Appendix III – Traffic Impact Assessment Report

This is a blank page.

Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B

TRAFFIC IMPACT ASSESSMENT REPORT

Reference: J03007-R01-01
Date: July 2025

AMG CONSULTANCY LIMITED

Contents

1 Introduction

1.1 Background

The Applicant intends to redevelop the site at 20–24 Tai Yau Street, San Po Kong into a hotel comprising 1,286 guestrooms (hereafter referred to as "the proposed development").

The site is currently zoned as "Other Specified Use" annotated "Business" ("OU(B)") under the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31. As "Hotel" is fell into Column 2 of the Schedule of Uses for this zoning, a planning application under Section 16 of the Town Planning Ordinance is required.

To support this application, AMG Consultancy Limited is commissioned to conduct a Traffic Impact Assessment (TIA). The purpose of the TIA is to evaluate the potential traffic implications of the proposed development, identify appropriate locations for hotel-related pick-up/drop-off and loading/unloading activities, and present the findings and recommendations in this report.

1.2 Objectives

The objectives of the traffic study are as follows:

- To estimate the anticipated traffic generation associated with the proposed development
- To assess future traffic conditions within the surrounding road network
- To evaluate the potential traffic impact resulting from the proposed development
- To review existing parking facilities in the vicinity and identify appropriate locations for hotel-related loading/unloading and pick-up/drop-off activities

2 The Proposed Development

2.1 The Site

The Site is located at 20-24 Tai Yau Street in San Po Kong, with a total area of approximately 2,426.050 sqm.

According to the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan (S/K11/31), the zoning of the site area of the proposed development is "Other Specified Use" annotated "Business" ("OU(B)").

Currently, the site is used as an industrial building, the site location is as shown in **Figure 2.1**.

2.2 The Proposed Development

The site is planned to be redeveloped into a hotel comprising 34 storeys, including one basement level and one refuge floor, with a total of 1,286 guestrooms. Completion of the proposed development is targeted for the year 2030.

The proposed development will have a total GFA of 30,302.032 sqm. The development schedule is summarised in **Table 2.1**.

Table 2.1 Development Schedule

Floor No.	Descriptions
B1/F	Car Parking Spaces, E&M Room
G/F	Entrance Lobby / Loading & Unloading / Drop-off / E&M
1/F	Restaurant / Cafe / Lounge / Shop
2/F	Back of House Facility / E&M
3/F – 15/F & 16/F -31/F	Guest Rooms
Roof	E&M Room

Note: Refuge floor located between 15/F and 16/F

3 Existing Traffic Situation

3.1 Existing Road Network

The existing vehicular access of the Site is located at Tai Yau Street.

Tai Yau Street is classified as a local distributor which is mainly a single-two carriageway running in north-south direction.

Sheung Hei Street is classified as a local distributor which is mainly a single-two carriageway running in north-south direction.

Luk Hop Street is classified as a local distributor which is mainly a single-two carriageway running in east-west direction.

3.2 Public Transport

The site is well-served by public transportation, including franchised buses and green minibuses (GMBs). More than 50 bus routes and 20 minibus routes operate within walking distance of the site, providing well-connected to the surrounding areas.

3.3 Traffic Count Surveys

To assess the existing traffic conditions, classified turning movement count surveys (hereafter referred to as "the in-house surveys") were conducted at key junctions within the study area, as shown in **Figure 3.1**. These surveys took place on Wednesday, 7 May 2025, during the morning period from 07:30 to 10:30 and the evening period from 16:00 to 19:00. The area of influence is presented in **Figure 3.2**.

The traffic counts were recorded at 15-minute intervals and subsequently converted into passenger car unit (pcu) values. The highest consecutive 15-minute intervals within an hour were used to determine the peak hour traffic flow.

Based on the survey data, the morning and evening peak hours of the road network were identified as 07:45–08:45 and 17:30–18:30, respectively. The 2025 observed peak hour traffic flows for the study area are presented in **Figure 3.3**.

3.4 Existing Junction Capacity Assessment

Based on the observed traffic flows, the performance of key junctions near the subject site during the morning and evening peak hours was evaluated

in accordance with the Transport Planning and Design Manual, Volume 2, Chapter 4.

For signalised junctions, performance is measured by reserve capacity (RC). A positive RC indicates available spare capacity, while a negative RC suggests the junction is over capacity, leading to induced traffic queues and longer delay time.

For priority junctions and roundabouts, performance is assessed using the design flow / capacity ("DFC"). A DFC value of 0.85 or below is generally considered acceptable level without causing undue delay to motorists passing through the concerned junctions.

Based on the observed traffic flows, the performance of the key junctions in the vicinity of the subject site during the morning and evening peak hours was assessed. The results are summarised and presented in **Table 3.1** and the detailed calculation sheets are attached in **Appendix A** for perusal.

Table 3.1 Existing Junction Performance

Jun No.	Junction Location	Type/ Capacity Index	AM Peak Hour	PM Peak Hour
J1	Slip roads of Lung Cheung Road / Po Kong Village Road	Signal Junction / RC	59.8%	75.5%
J2	Choi Hung Road / Po Kong Village Road	Signal Junction / RC	12.0%	18.0%
J3	Choi Hung Road / Tai Yau Street	Signal Junction / RC	11.3%	15.6%
J4	Luk Hop Street / Tsat Po Street	Priority Junction / DFC	0.48	0.53
J5	Pat Tat Street / Tsat Po Street / Kai San Road	Signal Junction / RC	29.4%	33.9%
J6	Tai Yau Street / Ng Fong Street	Priority Junction / DFC	0.16	0.27
J7	Tai Yau Street / Luk Hop Street	Priority Junction / DFC	0.21	0.23
J8	Tai Yau Street / Pat Tat Street	Priority Junction / DFC	0.21	0.23
J9	Tai Yau Street / Sam Chuk Street	Signal Junction / RC	50.0%	31.2%
J10	Sze Mei Street / Luk Hop Street	Roundabout / DFC	0.63	0.67
J11	Sam Chuk Street / Tsat Po Street	Priority Junction / DFC	0.43	0.46

Notes: RC =reserve capacity, DFC = design flow to capacity

It can be seen from Table 3.1 that all of the key junctions perform satisfactorily during peak hours.

4 Future Traffic Situation

4.1 2030 Design Year Road Network

The application year of the proposed development is 2025. The design year is either 3 years after the completion year or 5 years after the application year. Therefore, year 2030 is adopted as the design year of this study.

4.2 Proposed Development Traffic Generation

According to the latest TPDM, the trip generations of the proposed development are shown in **Table 4.1**.

Table 4.1 Development Traffic Generation

Development	Generation		Attraction	
	AM Peak	**PM Peak**	**AM Peak**	**PM Peak**
	Trips rates[1] (pcus/hr/guestroom)			
Proposed Hotel Use	0.1329	0.1290	0.1457	0.1546
	Trips (pcus/hr)			
Existing Scheme [2]	33	48	50	38
No. of Guestrooms:1286	171	166	188	199
Net	**138**	**118**	**138**	**161**

Note: 1. TPDM Volume 1
2. Approved Planning Application A/K11/236

As shown in **Table 4.1,** the proposed development would generate additional 138(118) pcus and attract 138(161) pcus in the morning (evening) peak hours.

The traffic generated by the proposed development was redistributed and assigned to the existing road network. The resulting traffic assignment is shown in **Figure 4.1.**

4.3 Adjacent Development

Several potential developments are identified in the vicinity of the site, either under planning or currently under construction. The design parameters of these adjacent developments are summarised in **Table 4.2.**

Table 4.2 Traffic Generation from Adjacent Developments

Development			Generation		Attraction	
			AM Peak	PM Peak	AM peak	PM Peak
Trip Rates[1]						
Industrial Use	(I)	(pcu/hr/100sqm GFA)	0.0926	0.1350	0.1386	0.1049
RCHE[2]	(A)	(pcu/hr/10 beds)	0.3431	0.33431	0.3986	0.3431
Religious Building[2]	(B)	(pcu/hr/100sqm) Site Area	0.3732	0.1755	0.4858	0.1397
Coach Parking Facility[2]	(C)	(pcu/space)	1.3333	0.3777	1.4440	0.4222
Trips (pcus/hour)						
(i) Proposed Religious Institution and Social Welfare Facilities uses in CDA site, Diamond Hill (A/K11/244) (A) (B) (C) Target Completion Year : 2026			64[2]	30[2]	76[2]	28[2]
(ii) Proposed Public Vehicle Park at Kai Tak East Playground Bound by Sze Mei Street, Tsat Po Street and Luk Hop Street, San Po Kong (A/K11/238) Target Completion Year : 2027		326 Veh spaces and 1 L/UL	28[3]	24[3]	37[3]	35[3]
(iii) Proposed Relaxation of Maximum Plot Ratio Restriction for Permitted 'Non-Polluting Industrial 'Use at No. 3 Luk Hop Street, San Po Kong (A/K11/241) (I) Target Completion Year : 2027		7628m^2 GFA for Industrial Use	134	84	111	100
Net			**226**	**138**	**224**	**163**

Note: (1) TPDM Volume 1

(2) Trip Rates and Traffic Generation adopted in the TIA of Application no. A/K11/244

(3) Traffic Generation adopted in the TIA of Application no. A/K11/238

4.4 Annual Traffic Growth

To estimate traffic flows for the design year 2030, the existing traffic flows have been adjusted to account for natural traffic growth associated with increased car usage. The traffic forecasts were developed by applying an appropriate annual growth factor to the 2025 baseline traffic data obtained from the surveys, thereby deriving the projected background traffic for 2030.

Annual Traffic Census (ATC)

Reference was made to the Annual Average Daily Traffic (AADT) figures from the 2019 to 2023 Annual Traffic Census (ATC) published by the Transport Department. Traffic data recorded at stations near the site are summarised in **Table 4.3**.

Table 4.3 Annual Traffic Census Data

Station No./Road Name	2019	2020	2021	2022	2023	G.P.A
4054/Choi Hung Rd	34420	33220	34760	27560	30800	-2.7%
3660/ Po Kong Village Rd	37270	40110	44720	42610	44960	+4.8%
3805/Prince Edward Rd E	134290	123560	124490	115990	123530	-2.1%
3003/Prince Edward Rd E & FO <K10A>	122640	113260	107590	105370	112290	-2.2%
3259/ Choi Hung Rd	15770	15220	15930	15090	16590	+1.3%
4625/Luk Hop St	15830	18360	19520	19910	21380	+7.8%
Growth per Annum						**-0.7%**

Notes 1. G.P.A. = Growth Per Annum
2. Source: Annual Traffic Census, Transport Department

It is observed that the average annual growth factor over the past five years has shown a slight decline of approximately -0.7%.

Planning Data

According to the report "Projections of Population Distribution 2023-2031" issued by Planning Department in August 2023, the population growth from base year 2021 to 2031 is shown in **Table 4.4** and **Appendix B**.

Table 4.4 Projected Population by District Council District, 2021-2031

District Council District	Year 2021#	Year 2031	Growth Rate p.a. (%)
Wong Tai Sin	406800	396650	-0.3%

 # Base Year Estimates

The planning data indicate a growth in population at a rate of -0.3% per annum.

After comparing the historical data with the future planning data, for the purpose of a conservative assessment, an annual growth rate of +0.5% was adopted. This factor is used to forecast the future traffic volume for this study.

4.5 Reference and Design Flows

The growth factor, along with traffic generated by adjacent developments, will be applied to the 2025 observed peak hour traffic flows to estimate the projected reference flows for the year 2030.

The reference and design flows for the design year 2030 are calculated from the following formulae:

2030 Reference Flows = 2025 Observed Flows x $(1+0.5\%)^5$ + Adjacent Developments Traffic

2030 Design Flows = 2030 Reference Flows + Proposed Development Traffic

Based on the observed traffic flows and existing road network patterns, the projected 2030 peak hour Reference and Design traffic flows at the critical junctions are distributed and assigned in **Figure 4.2** and **4.3** respectively.

4.6 Junction Capacity Assessment

Capacity assessments were conducted for the major junctions within the local road network under both the Reference and Design scenarios. The results are summarised in **Table 4.5**, with detailed calculation sheets provided for perusal.

Table 4.5 2026 Junction Capacity Assessments

Jun No.	Location	Type / Capacity Index	2030 Reference		2030 Design	
			AM	PM	AM	PM
J1	Slip roads of Lung Cheung Road / Po Kong Village Road	*Signal Junction / RC*	53.4%	70.9%	51.8%	68.5%
J2*	Choi Hung Road / Po Kong Village Road	*Signal Junction / RC*	33.4%	18.0%	29.9%	16.0%
J3*	Choi Hung Road / Tai Yau Street	*Signal Junction / RC*	50.5%	36.8%	37.8%	24.9%
J4	Lup Hop Street / Tsat Po Street	*Priority Junction / DFC*	0.50	0.57	0.55	0.61
J5	Pat Tat Street / Tsat Po Street / Kai San Road	*Signal Junction / RC*	24.3%	27.8%	16.0%	19.8%
J6	Tai Yau Street / Ng Fong Street	*Priority Junction / DFC*	0.17	0.28	0.17	0.30
J7	Tai Yau Street / Luk Hop Street	*Priority Junction / DFC*	0.23	0.26	0.32	0.34
J8	Tai Yau Street / Pat Tat Street	*Priority Junction / DFC*	0.32	0.24	0.41	0.33
J9	Tai Yau Street / Sam Chuk Street	*Priority Junction / DFC*	44.7%	27.1%	42.1%	25.4%
J10	Sze Mei Street / Luk Hop Street	*Roundabout / DFC*	0.66	0.70	0.67	0.72
J11#	Sam Chuk Street / Tsat Po Street	*Priority Junction / DFC*	0.54	0.57	0.54	0.58

Notes: RC =reserve capacity, DFC = ratio of flow to capacity
J indicates junction with improvement works as proposed in the Diamond Hill CDA project by Housing Authority.*
J# indicates junction with improvement works as planned by EKEO

As shown in **Table 4.5** and **Appendix A**, all key junctions are projected to operate satisfactorily during peak periods under both the Reference and Design scenarios. **Appendix C** illustrates the layouts of the approved junction improvement works.

5 Internal Transport Provisions

5.1 Provisions of parking provision and loading/unloading facilities

In accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), the car parking provisions and loading/unloading requirements for the proposed development are detailed in **Tables 5.1 and 5.2**, respectively. The standard dimensions for parking spaces, as specified in the HKPSG, are summarised in **Table 5.3**. The layout of the internal transport provisions is presented in **Figures 5.1 to 5.4**.

Table 5.1 Parking Provisions

Type of Development	Required Provisions	Proposed Provisions
Business Use "OU(B)" (Hotel) No. of Guestrooms: 1286	**Parking Spaces** Private Car: 1 car space per 100 Rooms = 13 Private Car: 0.5 - 1 car space per 200m^2 GFA of conference and banquet facilities in hotel (1/F : 1437.307 sqm) = 4 – 8 **Loading / unloading** Goods Vehicle: 0.5 - 1 goods vehicle bay per every 100 Rooms = 7 - 13 **Lay-by for Taxi and Private Cars** Lay-by for Taxi and Private Cars: 4 no. of lay-by =>600 rooms = 4 **Lay-by for single-deck tour buses** Lay-by for single deck tour buses: 3 no. of lay-by =>900 rooms = 3	**Parking Spaces** Private Car: 22 (include 1 accessible parking spaces) **Loading / unloading** Goods Vehicle: 13 Heavy Goods Vehicle: 3 Light Goods Vehicle: 10 **Lay-by for Taxi and Private Cars** Taxi and Private Cars Lay-by: 4 **Lay-by for single-deck tour buses** Single deck tour buses Lay-by: 3

Table 5.2 Provision Details

Floor No.	Provisions
Ground Floor	● 3 no. of HGV Loading / Unloading Spaces ● 3 no. of Single deck tour bus Spaces ● 4 no. of Taxi and Private cars lay-by
Basement 1 Floor	● 10 no. of LGV Loading / Unloading Spaces ● 22 no. of Private Car Parking Spaces (Include 1 accessible parking space)

Table 5.3 Parking Space Dimensions

Type of Parking Space	Size	References
Car Parking Space	2.5m(W) x 5.0m(L) x 2.4m(H)	Under HKPSG
Disabled Car Parking Space	3.7m(W) x 5.0m(L) x 2.4m(H) (Minimum width required is 3.5m)	
Light Goods Vehicle	3.5m(W) x 7.0m(L) x 3.6m(H)	
Heavy Goods Vehicle	3.5m(W) x 11.0m(L) x 4.7m(H)	
Coaches / Single Deck buses	3.5m(W) x 12.0m(L) x 3.8m(H)	

5.2 Safety Measures at the proposed development accesses

To enhance safety at the wide site accesses, a series of safety measures have been proposed, as shown in **Figure 5.1**. A pair of amber revolving lanterns will be installed on both sides of the site access at approximately 2.3 metres above ground level to alert approaching road users.

Traffic controller(s) will be deployed to manage vehicle movements entering and exiting the site, to avoid potential conflicts with the surrounding road traffic. Clear guidelines and appropriate trainings would be provided to all patrol staff.

When vehicles are expected to enter or leave the proposed development, at least one traffic controller will be stationed at the access point to guide both vehicular and pedestrian movements, ensuring safe and orderly passage and preventing congestion or conflicts.

5.3 Car Lift Assessment

As indicated in Table 5.1, the proposed parking spaces are located on Basement Level 1 (B1/F). Car lifts will be required to provide access for both light goods vehicles (LGVs) and private cars to this level.

An assessment of car lift performance was conducted to evaluate the likelihood of queuing at the site access due to car lift usage. To meet operational demands, three car lifts with a travel speed of 0.5 m/s are proposed. The assessment results are summarised in **Appendix D**.

The probability of a queuing event is estimated at 0.9%, which falls within the 95% confidence interval. This suggests that the provision of two car lifts would not result in any significant adverse impact on the adjacent public road network.

In addition, management measures will be implemented during peak hours. The car lift system will be closely monitored and operated by trained personnel to minimise potential traffic impacts and ensure public safety.

6 Summary and Conclusions

6.1 Summary

The Applicant intends to submit a planning application for the redevelopment of the site at 20–24 Tai Yau Street, San Po Kong into a hotel comprising 1,286 guestrooms. The site is currently occupied by an industrial building.

According to the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31, the site is zoned as "Other Specified Use" annotated "Business" ("OU(B)"). As "Hotel" use is classified under Column 2 of the Schedule of Uses for this zoning, a planning application under Section 16 of the Town Planning Ordinance is required. The proposed development will span from B1/F to 31/F, with a total gross floor area (GFA) of 30,302.032 sqm.

To assess existing traffic conditions, classified turning movement count surveys were conducted at key junctions within the study area on 7 May 2025, during the morning period from 07:30 to 10:30 and the evening period from 16:00 to 19:00. The peak hours of the road network were identified as 07:45 to 08:45 in the morning and 17:30 to 18:30 in the evening.

The year 2030 has been adopted as the design year for the Traffic Impact Assessment (TIA). Based on future planning data, a traffic growth factor of +0.5% per annum has been applied to the 2025 observed traffic flows to project the anticipated traffic flows for 2030.

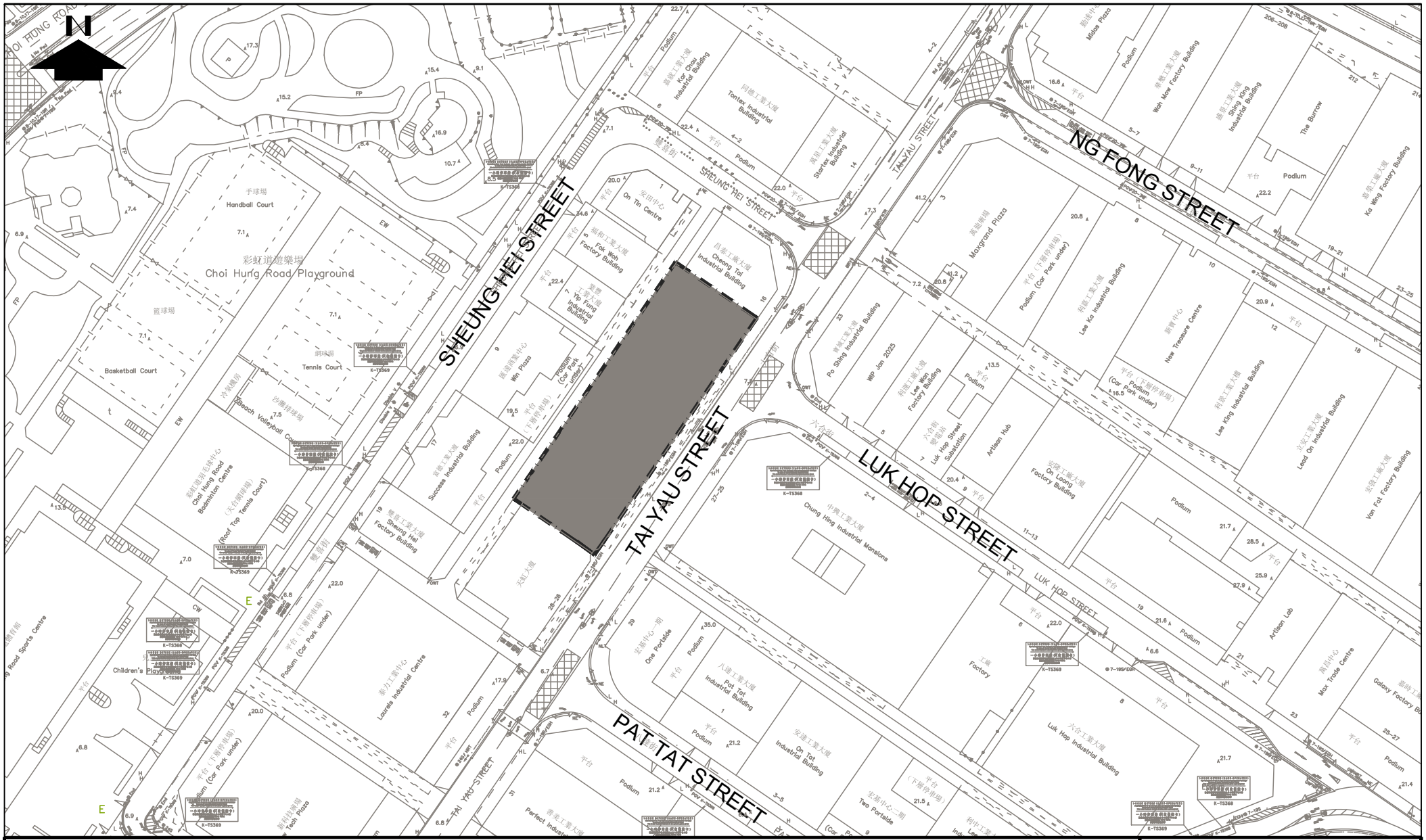
The capacity assessments indicate that all key junctions are expected to operate satisfactorily during peak periods under both the Reference and Design scenarios.

The proposed loading/unloading bay provisions have been appropriately justified, and the car parking provisions are in compliance with the requirements set out in the Hong Kong Planning Standards and Guidelines (HKPSG).

6.2 Conclusion

The findings of the traffic study indicate that the proposed development would not impose any unacceptable impact on the surrounding road network and is therefore considered acceptable from a traffic engineering perspective.

