

Appendix 2

Traffic Impact Assessment

**Proposed Flat with Minor Relaxation of Building Height
Restriction at Various Lots in D.D. 3 TC and Adjoining
Government Land, Tung Chung Road North, Tung Chung,
Lantau Island**

Traffic Impact Assessment Report (Rev. A)

Jan 2026



CTA Consultants Limited

志達顧問有限公司

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1. INTRODUCTION

1.1 Background

1.1.1 The Client intends to submit a Section 16 Planning Application for amendments to the Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP, and Adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung (“the proposed Development”). The site location is shown in **Figure 1.1**.

1.1.2 According to the *Agreement No. CE 70/2015 (CE) Tung Chung New Town Extension (West) - Design and Construction Final Details Traffic Impact Assessment Report (2024)* (hereafter called “TCNTE (W) Report”), the assumption in the TCNTE (W) Report is already included the captioned development under [R(B)3] (Area 48).

1.1.3 We, CTA Consultants Limited (CTA), are therefore commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and provide technical justifications in supporting the application from the traffic engineering point of view.

1.2 Study Objectives

1.2.1 Main objectives of this study are listed below:

- To assess the existing and proposed traffic arrangement & provision of internal transport facilities at the subject site;
- To assess the existing traffic condition in the vicinity of the proposed development;
- To estimate the traffic trips related to the proposed development;
- To carry out the forecasts about the traffic demand of the adjacent road network in the design year 2036;
- To appraise any possible traffic impact induced by the proposed development on the adjacent road network; and



Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in
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- To recommend traffic improvement measures to alleviate any foreseeable traffic problem to the surrounding road network, if any.



2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 The proposed development is located at D.D.3, Tung Chung. The site location is shown in **Figure 1.1**.

2.2 Proposed Development

2.2.1 Parameters of the proposed development are listed in **Table 2.1**.

Table 2.1 Parameters of the Proposed Development

Site Location	D.D.3, Tung Chung
Proposed Use	Residential Use
Proposed Population	812
Site Area (m²)	5,400 m ²
Nos. of Flat	290
Total Accountable GFA (m²)	10,800 m ²

2.2.2 It is anticipated that the proposed development will be commissioned in year 2031.

2.3 Proposed Vehicular Access

2.3.1 The proposed vehicular access is located at the South of the proposed Site at Tung Chung Road North.

2.3.2 Location of the proposed vehicular access is shown diagrammatically in **Figure 2.1 (Rev.A)**.



2.4 Provision of Internal Transport Facilities

2.4.1 The required internal transport facilities provision for the proposed development is summarized in **Table 2.2** below. The internal transport provision is shown in **Figures 2.1 (Rev.A) - 2.2 (Rev.A)**.

Table 2.2 Internal Transport Provision under the Lease Requirements

Private Housing	No. of Flats	Parking Requirement				Loading/Unloading Requirement
		Private Car Parking Space			Motorcycle Parking Space	L/UL for Goods Vehicles
		Residents				
		5m x 2.5m			2.4m x 1m	11m x 3.5m
	No. of residential parking spaces to be provided under lease	Required	5 visitor spaces per block	1 motorcycle parking space per 100 flats	1 bay for each housing block	
Below 40m ²	190	one space for every 7.3 residential units	27	10	3	2
40m ² - 70m ²	100	one space for every 3 residential units	34	(2 Blocks)		
Total Required	290	61		10	3	2
		71				

Table 2.3 Cycle Parking Area under the Lease Requirements

Private Housing	No. of Flats	Cycle Parking Space
		1 bicycle parking space for every 15 flats with flat size smaller than 70m ²
Less than 70m ²	290	20
Proposed Provision		20



2.5 Public Transport Services in the Vicinity

2.5.1 Numerous road-based public transport services, for instance, franchised bus are provided in vicinity of the proposed development. Details of the current services of franchised buses within the catchment area of 500 meters are listed in **Table 2.4**. Location of the public transport services in the vicinity are also shown diagrammatically in **Figure 2.3**.

Table 2.4 Existing Road-based Public Transport Services in the Vicinity

Service	Route	Origin - Destination	Frequency (mins)
Franchised Bus	3M	Mui Wo Ferry Pier – Tung Chung Station Bus Terminus	5 - 50
	11	Tai O – Tung Chung Station Bus Terminus	5 - 50
	11A [#]	Shek Pik – Tung Chung Station	25 - 45
	23	Ngong Ping – Tung Chung Tat Tung Road	15 - 60
	34	Shek Mun Kap – Tung Chung Tat Tung Road	5 - 60
	37	Ying Tung Estate – Yat Tung Estate	11 departures
	37H	Ying Tung Estate – North Lantau Hospital (Circular)	20 - 45
	38	Yat Tung Estate – Tung Chung Station (Circular)	2 - 7
	38X*	Yat Tung Estate (Yu Tung Road) – Tung Chung Station	10 - 15
	A35	HZMB Hong Kong Port – Mui Wo Ferry Pier	10 departures
	B6	HZMB Hong Kong Port – Mun Tung Estate	15 - 60
	E11	Tin Hau Station – SkyCity	15 – 20
	E11A	Tin Hau Station – AsiaWorld-Expo (via Tung Chung North)	15 – 20
	E11S*	Mun Tung Estate -> Tin Hau Station	5 - 7
	E21	Island Harbourview - SkyCity	12 - 30
	E21A	Yat Tung Estate – Oi Man Estate	20 - 30
	E21B	Yat Tung Estate – Oi Man Estate	20 - 30
	E21X*	Mun Tung Estate -> Hung Hom Station	1 departure
	E22	Lam Tin (North) – SkyCity	8 - 30
	E22A	Tseung Kwan O (Hong Sing Garden) – Skycity	25 - 30
	E22S*	Tseung Kwan O (Po Lam) – Tung Chung (Mun Tung Estate)	5 departures
	E23	Tsz Wan Shan (South) – Airport (Ground Transportation Centre)	12 - 30
	E23A	Tsz Wan Shan (South) – Airport (Ground Transportation Centre) (Via Tung Chung North)	20 - 30
	E31	Tsuen Wan (Discovery Park) – Yat Tung Estate	12 – 25
	E32	Kwai Fong (South) – SkyCity	12 - 30
	E33	Tuen Mun Central – Airport (Ground Transportation Centre)	6 - 30
	E33P	Siu Hong Station (South) – Airport (Ground Transportation Centre)	12 - 45
	E36	Pat Heung Road – Airport (Ground Transportation Centre)	15 - 30
	E36A	Yuen Long (Tak Yip Street) – Yat Tung Estate	25 - 30
	E36S	Yuen Long (Ma Wang Road) – Airport (Ground Transportation)	15-30



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Service	Route	Origin - Destination	Frequency (mins)
		Centre)	
E37		Tin Shui Wai Town Centre – Airport (Ground Transportation Centre)	10 - 30
E41		Tai Po Tau – SkyCity	9 - 25
E42		Pok Hong – Airport (Ground Transportation Centre)	8 - 20
E42P*		Tung Chung (Yat Tung) – Fo Tan (Shan Mei Street)	11 departures
E43		Fanling (Wan Ming) – Tung Chung Development Pier	4 departures
N11		Central (Macau Ferry) – Airport (Ground Transportation Centre)	60
N21		Tsim Sha Tsui (Star Ferry) – Airport (Ground Transportation Centre)	20 - 30
N21A		Tsim Sha Tsui (Star Ferry) – Airport (via Yat Tung Estate)	3 departures
N30		Yuen Long Station – Airport (Cheong Tat Road)	4 departures
N31		Tsuen Wan (Discovery Park) – Airport (Ground Transportation Centre)	25-35
N35		HZMB Hong Kong Port – Mui Wo Ferry Pier	4 departures
N38		Yat Tung Estate – Tung Chung Station	15 - 30
N64		Tung Chung (Yat Tung) – Airport (Ground Transportation Centre)	2 departures
S52		Yu Nga Court – Aircraft Maintenance Area	18 - 30
S52A*		Yu Nga Court – Aircraft Maintenance Area	3 departures
S52P*		Tung Chung (Yat Tung) – Chung Ping Road (Asia Airfreight Terminal)	20
S64		Tung Chung (Yat Tung) – Airport (Circular)	10 - 15
S64C*		Tung Chung (Yat Tung) – Catering Road East (Circular)	12 - 20
S64X*		Tung Chung (Yat Tung) – Airport (Circular)	10 - 35

Weekend service only

* Peak hours service only



3. THE EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

3.1.1 The existing road network in the vicinity of the proposed Site with critical junctions is illustrated diagrammatically in **Figure 3.1**. The proposed Site will be mainly served by Yu Tung Road, Chung Yan Road and Tung Chung Road North.

3.1.2 Yu Tung Road is a dual two-lane carriageway connected with Chung Mun Road at the west end and North Lantau Highway at the east end. This is a district distributor connecting from North Lantau to Tung Chung Town, Kowloon and New Territories.

3.1.3 Chung Yan Road is a dual carriageway connecting Tung Chung North Road, Yat Tung Street with Yu Tung Road.

3.1.4 Tung Chung Road North is a one-lane two-way rural road connecting Yat Tung Street and Chung Yan Road which provides access to the proposed site.

3.2 Existing Traffic Condition

3.2.1 Area of influence with five junctions are identified to be critical for the Traffic Impact Assessment due to the proposed development. Relevant details are listed in **Table 3.1** and shown in **Figure 3.1**. Existing junction layouts are tabulated in **Figures 3.2 to 3.6** respectively.

Table 3.1 Identified Critical Junctions

Ref.	Junction	Type	Figure No.
A	Yu Tung Road / Shun Tung Road	Signalized	3.2
B	Yu Tung Road/ Chung Yan Road	Signalized	3.3
C	Chung Yan Road/ Yat Tung Street	Roundabout	3.4
D	Tung Chung Road North/ Access Road to Chung Yan Road/ Yat Tung Street	Priority	3.5
E	Chung Yan Road/ Chui Kwan Drive	Priority	3.6



3.2.2 In order to study the existing traffic condition of the above critical junctions, a traffic survey in the form of manual-classified count was conducted for the five junctions during the AM and PM peak periods on 10 September 2025. The survey provides the most up-to-date details of the traffic condition within the study area under normal operation. The observed traffic flows are presented in **Figure 3.7 (Rev.A)**.

3.2.3 Existing operational performance of the critical junctions are listed in **Table 3.2** below.

Table 3.2 Existing Operational Performance of Critical Junctions in 2025

Ref.	Junction	Method of Control	Year 2025 DFC ⁽¹⁾ /RC ⁽²⁾	
			AM Peak	PM Peak
A	Yu Tung Road / Shun Tung Road	Signalized	24%	74%
B	Yu Tung Road/ Chung Yan Road	Signalized	29%	54%
C	Chung Yan Road/ Yat Tung Street	Roundabout	0.33	0.28
D	Tung Chung Road North/ Access Road to Chung Yan Road/ Yat Tung Street	Priority	0.06	0.08
E	Chung Yan Road/ Chui Kwan Drive	Priority	0.09	0.13

Notes:

(1) DFC = Design Ratio of Flow to Capacity for Priority Junction/Roundabout

(2) RC = Reserve Capacity for Signalized Junction

3.2.4 The assessment results in **Table 3.2** indicate that all critical junctions are at present operating with ample or at capacity during the peak hours.



4. FUTURE TRAFFIC CONDITION

4.1 Design Year

4.1.1 It is anticipated that the proposed development would be completed in 2031 tentatively with full intended operation.

4.1.2 With the consideration of population intake and junction improvement works under TCNTE (W). Year 2036 is therefore adopted as the design year for this TIA.

4.2 Reference Traffic Flow in Year 2036

4.2.1 According to the information obtained, modification works are proposed under TCNTE (W) for below junctions as shown in **Table 4.1**.

Table 4.1 Modification Works at three junctions under TCNTE (W)

Ref.	Junction	Type	Figure No.
A	Yu Tung Road / Shun Tung Road	Signalized	4.1
B	Yu Tung Road/ Chung Yan Road	Signalized	4.2
C	Chung Yan Road/ Yat Tung Street	Signalized	4.3

4.2.2 The revised layout of Junction C will be connected to the Revised Ma Wan Chung Carpark, Area 48 and Area 23 via Tung Chung Road North, and the existing Yat Tung Street and Chung Yan Road.

4.2.3 The reference traffic flows are based on the traffic data in the latest TCNTE (W) study (2024) obtained from CEDD. As the TCNTE (W) Report is a comprehensive study carried out under the planning and engineering study to support the proposed planning and development framework for the TCNTE (W) with inclusion of the latest planned development and with the planned road network, the traffic data for future year 2036 from TCNTE (W) Report is adopted for the critical junctions.



4.2.4 The Year 2036 reference traffic flows are presented in **Figure 4.4 (Rev.A)**.

4.3 Traffic Generations and Attractions

4.3.1 In order to estimate the traffic generation and attraction of the proposed development, reference has been made to the trip generation rates as stipulated in **Volume 1 Chapter 3 Appendix 1 Table 1** of the latest T.P.D.M. published by the Transport Department. The adopted trip rates are summarized in below **Table 4.2**.

Table 4.2 Adopted Trip Rates of the Proposed Development

Use	Units	Weekday AM Peak		Weekday PM Peak	
		Gen.	Att.	Gen.	Att.
Private Housing: Medium-Density / R(B)	pcu/hr/flat	0.1887	0.0942	0.0862	0.1214

4.3.2 Based on the adopted trip rate listed in the above **Table 4.2** and the development parameters in **Table 2.1**, the trip generated and attracted by the proposed development are estimated and summarized in the **Table 4.3**.

Table 4.3 Estimated Total Traffic Trips of the Proposed Development

Use	Nos. of Flats	Weekday AM Peak (pcu/hr)		Weekday PM Peak (pcu/hr)	
		Gen.	Att.	Gen.	Att.
Private Housing: Medium-Density / R(B)	290	55	27	25	35

Note:

1. Trip generation rates as stipulated in Volume 1 Chapter 3 Appendix 1 Table 1 of TPDM

4.3.3 It is anticipated that the proposed development would generate and attract 55pcu/hr and 27pcu/hr during AM peak hour, and 25pcu/hr and 35pcu/hr during PM peak hour.

4.3.4 The development traffic flows of the proposed development as shown in **Figure 4.5 (Rev.A)**.



4.4 Traffic Forecast for Design Year 2036

4.4.1 For conservative approach, the traffic trips of the proposed development will still fully superimposed onto the year 2036 reference traffic flow to derive the year 2036 design traffic flow (with the proposed development). Although, the TCNTE (W) Report is already included the captioned development under [R(B)3] (Area 48).

$$\begin{array}{l} \text{Year 2036 Design} \\ \text{Traffic Flow (with the} \\ \text{Proposed} \\ \text{Development)} \end{array} = \begin{array}{l} \text{Year 2036 Reference Flow (i.e.} \\ \text{Year 2036 Design Traffic Flow} \\ \text{of TCNTE (W))} \end{array} + \begin{array}{l} \text{Traffic Trips of} \\ \text{the Proposed} \\ \text{Development} \end{array}$$

4.4.2 The traffic flow during AM and PM peak periods in the design year 2036 (with the proposed development) are shown in **Figure 4.6 (Rev.A)**.



5. TRAFFIC IMPACT ASSESSMENT

5.1 Operational Assessment

5.1.1 To assess the potential traffic impact due to the proposed development, capacity analysis of the identified critical junction for both reference and design scenarios in year 2036 were carried out. The results are summarized in **Table 5.1**, and the junction calculation sheets are attached in **Appendix A**.

Table 5.1 Junction Performance of Identified Critical Junction in Year 2036

Ref.	Junction	Method of Control	Year 2036 RC / RFC ⁽¹⁾			
			Reference Scenario		Design Scenario	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Yu Tung Road / Shun Tung Road (With Junction Modification)	Signalized	17% ⁽²⁾	41% ⁽²⁾	16% ⁽²⁾	40% ⁽²⁾
B	Yu Tung Road/ Chung Yan Road (With Junction Modification)	Signalized	17% ⁽²⁾	43% ⁽²⁾	16% ⁽²⁾	38% ⁽²⁾
C	Chung Yan Road/ Tung Chung Road North (With Junction Modification)	Signalized	36%	76%	21%	60%
D	Tung Chung Road North/ Access Road to Chung Yan Road/ Yat Tung Street	Priority	0.54	0.47	0.54	0.52
E	Chui Kwan Drive/ Chung Yan Road	Priority	0.34	0.19	0.34	0.19

Notes: (1) RC = Reserve Capacity

RFC = Ratio of Flow to Capacity for Priority Junction and Roundabout

(2) Junction improvements mentioned in TCNTE (W) Study were considered.

