civil Engineering and Development Department (CEDD) have been consulted on your submission. Your submission is considered:

- ☒ Acceptable. The captioned condition **has been complied** with. Please find detailed advisory departmental comments at **APPENDIX**.
- ☐ Acceptable. Since the captioned condition requires both the submission and implementation of the proposal, it **has not been fully complied with**. Please proceed to implement the accepted proposal for full compliance with the approval condition.
- ☐ Not acceptable. The captioned condition has **not** been complied with.

Should you have any queries on the departmental comments, please contact Ms. Loucia LO of HyD (Tel: 3526 0517), Mr. Louis IP of TD (Tel: 2399 2565), or Mr. Joshua GUAN of CEDD (Tel: 2158 5947).

Yours faithfully,

(Edwin YEUNG)
for District Planning Officer/
Tuen Mun and Yuen Long West
Planning Department

c.c.

CHE/NTW, HyD	(Attn.: Ms. Loucia LO)
C for T	(Attn.: Mr. Louis IP)
PM(W), CEDD	(Attn.: Mr. Joshua GUAN)
Ankor Driving School Limited	(Attn.: Ms. Sandra LAW) (Fax: [REDACTED])

Internal

CTP/TPB (2)

APPENDIX

Comments of the Chief Highway Engineer/New Territories West, Highways Department
(CHE/NTW, HyD)

No comment as the concerned location is under CEDD's site at the moment.

Comments of the Commissioner for Transport (C for T)

No comment from traffic engineering viewpoints given that the applicant would continue to liaise with CEDD YLS project for reinstatement of the run-in/out.

Comments of the Project Manager (West), Civil Engineering and Development Department
(PM(W), CEDD)

No comment on the submission given that the applicant would continue to liaise with our contractor of Yuen Long South First Phase Development - Contract 3 (Contract No. YL/2022/01) for the implementation of associated temporary traffic arrangement at Shan Ha Road.

規 劃 署

屯門及元朗西規劃處
香港新界沙田上禾輦路一號
沙田政府合署 14 樓

**By Fax [REDACTED] & Post****Planning Department**

Tuen Mun and Yuen Long West
District Planning Office
14/F., Sha Tin Government Offices,
1 Sheung Wo Che Road, Sha Tin, N.T.
Hong Kong

來函檔號 Your Reference
本署檔號 Our Reference () in TPB/A/YL-TYST/1237
電話號碼 Tel. No.: 2158 6296
傳真機號碼 Fax No.: 2489 9711

13 June 2025

Dear Sir,

Compliance with Approval Condition (c)
Planning Application No. A/YL-TYST/1237

I refer to your submission dated 10.4.2025 for compliance with the captioned approval condition on the implementation of the accepted drainage proposal. The Drainage Services Department (DSD) has been consulted on your submission. Your submission is considered:

- ☒ Acceptable. The captioned condition **has been complied** with. Please find detailed advisory departmental comments at **APPENDIX**.
- ☐ Acceptable. Since the captioned condition requires both the submission and implementation of the proposal, it **has not been fully complied with**. Please proceed to implement the accepted proposal for full compliance with the approval condition.
- ☐ Not acceptable. The captioned condition has **not** been complied with.

Should you have any queries on the departmental comments, please contact Mr. Jeff TSE (Tel: 2300 1627) of DSD.

Yours faithfully,

(Edwin YEUNG)
for District Planning Officer/
Tuen Mun and Yuen Long West
Planning Department

c.c.

CE/MN, DSD

(Attn.: Mr. Jeff TSE)

Ankor Driving School Limited

(Attn.: Ms. Sandra LAW)

(Fax: [REDACTED])

Internal

CTP/TPB (2)

APPENDIX**Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD)**

Please be reminded to maintain all the drainage facilities on site in good condition and ensure that the proposed development would neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc. The applicant is required to rectify the drainage system at their own expense to the satisfaction of the government parties concerned if they are found to be inadequate or ineffective during operation.

規 劃 署

屯門及元朗西規劃處
香港新界沙田上禾輦路一號
沙田政府合署 14 樓

**By Fax [REDACTED] & Post**
Planning Department

Tuen Mun and Yuen Long West
District Planning Office
14/F, Sha Tin Government Offices,
1 Sheung Wo Che Road, Sha Tin, N.T.
Hong Kong

來函檔號 Your Reference
本署檔號 Our Reference () in TPB/A/YL-TYST/1237
電話號碼 Tel. No. : 2158 6296
傳真機號碼 Fax No. : 2489 9711

30 May 2025

Dear Sir,

Compliance with Approval Condition (e)
Planning Application No. A/YL-TYST/1237

I refer to your submission dated 27.5.2025 for compliance with the captioned approval condition on the implementation of the accepted fire service installations proposal and water supplies for firefighting. The Fire Services Department (FSD) has been consulted on your submission. Your submission is considered:

- ☒ Acceptable. The captioned condition **has been complied** with.
- ☐ Acceptable. Since the captioned condition requires both the submission and implementation of the proposal, it **has not been fully complied with**. Please proceed to implement the accepted proposal for full compliance with the approval condition.
- ☐ Not acceptable. The captioned condition has **not** been complied with.

Should you have any queries, please contact Mr. CHEUNG Wing-hei (Tel: 2733 7737) or Mr. YUEN Tsz-fung (Tel: 2733 7781) of FSD.

Yours faithfully,

(Edwin YEUNG)
for District Planning Officer/
Tuen Mun and Yuen Long West
Planning Department

c.c.

D of FS

(Attn.: Mr. CHEUNG Wing-hei)

Ankor Driving School Limited

(Attn.: Ms. Sandra LAW)

(Fax.: [REDACTED])

Internal

CTP/TPB (2)