Figures



PROJECT TITLE

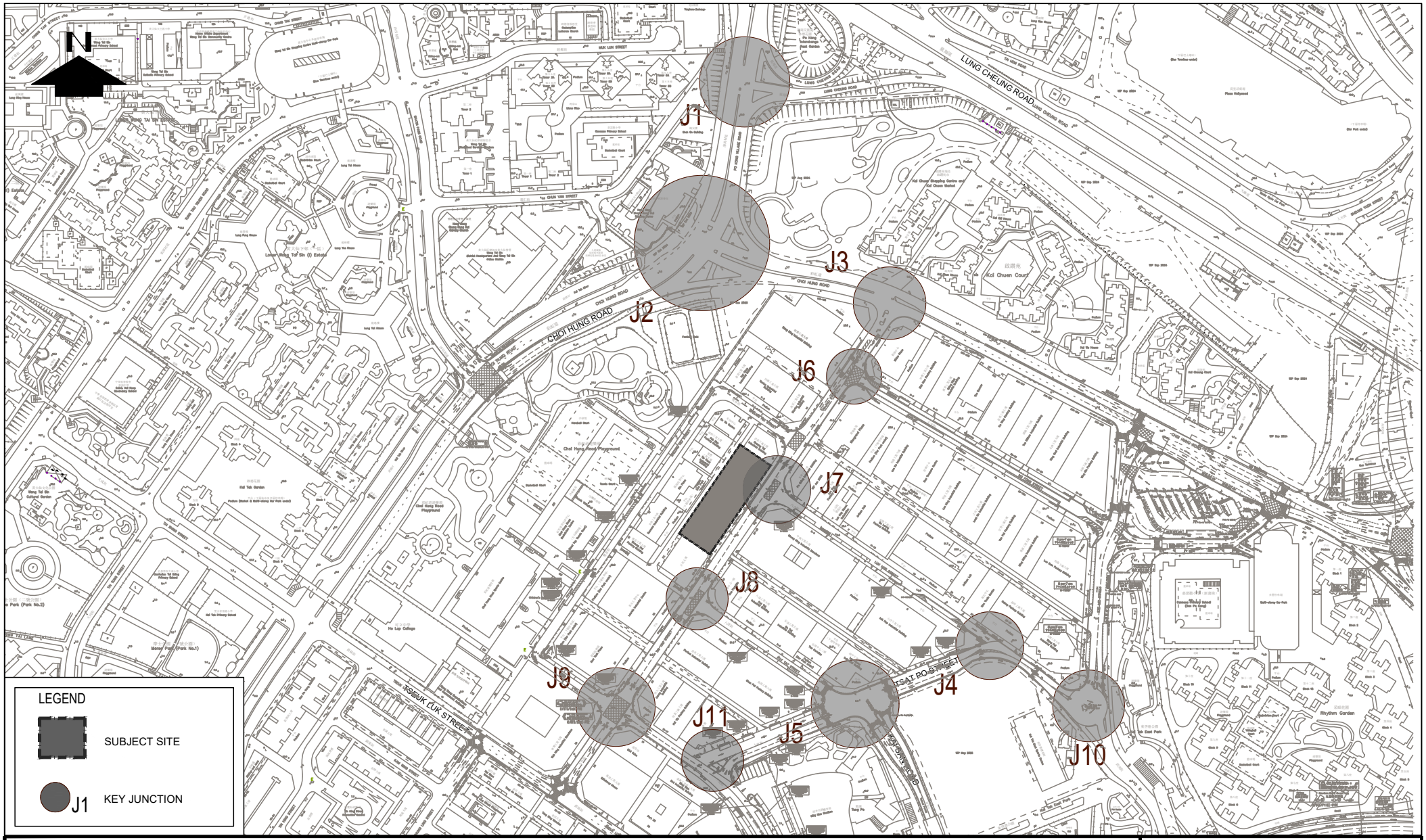
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE 2.1

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	LOCATION PLAN
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 2.1.DWG



PROJECT TITLE

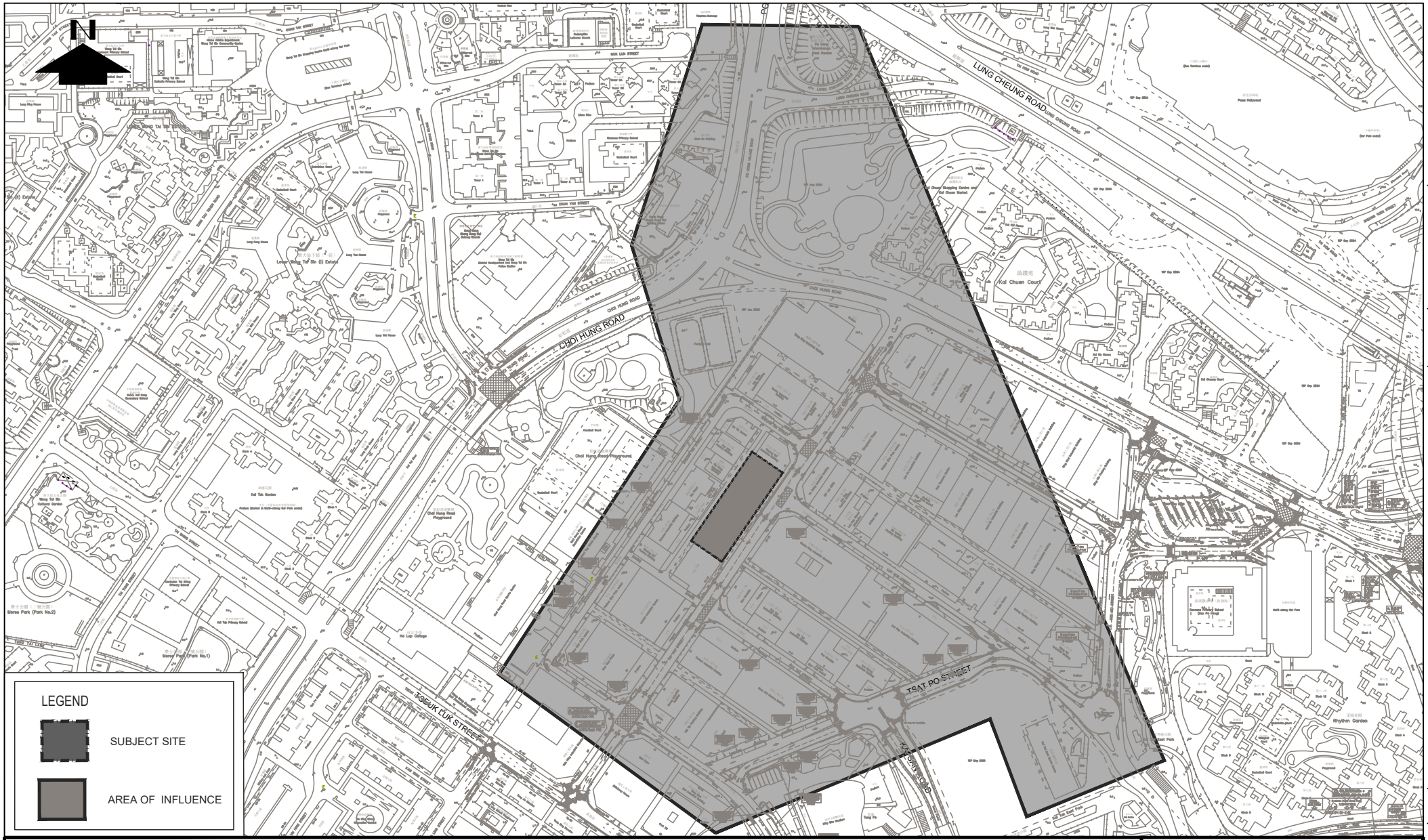
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE 3.1

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	KEY JUNCTIONS
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 3.1.DWG



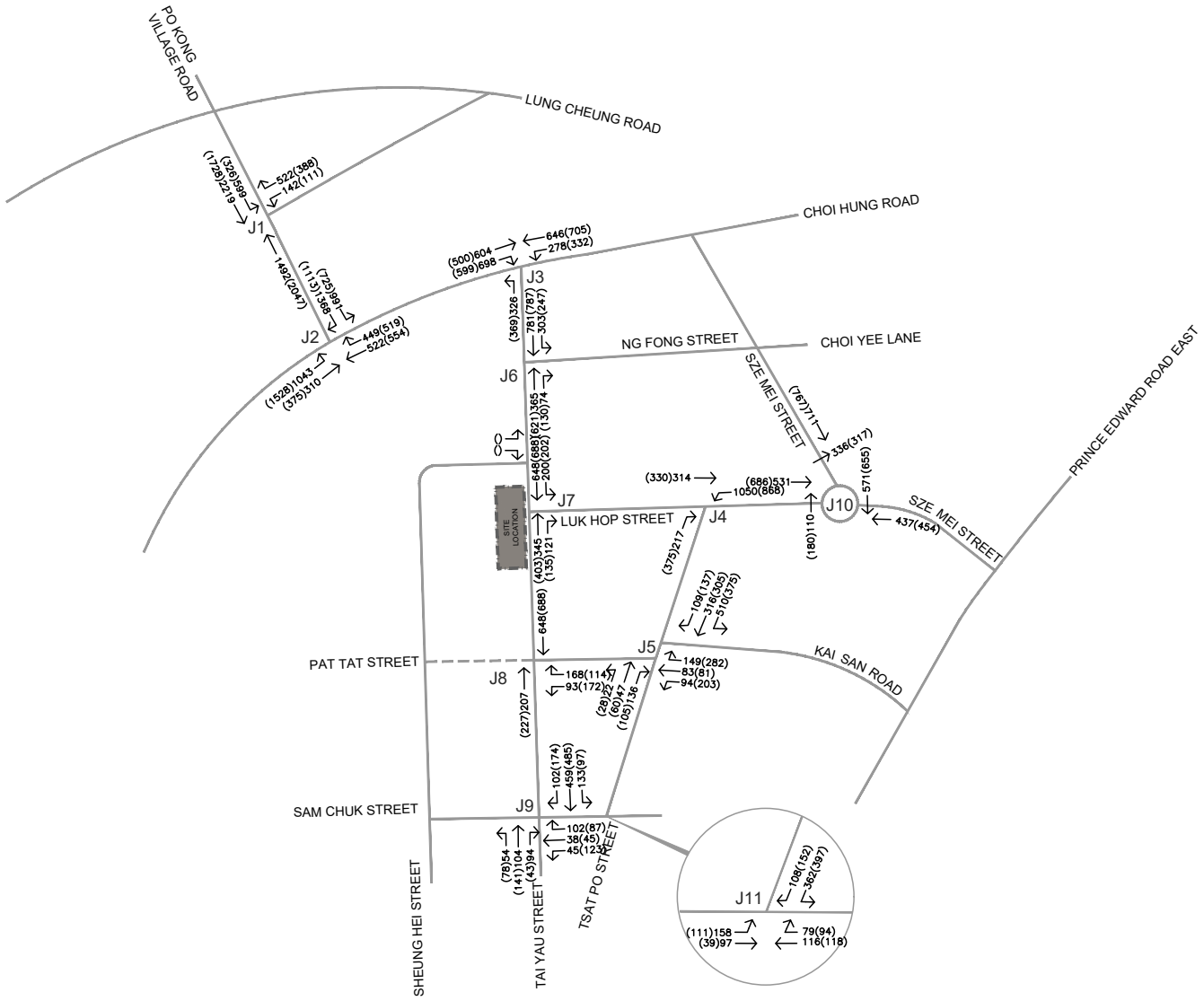
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE 3.2

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	AREA OF INFLUENCE
DRAWN	PROJECT NO.	
SF	J03007	

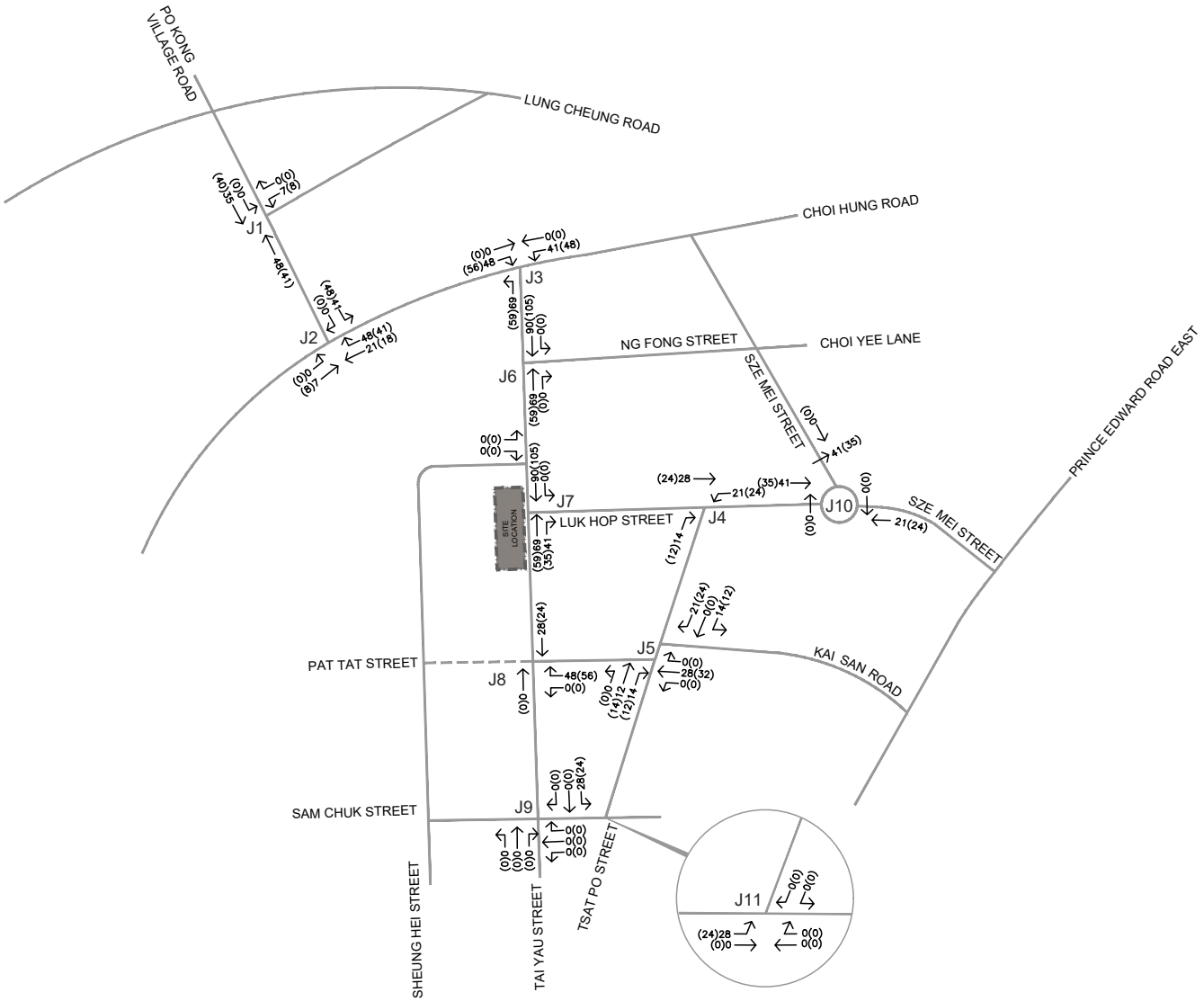
AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 3.1.DWG



PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE 3.3**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE 2025 OBSERVED PEAK HOURS TRAFFIC FLOWS	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 3.3E.DWG



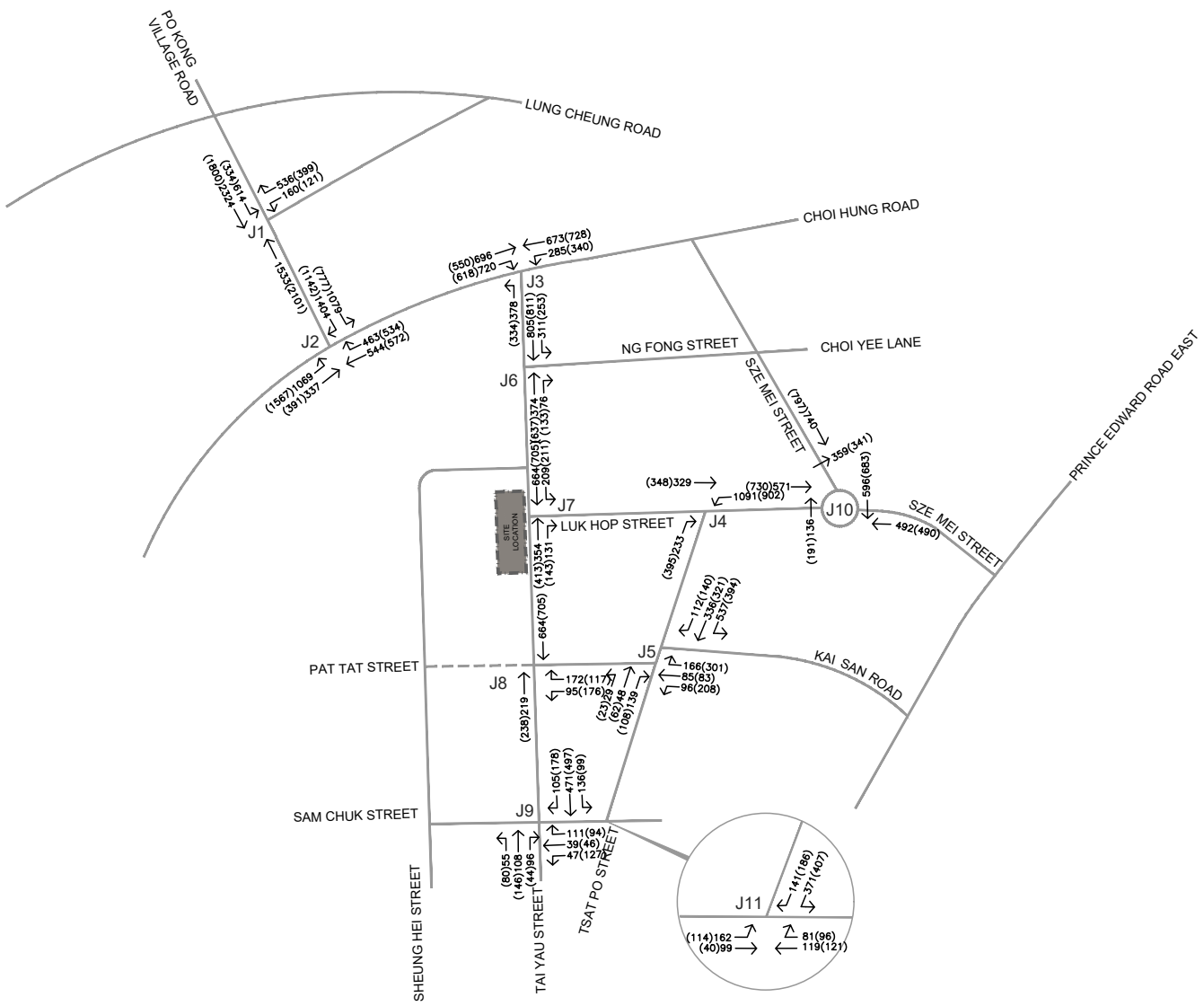
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE 4.1

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	NET DEVELOPMENT PEAK HOURS TRAFFIC FLOWS
DRAWN	PROJECT NO.	
SF	J03007	

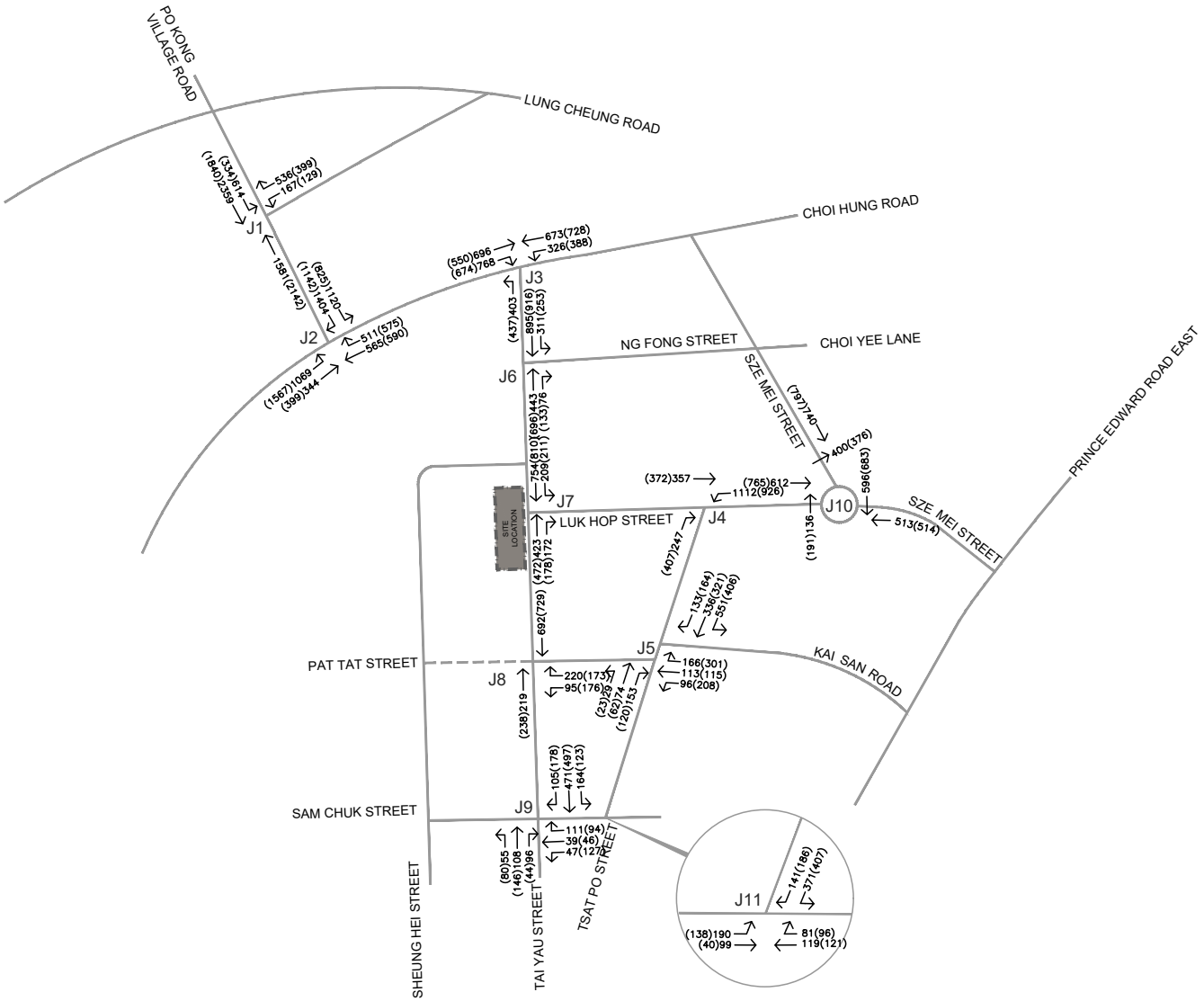
AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 4.1_J03007.DWG



PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE 4.2**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE 2030 REFERENCE PEAK HOURS TRAFFIC FLOWS	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 4.2_J03007.DWG



PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE 4.2

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	2030 DESIGN PEAK HOURS TRAFFIC FLOWS
DRAWN	PROJECT NO.	
SF	J03007	

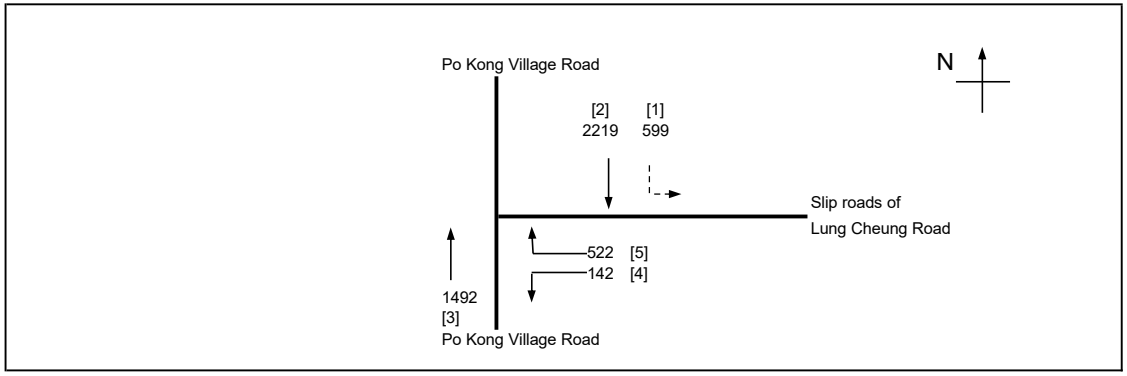
AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\FIGURE 4.3_J03007.DWG

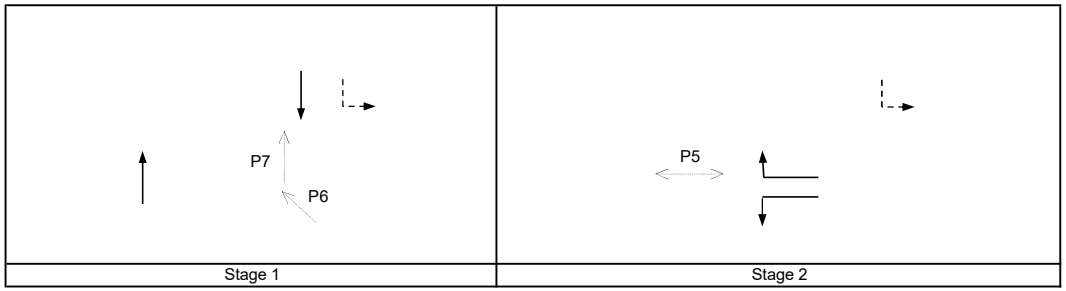
Appendix A

Junction Analysis

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2025 Observed Flows AM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	2
Intergreen Period	Stage 1 - 2	I =	8 sec
	Stage 2 - 1	I =	7 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.502
Loss time		L =	13 sec
Total Flow		=	4974 pcu
Co	= (1.5*L+5)/(1-Y)	=	49.2 sec
Cm	= L/(1-Y)	=	26.1 sec
Yult		=	0.803
R.C.ult	= (Yult-Y)/Y*100%	=	59.8 %
Cp	= 0.9*L/(0.9-Y)	=	29.4 sec
Ymax	= 1-L/C	=	0.892
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	59.8 %