5.1.2 The assessment results in **Table 5.1** revealed that all critical junctions would still operate within their capacities in both reference and design year 2036 during the peak hours.



6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 CTA Consultants Limited (CTA) is commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and provide technical justifications in supporting the planning application from traffic engineering point of view.

6.1.2 To appraise the existing traffic condition, a traffic survey in the form of manual-classified count was conducted at the surrounding road network of the proposed development. Current operational performance of the critical junctions has been assessed with the observed traffic flow. The results reveal that all critical junctions are at present operating within its capacities.

6.1.3 Junction operational assessment has been applied for year 2036 (Assuming full population intake of Tung Chung New Town Extension) in both the reference and design scenarios. Results indicate that all junctions will operate within their capacities in 2036.

6.1.4 The traffic generated by the proposed development is small and would induce insignificant impact on the surrounding road network.

6.2 Conclusion

6.2.1 In conclusion, this Traffic Impact Assessment (TIA) study demonstrated that the related traffic trips related to the proposed development can be absorbed by the nearby road network and no significant traffic impact will be induced.

6.2.2 Therefore, the proposed development is reckoned feasible from traffic engineering point of view.



Appendix A

Junction Calculation Sheets

TRAFFIC SIGNALS CALCULATION

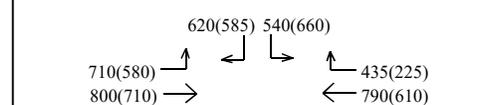
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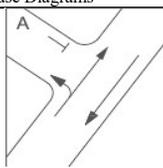
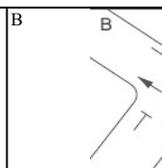
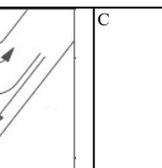
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Junction: **Yu Tung Road/ Shun Tung Road (A)**
 Description: **2025 Observed Flows**

Survey Year: 2025
 Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yu Tung Road NB	N	↖	B	1,3	3.5	20	0	1	100%	100%	1830	1830	710	0.388	0.388	580	0.317	0.317
	N	↗	A	1	3.5	0	0	0	0%	0%	4210	4210	400	0.190		355	0.169	
	N	↘	A	1	3.5	0	0	0	0%	0%	0	0	400	0.190		355	0.169	
Shun Tung Road	E	↖	D	2,3	3.5	25	0	1	100%	100%	1855	1855	540	0.291		660	0.356	
	E	↗	C	3	3.5	0	30	0	100%	100%	4010	4010	310	0.155		293	0.146	
	E	↘	C	3	3.5	0	30	0	100%	100%	0	0	310	0.155		293	0.146	
Yu Tung Road SB	S	↖	D	2	3.5	0	25	0	100%	100%	1985	1985	435	0.219	0.219	225	0.113	0.113
	S	↗	E	1,2	3.5	0	0	0	0%	0%	4070	4070	409	0.194		315	0.150	
	S	↘	E	1,2	3.5	0	0	1	0%	0%	0	0	381	0.194		295	0.150	

Notes:	Traffic Flow (pcu / hr) [AM/PM] 	Check Phase	
		E _y 0.607 L (sec) 15 C (sec) 90 y pract. 0.750 R.C. (%) 24%	E _y 0.430 L (sec) 15 C (sec) 90 y pract. 0.750 R.C. (%) 74%

Stage / Phase Diagrams			
A		B	
C			
	I/G = 5s	I/G = 12s	

TRAFFIC SIGNALS CALCULATION

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Junction: **Yu Tung Road/ Shun Tung Road (A)**
 Description: **2036 Reference Flows (with improvements)**

Survey Year: 2025
 Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yu Tung Road NB	N	↑	A	1	3.5	0	0	0	0%	0%	4210	4210	470	0.223	0.223	300	0.143	0.143
	N	↑	A	1	3.5	0	0	0	0%	0%	0	0	470	0.223		300	0.143	
Shun Tung Road	E	↘	C	2,3	3.5	25	0	1	100%	100%	1855	1855	525	0.283		680	0.367	
	E	↘	B	3	3.5	0	30	0	100%	100%	4010	4010	383	0.191	0.191	293	0.146	0.146
	E	↘	B	3	3.5	0	30	0	100%	100%	0	0	383	0.191		293	0.146	
Yu Tung Road SB	S	↓	D	2	3.5	0	25	0	100%	100%	1985	1985	500	0.252	0.252	525	0.264	0.264
	S	↓	E	1,2	3.5	0	0	0	0%	0%	4070	4070	388	0.184		440	0.209	
	S	↓	E	1,2	3.5	0	0	1	0%	0%	0	0	362	0.184		410	0.209	

Notes:	Traffic Flow (pcu / hr) [AM/PM] 	Check Phase E _y 0.666 L (sec) 12 C (sec) 90 y pract. 0.780 R.C. (%) 17%	Check Phase E _y 0.553 L (sec) 12 C (sec) 90 y pract. 0.780 R.C. (%) 41%
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Stage / Phase Diagrams			
A 	B 	C 	
I/G = 5s	I/G = 5s	I/G = 5s	

TRAFFIC SIGNALS CALCULATION

Job No: 25065HK

CTA Consultants Ltd.

Junction: **Yu Tung Road/ Shun Tung Road (A)**
 Description: **2036 Design Flows (with improvements)**

Survey Year: 2025
 Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yu Tung Road NB	N	↑	A	1	3.5	0	0	0	0%	0%	4210	4210	488	0.232	0.232	308	0.146	0.146
	N	↑	A	1	3.5	0	0	0	0%	0%	0	0	488	0.232		308	0.146	
Shun Tung Road	E	↘	C	2,3	3.5	25	0	1	100%	100%	1855	1855	525	0.283		680	0.367	
	E	↘	B	3	3.5	0	30	0	100%	100%	4010	4010	383	0.191	0.191	293	0.146	0.146
	E	↘	B	3	3.5	0	30	0	100%	100%	0	0	383	0.191		293	0.146	
Yu Tung Road SB	S	↓	D	2	3.5	0	25	0	100%	100%	1985	1985	500	0.252	0.252	525	0.264	0.264
	S	↓	E	1,2	3.5	0	0	0	0%	0%	4070	4070	398	0.189		453	0.215	
	S	↓	E	1,2	3.5	0	0	1	0%	0%	0	0	372	0.189		422	0.215	

Notes:	Traffic Flow (pcu / hr) [AM/PM] 	Check Phase εy 0.674 L (sec) 12 C (sec) 90 y pract. 0.780 R.C. (%) 16%	Check Phase εy 0.556 L (sec) 12 C (sec) 90 y pract. 0.780 R.C. (%) 40%
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Stage / Phase Diagrams			
A 	B 	C 	
I/G=5s	I/G = 5s	I/G = 5s	

TRAFFIC SIGNALS CALCULATION

Job No: 25065HK

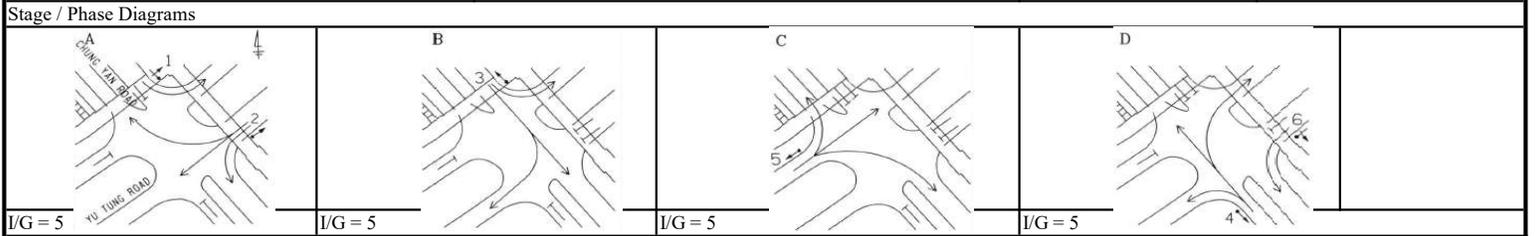
CTA Consultants Ltd.

Junction: Yu Tung Road/ Chung Yan Road (B)
 Description: 2025 Observed Flows

Survey Year: 2025
 Design Year: 2036

Approach	Direction	Movement rotation	Phase	Stage	Width (m)		Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
					Left	Right	A.M.	P.M.		A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y		
Yu Tung Road	N	↗	E	3	3.5	15	0	1	51%	46%	1870	1880	246	0.131	0.132	175	0.093	0.093	
	N	↘	E	3	3.5	0	25	0	15%	10%	2085	2090	274	0.132		195	0.093		
Chung Yan Road	E	↘	A	1	3.5	15	0	1	100%	100%	1785	1785	351	0.197		294	0.165		
Chung Yan Road	E	↘	C	2	3.5	15	0	1	100%	100%	1785	1785	130	0.073	0.073	107	0.060	0.060	
	E	↘	C	2	3.8	18	0	0	100%	73%	1970	2010	144	0.073		121	0.060		
	E	↘	C	2	3.5	0	25	0	48%	45%	2045	2050	145	0.071		123	0.060		
Yu Tung Road	S	↖	B	1	4.1	0	30	0	100%	100%	2060	2060	405	0.197	0.197	340	0.165	0.165	
	S	↖	B	1	4.3	0	33	0	1%	32%	2185	2155	430	0.197		355	0.165		
	S	↖	B,F	1,4	3.8	15	0	1	100%	100%	1815	1815	515	0.284		470	0.259		
Chung Yan Road	W	↗	D	4	3.7	14	28	1	18% / 49%	23% / 0%	1900	1940	362	0.191	0.191	350	0.180	0.180	
	W	↘	D	4	3.7	0	25	0	100%	100%	2005	2005	383	0.191		20	0.010		

Notes:	Traffic Flow (pcu / hr)		[AM (PM)]		Check Phase		Check Phase	
	125(80) ↗ 355(270) → 40(20) ↘ 65(35) ↖	70(55) ↖ 75(100) ↓ 120(90) ↑	625(490) ↘ 560(505) ↗	410(455) ↗ 425(240) ↖ 515(470) ↘	E _y 0.592 L (sec) 16 C (sec) 108 y pract. 0.7667 R.C. (%) 29%	E _y 0.499 L (sec) 16 C (sec) 108 y pract. 0.7667 R.C. (%) 54%		



TRAFFIC SIGNALS CALCULATION

Job No: 25065HK

CTA Consultants Ltd.

Junction: **Yu Tung Road/ Chung Yan Road (B)**

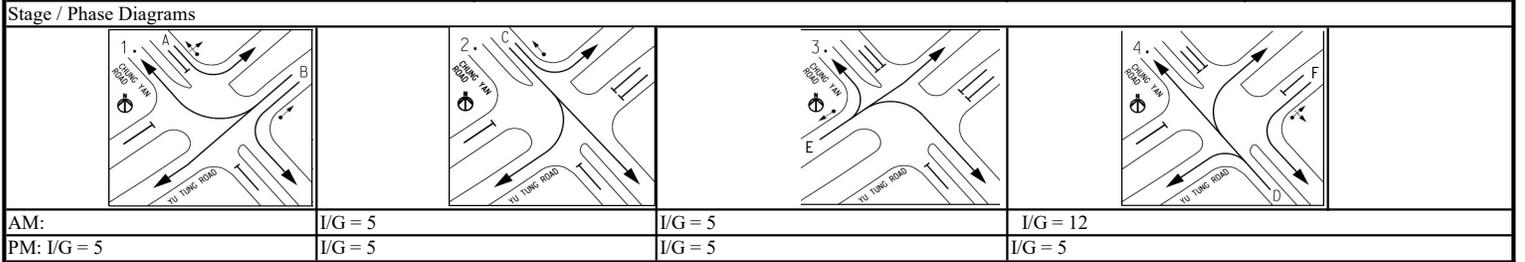
Survey Year: 2025

Description: **2036 Reference Flows (with improvements)**

Design Year: 2036

Approach	Direction	Movement rotation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yu Tung Road	N	↖	E	3	3.7	15	0	1	100%	100%	1805	1805	180	0.100		115	0.064	
	N	↗	E	3	3.7	0	0	0	0%	0%	2125	2125	422	0.198	0.199	205	0.096	0.096
	N	↘	E	3	3.7	0	25	0	14%	40%	2105	2075	418	0.199		200	0.096	
Chung Yan Road	E	↙	A	1	3.5	15	0	1	100%	100%	1785	1785	350	0.196		326	0.183	
Chung Yan Road	E	↘	C	2	3.5	20	0	1	100%	100%	1830	1830	91	0.050	0.062	9	0.005	0.050
	E	↖	C	2	3.8	25	0	0	42%	0%	2080	2135	104	0.050		15	0.007	
	E	↗	C	2	3.5	0	30	0	100%	100%	2005	2005	125	0.062		100	0.050	
Yu Tung Road	S	↖	B	1	3.7	0	30	0	89%	100%	2035	2025	389	0.191		420	0.207	0.207
	S	↗	B	1	3.7	0	0	0	0%	0%	2125	2125	406	0.191		400	0.188	
	S	↘	B,F	1,4	3.8	25	0	1	100%	100%	1880	1880	725	0.386	0.386	610	0.324	
Chung Yan Road	W	↖	D	4	3.7	14	28	1	0% / 85%	0% / 67%	1900	1915	355	0.187		369	0.193	0.193
	W	↗	D	4	3.7	0	25	0	100%	100%	2005	2005	375	0.187		386	0.193	

Notes:	Traffic Flow (pcu / hr)	[AM (PM)]	Check Phase	Check Phase
	125(100) 60(15) 485(335) 180(115) ↖ ↘ ↙ ↗ ↘ ↖ 780(325) ↗ ↘ ↙ ↗ ↘ ↖ 60(80) ↖ ↘ ↙ ↗ ↘ ↖ 0(0) 55(120) 675(635)	↖ 345(420) ↗ 450(400) ↘ 725(610)	E _y 0.647 L (sec) 19 C (sec) 120 y pract. 0.7575 R.C. (%) 17%	E _y 0.546 L (sec) 16 C (sec) 120 y pract. 0.7800 R.C. (%) 43%



TRAFFIC SIGNALS CALCULATION

Job No: 25065HK

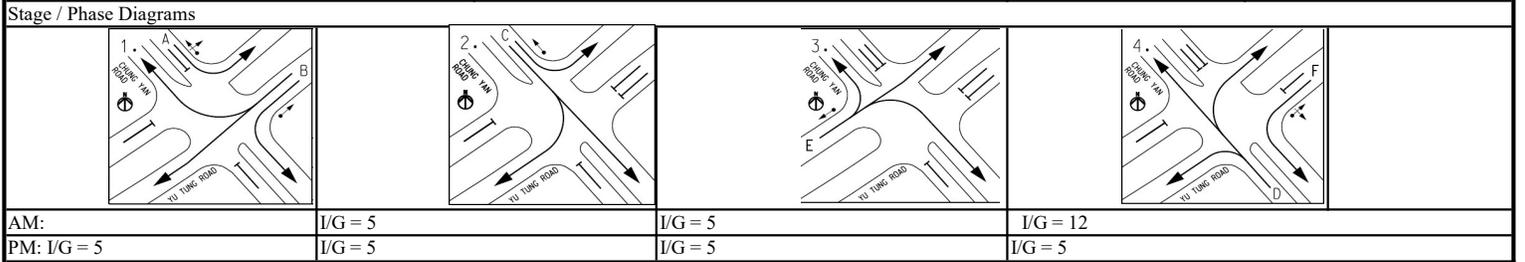
CTA Consultants Ltd.

Junction: Yu Tung Road/ Chung Yan Road (B)
 Description: 2036 Design Flows (with improvements)

Survey Year: 2025
 Design Year: 2036

Approach	Direction	Movement rotation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yu Tung Road	N	↖	E	3	3.7	15	0	1	100%	100%	1805	1805	185	0.102	0.199	125	0.069	0.096
	N	↗	E	3	3.7	0	0	0	0%	0%	2125	2125	422	0.198		205	0.096	
	N	↘	E	3	3.7	0	25	0	14%	40%	2105	2075	418	0.199		200	0.096	
Chung Yan Road	E	↘	A	1	3.5	15	0	1	100%	100%	1785	1785	350	0.196		336	0.188	
Chung Yan Road	E	↖	C	2	3.5	20	0	1	100%	100%	1830	1830	114	0.063	0.070	14	0.008	0.052
	E	↗	C	2	3.8	25	0	0	42%	0%	2080	2135	130	0.063		20	0.009	
	E	↘	C	2	3.5	0	30	0	100%	100%	2005	2005	140	0.070		105	0.052	
Yu Tung Road	S	↖	B	1	3.7	0	30	0	92%	100%	2030	2025	398	0.196	0.386	445	0.220	0.220
	S	↗	B	1	3.7	0	0	0	0%	0%	2125	2125	417	0.196		400	0.188	
	S	↘	B,F	1,4	3.8	25	0	1	100%	100%	1880	1880	725	0.386		610	0.324	
Chung Yan Road	W	↖	D	4	3.7	14	28	1	0% / 83%	0% / 65%	1900	1920	358	0.188		374	0.195	0.195
	W	↘	D	4	3.7	0	25	0	100%	100%	2005	2005	377	0.188		391	0.195	

Notes:	Traffic Flow (pcu / hr)	[AM (PM)]	Check Phase	Check Phase
	140(105) 75(20) 520(350) ↖ ↘ ↗ ↙ 185(125) ↖ ↘ ↗ ↙ 780(325) ↖ ↘ ↗ ↙ 60(80) ↖ ↘ ↗ ↙ 0(0) 60(130) 675(635)	↖ ↘ ↗ ↙ ↖ ↘ ↗ ↙ ↖ ↘ ↗ ↙ ↖ ↘ ↗ ↙	εy 0.654 L (sec) 19 C (sec) 120 y pract. 0.7575 R.C. (%) 16%	εy 0.564 L (sec) 16 C (sec) 120 y pract. 0.7800 R.C. (%) 38%

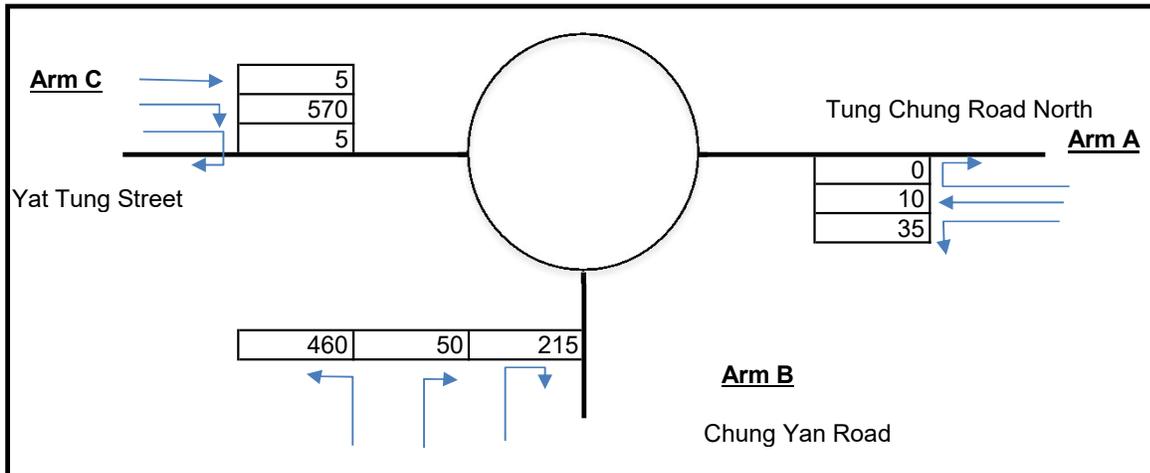


Roundabout Junction Calculation

Roundabout Junction (C) Chung Yan Road / Yat Tung Street / Tung Chung Road North

Design Year : OBSERVED CASE

Scenario : AM PEAK Date : 2025



Input Parameters		Arm A	Arm B	Arm C
V	= Approach half width (m)	2.8	7.2	6.8
E	= Entry width (m)	4	9	11
L	= Effective length of flare (m)	7	4	11
R	= Entry radius	20	15	100
D	= Inscribed circle diameter (m)	32	32	32
A	= Entry angle (degree)	40	50	60
Q	= Entry flow (pcu/hr)	45	725	580
Qc	= Circulating flow across entry (pcu/hr)	790	15	265

Output Parameters		Arm A	Arm B	Arm C
S	= Sharpness of flare = $1.6*(E-V)/L$	0.27	0.72	0.61
K	= $1-0.00347*(A-30)-0.978*(1/R-0.05)$	0.97	0.91	0.94
X2	= $V+((E-V)/(1+2*S))$	3.57	7.94	8.69
M	= $Exp((D-60)/10)$	0.06	0.06	0.06
F	= $303*X2$	1083.20	2405.12	2633.17
Td	= $1+(0.5/(1+M))$	1.47	1.47	1.47
Fc	= $0.21*Td*(1+0.2*X2)$	0.53	0.80	0.85
Qe	= Capacity = $K*(F-Fc*Qc)$	641.52	2188.04	2252.45
DFC	= Entry Flow/Capacity = Q/Qe	0.07	0.33	0.26

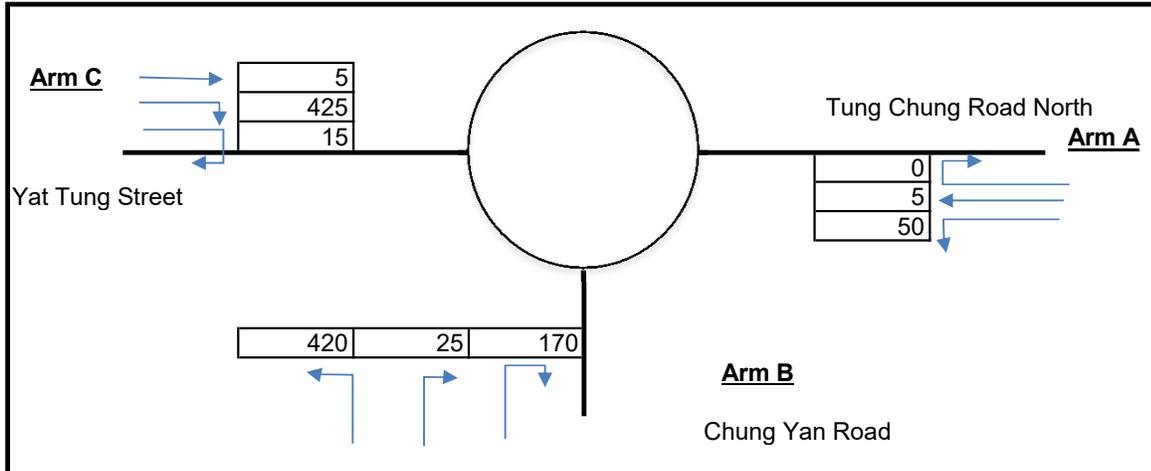
DFC of Critical Approach = 0.33

Roundabout Junction Calculation

Roundabout Junction (C) Chung Yan Road / Yat Tung Street / Tung Chung Road North

Design Year : OBSERVED CASE

Scenario : PM PEAK Date : 2025



Input Parameters		Arm A	Arm B	Arm C
V	= Approach half width (m)	2.8	7.2	6.8
E	= Entry width (m)	4	9	11
L	= Effective length of flare (m)	7	4	11
R	= Entry radius	20	15	100
D	= Inscribed circle diameter (m)	32	32	32
A	= Entry angle (degree)	40	50	60
Q	= Entry flow (pcu/hr)	55	615	445
Qc	= Circulating flow across entry (pcu/hr)	610	20	195

Output Parameters		Arm A	Arm B	Arm C
S	= Sharpness of flare = $1.6*(E-V)/L$	0.27	0.72	0.61
K	= $1-0.00347*(A-30)-0.978*(1/R-0.05)$	0.97	0.91	0.94
X2	= $V+((E-V)/(1+2*S))$	3.57	7.94	8.69
M	= $Exp((D-60)/10)$	0.06	0.06	0.06
F	= $303*X2$	1083.20	2405.12	2633.17
Td	= $1+(0.5/(1+M))$	1.47	1.47	1.47
Fc	= $0.21*Td*(1+0.2*X2)$	0.53	0.80	0.85
Qe	= Capacity = $K*(F-Fc*Qc)$	733.59	2184.39	2307.82
DFC	= Entry Flow/Capacity = Q/Qe	0.07	0.28	0.19

DFC of Critical Approach = 0.28

CTJW

TRAFFIC SIGNALS CALCULATION

Job No: 25065HK

CTA Consultants Ltd.

Junction: **Chung Yan Road / Tung Chung Road North (C)**
 Description: **2036 Reference Flows**

Survey Year: 2025
 Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yat Tung Street	E	↕	A123	1	3.4	15	20	1	4% / 84%	7% / 80%	3780	3785	126	0.069	0.069	75	0.041	0.041
	E	↘	A3	1	3.4	0	20	0	100%	100%	0	0	134	0.069		80	0.041	
Chung Yan Road	N	↙	B1	1,2	3.6	15	0	1	100%	100%	3815	3820	230	0.128	0.168	225	0.125	0.156
	N	↕	B123	2	3.6	15	30	0	0% / 93%	0% / 87%	0	0	340	0.168		315	0.156	
Tung Chung Road North	W	↔	C123	3	3.9	15	15	1	92% / 2%	90% / 3%	1835	1835	255	0.139	0.139	195	0.106	0.106
Ma Wan Chung Village	S	↕	D123	4	3.7	15	15	1	14% / 14%	10% / 10%	1930	1945	35	0.018	0.018	50	0.026	0.026
Pedestrian Phase																		

Notes:	Traffic Flow (pcu / hr) [AM/PM]	Check Phase	Check Phase
		εy 0.376 L (sec) 52 C (sec) 120 y pract. 0.510 R.C. (%) 36%	εy 0.303 L (sec) 49 C (sec) 120 y pract. 0.533 R.C. (%) 76%

Stage / Phase Diagrams					
1	2	3	4	5	
	I/G = 5s	I/G = 5s	I/G = 5s		

TRAFFIC SIGNALS CALCULATION

Job No: 25065HK

CTA Consultants Ltd.

Junction: **Chung Yan Road / Tung Chung Road North (C)**
 Description: **2036 Design Flows**

Survey Year: 2025
 Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yat Tung Street	E	↕	A123	1	3.4	15	20	1	4% / 84%	7% / 80%	3780	3785	126	0.069	0.069	75	0.041	0.041
	E	↘	A3	1	3.4	0	20	0	100%	100%	0	0	134	0.069		80	0.041	
Chung Yan Road	N	↙	B1	1,2	3.6	15	0	1	100%	100%	3815	3820	230	0.128	0.183	225	0.125	0.173
	N	↕	B123	2	3.6	15	30	0	0% / 93%	0% / 89%	0	0	370	0.183		350	0.173	
Tung Chung Road North	W	↔	C123	3	3.9	15	15	1	94% / 2%	91% / 2%	1830	1835	310	0.169	0.169	220	0.120	0.120
Ma Wan Chung Village	S	↕	D123	4	3.7	15	15	1	14% / 14%	10% / 10%	1930	1945	35	0.018	0.018	50	0.026	0.026
Pedestrian Phase																		

Notes:	Traffic Flow (pcu / hr) [AM/PM]	Check Phase	Check Phase
		εy 0.421 L (sec) 52 C (sec) 120 y pract. 0.510 R.C. (%) 21%	εy 0.334 L (sec) 49 C (sec) 120 y pract. 0.533 R.C. (%) 60%

Stage / Phase Diagrams					
1	2	3	4	5	
I/G = 5s	I/G = 5s	I/G = 5s	I/G = 5s		

<h1>Junctions 8</h1>
<h2>PICADY 8 - Priority Intersection Module</h2>
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Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\25065HK (ykl) - S16 for Various Lots in DD3TC & Adj Gov Land, Tung Chung, Lantau Island\Calculation\CALCULATION 2026

Report generation date: 29/1/2026 10:53:37

- » Tung Chung Road North - Existing, AM
- » Tung Chung Road North - Reference, AM
- » Tung Chung Road North - Design, AM
- » Tung Chung Road North - Existing, PM
- » Tung Chung Road North - Reference, PM
- » Tung Chung Road North - Design, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Tung Chung Road North - Design								
Stream B-AC	1.17	12.65	0.54	B	1.09	11.92	0.52	B
Stream C-AB	0.96	11.78	0.49	B	0.50	9.05	0.34	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Tung Chung Road North - Existing								
Stream B-AC	0.07	6.01	0.06	A	0.05	6.32	0.05	A
Stream C-AB	0.03	6.15	0.02	A	0.08	6.49	0.08	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Tung Chung Road North - Reference								
Stream B-AC	1.19	12.66	0.54	B	0.88	10.72	0.47	B
Stream C-AB	0.66	9.98	0.40	A	0.41	8.52	0.29	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

- "D1 - Existing, AM" model duration: 8:00 - 9:30
- "D2 - Reference, AM" model duration: 8:00 - 9:30
- "D3 - Design, AM" model duration: 8:00 - 9:30
- "D4 - Existing, PM" model duration: 8:00 - 9:30
- "D5 - Reference, PM" model duration: 8:00 - 9:30
- "D6 - Design, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 29/1/2026 10:53:32

File summary

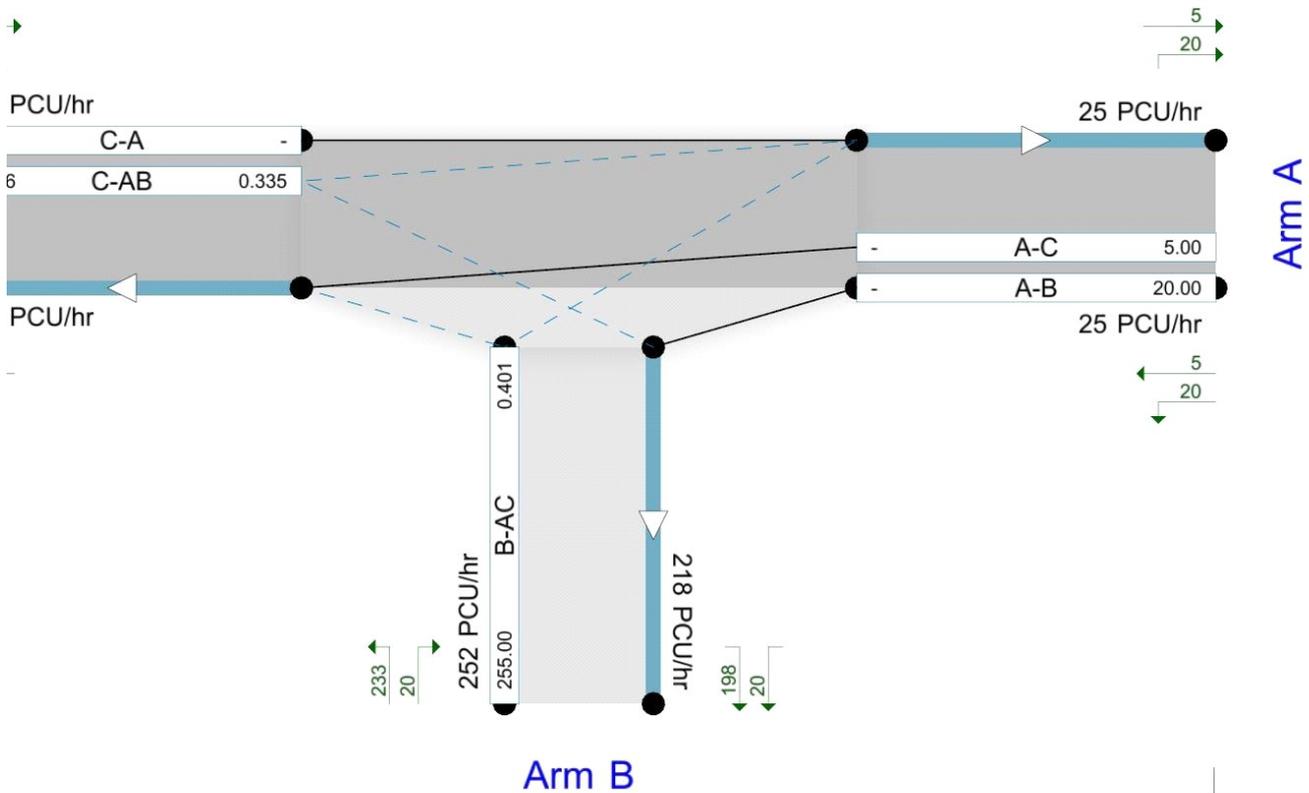
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Site Number	
Date	24/9/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - Tung Chung Road North"; Demand Set "D1 - Existing, AM"

The junction diagram reflects the last run of ARCADY.