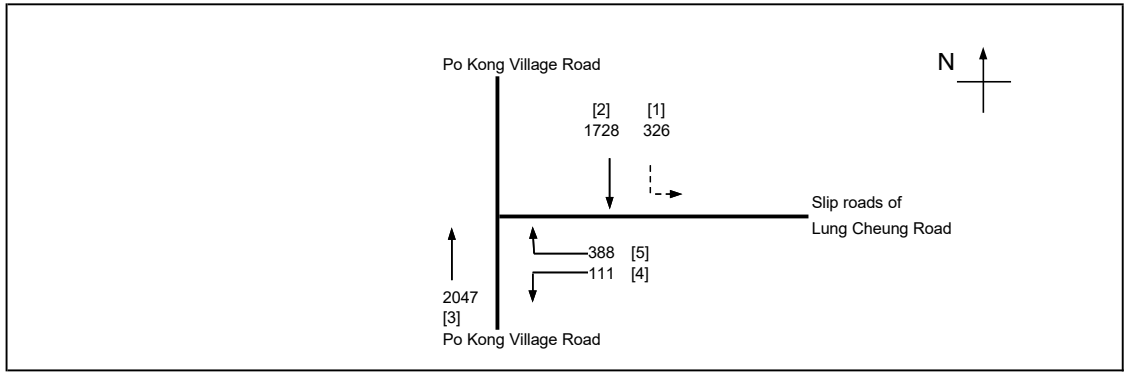
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	13	18	OK
P6	7.2	1	6	6	69	6	OK
P7	7.2	1	6	6	69	6	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	599			599	1.00	1691			1691	0.354			75	120	0.354	0	1
2	1	3.30		3				6255		2219		2219	0.00	6255			6255	0.355	0.355		76	76	0.563	137	13
3	1	3.30		3			N	6115		1492		1492	0.00	6115			6115	0.244			52	76	0.387	92	11
4	2	3.30		1	10		N	1945	142			142	1.00	1691			1691	0.084	0.147		18	31	0.321	17	37
5	2	3.50		2	10		N	4070			522	522	1.00	3539			3539	0.147			31	31	0.563	64	39

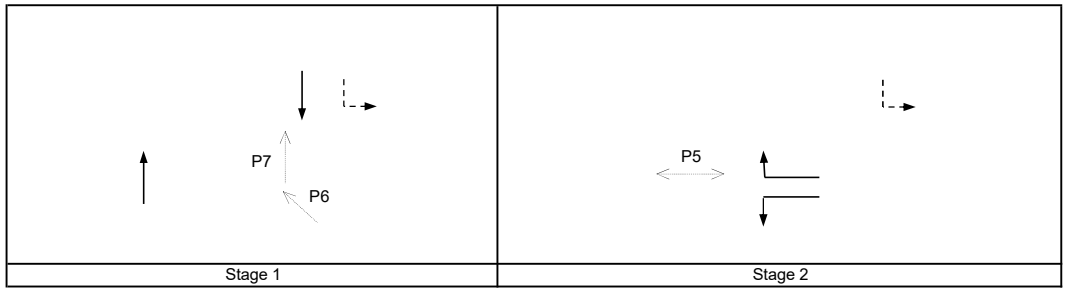
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J1_Slip roads of Lung Cheung Road_Po Kong Village Road.xlsm]OBS AM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2025 Observed Flows PM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	2
Intergreen Period	Stage 1 - 2	I =	8 sec
	Stage 2 - 1	I =	7 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.444
Loss time		L =	16 sec
Total Flow		=	4600 pcu
Co	= (1.5*L+5)/(1-Y)	=	52.2 sec
Cm	= L/(1-Y)	=	28.8 sec
Yult		=	0.780
R.C.ult	= (Yult-Y)/Y*100%	=	75.5 %
Cp	= 0.9*L/(0.9-Y)	=	31.6 sec
Ymax	= 1-L/C	=	0.867
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	75.5 %

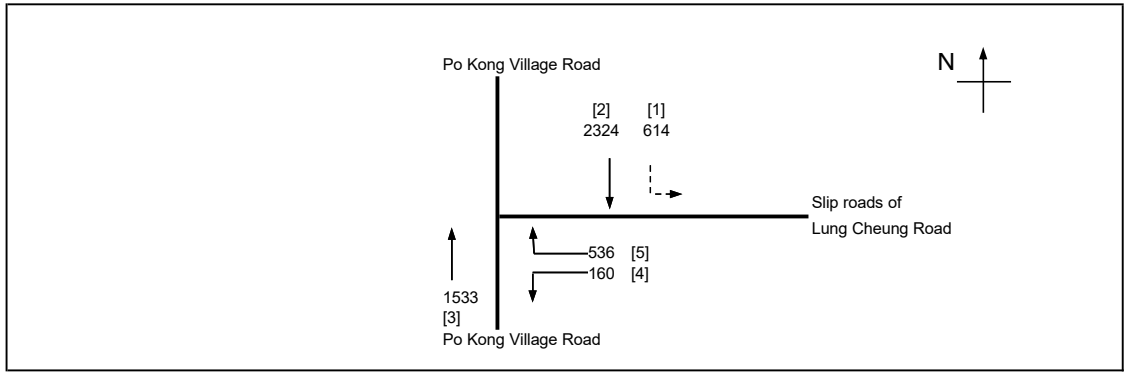


Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	10	18	OK
P6	7.2	1	6	6	72	6	OK
P7	7.2	1	6	6	72	6	OK

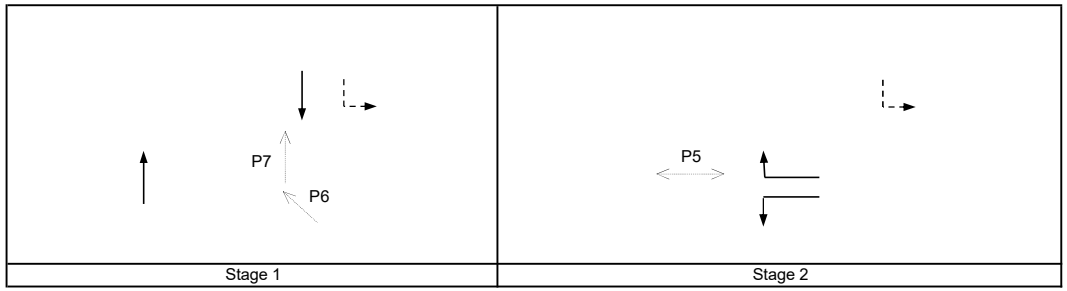
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	326			326	1.00	1691			1691	0.193			45	120	0.193	0	0
2	1	3.30		3				6255		1728		1728	0.00	6255			6255	0.276	0.335		65	78	0.423	100	10
3	1	3.30		3			N	6115		2047		2047	0.00	6115			6115	0.335			78	78	0.513	118	11
4	2	3.30		1	10		N	1945	111			111	1.00	1691			1691	0.066	0.110	3	15	29	0.275	14	38
5	2	3.50		2	10		N	4070			388	388	1.00	3539			3539	0.110			26	29	0.459	49	40

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2030 Reference Flows AM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	2
Intergreen Period	Stage 1 - 2	I =	8 sec
	Stage 2 - 1	I =	7 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.523
Loss time		L =	13 sec
Total Flow		=	5167 pcu
Co	= (1.5*L+5)/(1-Y)	=	51.4 sec
Cm	= L/(1-Y)	=	27.3 sec
Yult		=	0.803
R.C.ult	= (Yult-Y)/Y*100%	=	53.4 %
Cp	= 0.9*L/(0.9-Y)	=	31.0 sec
Ymax	= 1-L/C	=	0.892
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	53.4 %



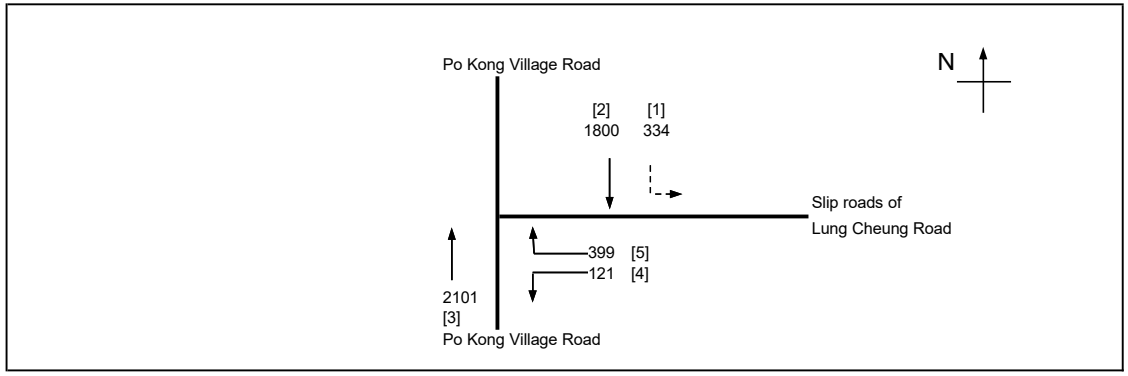
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	12	18	OK
P6	7.2	1	6	6	70	6	OK
P7	7.2	1	6	6	70	6	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	614			614	1.00	1691			1691	0.363			74	120	0.363	1	1
2	1	3.30		3				6255		2324		2324	0.00	6255			6255	0.372	0.372		76	76	0.587	142	13
3	1	3.30		3			N	6115		1533		1533	0.00	6115			6115	0.251			51	76	0.396	94	11
4	2	3.30		1	10		N	1945	160			160	1.00	1691			1691	0.095	0.151		19	31	0.366	20	38
5	2	3.50		2	10		N	4070			536	536	1.00	3539			3539	0.151			31	31	0.587	66	40

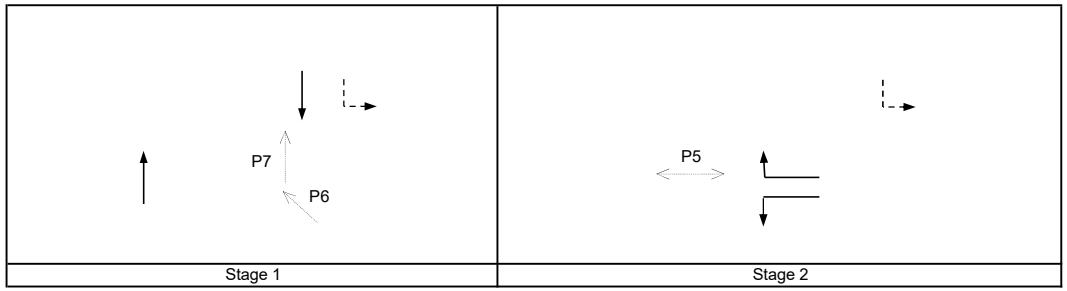
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J1_Slip roads of Lung Cheung Road_Po Kong Village Road.xlsm]REF AM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2030 Reference Flows PM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	2
Intergreen Period	Stage 1 - 2	I =	8 sec
	Stage 2 - 1	I =	7 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.456
Loss time		L =	16 sec
Total Flow		=	4755 pcu
Co	= (1.5*L+5)/(1-Y)	=	53.3 sec
Cm	= L/(1-Y)	=	29.4 sec
Yult		=	0.780
R.C.ult	= (Yult-Y)/Y*100%	=	70.9 %
Cp	= 0.9*L/(0.9-Y)	=	32.5 sec
Ymax	= 1-L/C	=	0.867
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	70.9 %

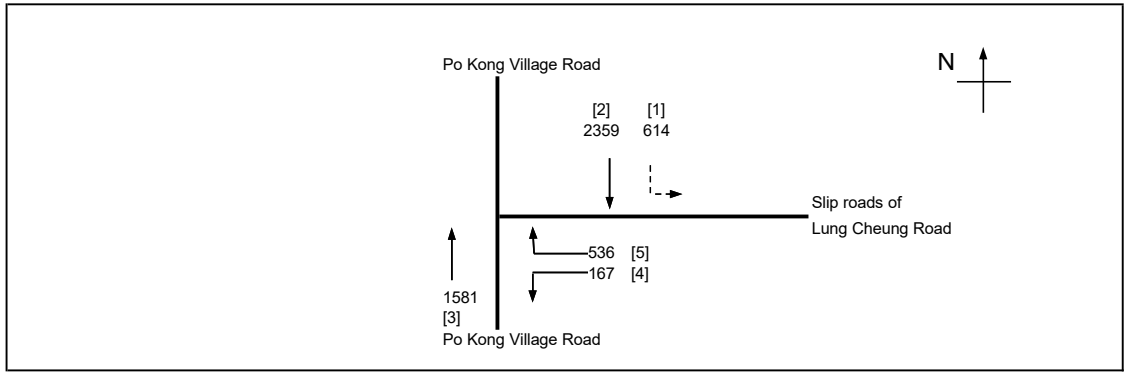


Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	10	18	OK
P6	7.2	1	6	6	72	6	OK
P7	7.2	1	6	6	72	6	OK

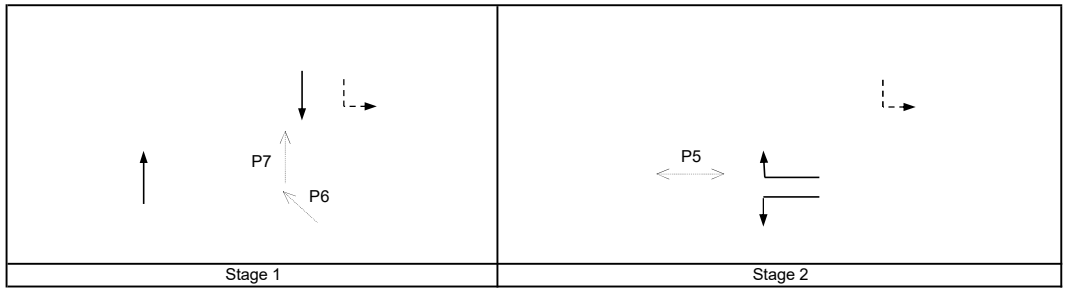
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	334			334	1.00	1691			1691	0.197			45	120	0.197	0	0
2	1	3.30		3				6255		1800		1800	0.00	6255			6255	0.288	0.344		66	78	0.441	104	10
3	1	3.30		3			N	6115		2101		2101	0.00	6115			6115	0.344			78	78	0.527	122	11
4	2	3.30		1	10		N	1945	121			121	1.00	1691			1691	0.072	0.113	3	16	29	0.299	15	39
5	2	3.50		2	10		N	4070			399	399	1.00	3539			3539	0.113			26	29	0.471	51	40

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2030 Design Flows AM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	2
Intergreen Period	Stage 1 - 2	I =	8 sec
	Stage 2 - 1	I =	7 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.529
Loss time		L =	13 sec
Total Flow		=	5257 pcu
Co	= (1.5*L+5)/(1-Y)	=	52.0 sec
Cm	= L/(1-Y)	=	27.6 sec
Yult		=	0.803
R.C.ult	= (Yult-Y)/Y*100%	=	51.8 %
Cp	= 0.9*L/(0.9-Y)	=	31.5 sec
Ymax	= 1-L/C	=	0.892
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	51.8 %

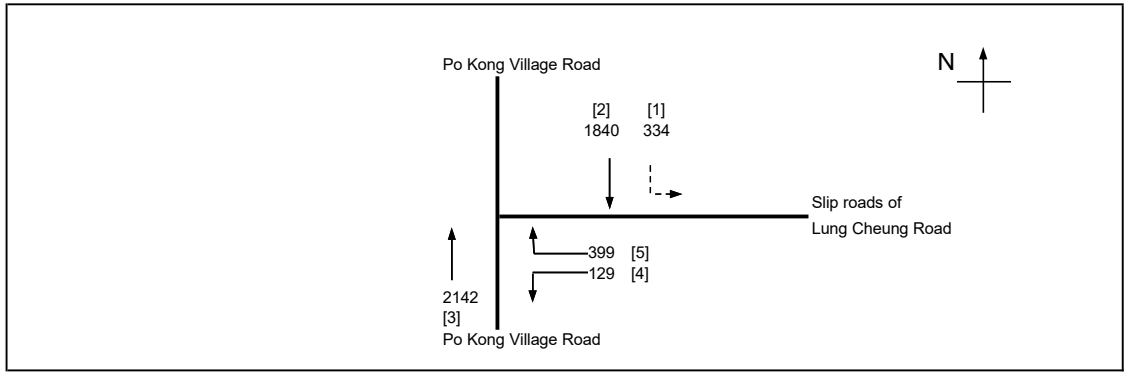


Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	12	18	OK
P6	7.2	1	6	6	70	6	OK
P7	7.2	1	6	6	70	6	OK

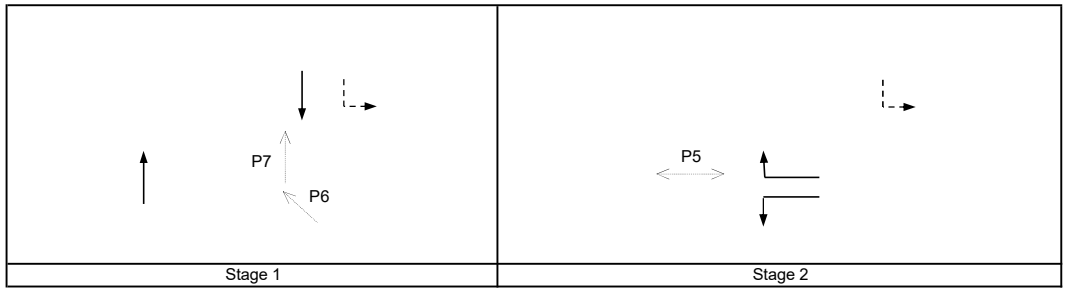
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	614			614	1.00	1691			1691	0.363			73	120	0.363	1	1
2	1	3.30		3				6255		2359		2359	0.00	6255			6255	0.377	0.377		76	76	0.593	143	13
3	1	3.30		3			N	6115		1581		1581	0.00	6115			6115	0.259			52	76	0.406	96	11
4	2	3.30		1	10		N	1945	167			167	1.00	1691			1691	0.099	0.151		20	31	0.386	21	38
5	2	3.50		2	10		N	4070			536	536	1.00	3539			3539	0.151			31	31	0.593	67	40

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Slip roads of Lung Cheung Road / Po Kong Village Road	2030 Design Flows PM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	2
Intergreen Period	Stage 1 - 2	I =	8 sec
	Stage 2 - 1	I =	7 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.463
Loss time		L =	16 sec
Total Flow		=	4844 pcu
Co	= (1.5*L+5)/(1-Y)	=	54.0 sec
Cm	= L/(1-Y)	=	29.8 sec
Yult		=	0.780
R.C.ult	= (Yult-Y)/Y*100%	=	68.5 %
Cp	= 0.9*L/(0.9-Y)	=	33.0 sec
Ymax	= 1-L/C	=	0.867
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	68.5 %

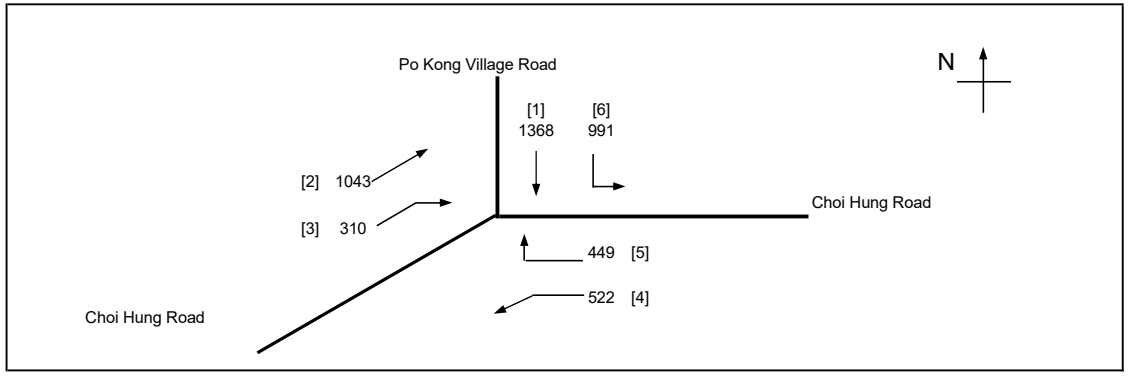


Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	21.6	2	10	18	10	18	OK
P6	7.2	1	6	6	72	6	OK
P7	7.2	1	6	6	72	6	OK

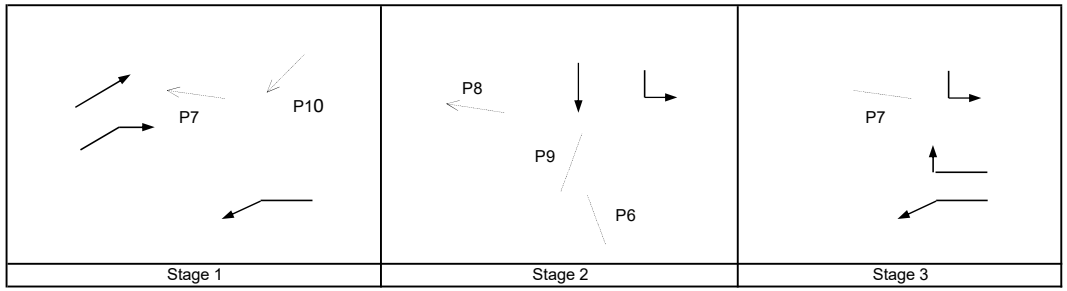
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1,2	3.30		1	10		N	1945	334			334	1.00	1691			1691	0.197			44	120	0.197	0	0
2	1	3.30		3				6255		1840		1840	0.00	6255			6255	0.294	0.350		66	79	0.449	106	10
3	1	3.30		3			N	6115		2142		2142	0.00	6115			6115	0.350			79	79	0.534	123	11
4	2	3.30		1	10		N	1945	129			129	1.00	1691			1691	0.076	0.113	3	17	28	0.323	16	39
5	2	3.50		2	10		N	4070			399	399	1.00	3539			3539	0.113			25	28	0.478	51	40

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Po Kong Village Road	2025 Observed Flows AM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	9 sec
	Stage 2 - 3	I =	10 sec
	Stage 3 - 1	I =	8 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.509
Loss time		L =	44 sec
Total Flow		=	4683 pcu
Co	= (1.5*L+5)/(1-Y)	=	144.6 sec
Cm	= L/(1-Y)	=	89.6 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	12.0 %
Cp	= 0.9*L/(0.9-Y)	=	101.3 sec
Ymax	= 1-L/C	=	0.633
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	12.0 %



Stage 1 | Stage 2 | Stage 3

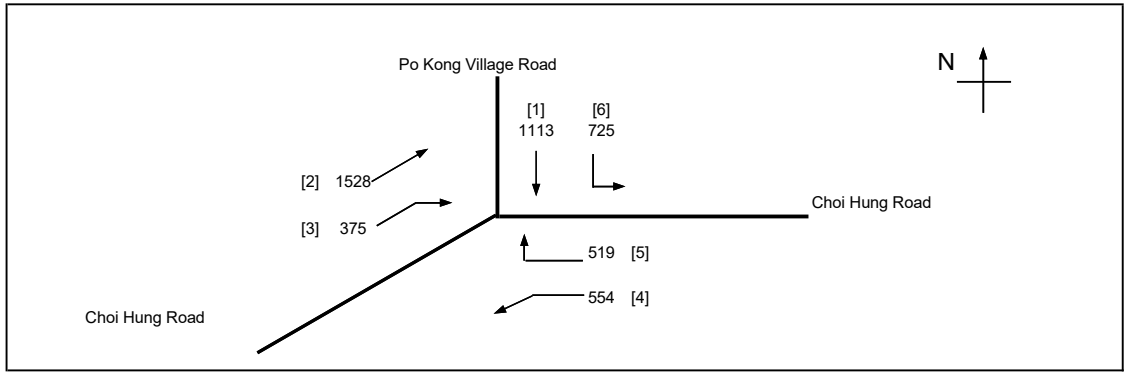
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	2	7	7	46	7	OK
P7	12	1,3	10	10	39	10	OK
P8	12	2	10	10	43	10	OK
P9	12	2	10	10	43	10	OK
P10	8.4	1	7	7	16	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				24					
2	1	3.50		2			N	4070		687		687	0.00	4070			4070	0.169	0.169		25	25	0.804	94	49
2,3	1	3.50		1	30			2105		356	0	356	0.00	2105			2105	0.169			25	25	0.804	51	54
3	1	3.50		1	25			2105			310	310	1.00	1986			1986	0.156			23	25	0.743	42	50
4	1,3	3.30		1	20		N	1945	522			522	1.00	1809			1809	0.289			43	50	0.688	51	31
5	3	3.50		2	15		N	4070			449	449	1.00	3700			3700	0.121	0.121		18	18	0.804	67	55
6	2,3	3.30		1	12		N	1945	991			991	1.00	1729			1729	0.573			86	80	0.862	62	22
1	2	3.30		3				6255		1368		1368	0.00	6255			6255	0.219	0.219	20	33	53	0.498	128	25