Tung Chung Road North - Existing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, AM	Existing	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	6.05	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	10.00	100.000
B	FLAT	✓	40.00	100.000
C	FLAT	✓	15.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	10.00	10.00		
08:00-08:15	B	40.00	40.00		
08:00-08:15	C	15.00	15.00		
08:15-08:30	A	10.00	10.00		
08:15-08:30	B	40.00	40.00		
08:15-08:30	C	15.00	15.00		
08:30-08:45	A	10.00	10.00		
08:30-08:45	B	40.00	40.00		
08:30-08:45	C	15.00	15.00		
08:45-09:00	A	10.00	10.00		
08:45-09:00	B	40.00	40.00		
08:45-09:00	C	15.00	15.00		
09:00-09:15	A	10.00	10.00		
09:00-09:15	B	40.00	40.00		
09:00-09:15	C	15.00	15.00		
09:15-09:30	A	10.00	10.00		
09:15-09:30	B	40.00	40.00		
09:15-09:30	C	15.00	15.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	0.000
	B	5.000	0.000	35.000
	C	0.000	15.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	1.00	0.00
	B	0.13	0.00	0.88
	C	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	6.01	0.07	A
C-AB	0.02	6.15	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	39.73	0.00	638.84	0.063	0.07	6.006	A
C-AB	15.00	14.90	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	638.83	0.063	0.07	6.011	A
C-AB	15.00	15.00	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	638.83	0.063	0.07	6.011	A
C-AB	15.00	15.00	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	638.83	0.063	0.07	6.011	A
C-AB	15.00	15.00	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	638.83	0.063	0.07	6.011	A
C-AB	15.00	15.00	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	638.83	0.063	0.07	6.011	A
C-AB	15.00	15.00	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Tung Chung Road North - Reference, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference, AM	Reference	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	11.56	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	35.00	100.000
B	FLAT	✓	340.00	100.000
C	FLAT	✓	245.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	35.00	35.00		
08:00-08:15	B	340.00	340.00		
08:00-08:15	C	245.00	245.00		
08:15-08:30	A	35.00	35.00		
08:15-08:30	B	340.00	340.00		
08:15-08:30	C	245.00	245.00		
08:30-08:45	A	35.00	35.00		
08:30-08:45	B	340.00	340.00		
08:30-08:45	C	245.00	245.00		
08:45-09:00	A	35.00	35.00		
08:45-09:00	B	340.00	340.00		
08:45-09:00	C	245.00	245.00		
09:00-09:15	A	35.00	35.00		
09:00-09:15	B	340.00	340.00		
09:00-09:15	C	245.00	245.00		
09:15-09:30	A	35.00	35.00		
09:15-09:30	B	340.00	340.00		
09:15-09:30	C	245.00	245.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	25.000	10.000
	B	35.000	0.000	305.000
	C	10.000	235.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.71	0.29
	B	0.10	0.00	0.90
	C	0.04	0.96	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.54	12.66	1.19	B
C-AB	0.40	9.98	0.66	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	335.36	0.00	624.41	0.545	1.16	12.268	B
C-AB	236.56	233.98	0.00	597.38	0.396	0.65	9.840	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	339.93	0.00	624.22	0.545	1.18	12.655	B
C-AB	236.56	236.54	0.00	597.38	0.396	0.65	9.974	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	339.98	0.00	624.22	0.545	1.18	12.660	B
C-AB	236.56	236.55	0.00	597.38	0.396	0.65	9.976	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	339.99	0.00	624.22	0.545	1.19	12.662	B
C-AB	236.56	236.56	0.00	597.38	0.396	0.65	9.976	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	339.99	0.00	624.22	0.545	1.19	12.663	B
C-AB	236.56	236.56	0.00	597.38	0.396	0.66	9.976	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	340.00	0.00	624.22	0.545	1.19	12.665	B
C-AB	236.56	236.56	0.00	597.38	0.396	0.66	9.976	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Tung Chung Road North - Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design, AM	Design	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	12.25	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	35.00	100.000
B	FLAT	✓	335.00	100.000
C	FLAT	✓	300.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	35.00	35.00		
08:00-08:15	B	335.00	335.00		
08:00-08:15	C	300.00	300.00		
08:15-08:30	A	35.00	35.00		
08:15-08:30	B	335.00	335.00		
08:15-08:30	C	300.00	300.00		
08:30-08:45	A	35.00	35.00		
08:30-08:45	B	335.00	335.00		
08:30-08:45	C	300.00	300.00		
08:45-09:00	A	35.00	35.00		
08:45-09:00	B	335.00	335.00		
08:45-09:00	C	300.00	300.00		
09:00-09:15	A	35.00	35.00		
09:00-09:15	B	335.00	335.00		
09:00-09:15	C	300.00	300.00		
09:15-09:30	A	35.00	35.00		
09:15-09:30	B	335.00	335.00		
09:15-09:30	C	300.00	300.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	25.000	10.000
	B	35.000	0.000	300.000
	C	10.000	290.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.71	0.29
	B	0.10	0.00	0.90
	C	0.03	0.97	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.54	12.65	1.17	B
C-AB	0.49	11.78	0.96	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	330.43	0.00	619.75	0.541	1.14	12.261	B
C-AB	292.38	288.64	0.00	598.00	0.489	0.94	11.504	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	334.93	0.00	619.45	0.541	1.16	12.645	B
C-AB	292.38	292.33	0.00	598.00	0.489	0.95	11.774	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	334.98	0.00	619.45	0.541	1.17	12.650	B
C-AB	292.38	292.36	0.00	598.00	0.489	0.95	11.776	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	334.99	0.00	619.45	0.541	1.17	12.652	B
C-AB	292.38	292.37	0.00	598.00	0.489	0.95	11.778	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	334.99	0.00	619.45	0.541	1.17	12.652	B
C-AB	292.38	292.37	0.00	598.00	0.489	0.95	11.778	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	335.00	0.00	619.45	0.541	1.17	12.655	B
C-AB	292.38	292.37	0.00	598.00	0.489	0.96	11.778	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Tung Chung Road North - Existing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing, PM	Existing	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	6.42	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	15.00	100.000
B	FLAT	✓	30.00	100.000
C	FLAT	✓	45.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	15.00	15.00		
08:00-08:15	B	30.00	30.00		
08:00-08:15	C	45.00	45.00		
08:15-08:30	A	15.00	15.00		
08:15-08:30	B	30.00	30.00		
08:15-08:30	C	45.00	45.00		
08:30-08:45	A	15.00	15.00		
08:30-08:45	B	30.00	30.00		
08:30-08:45	C	45.00	45.00		
08:45-09:00	A	15.00	15.00		
08:45-09:00	B	30.00	30.00		
08:45-09:00	C	45.00	45.00		
09:00-09:15	A	15.00	15.00		
09:00-09:15	B	30.00	30.00		
09:00-09:15	C	45.00	45.00		
09:15-09:30	A	15.00	15.00		
09:15-09:30	B	30.00	30.00		
09:15-09:30	C	45.00	45.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	15.000	0.000
	B	10.000	0.000	20.000
	C	0.000	45.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	1.00	0.00
	B	0.33	0.00	0.67
	C	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	6.32	0.05	A
C-AB	0.08	6.49	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	29.79	0.00	599.82	0.050	0.05	6.314	A
C-AB	45.00	44.68	0.00	599.41	0.075	0.08	6.487	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	599.77	0.050	0.05	6.317	A
C-AB	45.00	45.00	0.00	599.41	0.075	0.08	6.492	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	599.77	0.050	0.05	6.317	A
C-AB	45.00	45.00	0.00	599.41	0.075	0.08	6.492	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	599.77	0.050	0.05	6.317	A
C-AB	45.00	45.00	0.00	599.41	0.075	0.08	6.492	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	599.77	0.050	0.05	6.317	A
C-AB	45.00	45.00	0.00	599.41	0.075	0.08	6.492	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	599.77	0.050	0.05	6.317	A
C-AB	45.00	45.00	0.00	599.41	0.075	0.08	6.492	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Tung Chung Road North - Reference, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference, PM	Reference	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	9.90	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	25.00	100.000
B	FLAT	✓	295.00	100.000
C	FLAT	✓	180.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	25.00	25.00		
08:00-08:15	B	295.00	295.00		
08:00-08:15	C	180.00	180.00		
08:15-08:30	A	25.00	25.00		
08:15-08:30	B	295.00	295.00		
08:15-08:30	C	180.00	180.00		
08:30-08:45	A	25.00	25.00		
08:30-08:45	B	295.00	295.00		
08:30-08:45	C	180.00	180.00		
08:45-09:00	A	25.00	25.00		
08:45-09:00	B	295.00	295.00		
08:45-09:00	C	180.00	180.00		
09:00-09:15	A	25.00	25.00		
09:00-09:15	B	295.00	295.00		
09:00-09:15	C	180.00	180.00		
09:15-09:30	A	25.00	25.00		
09:15-09:30	B	295.00	295.00		
09:15-09:30	C	180.00	180.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	20.000	5.000
	B	30.000	0.000	265.000
	C	5.000	175.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.80	0.20
	B	0.10	0.00	0.90
	C	0.03	0.97	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.47	10.72	0.88	B
C-AB	0.29	8.52	0.41	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	291.56	0.00	630.87	0.468	0.86	10.508	B
C-AB	175.43	173.79	0.00	598.06	0.293	0.41	8.454	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	294.96	0.00	630.76	0.468	0.87	10.717	B
C-AB	175.43	175.42	0.00	598.06	0.293	0.41	8.517	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	294.99	0.00	630.76	0.468	0.87	10.719	B
C-AB	175.43	175.43	0.00	598.06	0.293	0.41	8.517	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	294.99	0.00	630.76	0.468	0.87	10.721	B
C-AB	175.43	175.43	0.00	598.06	0.293	0.41	8.517	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	295.00	0.00	630.76	0.468	0.87	10.721	B
C-AB	175.43	175.43	0.00	598.06	0.293	0.41	8.517	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	295.00	0.00	630.76	0.468	0.88	10.721	B
C-AB	175.43	175.43	0.00	598.06	0.293	0.41	8.517	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Tung Chung Road North - Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design, PM	Design	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	10.83	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	25.00	100.000
B	FLAT	✓	330.00	100.000
C	FLAT	✓	205.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	25.00	25.00		
08:00-08:15	B	330.00	330.00		
08:00-08:15	C	205.00	205.00		
08:15-08:30	A	25.00	25.00		
08:15-08:30	B	330.00	330.00		
08:15-08:30	C	205.00	205.00		
08:30-08:45	A	25.00	25.00		
08:30-08:45	B	330.00	330.00		
08:30-08:45	C	205.00	205.00		
08:45-09:00	A	25.00	25.00		
08:45-09:00	B	330.00	330.00		
08:45-09:00	C	205.00	205.00		
09:00-09:15	A	25.00	25.00		
09:00-09:15	B	330.00	330.00		
09:00-09:15	C	205.00	205.00		
09:15-09:30	A	25.00	25.00		
09:15-09:30	B	330.00	330.00		
09:15-09:30	C	205.00	205.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	20.000	5.000
	B	30.000	0.000	300.000
	C	5.000	200.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.80	0.20
	B	0.09	0.00	0.91
	C	0.02	0.98	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.52	11.92	1.09	B
C-AB	0.34	9.05	0.50	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	325.75	0.00	632.19	0.522	1.06	11.595	B
C-AB	200.56	198.57	0.00	598.20	0.335	0.50	8.967	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	329.94	0.00	632.07	0.522	1.08	11.910	B
C-AB	200.56	200.55	0.00	598.20	0.335	0.50	9.053	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	329.98	0.00	632.07	0.522	1.08	11.914	B
C-AB	200.56	200.56	0.00	598.20	0.335	0.50	9.053	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	329.99	0.00	632.07	0.522	1.08	11.914	B
C-AB	200.56	200.56	0.00	598.20	0.335	0.50	9.053	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	329.99	0.00	632.07	0.522	1.09	11.917	B
C-AB	200.56	200.56	0.00	598.20	0.335	0.50	9.053	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	330.00	0.00	632.07	0.522	1.09	11.917	B
C-AB	200.56	200.56	0.00	598.20	0.335	0.50	9.053	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]
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Filename: 25065 E 1117.arc8

Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\25065HK (ykl) - S16 for Various Lots in DD3TC & Adj Gov Land, Tung Chung, Lantau Island\Calculation\CALCULATION 2026

Report generation date: 29/1/2026 10:54:08

-
- » (Default Analysis Set) - 2025 Observed, AM
 - » (Default Analysis Set) - 2036 Reference, PM
 - » (Default Analysis Set) - 2025 Observed, PM
 - » (Default Analysis Set) - 2036 Design, PM
 - » (Default Analysis Set) - 2036 Reference, AM
 - » (Default Analysis Set) - 2036 Design, AM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2025 Observed								
Stream B-C	0.09	8.41	0.09	A	0.15	7.93	0.13	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2036 Design								
Stream B-C	0.52	9.87	0.34	A	0.23	7.50	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2036 Reference								
Stream B-C	0.52	9.87	0.34	A	0.23	7.50	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2025 Observed, AM" model duration: 8:00 - 9:30
 "D2 - 2036 Reference, PM" model duration: 8:00 - 9:30
 "D3 - 2025 Observed, PM" model duration: 8:00 - 9:30
 "D4 - 2036 Design, PM" model duration: 8:00 - 9:30
 "D5 - 2036 Reference, AM" model duration: 8:00 - 9:30
 "D6 - 2036 Design, AM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 29/1/2026 10:54:03

File summary

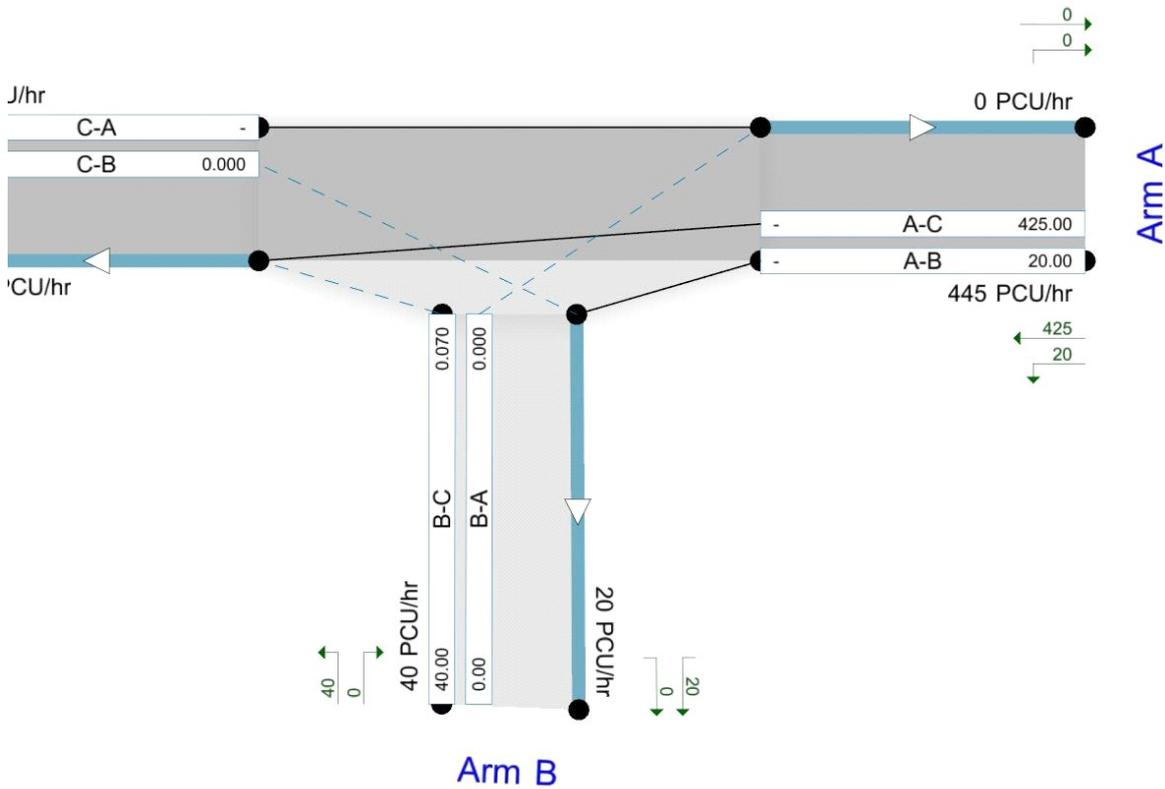
Title	(untitled)
Location	
Site Number	
Date	8/11/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	user
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr), Streams (downstreams) show RFC (s)
Time Segment: (08:00-08:15)
Showing Analysis Set "A1"; Demand Set "D1 - 2025 Observed, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2025 Observed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 Observed, AM	2025 Observed	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	8.41	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	880.00	100.000
B	FLAT	✓	40.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	880.00	880.00		
08:00-08:15	B	40.00	40.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	880.00	880.00		
08:15-08:30	B	40.00	40.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	880.00	880.00		
08:30-08:45	B	40.00	40.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	880.00	880.00		
08:45-09:00	B	40.00	40.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	880.00	880.00		
09:00-09:15	B	40.00	40.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	880.00	880.00		
09:15-09:30	B	40.00	40.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	60.000	820.000
	B	0.000	0.000	40.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	8.41	0.09	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	39.63	0.00	467.85	0.086	0.09	8.400	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	40.00	0.00	467.85	0.086	0.09	8.413	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	40.00	0.00	467.85	0.086	0.09	8.413	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	40.00	0.00	467.85	0.086	0.09	8.413	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	40.00	0.00	467.85	0.086	0.09	8.413	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	40.00	0.00	467.85	0.086	0.09	8.413	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2036 Reference, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2036 Reference, PM	2036 Reference	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	7.50	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	360.00	100.000
B	FLAT	✓	110.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	360.00	360.00		
08:00-08:15	B	110.00	110.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	360.00	360.00		
08:15-08:30	B	110.00	110.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	360.00	360.00		
08:30-08:45	B	110.00	110.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	360.00	360.00		
08:45-09:00	B	110.00	110.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	360.00	360.00		
09:00-09:15	B	110.00	110.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	360.00	360.00		
09:15-09:30	B	110.00	110.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	20.000	340.000
	B	0.000	0.000	110.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.50	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	109.09	0.00	589.64	0.187	0.23	7.478	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2025 Observed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 Observed, PM	2025 Observed	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	7.93	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	645.00	100.000
B	FLAT	✓	70.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	645.00	645.00		
08:00-08:15	B	70.00	70.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	645.00	645.00		
08:15-08:30	B	70.00	70.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	645.00	645.00		
08:30-08:45	B	70.00	70.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	645.00	645.00		
08:45-09:00	B	70.00	70.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	645.00	645.00		
09:00-09:15	B	70.00	70.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	645.00	645.00		
09:15-09:30	B	70.00	70.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	50.000	595.000
	B	0.000	0.000	70.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	7.93	0.15	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	69.39	0.00	524.09	0.134	0.15	7.907	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	70.00	0.00	524.09	0.134	0.15	7.927	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	70.00	0.00	524.09	0.134	0.15	7.927	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	70.00	0.00	524.09	0.134	0.15	7.927	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	70.00	0.00	524.09	0.134	0.15	7.927	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	70.00	0.00	524.09	0.134	0.15	7.927	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2036 Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2036 Design, PM	2036 Design	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	7.50	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	360.00	100.000
B	FLAT	✓	110.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	360.00	360.00		
08:00-08:15	B	110.00	110.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	360.00	360.00		
08:15-08:30	B	110.00	110.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	360.00	360.00		
08:30-08:45	B	110.00	110.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	360.00	360.00		
08:45-09:00	B	110.00	110.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	360.00	360.00		
09:00-09:15	B	110.00	110.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	360.00	360.00		
09:15-09:30	B	110.00	110.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	20.000	340.000
	B	0.000	0.000	110.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.50	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	109.09	0.00	589.64	0.187	0.23	7.478	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2036 Reference, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2036 Reference, AM	2036 Reference	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	9.87	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	505.00	100.000
B	FLAT	✓	190.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	505.00	505.00		
08:00-08:15	B	190.00	190.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	505.00	505.00		
08:15-08:30	B	190.00	190.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	505.00	505.00		
08:30-08:45	B	190.00	190.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	505.00	505.00		
08:45-09:00	B	190.00	190.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	505.00	505.00		
09:00-09:15	B	190.00	190.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	505.00	505.00		
09:15-09:30	B	190.00	190.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	25.000	480.000
	B	0.000	0.000	190.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.34	9.87	0.52	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	187.95	0.00	554.76	0.342	0.51	9.754	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	189.98	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	189.99	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2036 Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2036 Design, AM	2036 Design	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	9.87	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	505.00	100.000
B	FLAT	✓	190.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	505.00	505.00		
08:00-08:15	B	190.00	190.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	505.00	505.00		
08:15-08:30	B	190.00	190.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	505.00	505.00		
08:30-08:45	B	190.00	190.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	505.00	505.00		
08:45-09:00	B	190.00	190.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	505.00	505.00		
09:00-09:15	B	190.00	190.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	505.00	505.00		
09:15-09:30	B	190.00	190.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	25.000	480.000
	B	0.000	0.000	190.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.34	9.87	0.52	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	187.95	0.00	554.76	0.342	0.51	9.754	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	189.98	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	189.99	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-



LEGEND :
 DEVELOPMENT SITE

FIGURE NO.:		1.1		PROJECT TITLE:		Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	
PROJECT NO.:		25065HK		DRAWING TITLE:		SITE LOCATION PLAN	
SCALE:	DATE:						
1 : 4000 @A4	05 NOV 2025						



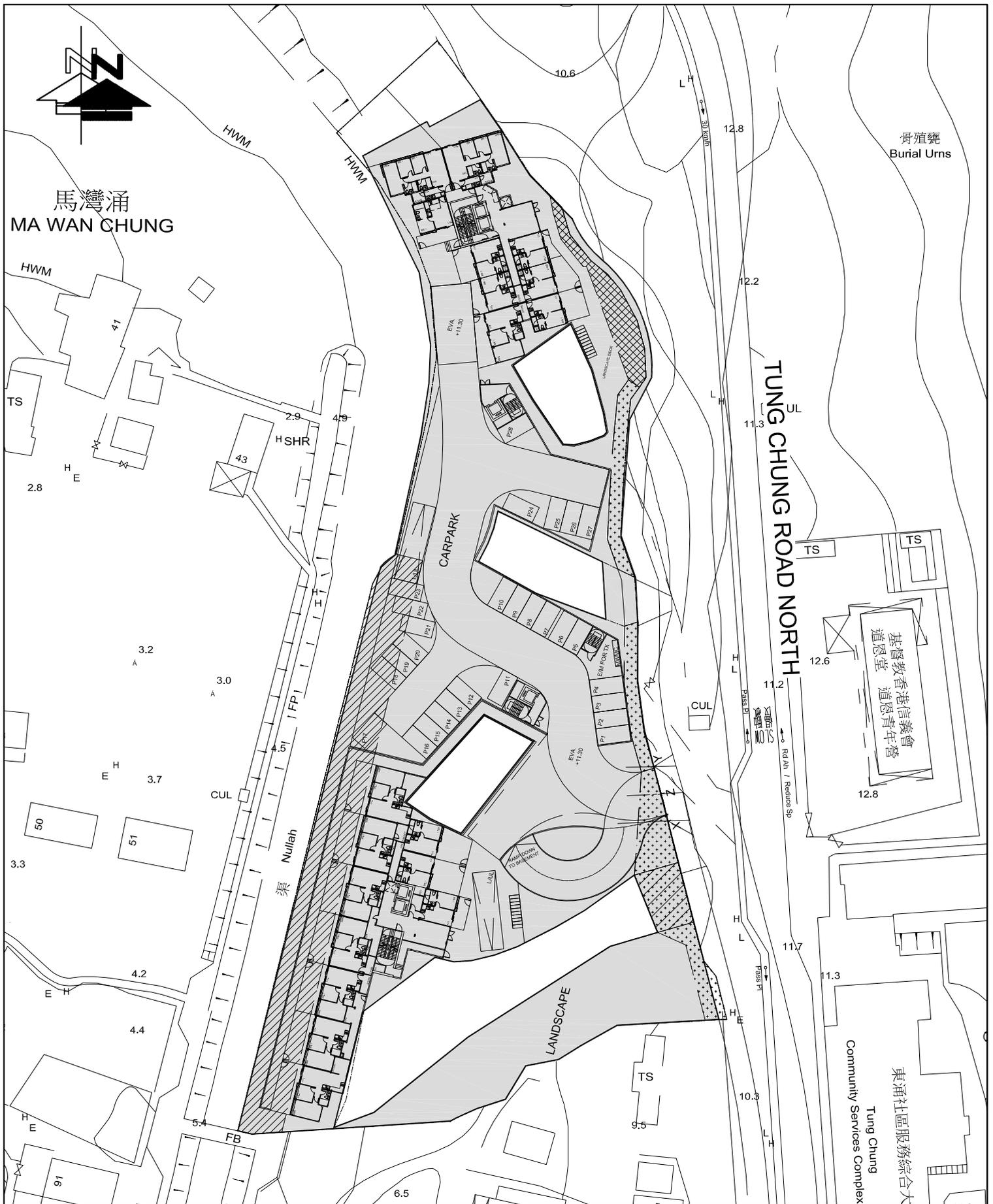
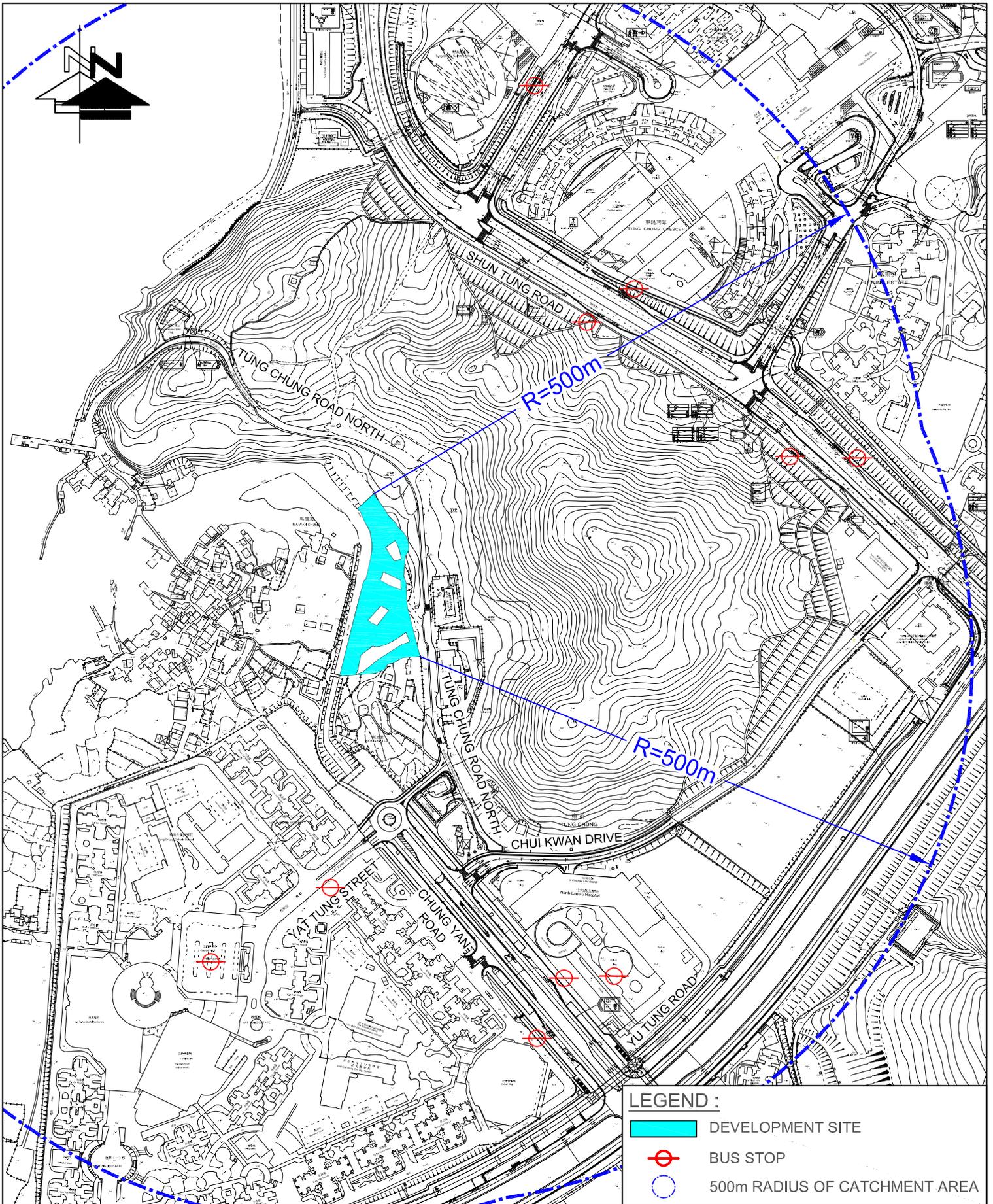


FIGURE NO.: 2.1(REV A)		PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	
PROJECT NO.: 25065HK		DRAWING TITLE: PROPOSED INTERNAL TRANSPORT FACILITIES (G/F)	
SCALE: 1 : 750 @A4	DATE: 30 JAN 2026	 CTA Consultants Limited 志達顧問有限公司	



LEGEND :

- DEVELOPMENT SITE
- BUS STOP
- 500m RADIUS OF CATCHMENT AREA

FIGURE NO.: **2.3**

PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung

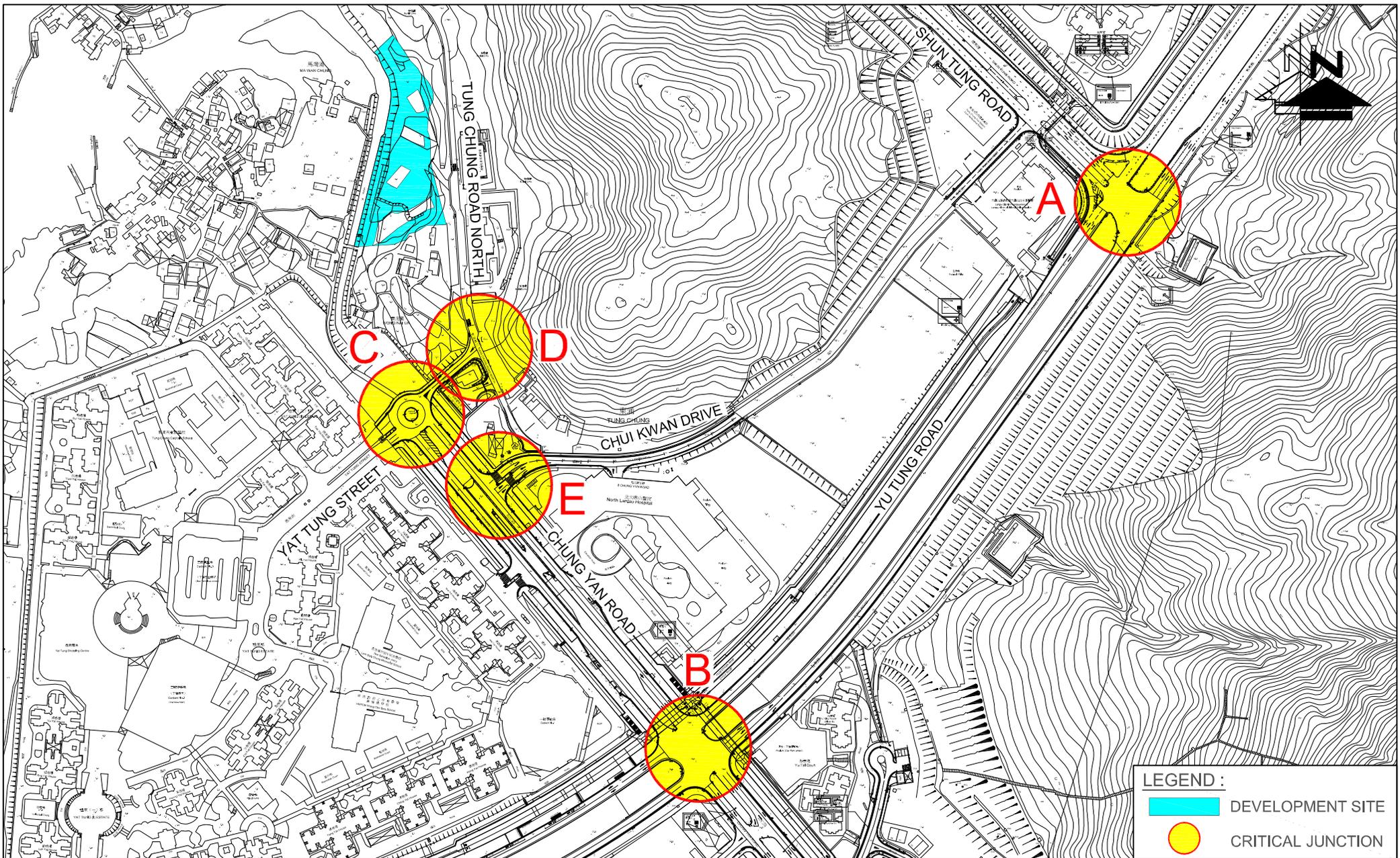
PROJECT NO.: 25065HK

SCALE: 1 : 4500 @A4

DATE: 29 JAN 2026

DRAWING TITLE: EXISTING PUBLIC TRANSPORT SERVICES IN THE VICINITY





LEGEND :