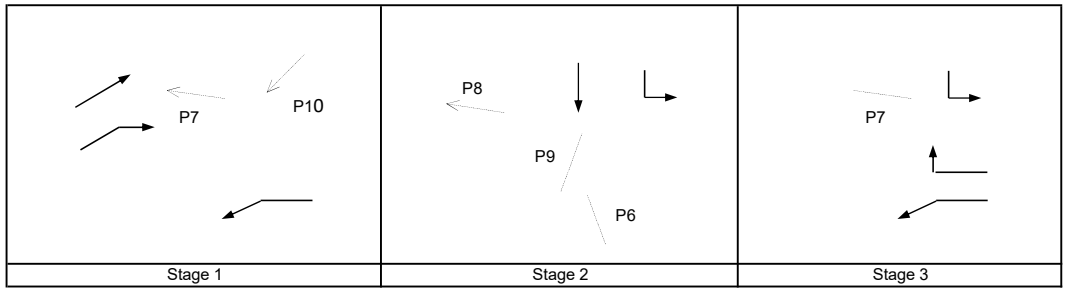
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J2_Choi Hung Road_Po Kong Village Road.xlsm]OBS AM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Po Kong Village Road	2025 Observed Flows PM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	9 sec
	Stage 2 - 3	I =	10 sec
	Stage 3 - 1	I =	8 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.566
Loss time		L =	31 sec
Total Flow		=	4814 pcu
Co	= (1.5*L+5)/(1-Y)	=	118.6 sec
Cm	= L/(1-Y)	=	71.4 sec
Yult		=	0.668
R.C.ult	= (Yult-Y)/Y*100%	=	18.0 %
Cp	= 0.9*L/(0.9-Y)	=	83.4 sec
Ymax	= 1-L/C	=	0.742
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	18.0 %



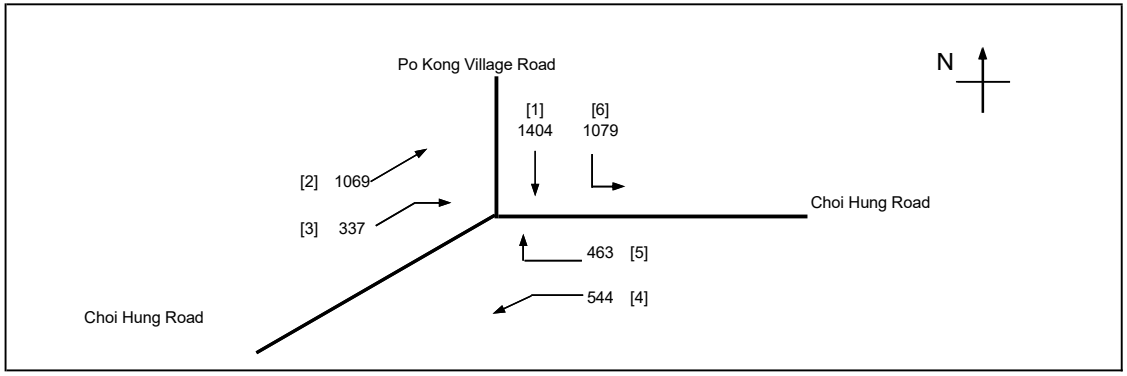
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	2	7	7	26	7	OK
P7	12	1,3	10	10	59	10	OK
P8	12	2	10	10	23	10	OK
P9	12	2	10	10	23	10	OK
P10	8.4	1	7	7	31	7	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					24					
	2	1	3.50		2			N	4070		1007		1007	0.00	4070			4070	0.247	0.247		39	39	0.763	114	38
	2,3	1	3.50		1	30			2105		521	0	521	0.00	2105			2105	0.247			39	39	0.763	60	40
	3	1	3.50		1	25			2105			375	375	1.00	1986			1986	0.189			30	39	0.582	42	36
	4	1,3	3.30		1	20		N	1945	554			554	1.00	1809			1809	0.306			48	68	0.540	40	18
	5	3	3.50		2	15		N	4070			519	519	1.00	3700			3700	0.140	0.140		22	22	0.763	72	50
	6	2,3	3.30		1	12		N	1945	725			725	1.00	1729			1729	0.419			66	66	0.762	55	24
	1	2	3.30		3				6255		1113		1113	0.00	6255			6255	0.178	0.178	7	28	35	0.610	131	37

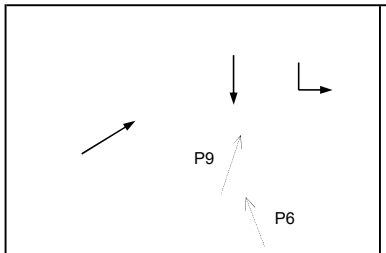
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J2_Choi Hung Road_Po Kong Village Road.xlsm]OBS PM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

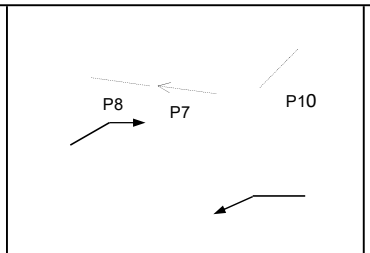
AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Po Kong Village Road	2030 Reference Flows AM (with junction improvement)	Checked By:	SF	Jul-25



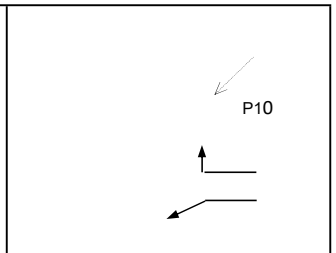
No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	10 sec
	Stage 2 - 3	I =	5 sec
	Stage 3 - 1	I =	5 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.545
Loss time		L =	23 sec
Total Flow		=	4896 pcu
Co	= (1.5*L+5)/(1-Y)	=	86.9 sec
Cm	= L/(1-Y)	=	50.6 sec
Yult		=	0.728
R.C.ult	= (Yult-Y)/Y*100%	=	33.4 %
Cp	= 0.9*L/(0.9-Y)	=	58.4 sec
Ymax	= 1-L/C	=	0.808
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	33.4 %



Stage 1



Stage 2



Stage 3

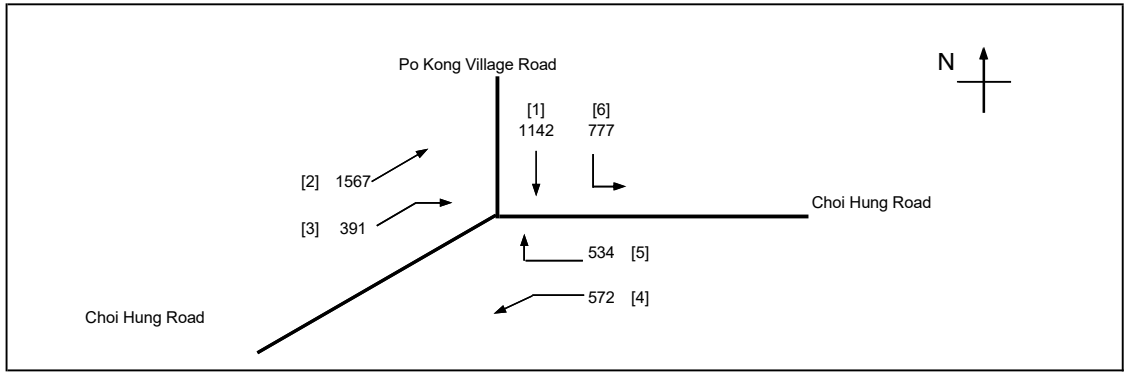
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	1	7	7	78	7	OK
P7	12	2	10	10	10	10	OK
P8	12	2	10	10	10	10	OK
P9	12	1	10	10	75	10	OK
P10	8.4	2,3	7	7	44	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				17					
2	1	3.80		2			N	4130		1069		1069	0.00	4130			4130	0.259	0.337		46	46	0.675	110	32
3	2	3.80		2	25			4270			337	337	1.00	4028			4028	0.084	0.084	6	15	21	0.481	46	45
4	2,3	3.30		1	20		N	1945	544			544	1.00	1809			1809	0.301			53	72	0.499	36	15
5	3	3.50		2	15		N	4070			463	463	1.00	3700			3700	0.125	0.125		22	22	0.675	63	47
6	1	3.30		2	12		N	4030	1079			1079	1.00	3582			3582	0.301			54	86	0.420	51	7
1	1	3.30		2				4170		1404		1404	0.00	4170			4170	0.337			60	60	0.675	117	23

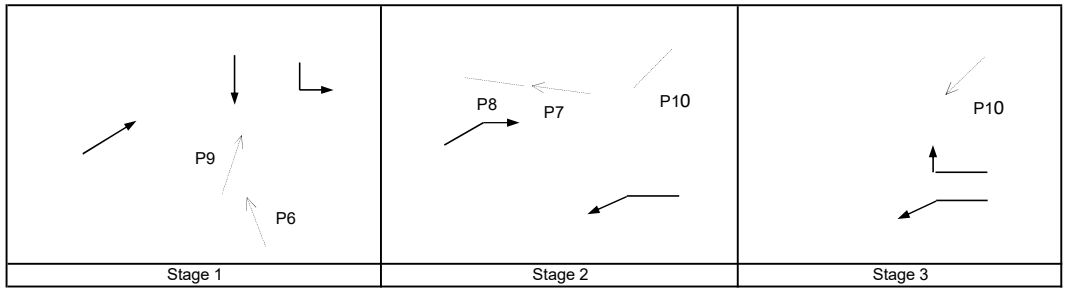
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J2_Choi Hung Road_Po Kong Village Road.xlsm]REF AM_Improved

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Po Kong Village Road	2030 Reference Flows PM (with junction improvement)	Checked By:	SF	Jul-25



No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	10 sec
	Stage 2 - 3	I =	5 sec
	Stage 3 - 1	I =	5 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.621
Loss time		L =	22 sec
Total Flow		=	4983 pcu
Co	= (1.5*L+5)/(1-Y)	=	100.2 sec
Cm	= L/(1-Y)	=	58.0 sec
Yult		=	0.735
R.C.ult	= (Yult-Y)/Y*100%	=	18.4 %
Cp	= 0.9*L/(0.9-Y)	=	70.9 sec
Ymax	= 1-L/C	=	0.817
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	18.4 %



Stage 1 | Stage 2 | Stage 3

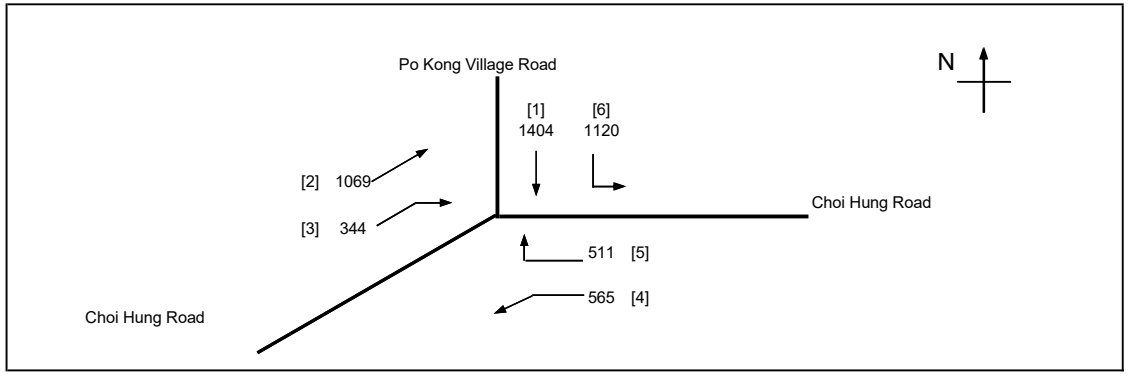
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	1	7	7	61	7	OK
P7	12	2	10	10	10	10	OK
P8	12	2	10	10	10	10	OK
P9	12	1	10	10	58	10	OK
P10	8.4	2,3	7	7	45	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				17					
2	1	3.80		2			N	4130		1567		1567	0.00	4130			4130	0.379	0.379		60	60	0.760	131	25
3	2	3.80		2	25			4270			391	391	1.00	4028			4028	0.097	0.097	5	15	20	0.573	54	47
4	2,3	3.30		1	20		N	1945	572			572	1.00	1809			1809	0.316			50	87	0.438	26	8
5	3	3.50		2	15		N	4070			534	534	1.00	3700			3700	0.144	0.144		23	23	0.760	74	49
6	1	3.30		2	12		N	4030	777			777	1.00	3582			3582	0.217			34	70	0.372	54	14
1	1	3.30		2				4170		1142		1142	0.00	4170			4170	0.274			43	43	0.760	122	35

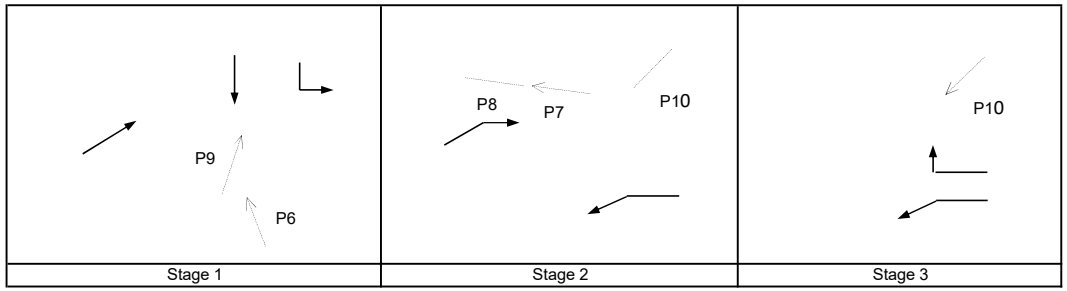
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J2_Choi Hung Road_Po Kong Village Road.xlsm]REF PM_Improved

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Po Kong Village Road	2030 Design Flows AM (with junction improvement)	Checked By:	SF	Jul-25



No. of stages per cycle		N =	3
Intergreen Period	Stage 1 - 2	I =	10 sec
	Stage 2 - 3	I =	5 sec
	Stage 3 - 1	I =	5 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.560
Loss time		L =	23 sec
Total Flow		=	5013 pcu
Co	= (1.5*L+5)/(1-Y)	=	89.8 sec
Cm	= L/(1-Y)	=	52.3 sec
Yult		=	0.728
R.C.ult	= (Yult-Y)/Y*100%	=	29.9 %
Cp	= 0.9*L/(0.9-Y)	=	60.9 sec
Ymax	= 1-L/C	=	0.808
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	29.9 %



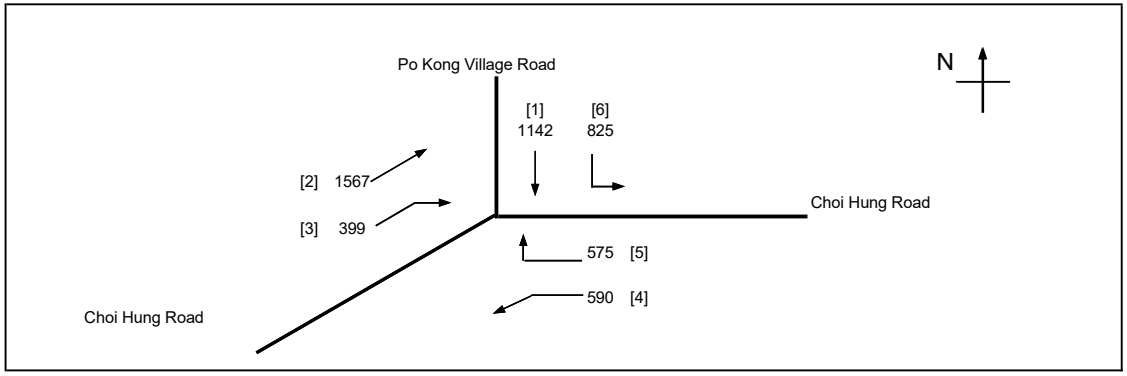
Stage 1 | Stage 2 | Stage 3

Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	1	7	7	78	7	OK
P7	12	2	10	10	10	10	OK
P8	12	2	10	10	10	10	OK
P9	12	1	10	10	75	10	OK
P10	8.4	2,3	7	7	45	7	OK

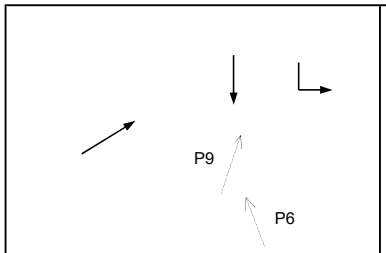
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				17					
2	1	3.80		2			N	4130		1069		1069	0.00	4130			4130	0.259	0.337		45	45	0.693	112	33
3	2	3.80		2	25			4270			344	344	1.00	4028			4028	0.085	0.085	6	15	21	0.493	47	45
4	2,3	3.30		1	20		N	1945	565			565	1.00	1809			1809	0.312			54	73	0.515	37	15
5	3	3.50		2	15		N	4070			511	511	1.00	3700			3700	0.138	0.138		24	24	0.693	68	46
6	1	3.30		2	12		N	4030	1120			1120	1.00	3582			3582	0.313			54	86	0.435	53	7
1	1	3.30		2				4170		1404		1404	0.00	4170			4170	0.337			58	58	0.693	120	25

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

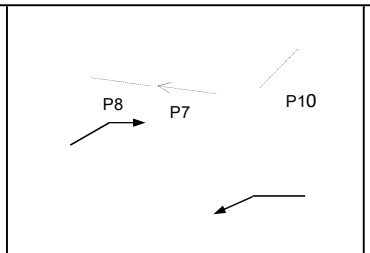
AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Po Kong Village Road	2030 Design Flows PM (with junction improvement)	Checked By:	SF	Jul-25



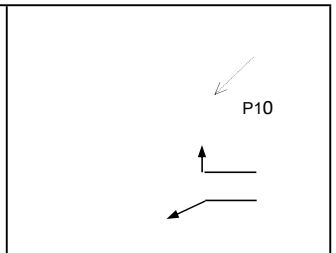
No. of stages per cycle		N =	3	
Intergreen Period	Stage 1 - 2	I =	10	sec
	Stage 2 - 3	I =	5	sec
	Stage 3 - 1	I =	5	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.634	
Loss time		L =	22	sec
Total Flow		=	5098	pcu
Co	= (1.5*L+5)/(1-Y)	=	103.8	sec
Cm	= L/(1-Y)	=	60.1	sec
Yult		=	0.735	
R.C.ult	= (Yult-Y)/Y*100%	=	16.0	%
Cp	= 0.9*L/(0.9-Y)	=	74.4	sec
Ymax	= 1-L/C	=	0.817	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	16.0	%



Stage 1



Stage 2



Stage 3

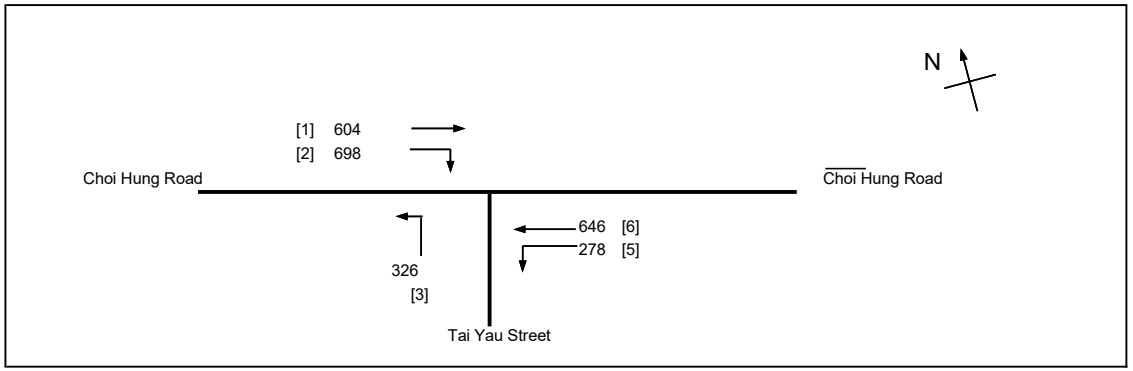
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P6	8.4	1	7	7	61	7	OK
P7	12	2	10	10	10	10	OK
P8	12	2	10	10	10	10	OK
P9	12	1	10	10	58	10	OK
P10	8.4	2,3	7	7	45	7	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					17					
	2	1	3.80		2			N	4130		1567		1567	0.00	4130			4130	0.379	0.379		59	59	0.776	133	27
	3	2	3.80		2	25			4270			399	399	1.00	4028			4028	0.099	0.099	5	15	20	0.585	55	47
	4	2,3	3.30		1	20		N	1945	590			590	1.00	1809			1809	0.326			50	87	0.451	27	8
	5	3	3.50		2	15		N	4070			575	575	1.00	3700			3700	0.155	0.155		24	24	0.776	79	49
	6	1	3.30		2	12		N	4030	825			825	1.00	3582			3582	0.230			36	70	0.393	57	14
	1	1	3.30		2				4170		1142		1142	0.00	4170			4170	0.274			42	42	0.776	124	36

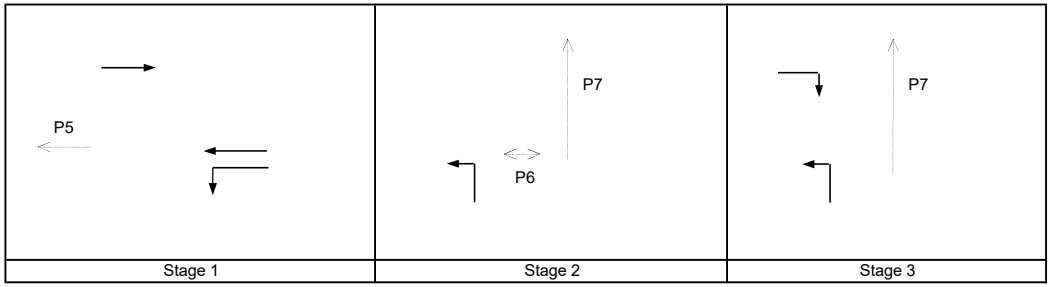
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J2_Choi Hung Road_Po Kong Village Road.xlsm]DES PM_Improved

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Tai Yau Street	2025 Observed Flows AM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	3	
Intergreen Period	Stage 1 - 2	I =	6	sec
	Stage 2 - 3	I =	3	sec
	Stage 3 - 1	I =	6	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.600	
Loss time		L =	31	sec
Total Flow		=	2552	pcu
Co	= (1.5*L+5)/(1-Y)	=	128.6	sec
Cm	= L/(1-Y)	=	77.4	sec
Yult		=	0.668	
R.C.ult	= (Yult-Y)/Y*100%	=	11.3	%
Cp	= 0.9*L/(0.9-Y)	=	92.9	sec
Ymax	= 1-L/C	=	0.742	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	11.3	%