- DEVELOPMENT SITE
- CRITICAL JUNCTION

FIGURE NO.:	3.1	PROJECT TITLE:	S16 Application for Proposed Residential Development at Various Lots in D.D. 3TC and Adjoining Government Land, Tung Chung Road North, Tung Chung
PROJECT NO.:	25065HK	DRAWING TITLE:	IDENTIFIED CRITICAL JUNCTIONS
SCALE:	1 : 4000 @A4	DATE:	05 NOV 2025

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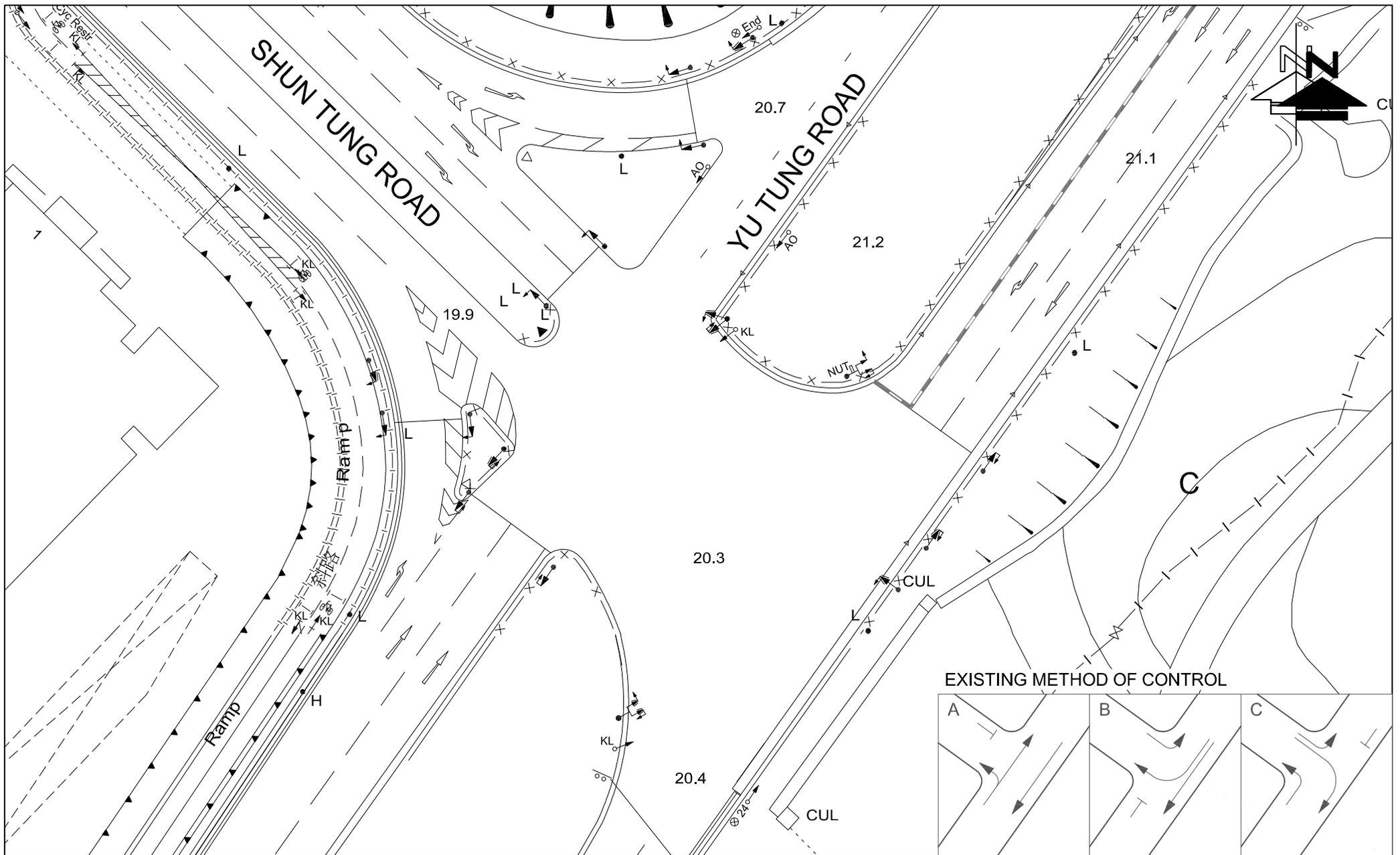


FIGURE NO.: 3.2		PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YU TUNG ROAD / SHUN TUNG ROAD (A)	
SCALE: 1 : 500 @A4	DATE: 29 JAN 2026		

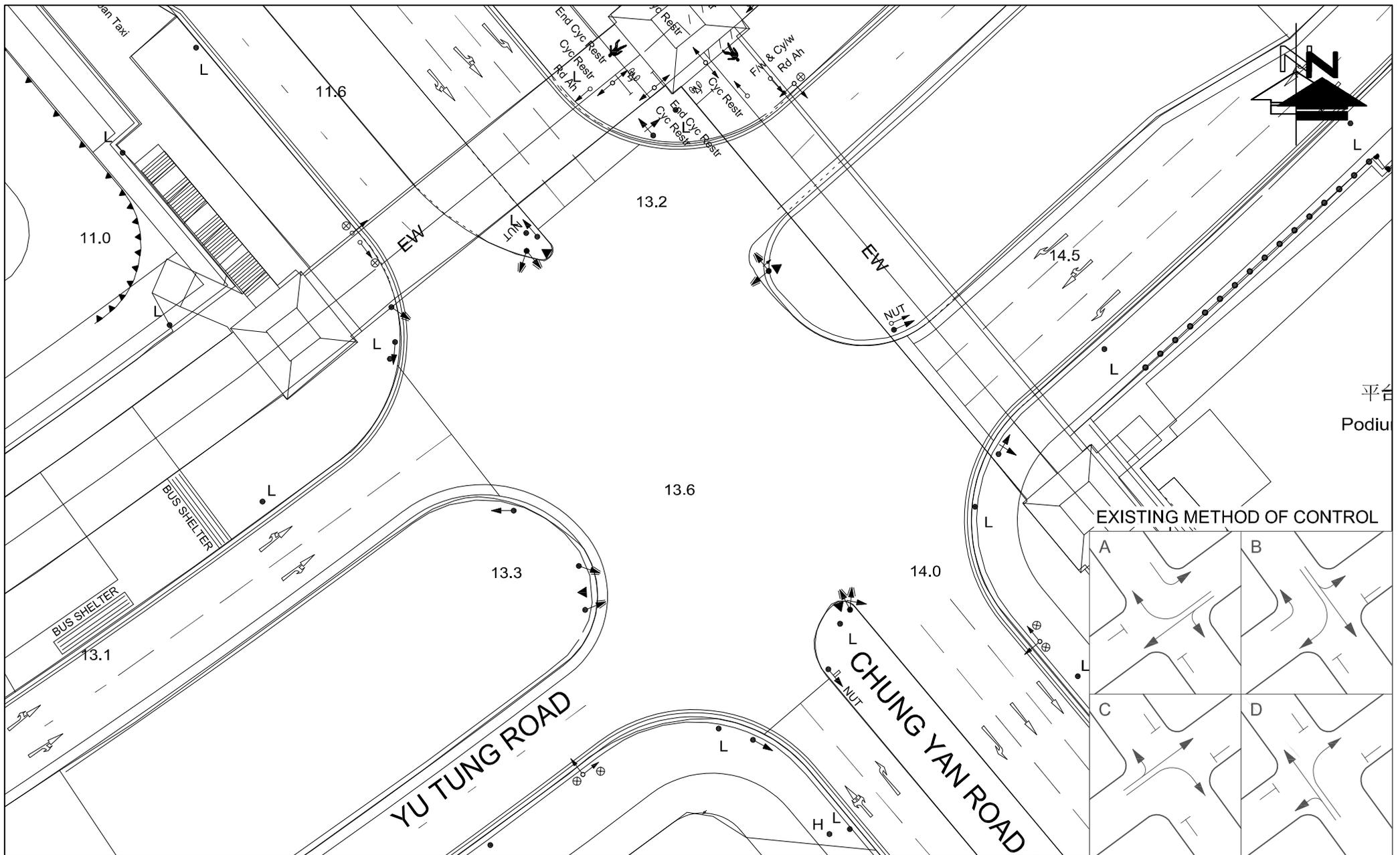


FIGURE NO.: 3.3		PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung
PROJECT NO.: 25065HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YU TUNG ROAD / CHUNG YAN ROAD (B)
SCALE: 1 : 500 @A4	DATE: 29 JAN 2026	



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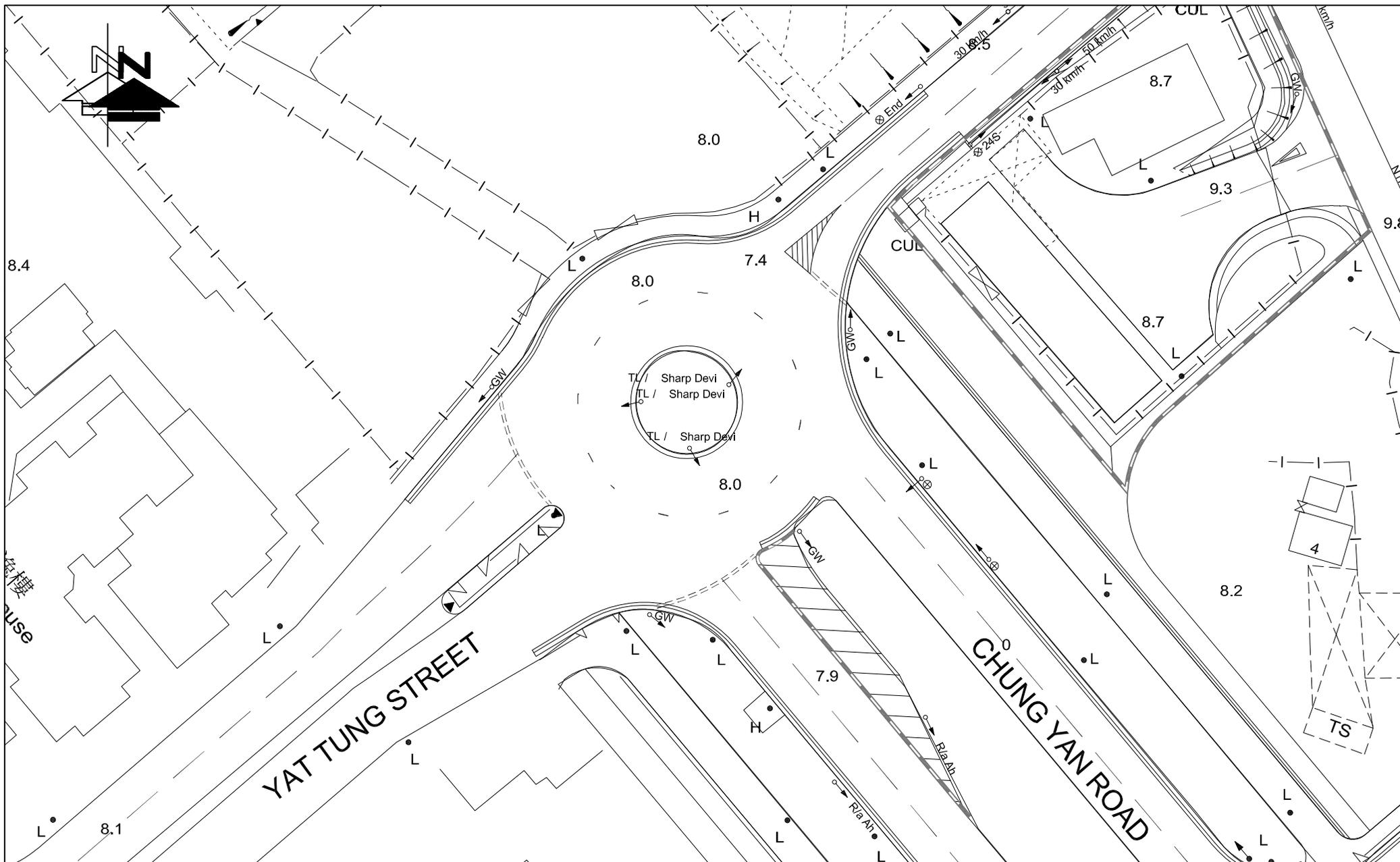


FIGURE NO.: 3.4		PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF CHUNG YAN ROAD / YAT TUNG STREET (C)	
SCALE: 1 : 500 @A4	DATE: 29 JAN 2026		

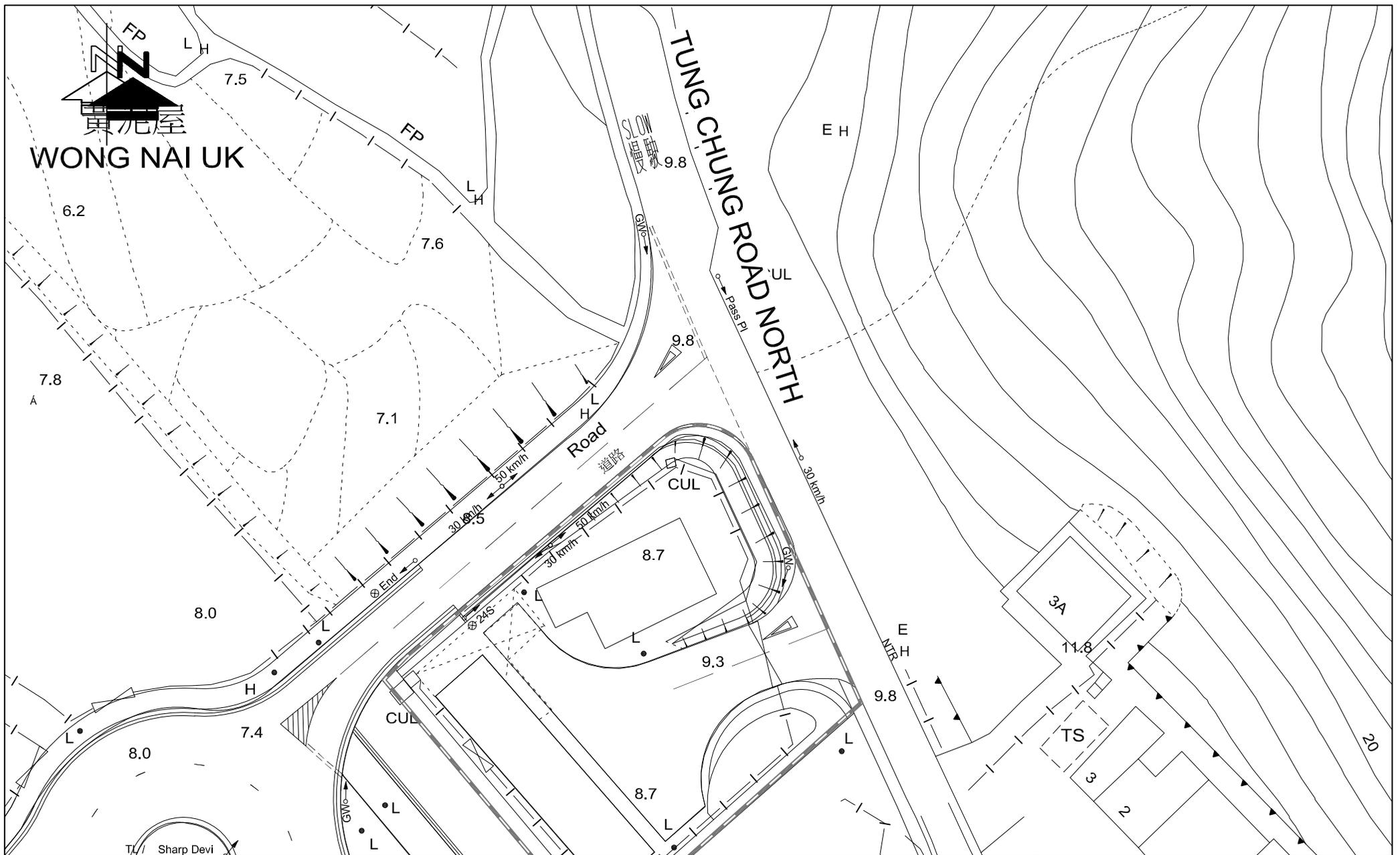


FIGURE NO.: 3.5		PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TUNG CHUNG ROAD NORTH / ACCESS ROAD TO CHUNG YAN ROAD / YAT TUNG STREET (D)	
SCALE: 1 : 500 @A4	DATE: 29 JAN 2026		

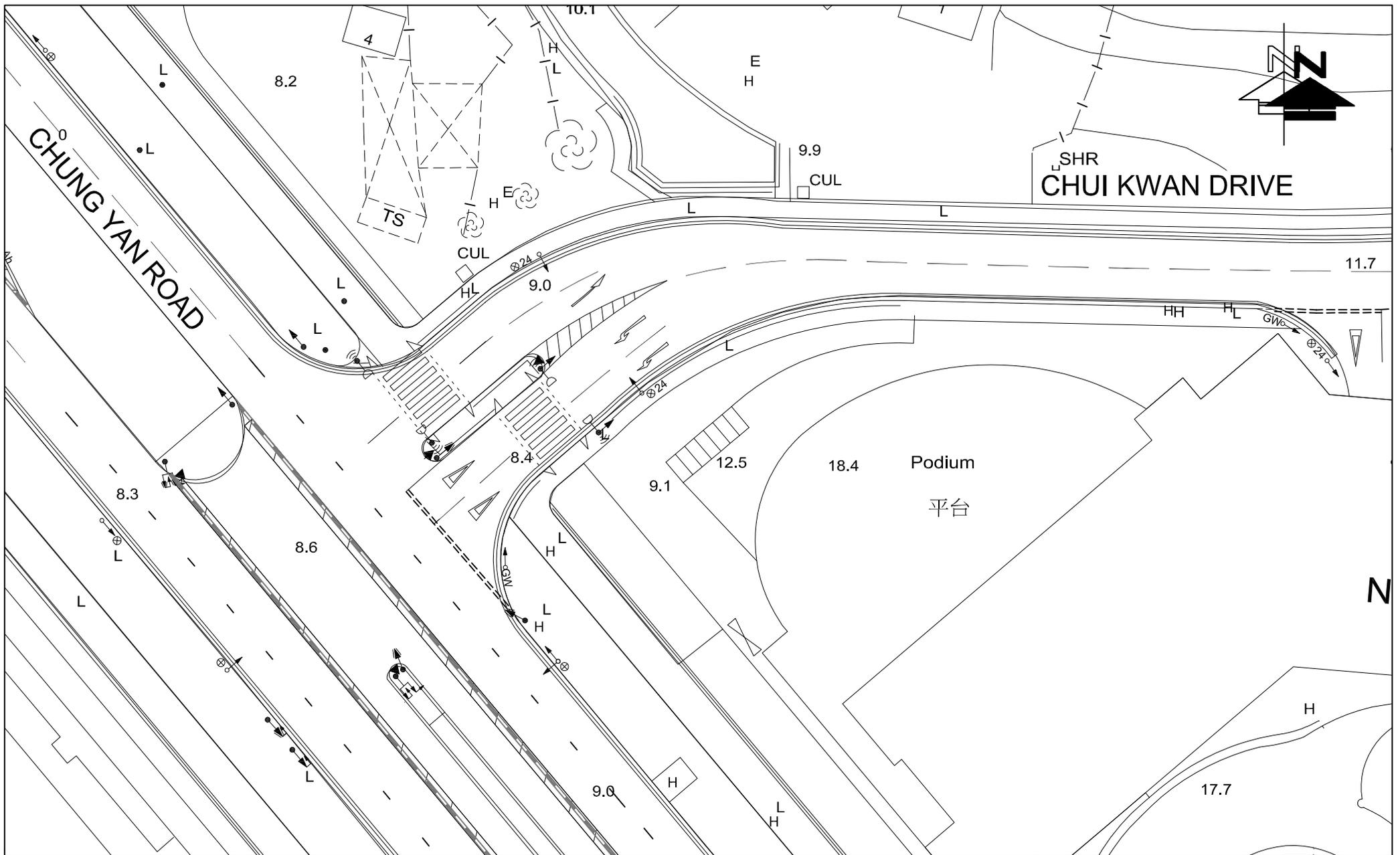
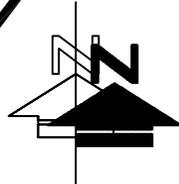
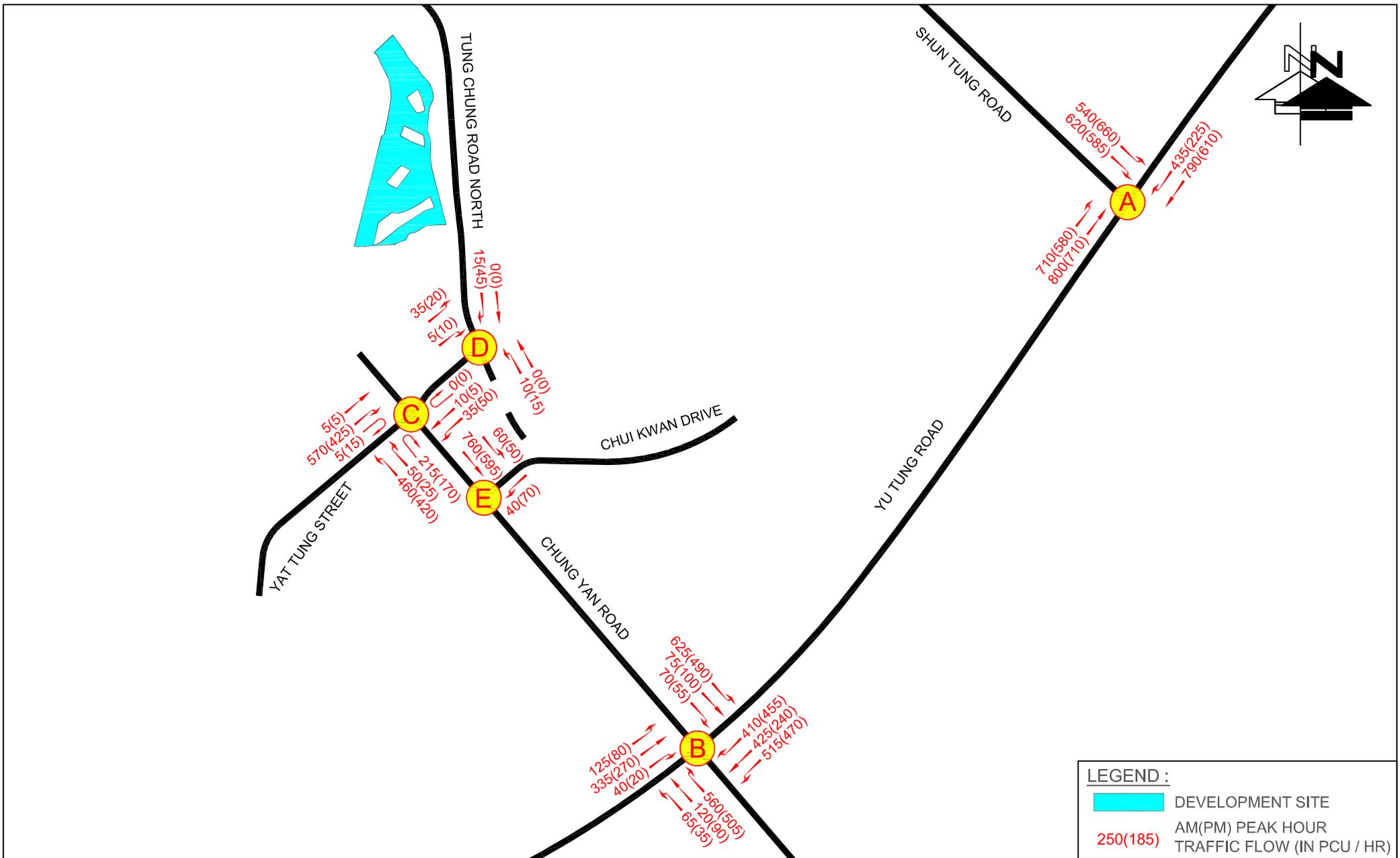


FIGURE NO.: 3.6		PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung
PROJECT NO.: 25065HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF CHUNG YAN ROAD / CHUI KWAN DRIVE (E)
SCALE: 1 : 500 @A4	DATE: 29 JAN 2026	

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LEGEND :
 DEVELOPMENT SITE
 AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 3.7 (REV A)		PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung
PROJECT NO.: 25065HK		DRAWING TITLE: 2025 OBSERVED TRAFFIC FLOWS
SCALE: N. T. S. @A4	DATE: 29 JAN 2026	



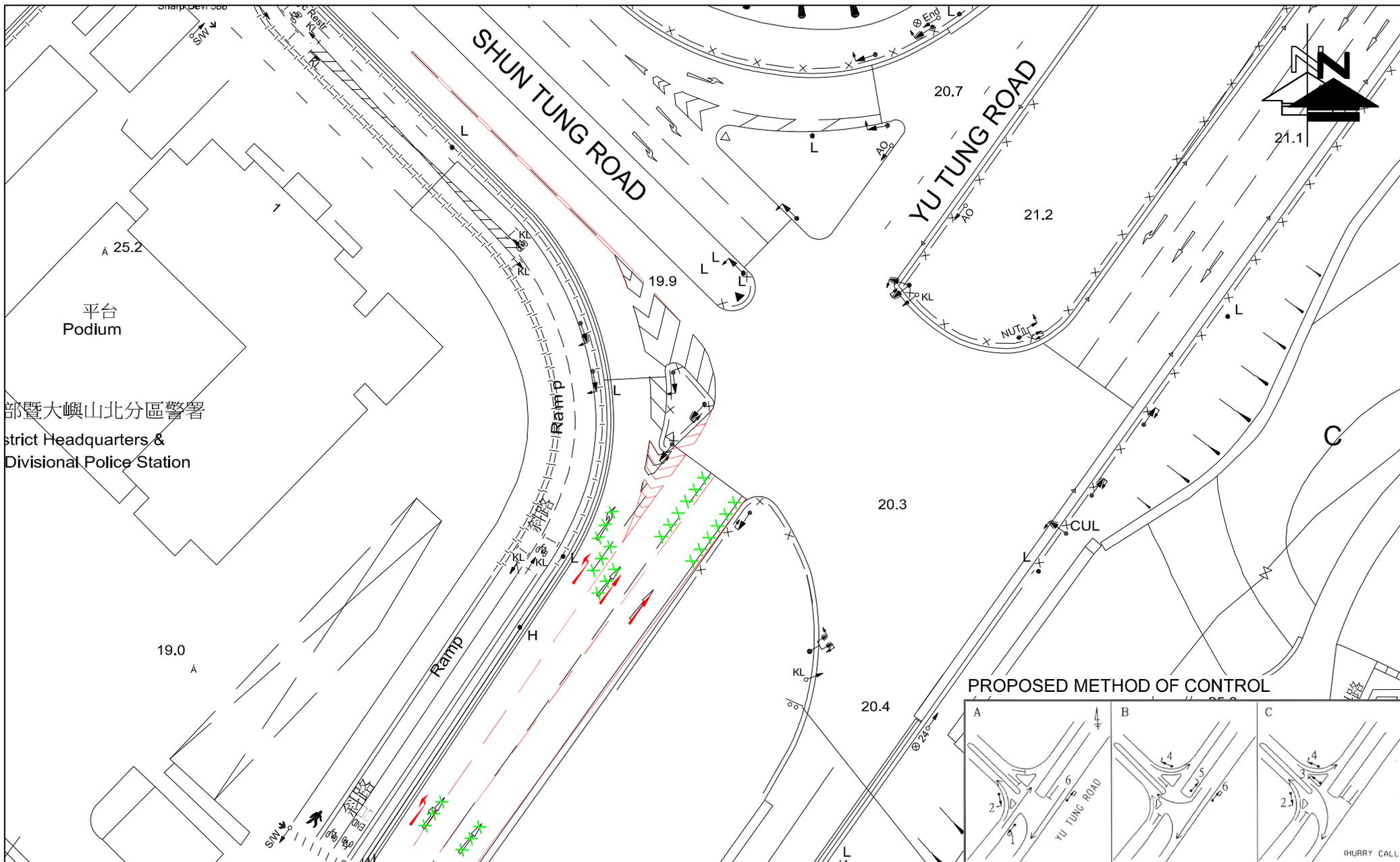


FIGURE NO.:		PROJECT TITLE:	
4.1		Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	
PROJECT NO.:		DRAWING TITLE:	
25065HK		PROPOSED IMPROVEMENT BY CEDD AT JUNCTION YU TUNG ROAD / SHUN TUNG ROAD (A)	
SCALE:	DATE:		
1 : 550 @A4	22 OCT 2025		

PROPOSED METHOD OF CONTROL

A

B

C

(HURRY CALL)

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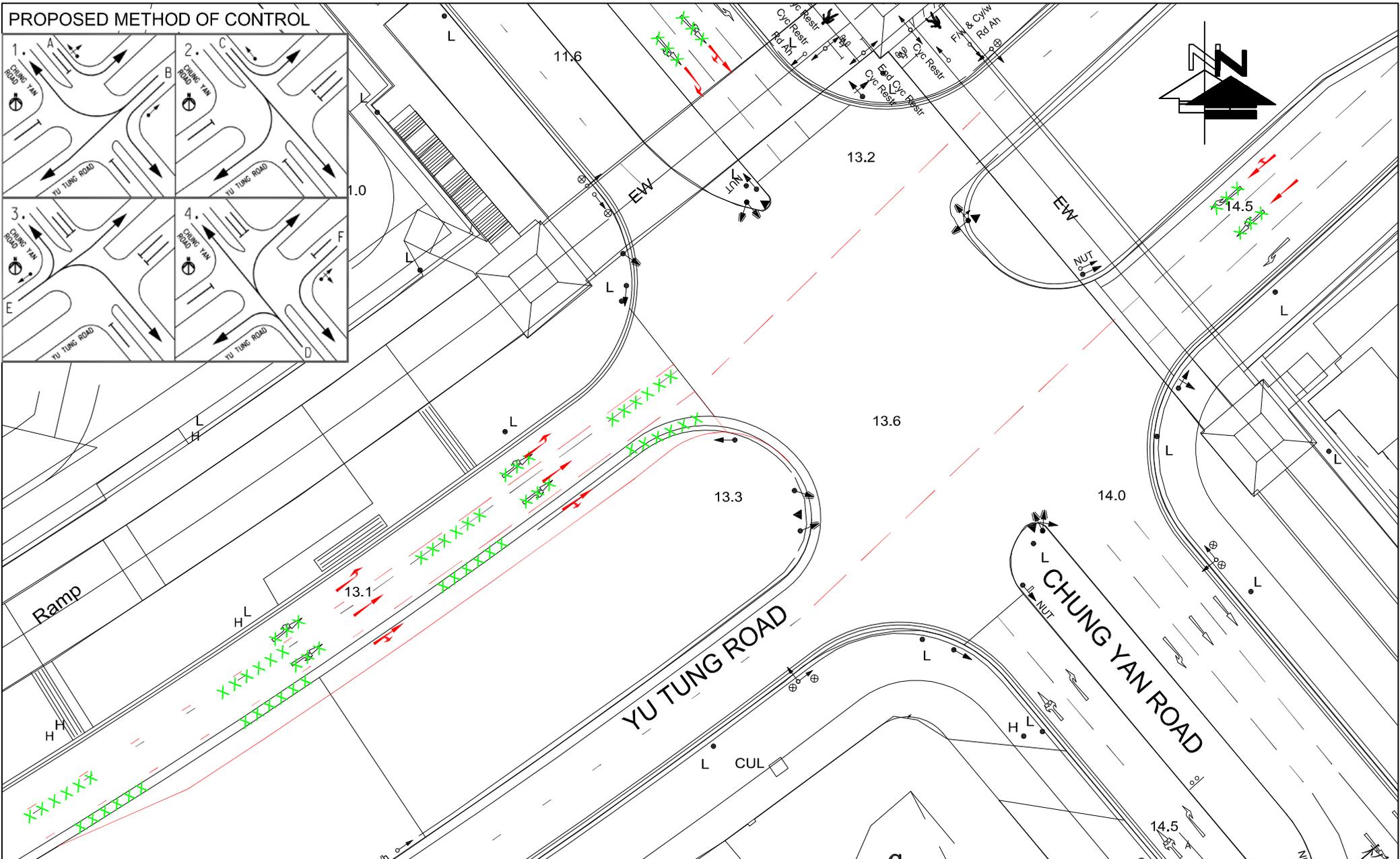