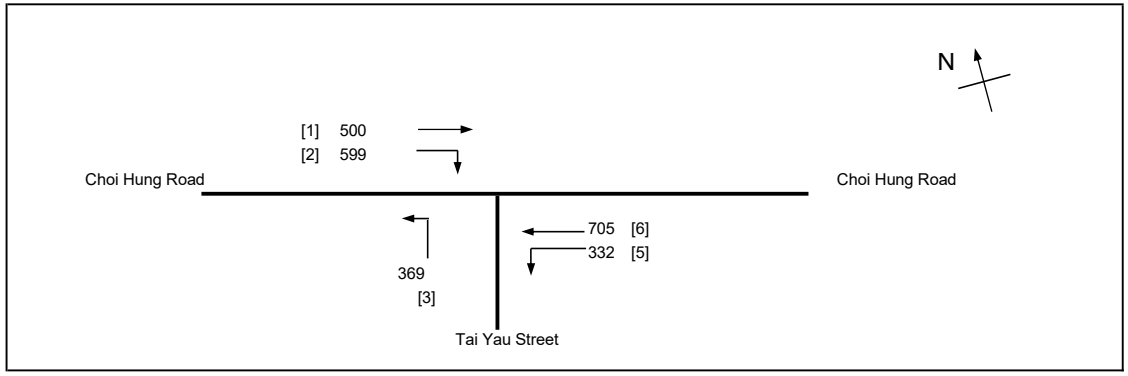
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	6	1	5	5	29	5	OK
P6	12	2	8	10	8	10	OK
P7	12	2,3	12	10	67	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straigh pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1	6.60		2			N	4690		604		604	0.00	4690			4690	0.129	0.235		19	35	0.443	71	35
2	3	3.50		1	15			2105			698	698	1.00	1914			1914	0.365	0.365		54	54	0.809	67	33
3	2,3	3.30		1	12		N	1945	326			326	1.00	1729			1729	0.189			28	74	0.305	21	12
5,6	1	3.50		1	13		N	1965	278	152		430	0.65	1828			1828	0.235			35	35	0.809	55	47
6	1	3.50		1				2105		494		494	0.00	2105			2105	0.235			35	35	0.809	62	46
	2		dummy																	18	18	18			

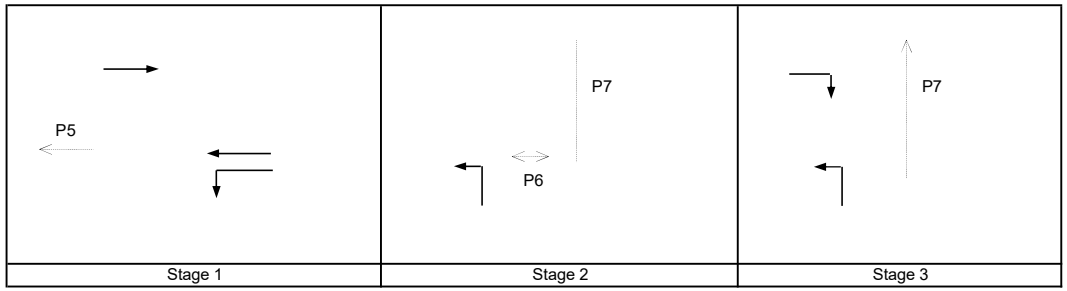
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J3_Choi Hung Road_Tai Yau Street _20250716.xlsm]OBS AM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Tai Yau Street	2025 Observed Flows PM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	3	
Intergreen Period	Stage 1 - 2	I =	6	sec
	Stage 2 - 3	I =	3	sec
	Stage 3 - 1	I =	6	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.577	
Loss time		L =	31	sec
Total Flow		=	2505	pcu
Co	= (1.5*L+5)/(1-Y)	=	121.8	sec
Cm	= L/(1-Y)	=	73.3	sec
Yult		=	0.668	
R.C.ult	= (Yult-Y)/Y*100%	=	15.6	%
Cp	= 0.9*L/(0.9-Y)	=	86.4	sec
Ymax	= 1-L/C	=	0.742	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	15.6	%



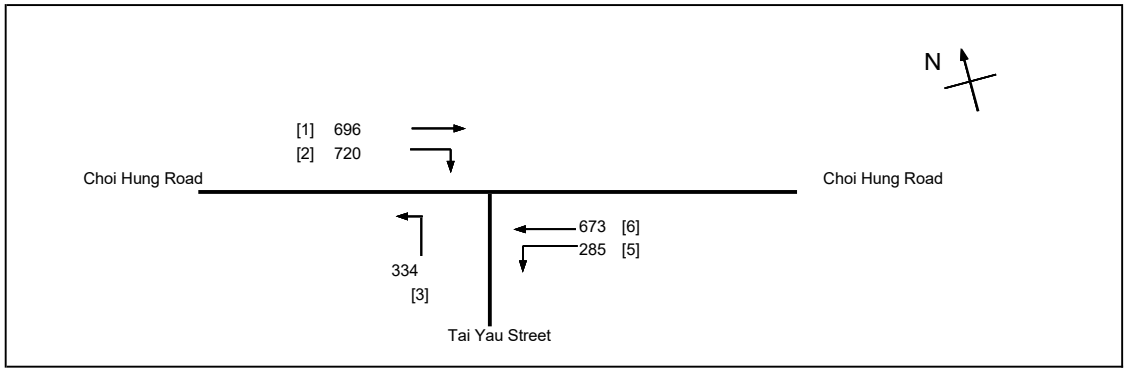
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P5	6	1	5	5	32	5	OK
P6	12	2	8	10	8	10	OK
P7	12	2,3	12	10	56	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h		Flare Lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				13					
1	1	6.60		2			N	4690		500		500	0.00	4690			4690	0.107	0.264		16	41	0.314	55	30
2	3	3.50		1	15			2105			599	599	1.00	1914			1914	0.313	0.313		48	48	0.778	62	36
3	2,3	3.30		1	12		N	1945	369			369	1.00	1729			1729	0.213			33	68	0.375	27	15
5,6	1	3.50		1	13		N	1965	332	149		481	0.69	1820			1820	0.264			41	41	0.778	55	41
6	1	3.50		1				2105		556		556	0.00	2105			2105	0.264			41	41	0.778	64	40
	2		dummy																	18	18	18			

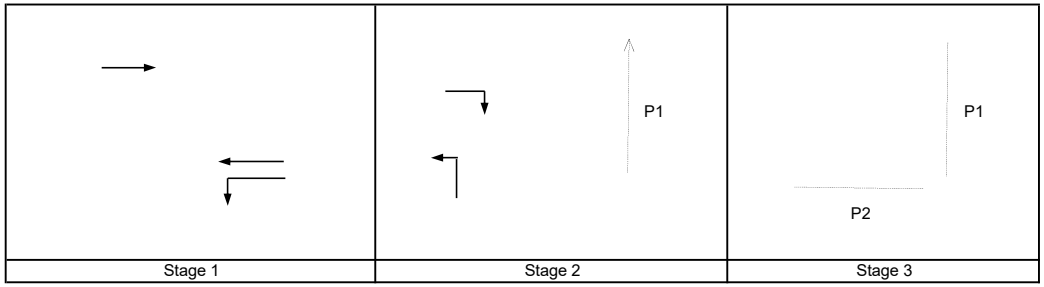
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J3_Choi Hung Road_Tai Yau Street _20250716.xlsm]OBS PM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Tai Yau Street	2030 Reference Flows AM (with junction improvement)	Checked By:	SF	Jul-25



No. of stages per cycle		N =	3	
Intergreen Period	Stage 1 - 2	I =	5	sec
	Stage 2 - 3	I =	4	sec
	Stage 3 - 1	I =	3	sec
Cycle time		C =	100	sec
Sum(y)		Y =	0.430	
Loss time		L =	28	sec
Total Flow		=	2708	pcu
Co	= (1.5*L+5)/(1-Y)	=	82.5	sec
Cm	= L/(1-Y)	=	49.2	sec
Yult		=	0.690	
R.C.ult	= (Yult-Y)/Y*100%	=	60.3	%
Cp	= 0.9*L/(0.9-Y)	=	53.7	sec
Ymax	= 1-L/C	=	0.720	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	50.5	%



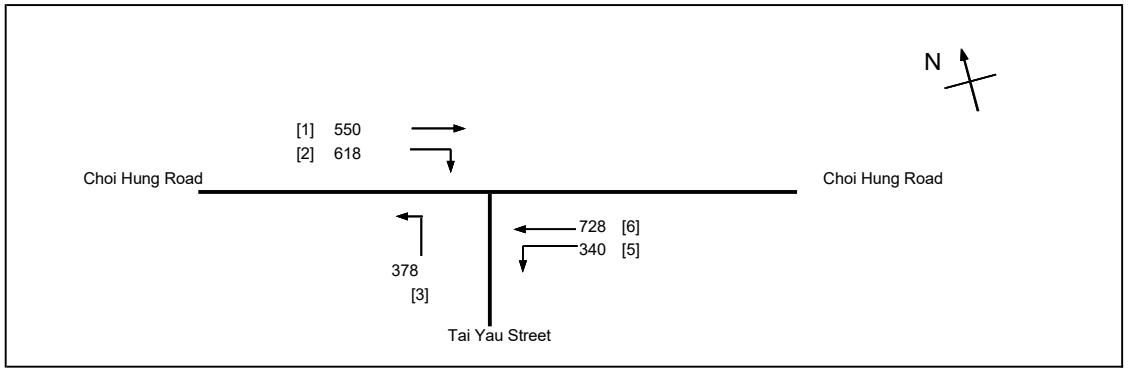
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	12	2,3	5	5	13	8	OK
P2	6	3	8	10	8	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane Length m	Flare Lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				10					
1	1	3.40		2			N	4050		696		696	0.00	4050			4050	0.172	0.241		29	40	0.427	58	22
2	2	3.30		2	15			4170			720	720	1.00	3791			3791	0.190	0.190		32	32	0.598	68	30
3	2	4.60		1	12		N	2075	334			334	1.00	1844			1844	0.181			30	32	0.570	32	31
5,6	1	3.60		1	13		N	1975	285	157		442	0.64	1838			1838	0.241			40	40	0.598	37	26
6	1	3.90		1				2145		516		516	0.00	2145			2145	0.241			40	40	0.598	43	25
	3		dummy																	18	18	18			

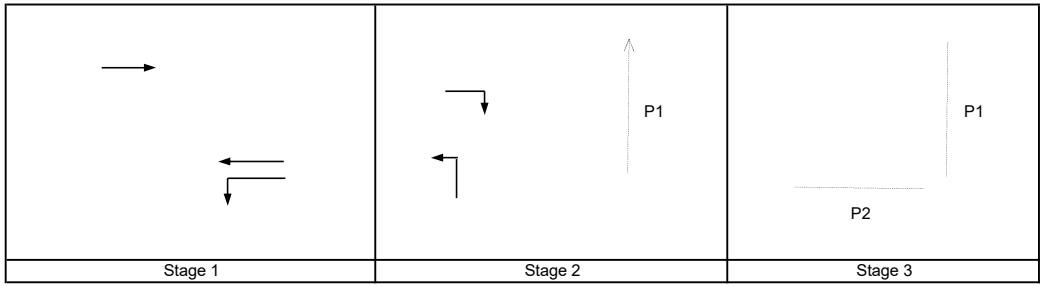
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J3_Choi Hung Road_Tai Yau Street _20250716.xlsm]REF AM_Improvement

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Tai Yau Street	2030 Reference Flows PM (with junction improvement)	Checked By:	SF	Jul-25



No. of stages per cycle		N =	3	
Intergreen Period	Stage 1 - 2	I =	5	sec
	Stage 2 - 3	I =	4	sec
	Stage 3 - 1	I =	3	sec
Cycle time		C =	100	sec
Sum(y)		Y =	0.474	
Loss time		L =	28	sec
Total Flow		=	2614	pcu
Co	= (1.5*L+5)/(1-Y)	=	89.3	sec
Cm	= L/(1-Y)	=	53.2	sec
Yult		=	0.690	
R.C.ult	= (Yult-Y)/Y*100%	=	45.7	%
Cp	= 0.9*L/(0.9-Y)	=	59.1	sec
Ymax	= 1-L/C	=	0.720	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	36.8	%



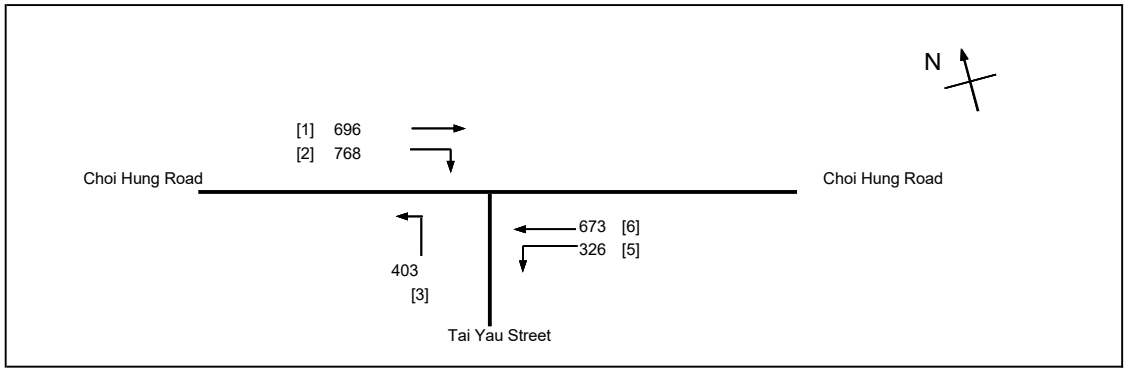
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	12	2,3	5	5	13	8	OK
P2	6	3	8	10	8	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane Length m	Flare Lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				10					
1	1	3.40		2			N	4050		550		550	0.00	4050			4050	0.136	0.269		21	41	0.332	45	21
2	2	3.30		2	15			4170			618	618	1.00	3791			3791	0.163	0.205		25	31	0.523	59	29
3	2	4.60		1	12		N	2075	378			378	1.00	1844			1844	0.205			31	31	0.658	36	33
5,6	1	3.60		1	13		N	1975	340	152		492	0.69	1829			1829	0.269			41	41	0.658	40	26
6	1	3.90		1				2145		576		576	0.00	2145			2145	0.269			41	41	0.658	47	26
	3		dummy																	18	18	18			

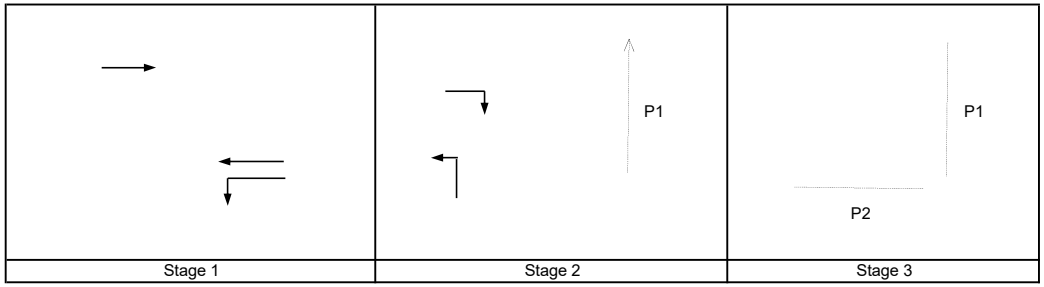
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J3_Choi Hung Road_Tai Yau Street _20250716.xlsm]REF PM_Improvement

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Tai Yau Street	2030 Design Flows AM (with junction improvement)	Checked By:	SF	Jul-25



No. of stages per cycle		N =	3	
Intergreen Period	Stage 1 - 2	I =	5	sec
	Stage 2 - 3	I =	4	sec
	Stage 3 - 1	I =	3	sec
Cycle time		C =	100	sec
Sum(y)		Y =	0.470	
Loss time		L =	28	sec
Total Flow		=	2866	pcu
Co	= (1.5*L+5)/(1-Y)	=	88.7	sec
Cm	= L/(1-Y)	=	52.8	sec
Yult		=	0.690	
R.C.ult	= (Yult-Y)/Y*100%	=	46.8	%
Cp	= 0.9*L/(0.9-Y)	=	58.6	sec
Ymax	= 1-L/C	=	0.720	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	37.8	%



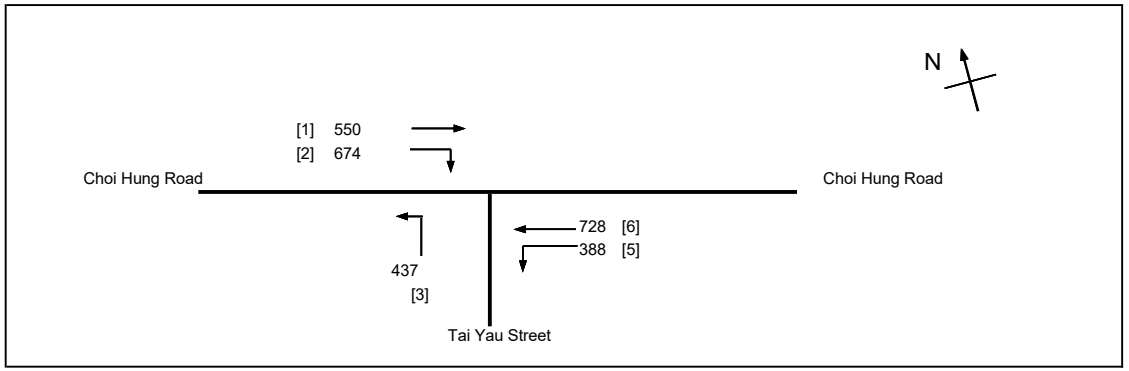
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	12	2,3	5	5	13	8	OK
P2	6	3	8	10	8	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane Length m	Flare Lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				10					
1	1	3.40		2			N	4050		696		696	0.00	4050			4050	0.172	0.252		26	39	0.446	59	23
2	2	3.30		2	15			4170			768	768	1.00	3791			3791	0.203	0.218		31	33	0.605	71	29
3	2	4.60		1	12		N	2075	403			403	1.00	1844			1844	0.218			33	33	0.653	37	31
5,6	1	3.60		1	13		N	1975	326	133		459	0.71	1825			1825	0.252			39	39	0.653	39	28
6	1	3.90		1				2145		540		540	0.00	2145			2145	0.252			39	39	0.653	46	27
	3		dummy																	18	18	18			

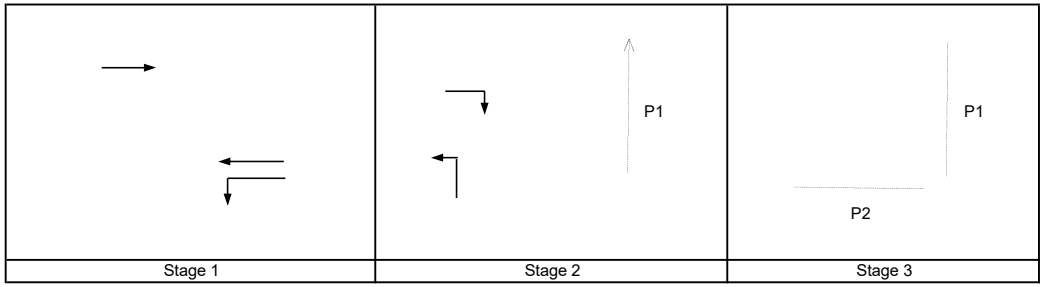
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J3_Choi Hung Road_Tai Yau Street _20250716.xlsm]DES AM_Improvement

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Choi Hung Road / Tai Yau Street	2030 Design Flows PM (with junction improvement)	Checked By:	SF	Jul-25



No. of stages per cycle		N =	3	
Intergreen Period	Stage 1 - 2	I =	5	sec
	Stage 2 - 3	I =	4	sec
	Stage 3 - 1	I =	3	sec
Cycle time		C =	100	sec
Sum(y)		Y =	0.519	
Loss time		L =	28	sec
Total Flow		=	2777	pcu
Co	= (1.5*L+5)/(1-Y)	=	97.6	sec
Cm	= L/(1-Y)	=	58.2	sec
Yult		=	0.690	
R.C.ult	= (Yult-Y)/Y*100%	=	33.0	%
Cp	= 0.9*L/(0.9-Y)	=	66.1	sec
Ymax	= 1-L/C	=	0.720	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	24.9	%



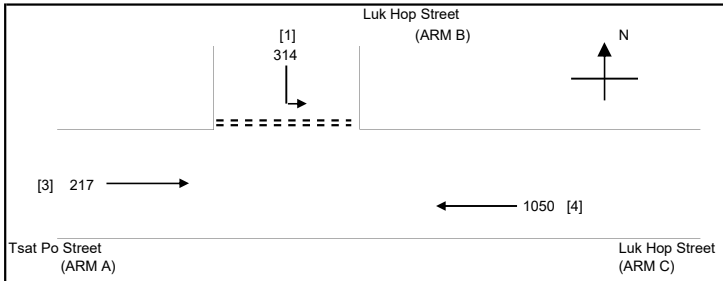
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	12	2,3	5	5	13	8	OK
P2	6	3	8	10	8	10	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane Length m	Flare Lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				10					
1	1	3.40		2			N	4050		550		550	0.00	4050			4050	0.136	0.282		19	39	0.347	47	22
2	2	3.30		2	15			4170			674	674	1.00	3791			3791	0.178	0.237		25	33	0.541	63	28
3	2	4.60		1	12		N	2075	437			437	1.00	1844			1844	0.237			33	33	0.720	41	33
5,6	1	3.60		1	13		N	1975	388	124		512	0.76	1816			1816	0.282			39	39	0.720	44	29
6	1	3.90		1				2145		604		604	0.00	2145			2145	0.282			39	39	0.720	51	29
	3		dummy																	18	18	18			

Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J3_Choi Hung Road_Tai Yau Street _20250716.xlsm]DES PM_Improvement

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Luk Hop Street / Tsat Po Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	217	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	1050	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	314	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

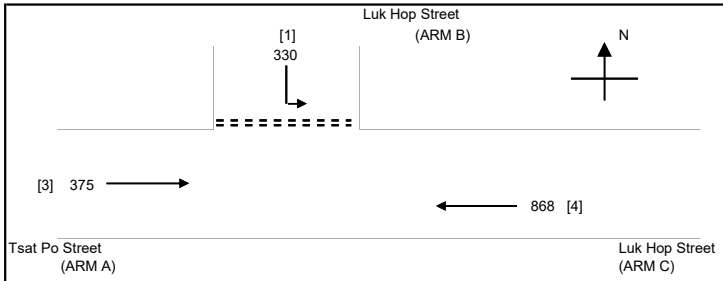
Q b-a	=	203			
Q b-c	=	661	Q b-c (O) =	661	
Q c-b	=	584			
Q b-ac	=	661			
TOTAL FLOW	=	1581	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.4750
DFC c-b	=	0.0000

CRITICAL DFC = 0.48

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Luk Hop Street / Tsat Po Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	375	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	868	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	330	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

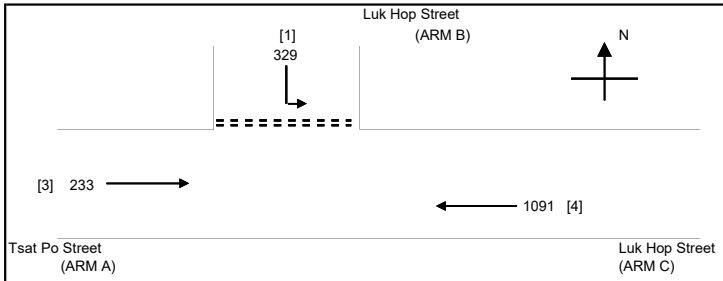
Q b-a	=	196			
Q b-c	=	618	Q b-c (O) =	618	
Q c-b	=	546			
Q b-ac	=	618			
TOTAL FLOW	=	1573	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.5340
DFC c-b	=	0.0000

CRITICAL DFC = 0.53

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Luk Hop Street / Tsat Po Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	233	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	1091	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	329	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

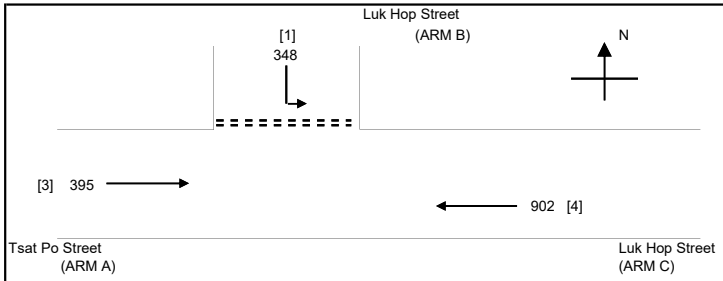
Q b-a	=	197			
Q b-c	=	657	Q b-c (O) =	657	
Q c-b	=	580			
Q b-ac	=	657			
TOTAL FLOW	=	1653	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.5008
DFC c-b	=	0.0000

CRITICAL DFC = 0.50

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Luk Hop Street / Tsat Po Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	395	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	902	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	348	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

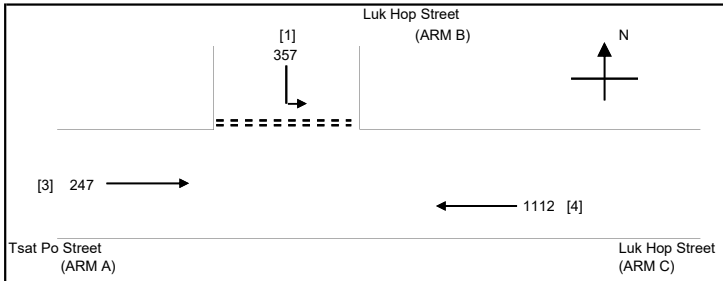
Q b-a	=	190			
Q b-c	=	613	Q b-c (O) =	613	
Q c-b	=	542			
Q b-ac	=	613			
TOTAL FLOW	=	1645	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.5677
DFC c-b	=	0.0000