FIGURE NO.:		PROJECT TITLE:	
4.2		Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	
PROJECT NO.:		DRAWING TITLE:	
25065HK		PROPOSED IMPROVEMENT BY CEDD AT JUNCTION YU TUNG ROAD / CHUNG YAN ROAD (B)	
SCALE:	DATE:		
1 : 550 @A4	22 OCT 2025		



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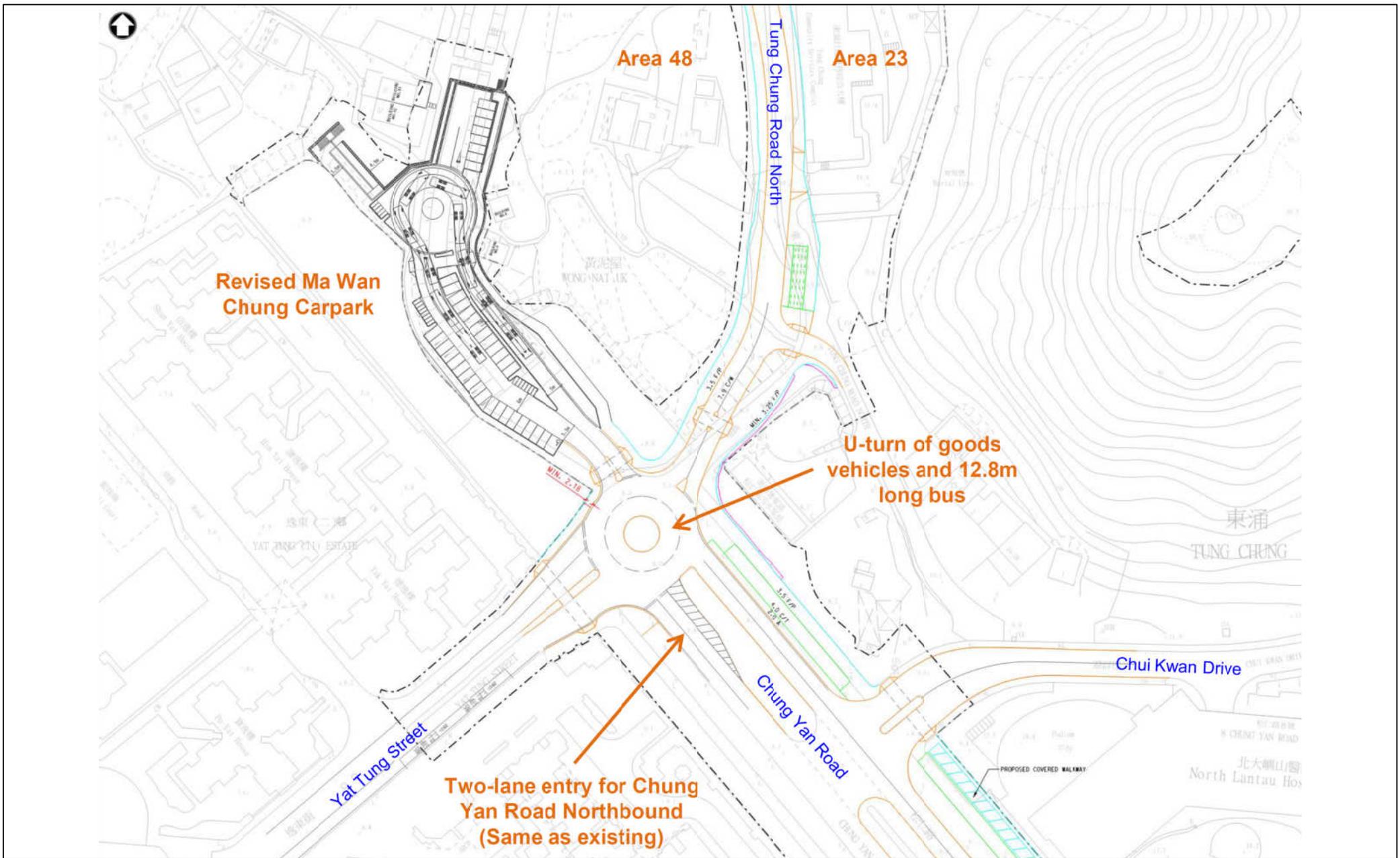
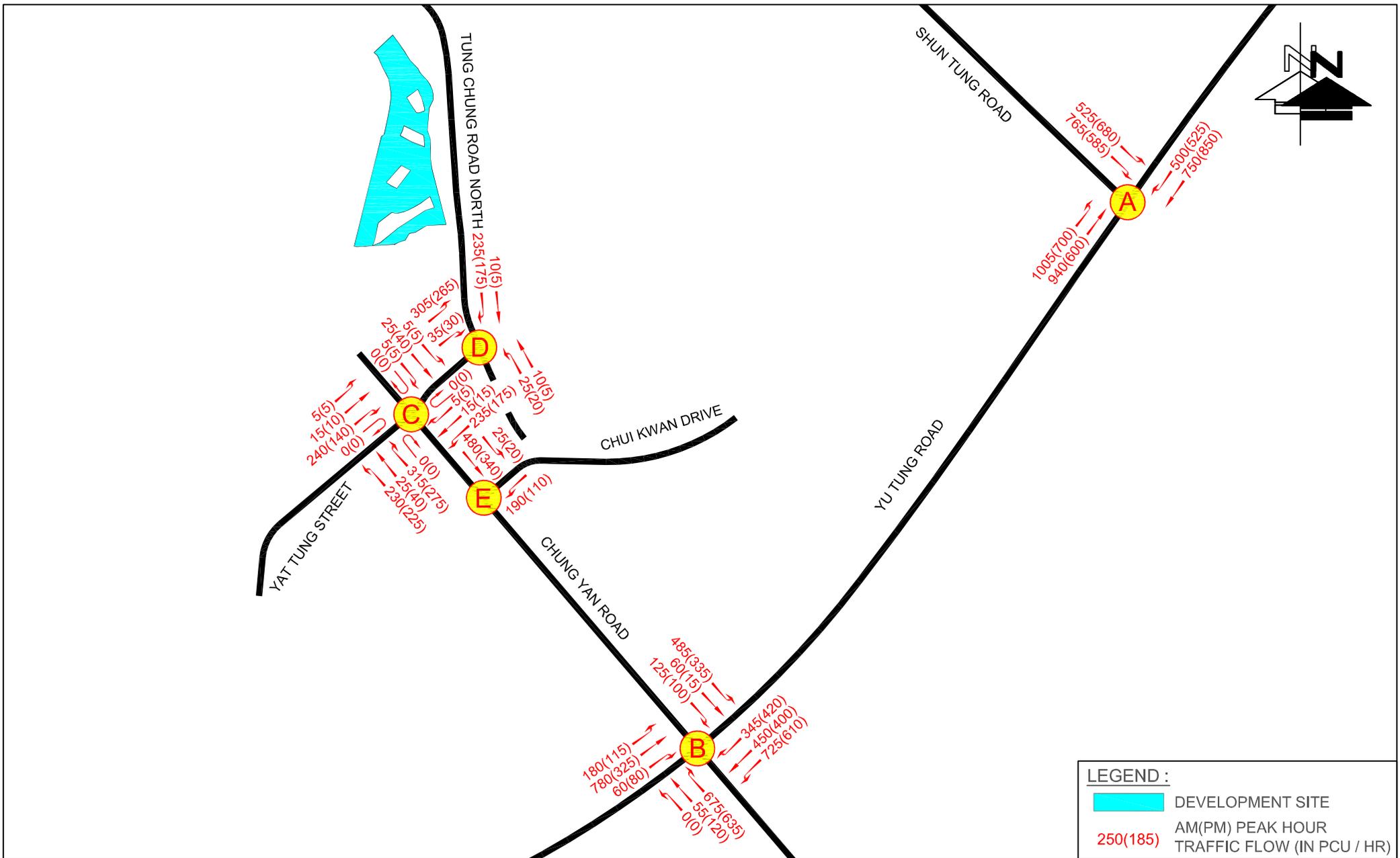


FIGURE NO.: 4.3		PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK		DRAWING TITLE: PROPOSED IMPROVEMENT BY CEDD AT JUNCTION CHUNG YAN ROAD / YAT TUNG STREET (C)	
SCALE: N. T. S. @A4	DATE: 22 OCT 2025		



LEGEND :	
	DEVELOPMENT SITE
	AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)
250(185)	

FIGURE NO.: 4.4 (REV A)		PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung
PROJECT NO.: 25065HK		DRAWING TITLE:
SCALE: N. T. S. @A4	DATE: 29 JAN 2026	2036 REFERENCE TRAFFIC FLOWS



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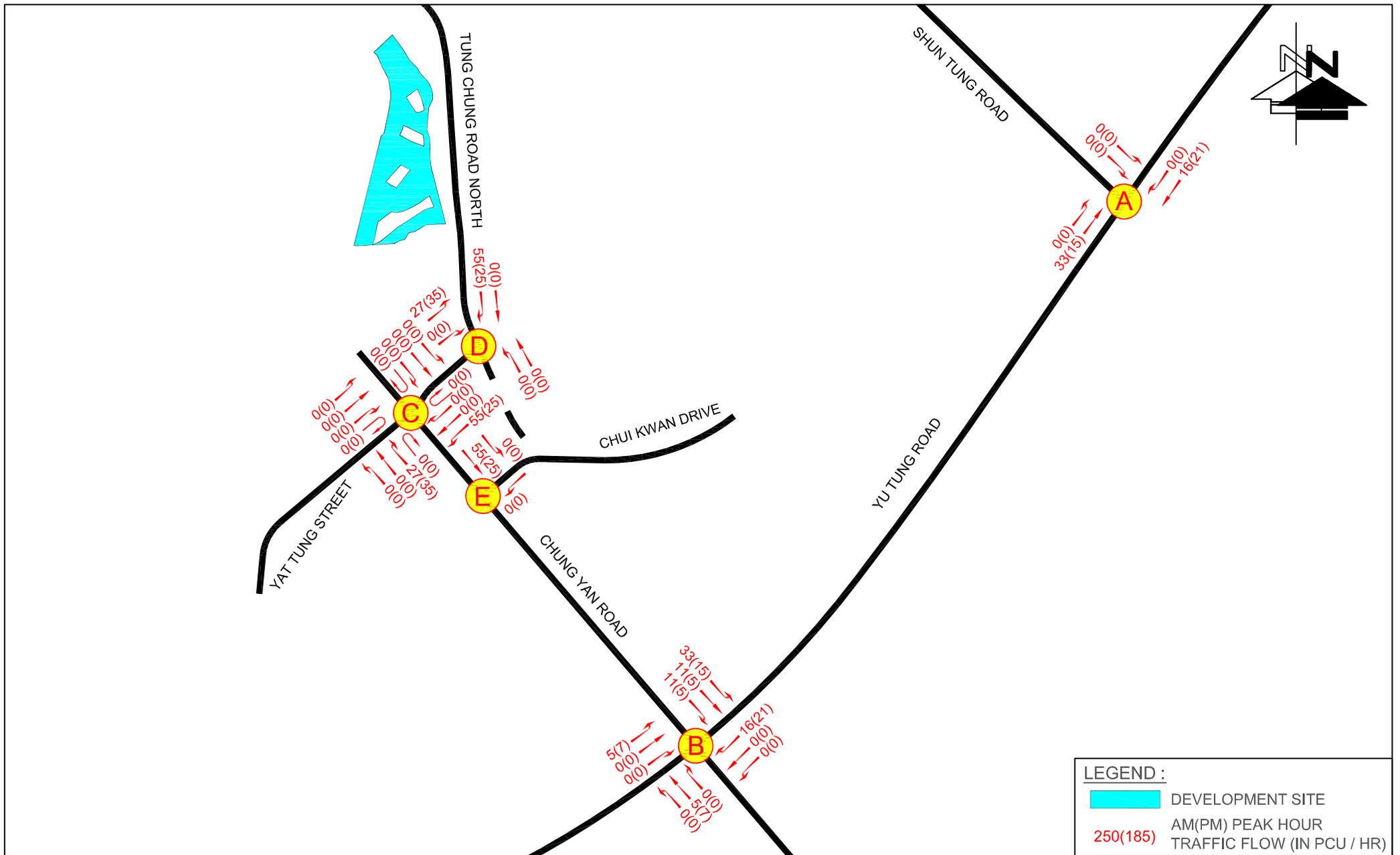


FIGURE NO.: 4.5 (REV A)		PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung
PROJECT NO.: 25065HK		DRAWING TITLE: DEVELOPMENT TRAFFIC FLOWS
SCALE: N. T. S. @A4	DATE: 29 JAN 2026	

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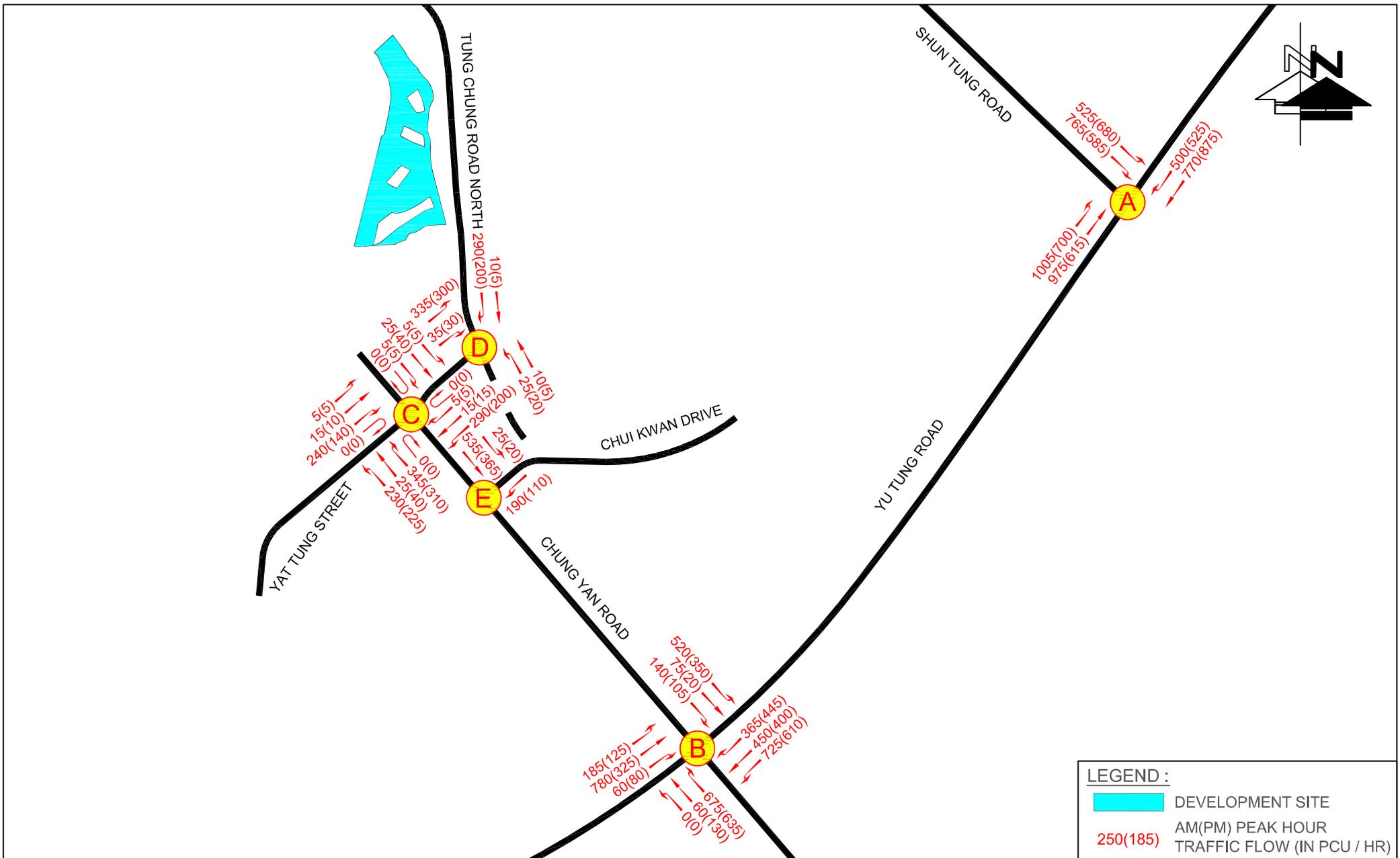


FIGURE NO.: 4.6 (REV A)		PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung
PROJECT NO.: 25065HK		DRAWING TITLE: 2036 DESIGN TRAFFIC FLOWS
SCALE: N. T. S. @A4	DATE: 29 JAN 2026	

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