CRITICAL DFC = 0.57

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Luk Hop Street / Tsat Po Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	247	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	1112	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	357	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

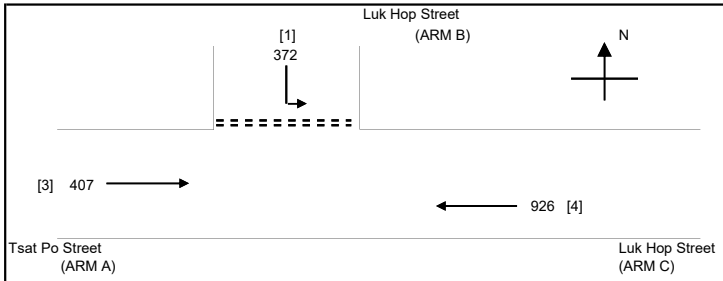
Q b-a	=	192			
Q b-c	=	653	Q b-c (O) =	653	
Q c-b	=	577			
Q b-ac	=	653			
TOTAL FLOW	=	1716	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.5467
DFC c-b	=	0.0000

CRITICAL DFC = 0.55

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Luk Hop Street / Tsat Po Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	407	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	0	(metres)
q c-a	=	926	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	3.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	130	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	372	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.9663193
F	=	0.8542684
Y	=	0.7723
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

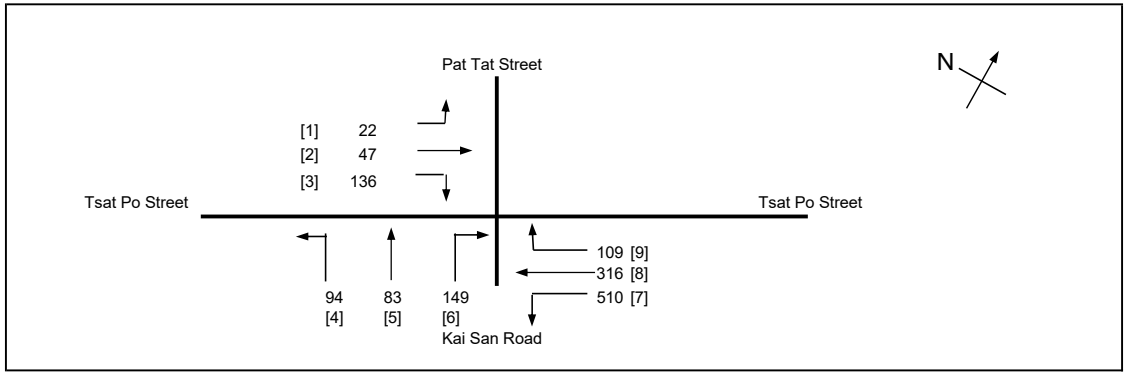
Q b-a	=	186			
Q b-c	=	609	Q b-c (O) =	609	
Q c-b	=	539			
Q b-ac	=	609			
TOTAL FLOW	=	1705	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

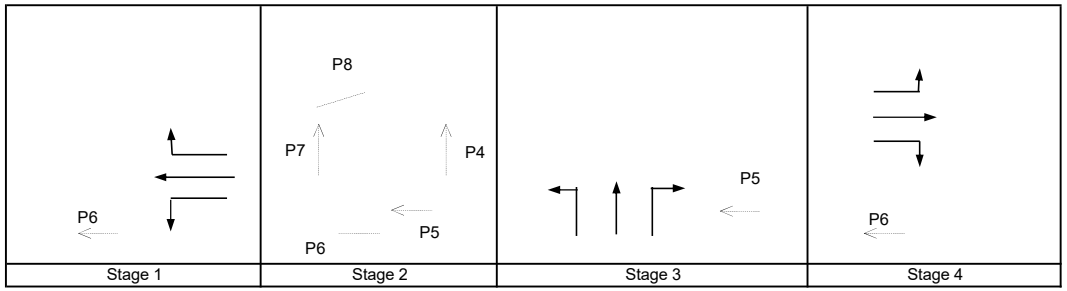
DFC b-a	=	0.0000
DFC b-c	=	0.6108
DFC c-b	=	0.0000

CRITICAL DFC = 0.61

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Pat Tat Street / Tsat Po Street / Kai San Road	2025 Observed Flows AM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 4	I =	9 sec
	Stage 4 - 1	I =	11 sec
Cycle time		C =	130 sec
Sum(y)		Y =	0.460
Loss time		L =	44 sec
Total Flow		=	1466 pcu
Co	= (1.5*L+5)/(1-Y)	=	131.5 sec
Cm	= L/(1-Y)	=	81.5 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	23.8 %
Cp	= 0.9*L/(0.9-Y)	=	90.1 sec
Ymax	= 1-L/C	=	0.662
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	29.4 %



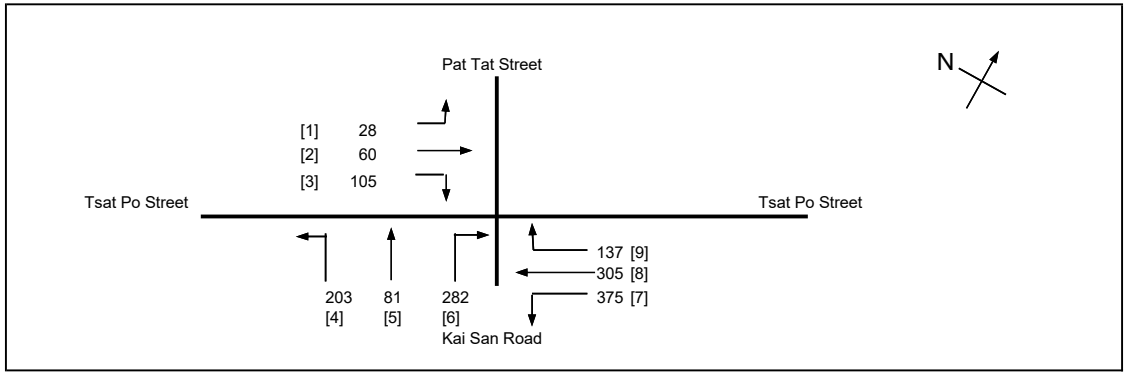
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	9	9	9	9	OK
P5	9.6	2,3	8	8	31	8	OK
P6	8.4	1,2,4	7	7	87	7	OK
P7	9.6	2	9	8	10	8	OK
P8	8.4	2	7	7	11	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	22	47	136	205	0.77	2119			2119	0.097	0.097		18	18	0.696	33	59
4,5	3	3.90		1	20		N	2005	94	83		177	0.53	1928			1928	0.092	0.092		17	17	0.696	29	61
6	3	3.90		1	12			2145			149	149	1.00	1907			1907	0.078			15	17	0.592	23	57
7,8	1	3.90		1	22		N	2005	510	0		510	1.00	1877			1877	0.272	0.272		51	51	0.696	56	36
8,9	1	3.90		1	25			2145		316	109	425	0.26	2112			2112	0.201			38	51	0.515	47	32
	2		dummy																	18	18	18			

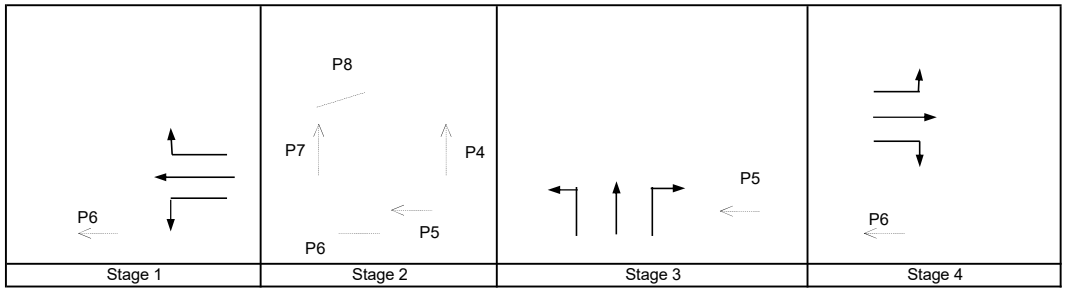
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J5_Pat Tat Street_Tsat Po Street_Kai San Road.xlsm]OBS AM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Pat Tat Street / Tsat Po Street / Kai San Road	2025 Observed Flows PM	Checked By:	SF	Jul-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 4	I =	9 sec
	Stage 4 - 1	I =	11 sec
Cycle time		C =	130 sec
Sum(y)		Y =	0.445
Loss time		L =	44 sec
Total Flow		=	1576 pcu
Co	= (1.5*L+5)/(1-Y)	=	127.9 sec
Cm	= L/(1-Y)	=	79.2 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	28.2 %
Cp	= 0.9*L/(0.9-Y)	=	87.0 sec
Ymax	= 1-L/C	=	0.662
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	33.9 %



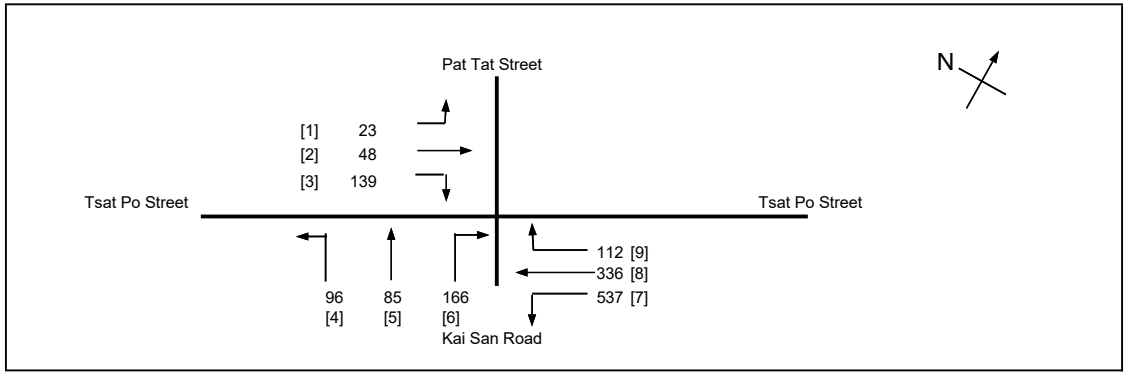
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	9	9	9	9	OK
P5	9.6	2,3	8	8	43	8	OK
P6	8.4	1,2,4	7	7	75	7	OK
P7	9.6	2	9	8	10	8	OK
P8	8.4	2	7	7	11	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	28	60	105	193	0.69	2133			2133	0.091	0.091		18	18	0.672	31	58
4,5	3	3.90		1	20		N	2005	203	81		284	0.71	1903			1903	0.149	0.149		29	29	0.672	40	50
6	3	3.90		1	12			2145			282	282	1.00	1907			1907	0.148			29	29	0.666	40	50
7,8	1	3.90		1	22		N	2005	375	10		385	0.97	1880			1880	0.205	0.205		40	40	0.672	48	42
8,9	1	3.90		1	25			2145		295	137	432	0.32	2105			2105	0.205			40	40	0.672	54	42
	2		dummy																	18	18	18			

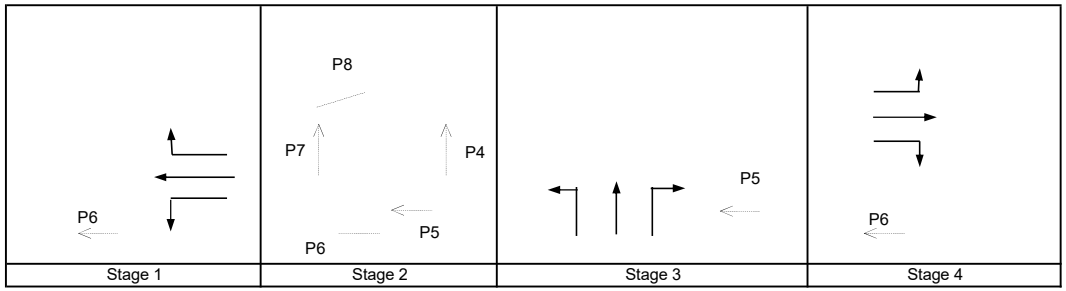
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J5_Pat Tat Street_Tsat Po Street_Kai San Road.xlsm]OBS PM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Pat Tat Street / Tsat Po Street / Kai San Road	2030 Reference Flows AM	Checked By:	SF	Jul-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 4	I =	9 sec
	Stage 4 - 1	I =	11 sec
Cycle time		C =	130 sec
Sum(y)		Y =	0.479
Loss time		L =	44 sec
Total Flow		=	1542 pcu
Co	= (1.5*L+5)/(1-Y)	=	136.3 sec
Cm	= L/(1-Y)	=	84.5 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	19.0 %
Cp	= 0.9*L/(0.9-Y)	=	94.1 sec
Ymax	= 1-L/C	=	0.662
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	24.3 %



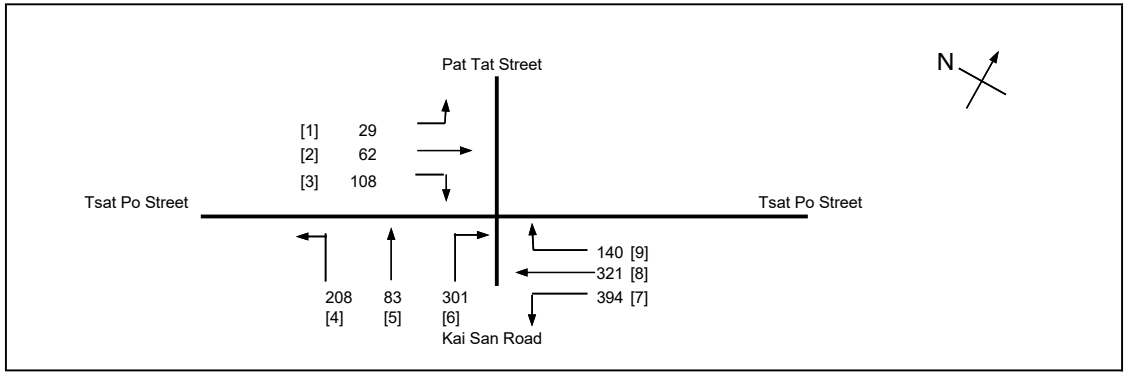
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	9	9	9	9	OK
P5	9.6	2,3	8	8	31	8	OK
P6	8.4	1,2,4	7	7	87	7	OK
P7	9.6	2	9	8	10	8	OK
P8	8.4	2	7	7	11	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	23	48	139	210	0.77	2119			2119	0.099	0.099		18	18	0.724	34	61
4,5	3	3.90		1	20		N	2005	96	85		181	0.53	1928			1928	0.094	0.094		17	17	0.724	30	63
6	3	3.90		1	12			2145			166	166	1.00	1907			1907	0.087			16	17	0.672	27	60
7,8	1	3.90		1	22		N	2005	537	0		537	1.00	1877			1877	0.286	0.286		51	51	0.724	59	36
8,9	1	3.90		1	25			2145		336	112	448	0.25	2113			2113	0.212			38	51	0.537	49	32
	2		dummy																	18	18	18			

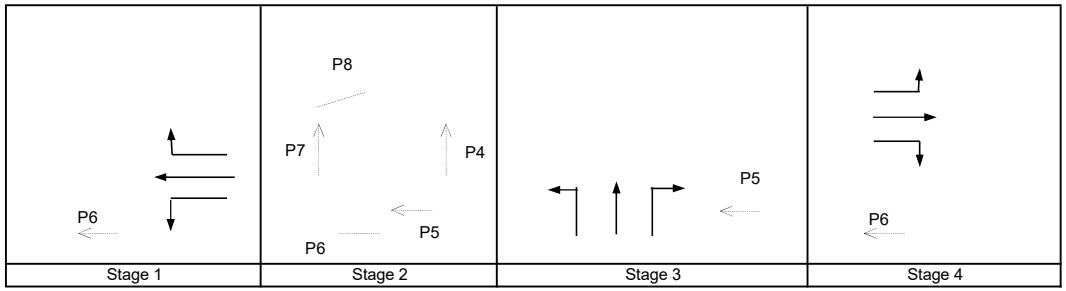
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J5_Pat Tat Street_Tsat Po Street_Kai San Road.xlsm]REF AM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Pat Tat Street / Tsat Po Street / Kai San Road	2030 Reference Flows PM	Checked By:	SF	Jul-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 4	I =	9 sec
	Stage 4 - 1	I =	11 sec
Cycle time		C =	130 sec
Sum(y)		Y =	0.466
Loss time		L =	44 sec
Total Flow		=	1646 pcu
Co	= (1.5*L+5)/(1-Y)	=	132.9 sec
Cm	= L/(1-Y)	=	82.4 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	22.4 %
Cp	= 0.9*L/(0.9-Y)	=	91.2 sec
Ymax	= 1-L/C	=	0.662
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	27.8 %



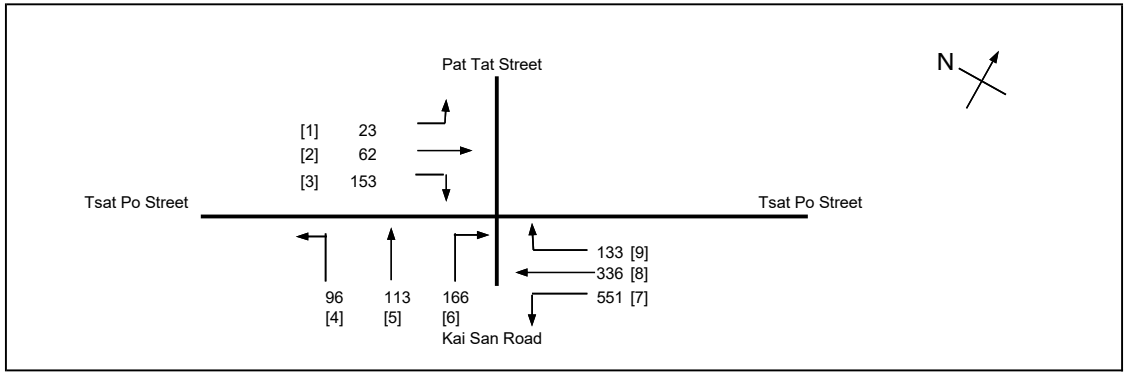
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	10	9	10	9	OK
P5	9.6	2,3	8	8	44	8	OK
P6	8.4	1,2,4	7	7	75	7	OK
P7	9.6	2	9	8	11	8	OK
P8	8.4	2	7	7	12	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	29	62	108	199	0.69	2133			2133	0.093	0.093		17	17	0.704	32	60
4,5	3	3.90		1	20		N	2005	208	83		291	0.71	1903			1903	0.153	0.158		28	29	0.682	41	50
6	3	3.90		1	12			2145			301	301	1.00	1907			1907	0.158			29	29	0.704	42	51
7,8	1	3.90		1	22		N	2005	394	9		403	0.98	1880			1880	0.215	0.215		40	40	0.704	51	43
8,9	1	3.90		1	25			2145		312	140	452	0.31	2106			2106	0.215			40	40	0.704	57	43
	2		dummy																	18	18	18			

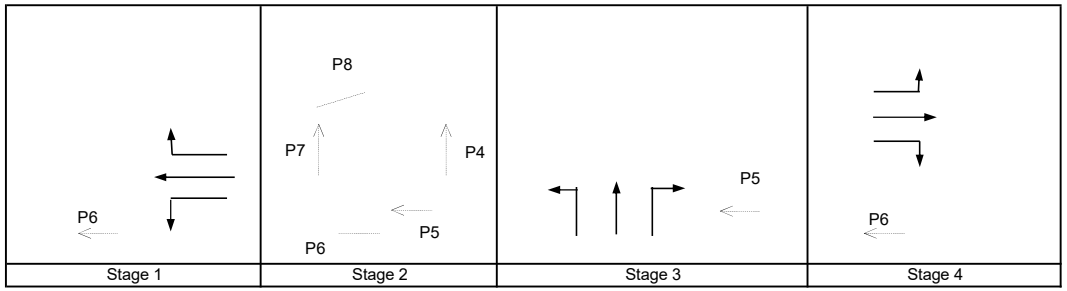
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J5_Pat Tat Street_Tsat Po Street_Kai San Road.xlsm]REF PM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Pat Tat Street / Tsat Po Street / Kai San Road	2030 Design Flows AM	Checked By:	SF	Jul-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 4	I =	9 sec
	Stage 4 - 1	I =	11 sec
Cycle time		C =	130 sec
Sum(y)		Y =	0.513
Loss time		L =	44 sec
Total Flow		=	1633 pcu
Co	= (1.5*L+5)/(1-Y)	=	145.9 sec
Cm	= L/(1-Y)	=	90.4 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	11.0 %
Cp	= 0.9*L/(0.9-Y)	=	102.4 sec
Ymax	= 1-L/C	=	0.662
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	16.0 %



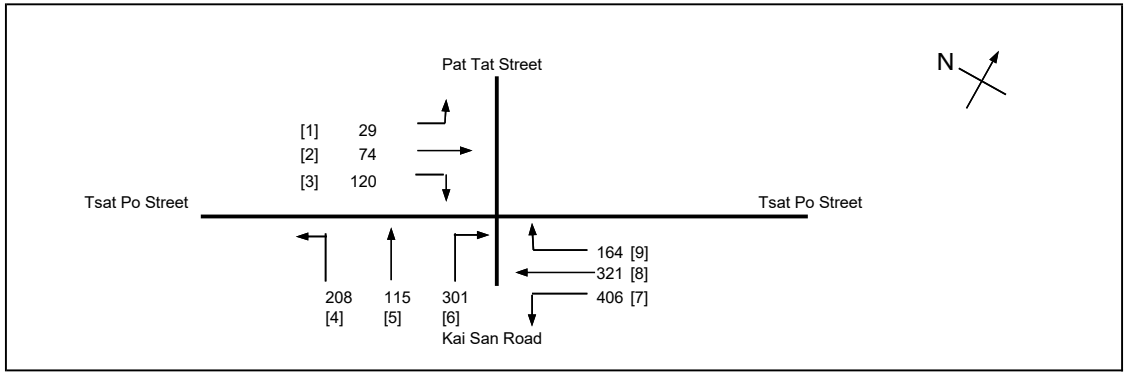
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	9	9	9	9	OK
P5	9.6	2,3	8	8	32	8	OK
P6	8.4	1,2,4	7	7	86	7	OK
P7	9.6	2	9	8	10	8	OK
P8	8.4	2	7	7	11	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	23	62	153	238	0.74	2124			2124	0.112	0.112		19	19	0.776	40	64
4,5	3	3.90		1	20		N	2005	96	113		209	0.46	1938			1938	0.108	0.108		18	18	0.776	35	66
6	3	3.90		1	12			2145			166	166	1.00	1907			1907	0.087			15	18	0.627	26	57
7,8	1	3.90		1	22		N	2005	551	0		551	1.00	1877			1877	0.294	0.294		49	49	0.776	64	40
8,9	1	3.90		1	25			2145		336	133	469	0.28	2109			2109	0.222			37	49	0.588	53	34
	2		dummy																	18	18	18			

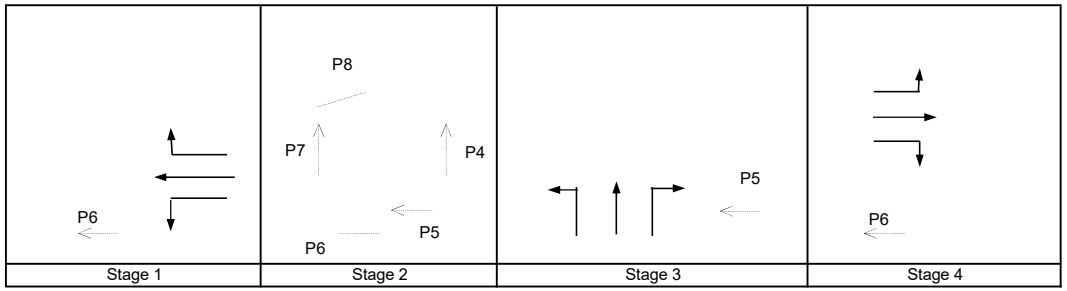
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J5_Pat Tat Street_Tsat Po Street_Kai San Road.xlsm]DES AM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
20-24 Tai Yau Street, San Po Kong	Project No.: J03007	Prepared By:	JP	Jul-25
Pat Tat Street / Tsat Po Street / Kai San Road	2030 Design Flows PM	Checked By:	SF	Jul-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	5 sec
	Stage 2 - 3	I =	4 sec
	Stage 3 - 4	I =	9 sec
	Stage 4 - 1	I =	11 sec
Cycle time		C =	130 sec
Sum(y)		Y =	0.497
Loss time		L =	44 sec
Total Flow		=	1738 pcu
Co	= (1.5*L+5)/(1-Y)	=	141.2 sec
Cm	= L/(1-Y)	=	87.5 sec
Yult		=	0.570
R.C.ult	= (Yult-Y)/Y*100%	=	14.7 %
Cp	= 0.9*L/(0.9-Y)	=	98.3 sec
Ymax	= 1-L/C	=	0.662
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	19.8 %



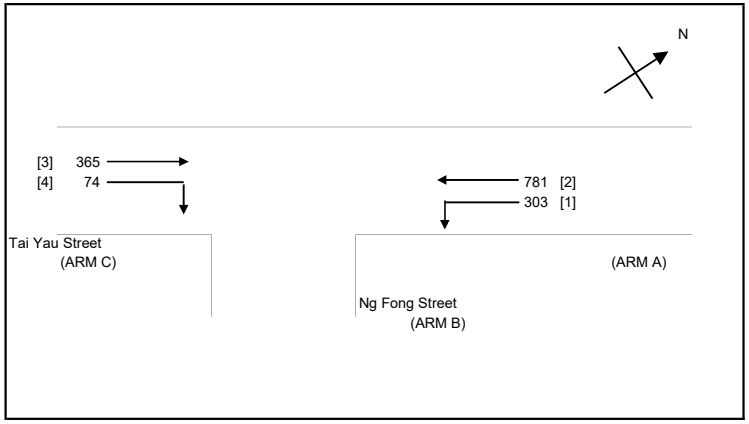
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P4	10.8	2	9	9	9	9	OK
P5	9.6	2,3	8	8	44	8	OK
P6	8.4	1,2,4	7	7	74	7	OK
P7	9.6	2	9	8	10	8	OK
P8	8.4	2	7	7	11	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				26					
1,2,3	4	5.00		1	18			2255	29	74	120	223	0.67	2136			2136	0.104	0.104		18	18	0.751	37	62
4,5	3	3.90		1	20		N	2005	208	115		323	0.64	1913			1913	0.169	0.169		29	29	0.751	47	53
6	3	3.90		1	12			2145			301	301	1.00	1907			1907	0.158			27	29	0.702	42	51
7,8	1	3.90		1	22		N	2005	406	15		421	0.96	1881			1881	0.224	0.224		39	39	0.751	55	46
8,9	1	3.90		1	25			2145		306	164	470	0.35	2101			2101	0.224			39	39	0.751	61	45
	2		dummy																	18	18	18			

Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J5_Pat Tat Street_Tsat Po Street_Kai San Road.xlsm]DES PM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Ng Fong Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	303	(pcu/hr)
q a-c	=	781	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	365	(pcu/hr)
q c-b	=	74	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

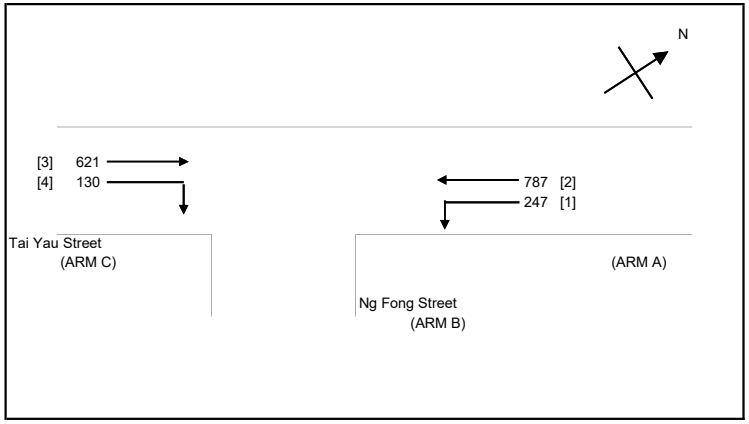
Q b-a	=	179		
Q b-c	=	308	Q b-c (O) =	308
Q c-b	=	465		
Q b-ac	=	#####		
TOTAL FLOW	=	1523	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.1591

CRITICAL DFC = 0.16

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Ng Fong Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	247	(pcu/hr)
q a-c	=	787	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	621	(pcu/hr)
q c-b	=	130	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

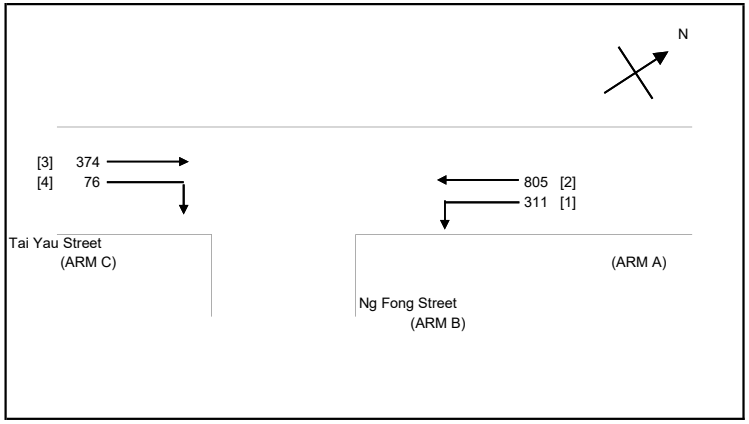
Q b-a	=	150		
Q b-c	=	310	Q b-c (O) =	310
Q c-b	=	477		
Q b-ac	=	#####		
TOTAL FLOW	=	1785	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2725

CRITICAL DFC = 0.27

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Ng Fong Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	311	(pcu/hr)
q a-c	=	805	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	374	(pcu/hr)
q c-b	=	76	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

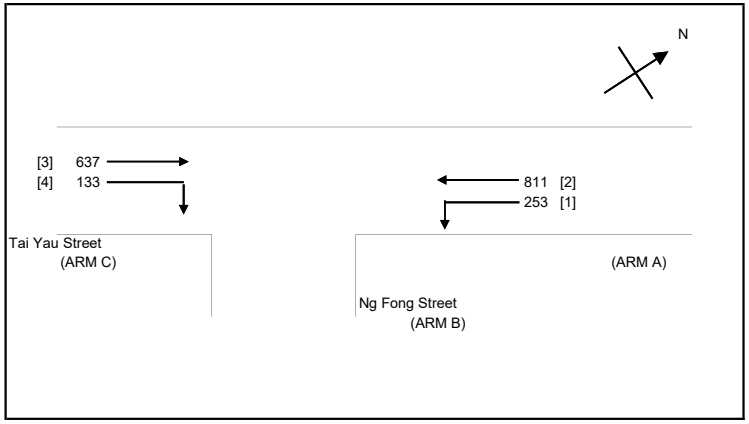
Q b-a	=	174		
Q b-c	=	304	Q b-c (O) =	304
Q c-b	=	457		
Q b-ac	=	#####		
TOTAL FLOW	=	1566	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.1663

CRITICAL DFC = 0.17

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Ng Fong Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	253	(pcu/hr)
q a-c	=	811	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	637	(pcu/hr)
q c-b	=	133	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

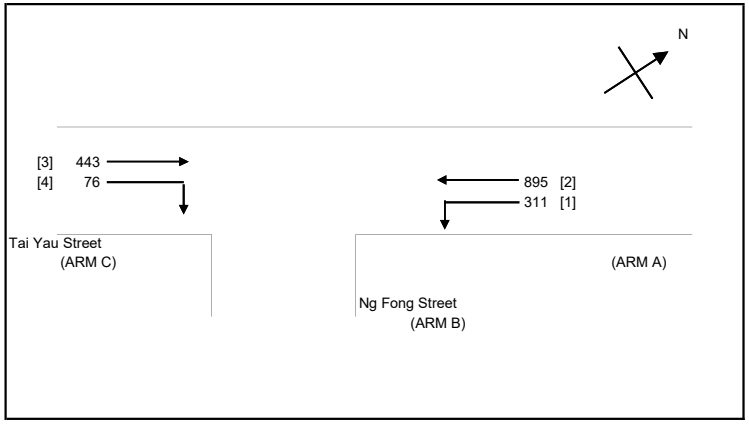
Q b-a	=	144		
Q b-c	=	307	Q b-c (O) =	307
Q c-b	=	470		
Q b-ac	=	#####		
TOTAL FLOW	=	1834	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2830

CRITICAL DFC = 0.28

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Ng Fong Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	311	(pcu/hr)
q a-c	=	895	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	443	(pcu/hr)
q c-b	=	76	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

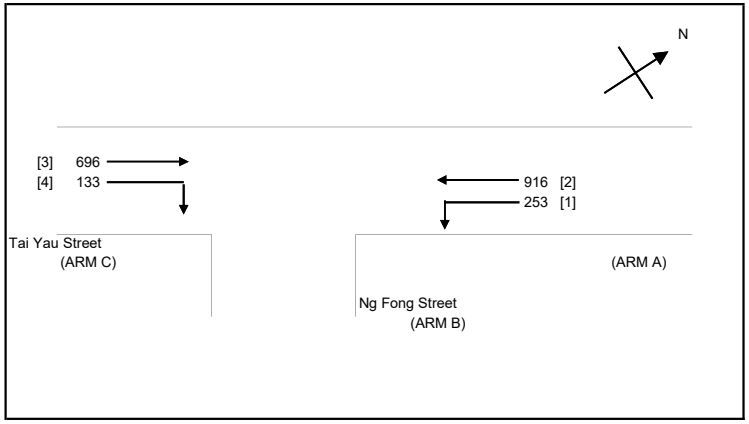
Q b-a	=	157		
Q b-c	=	291	Q b-c (O) =	291
Q c-b	=	436		
Q b-ac	=	#####		
TOTAL FLOW	=	1725	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.1743

CRITICAL DFC = 0.17

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Ng Fong Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.60	(metres)
W cr	=	0.7	(metres)
q a-b	=	253	(pcu/hr)
q a-c	=	916	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.20	(metres)
Vr c-b	=	130	(metres)
q c-a	=	696	(pcu/hr)
q c-b	=	133	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	0.9663193
Y	=	0.6688
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

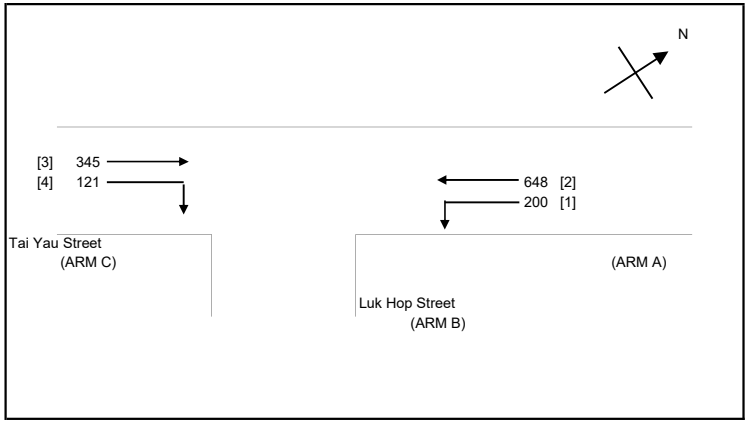
Q b-a	=	126		
Q b-c	=	292	Q b-c (O) =	292
Q c-b	=	445		
Q b-ac	=	#####		
TOTAL FLOW	=	1998	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2989

CRITICAL DFC = 0.30

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Luk Hop Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.70	(metres)
W cr	=	0.0	(metres)
q a-b	=	200	(pcu/hr)
q a-c	=	648	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	345	(pcu/hr)
q c-b	=	121	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.63085
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

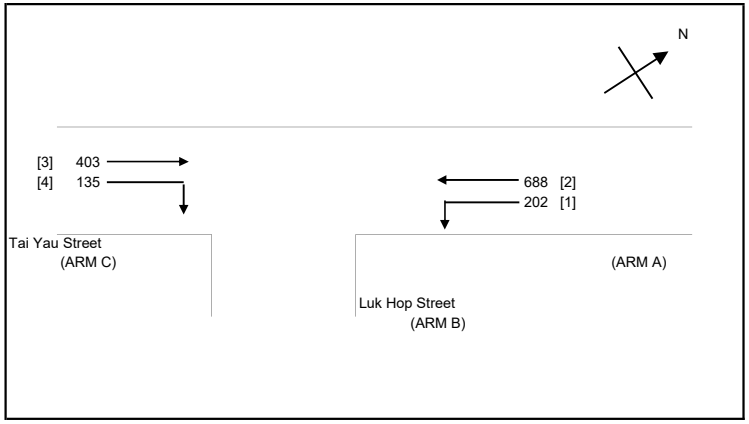
Q b-a	=	198		
Q b-c	=	339	Q b-c (O) =	339
Q c-b	=	590		
Q b-ac	=	#####		
TOTAL FLOW	=	1314	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2051

CRITICAL DFC = 0.21

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Luk Hop Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.70	(metres)
W cr	=	0.0	(metres)
q a-b	=	202	(pcu/hr)
q a-c	=	688	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	403	(pcu/hr)
q c-b	=	135	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.63085
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

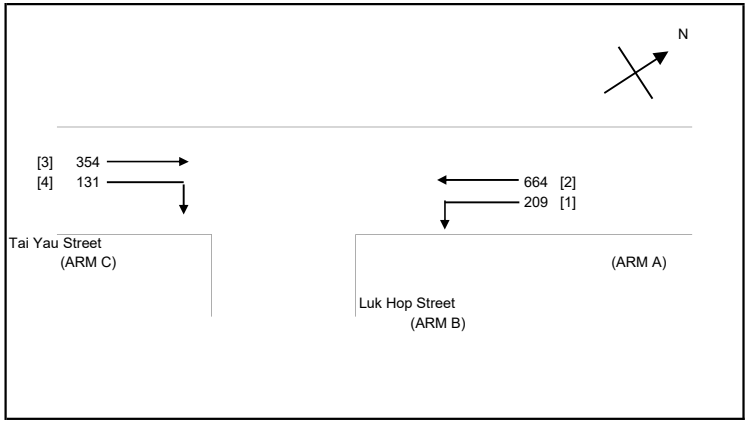
Q b-a	=	186		
Q b-c	=	333	Q b-c (O) =	333
Q c-b	=	579		
Q b-ac	=	#####		
TOTAL FLOW	=	1428	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2332

CRITICAL DFC = 0.23

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Luk Hop Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.90	(metres)
W cr	=	0.0	(metres)
q a-b	=	209	(pcu/hr)
q a-c	=	664	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	354	(pcu/hr)
q c-b	=	131	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.69295
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

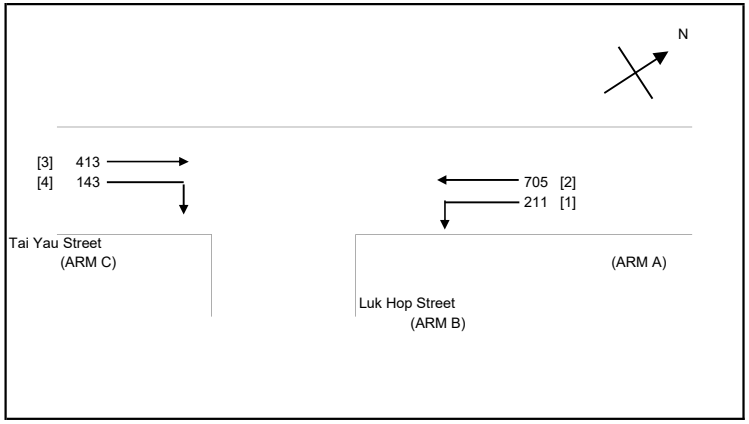
Q b-a	=	179		
Q b-c	=	326	Q b-c (O) =	326
Q c-b	=	563		
Q b-ac	=	#####		
TOTAL FLOW	=	1358	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2327

CRITICAL DFC = 0.23

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Luk Hop Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.90	(metres)
W cr	=	0.0	(metres)
q a-b	=	211	(pcu/hr)
q a-c	=	705	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	413	(pcu/hr)
q c-b	=	143	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.69295
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

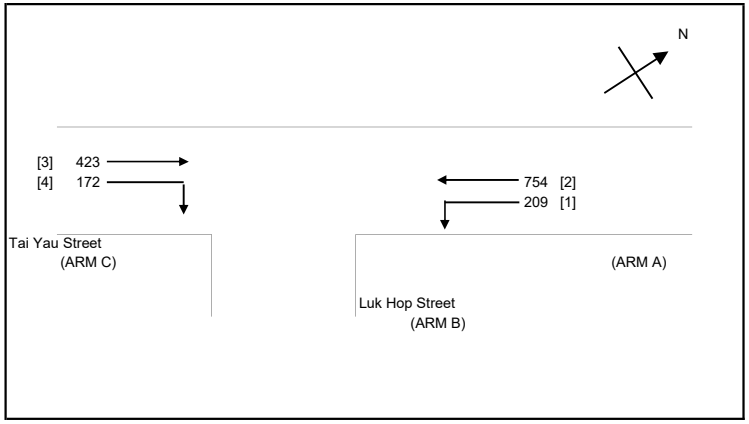
Q b-a	=	166		
Q b-c	=	320	Q b-c (O) =	320
Q c-b	=	551		
Q b-ac	=	#####		
TOTAL FLOW	=	1472	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2595

CRITICAL DFC = 0.26

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Luk Hop Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.90	(metres)
W cr	=	0.0	(metres)
q a-b	=	209	(pcu/hr)
q a-c	=	754	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	423	(pcu/hr)
q c-b	=	172	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.69295
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

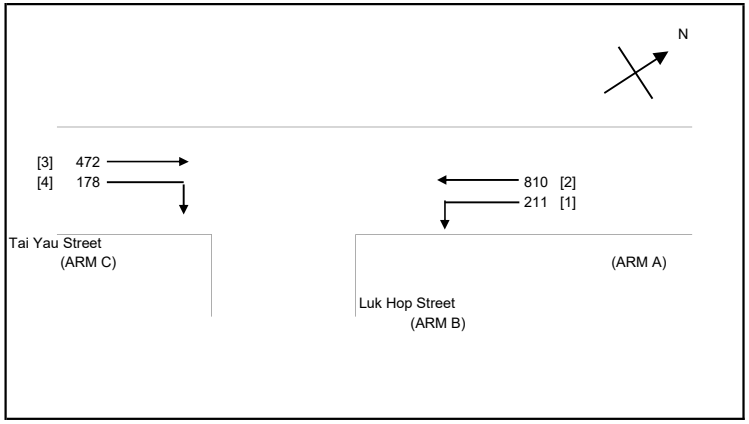
Q b-a	=	153		
Q b-c	=	313	Q b-c (O) =	313
Q c-b	=	538		
Q b-ac	=	#####		
TOTAL FLOW	=	1558	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.3197

CRITICAL DFC = 0.32

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Luk Hop Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.90	(metres)
W cr	=	0.0	(metres)
q a-b	=	211	(pcu/hr)
q a-c	=	810	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.24	(metres)
Vr c-b	=	45	(metres)
q c-a	=	472	(pcu/hr)
q c-b	=	178	(pcu/hr)

MINOR ROAD (ARM B)

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

GEOMETRIC FACTORS :

D	=	0.5332189
E	=	0.5859548
F	=	1.0718715
Y	=	0.69295
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

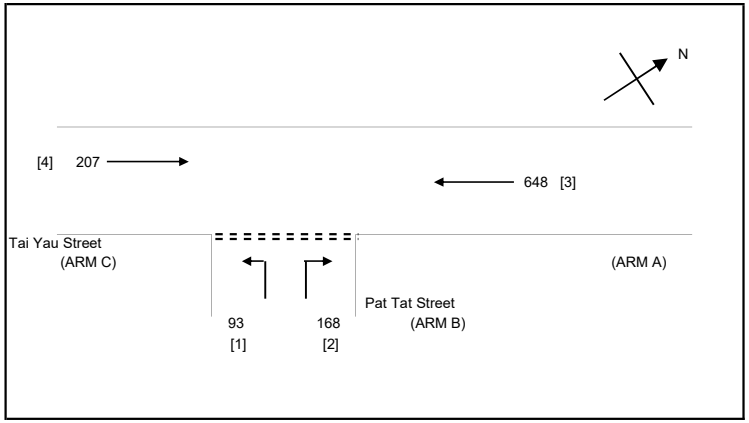
Q b-a	=	140		
Q b-c	=	304	Q b-c (O) =	304
Q c-b	=	523		
Q b-ac	=	#####		
TOTAL FLOW	=	1671	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.3403

CRITICAL DFC = 0.34

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Pat Tat Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	648	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	207	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	168	(pcu/hr)
q b-c	=	93	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.3563218

THE CAPACITY OF MOVEMENT :

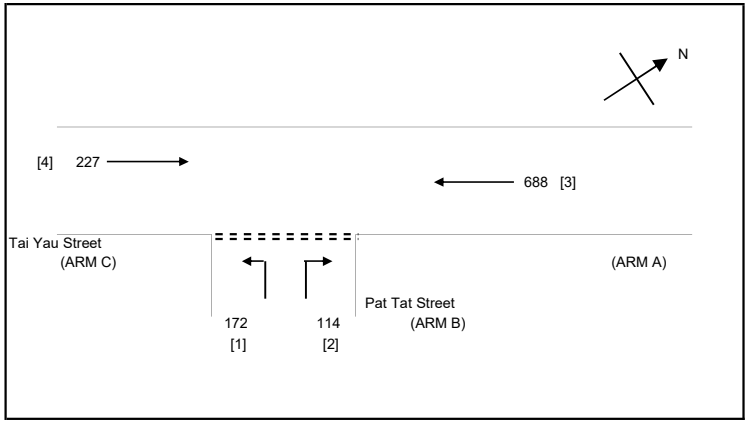
Q b-a	=	547		
Q b-c	=	737	Q b-c (O) =	680.4
Q c-b	=	655		
Q b-ac	=	602.3		
TOTAL FLOW	=	1116	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.3071
DFC b-c	=	0.1262
DFC c-b	=	0.0000

CRITICAL DFC = 0.31

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Pat Tat Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	688	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	227	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	114	(pcu/hr)
q b-c	=	172	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.6013986

THE CAPACITY OF MOVEMENT :

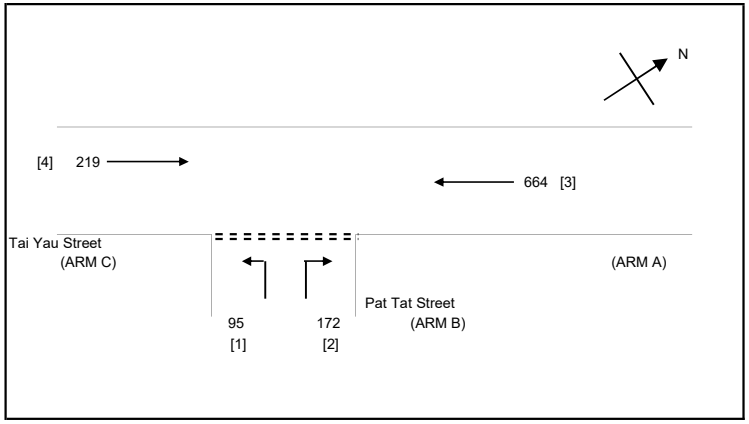
Q b-a	=	533		
Q b-c	=	726	Q b-c (O) =	687.2
Q c-b	=	645		
Q b-ac	=	634.4		
TOTAL FLOW	=	1201	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2139
DFC b-c	=	0.2369
DFC c-b	=	0.0000

CRITICAL DFC = 0.24

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Pat Tat Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	664	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	219	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	172	(pcu/hr)
q b-c	=	95	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.3558052

THE CAPACITY OF MOVEMENT :

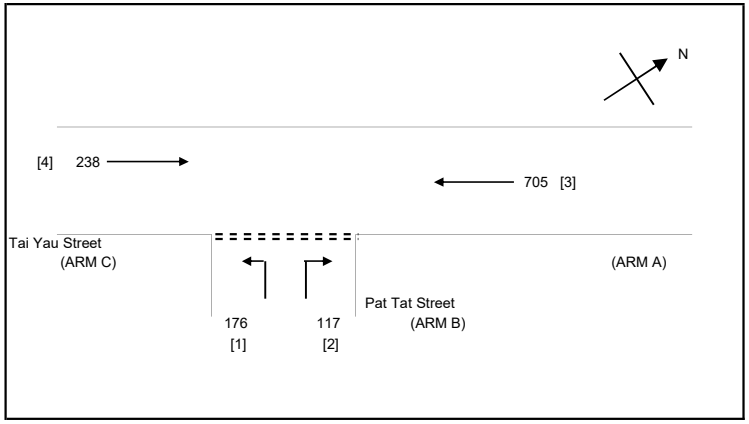
Q b-a	=	541		
Q b-c	=	733	Q b-c (O) =	674.7
Q c-b	=	651		
Q b-ac	=	596.6		
TOTAL FLOW	=	1150	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.3179
DFC b-c	=	0.1296
DFC c-b	=	0.0000

CRITICAL DFC = 0.32

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Pat Tat Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	705	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	238	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	117	(pcu/hr)
q b-c	=	176	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.6006826

THE CAPACITY OF MOVEMENT :

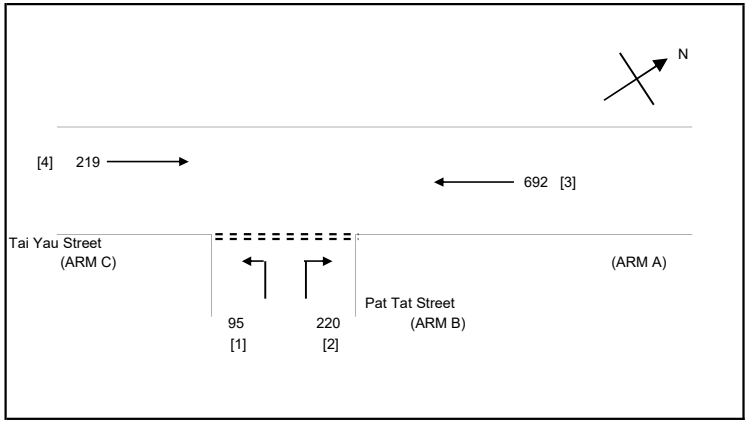
Q b-a	=	526		
Q b-c	=	721	Q b-c (O) =	680.9
Q c-b	=	641		
Q b-ac	=	628		
TOTAL FLOW	=	1236	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2224
DFC b-c	=	0.2441
DFC c-b	=	0.0000

CRITICAL DFC = 0.24

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Pat Tat Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	692	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	219	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	220	(pcu/hr)
q b-c	=	95	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.3015873

THE CAPACITY OF MOVEMENT :

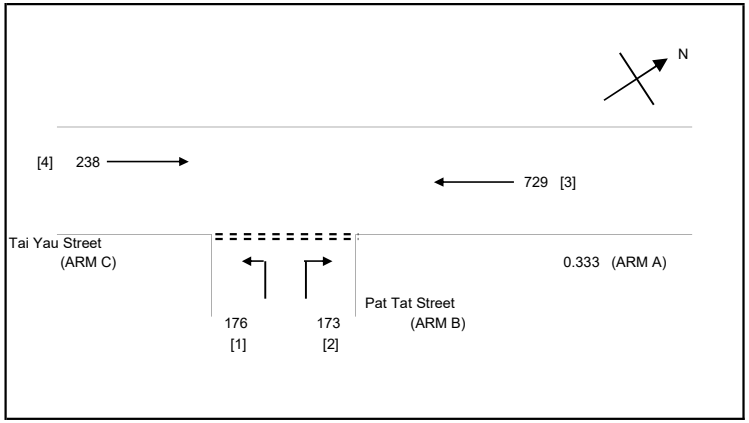
Q b-a	=	533			
Q b-c	=	724	Q b-c (O) =	649.3	
Q c-b	=	644			
Q b-ac	=	579.1			
TOTAL FLOW	=	1226	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.4128
DFC b-c	=	0.1312
DFC c-b	=	0.0000

CRITICAL DFC = 0.41

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Tai Yau Street / Pat Tat Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.20	(metres)
W cr	=	1.4	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	729	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	5.64	(metres)
Vr c-b	=	45	(metres)
q c-a	=	238	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	7.37	(metres)
W b-c	=	7.37	(metres)
Vl b-a	=	43	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	34	(metres)
q b-a	=	173	(pcu/hr)
q b-c	=	176	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1834596
E	=	1.2452148
F	=	1.1069335
Y	=	0.6481
F for (Qb-ac)	=	0.504298

THE CAPACITY OF MOVEMENT :

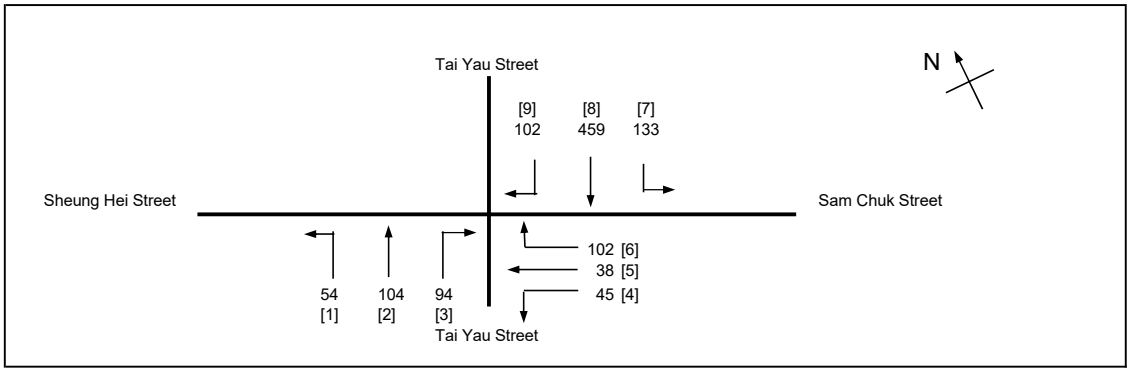
Q b-a	=	519			
Q b-c	=	714	Q b-c (O) =	654.5	
Q c-b	=	634			
Q b-ac	=	601.9			
TOTAL FLOW	=	1316	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

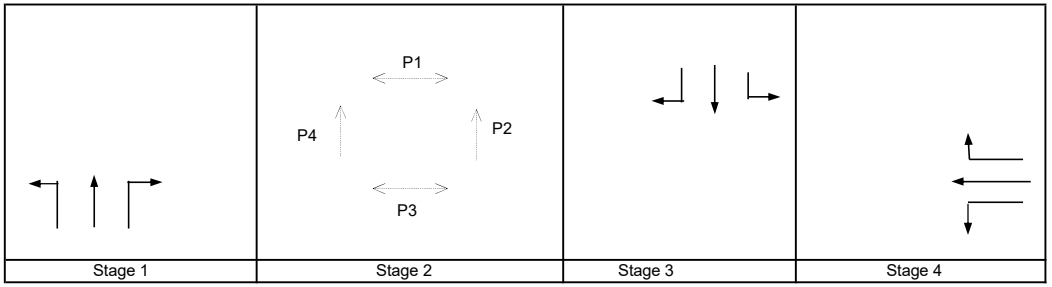
DFC b-a	=	0.3333
DFC b-c	=	0.2465
DFC c-b	=	0.0000

CRITICAL DFC = 0.33

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Tai Yau Street / Sam Chuk Street	2025 Observed Flows AM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	4	
Intergreen Period	Stage 1 - 2	I =	3	sec
	Stage 2 - 3	I =	2	sec
	Stage 3 - 4	I =	5	sec
	Stage 4 - 1	I =	5	sec
Cycle time		C =	100	sec
Sum(y)		Y =	0.408	
Loss time		L =	32	sec
Total Flow		=	1131	pcu
Co	= (1.5*L+5)/(1-Y)	=	89.5	sec
Cm	= L/(1-Y)	=	54.1	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	61.7	%
Cp	= 0.9*L/(0.9-Y)	=	58.6	sec
Ymax	= 1-L/C	=	0.680	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	50.0	%



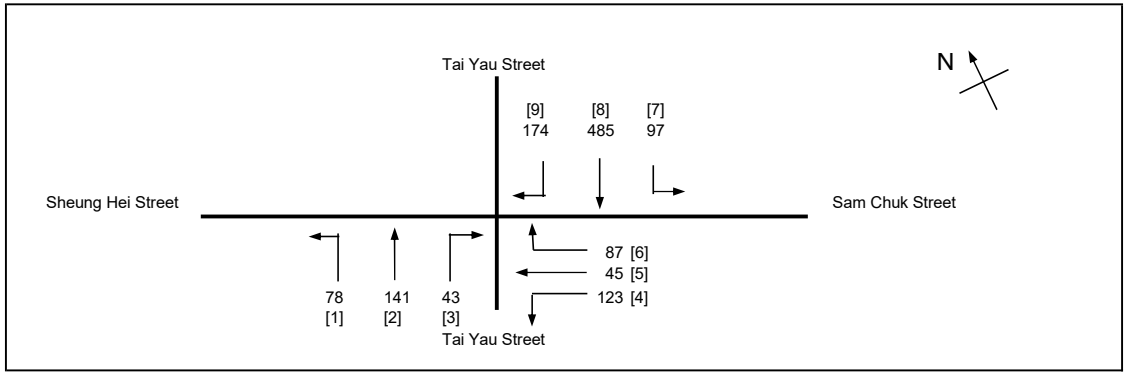
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

	Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					12					
	1,2,3	1	4.60		1	16		N	2075	54	104	94	252	0.59	1967			1967	0.128	0.128		21	21	0.600	28	38
	4,5,6	4	3.70		1	15		N	1985	45	38	102	185	0.79	1839			1839	0.101	0.101		17	17	0.600	22	42
	7,8	3	3.10		1	15		N	1925	133	199		332	0.40	1851			1851	0.179	0.179		30	30	0.600	32	32
	8,9	3	3.10		1	18			2065		260	102	362	0.28	2018			2018	0.179			30	30	0.600	35	32
		2		dummy																	20	20	20			

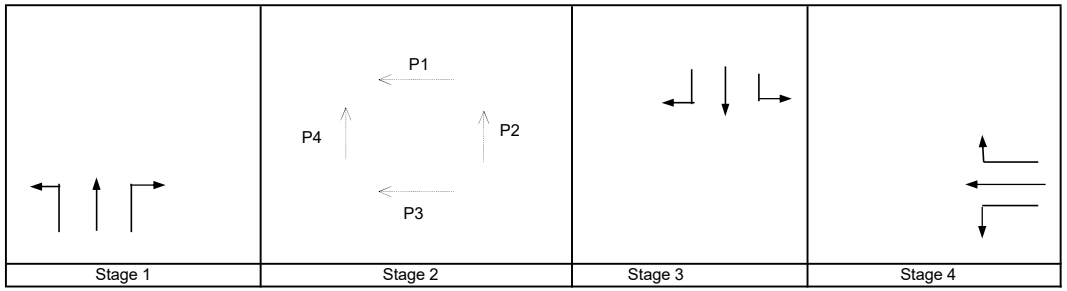
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J9_Tai Yau Street_Sam Chuk Street_20250716.xlsm]OBS AM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Tai Yau Street / Sam Chuk Street	2025 Observed Flows PM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	3 sec
	Stage 2 - 3	I =	2 sec
	Stage 3 - 4	I =	5 sec
	Stage 4 - 1	I =	5 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.466
Loss time		L =	32 sec
Total Flow		=	1273 pcu
Co	= (1.5*L+5)/(1-Y)	=	99.3 sec
Cm	= L/(1-Y)	=	60.0 sec
Yult		=	0.660
R.C.ult	= (Yult-Y)/Y*100%	=	41.5 %
Cp	= 0.9*L/(0.9-Y)	=	66.4 sec
Ymax	= 1-L/C	=	0.680
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	31.2 %



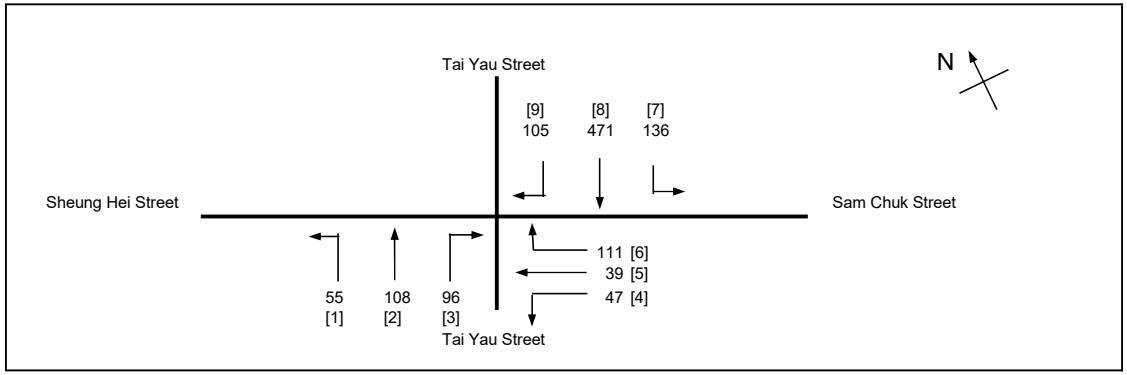
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					12					
	1,2,3	1	4.60		1	16		N	2075	78	141	43	262	0.46	1989			1989	0.132	0.132		19	19	0.686	30	42
	4,5,6	4	3.70		1	15		N	1985	123	45	87	255	0.82	1834			1834	0.139	0.139		20	20	0.686	29	42
	7,8	3	3.10		1	15		N	1925	97	270		367	0.26	1875			1875	0.196	0.196		29	29	0.686	36	35
	8,9	3	3.10		1	18			2065		215	174	389	0.45	1991			1991	0.196			29	29	0.686	39	35
		2		dummy																	20	20	20			

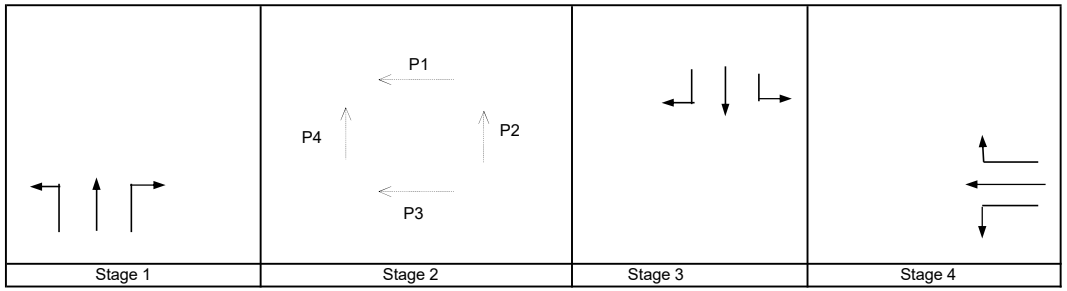
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J9_Tai Yau Street_Sam Chuk Street_20250716.xlsm]OBS PM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Tai Yau Street / Sam Chuk Street	2030 Reference Flows AM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	3 sec
	Stage 2 - 3	I =	2 sec
	Stage 3 - 4	I =	5 sec
	Stage 4 - 1	I =	5 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.423
Loss time		L =	32 sec
Total Flow		=	1168 pcu
Co	= (1.5*L+5)/(1-Y)	=	91.8 sec
Cm	= L/(1-Y)	=	55.4 sec
Yult		=	0.660
R.C.ult	= (Yult-Y)/Y*100%	=	56.1 %
Cp	= 0.9*L/(0.9-Y)	=	60.4 sec
Ymax	= 1-L/C	=	0.680
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	44.7 %



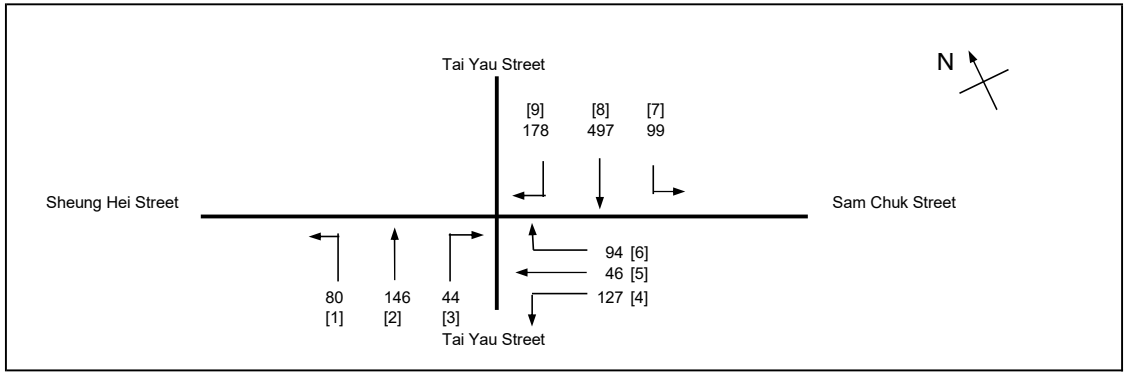
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					12					
	1,2,3	1	4.60		1	16		N	2075	55	108	96	259	0.58	1967			1967	0.132	0.132		21	21	0.622	28	39
	4,5,6	4	3.70		1	15		N	1985	47	39	111	197	0.80	1838			1838	0.107	0.107		17	17	0.622	23	42
	7,8	3	3.10		1	15		N	1925	136	205		341	0.40	1851			1851	0.184	0.184		30	30	0.622	33	33
	8,9	3	3.10		1	18			2065		266	105	371	0.28	2017			2017	0.184			30	30	0.622	36	33
		2		dummy																	20	20	20			

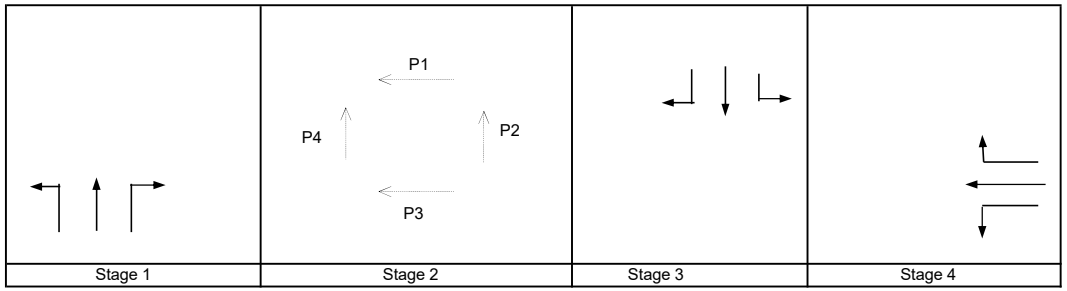
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J9_Tai Yau Street_Sam Chuk Street_20250716.xlsm]REF AM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Tai Yau Street / Sam Chuk Street	2030 Reference Flows PM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	3 sec
	Stage 2 - 3	I =	2 sec
	Stage 3 - 4	I =	5 sec
	Stage 4 - 1	I =	5 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.482
Loss time		L =	32 sec
Total Flow		=	1311 pcu
Co	= (1.5*L+5)/(1-Y)	=	102.2 sec
Cm	= L/(1-Y)	=	61.7 sec
Yult		=	0.660
R.C.ult	= (Yult-Y)/Y*100%	=	37.1 %
Cp	= 0.9*L/(0.9-Y)	=	68.8 sec
Ymax	= 1-L/C	=	0.680
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	27.1 %



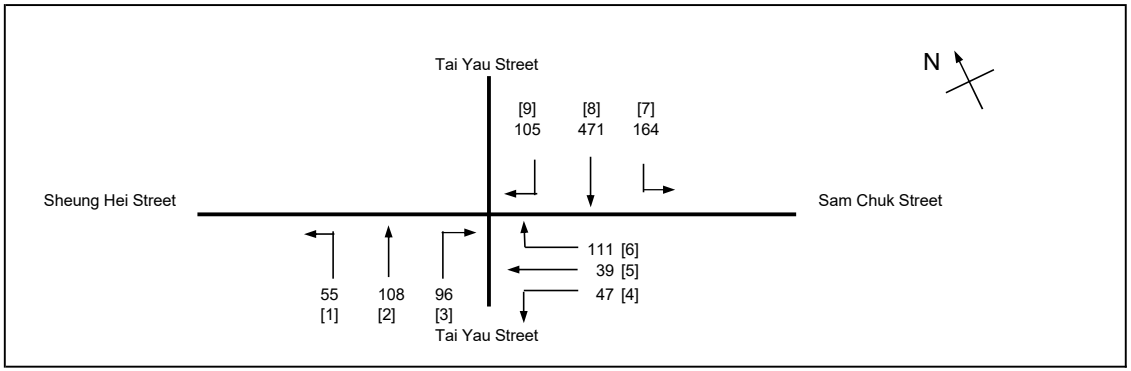
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					12					
	1,2,3	1	4.60		1	16		N	2075	80	146	44	270	0.46	1989			1989	0.136	0.136		19	19	0.708	31	43
	4,5,6	4	3.70		1	15		N	1985	127	46	94	267	0.83	1833			1833	0.146	0.146		21	21	0.708	30	43
	7,8	3	3.10		1	15		N	1925	99	276		375	0.26	1876			1876	0.200	0.200		28	28	0.708	38	36
	8,9	3	3.10		1	18			2065		221	178	399	0.45	1991			1991	0.200			28	28	0.708	40	36
		2		dummy																	20	20	20			

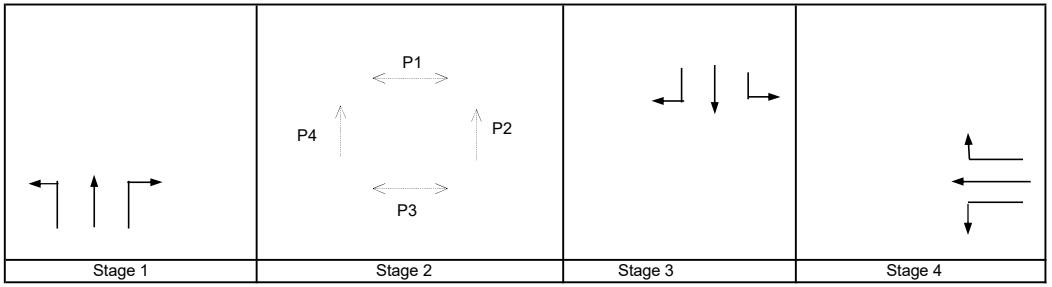
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J9_Tai Yau Street_Sam Chuk Street_20250716.xlsm]REF PM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.: J03007	Prepared By:	JP	Jul-25
Tai Yau Street / Sam Chuk Street	2030 Design Flows AM		Checked By:	SF	Jul-25



No. of stages per cycle		N =	4	
Intergreen Period	Stage 1 - 2	I =	3	sec
	Stage 2 - 3	I =	2	sec
	Stage 3 - 4	I =	5	sec
	Stage 4 - 1	I =	5	sec
Cycle time		C =	100	sec
Sum(y)		Y =	0.431	
Loss time		L =	32	sec
Total Flow		=	1196	pcu
Co	= (1.5*L+5)/(1-Y)	=	93.1	sec
Cm	= L/(1-Y)	=	56.2	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	53.3	%
Cp	= 0.9*L/(0.9-Y)	=	61.4	sec
Ymax	= 1-L/C	=	0.680	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	42.1	%



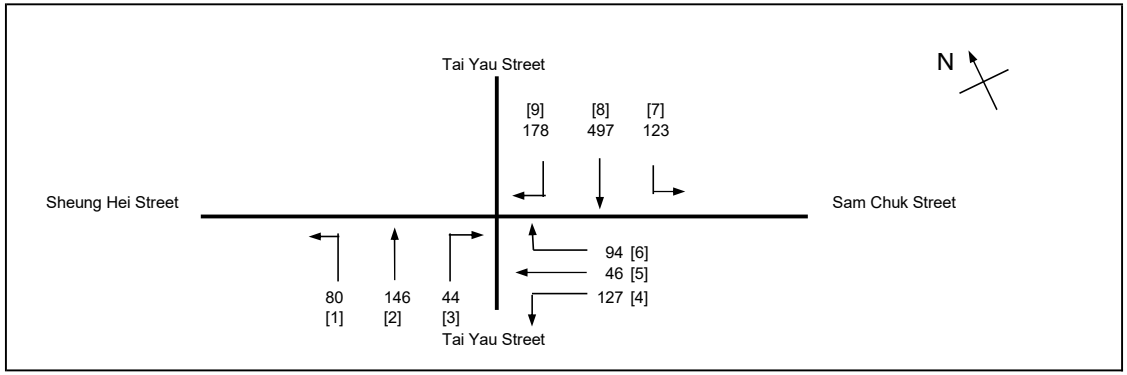
Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

	Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					12					
	1,2,3	1	4.60		1	16		N	2075	55	108	96	259	0.58	1967			1967	0.132	0.132		21	21	0.633	28	39
	4,5,6	4	3.70		1	15		N	1985	47	39	111	197	0.80	1838			1838	0.107	0.107		17	17	0.633	23	43
	7,8	3	3.10		1	15		N	1925	164	189		353	0.46	1839			1839	0.192	0.192		30	30	0.633	34	33
	8,9	3	3.10		1	18			2065		282	105	387	0.27	2019			2019	0.192			30	30	0.633	37	32
		2		dummy																	20	20	20			

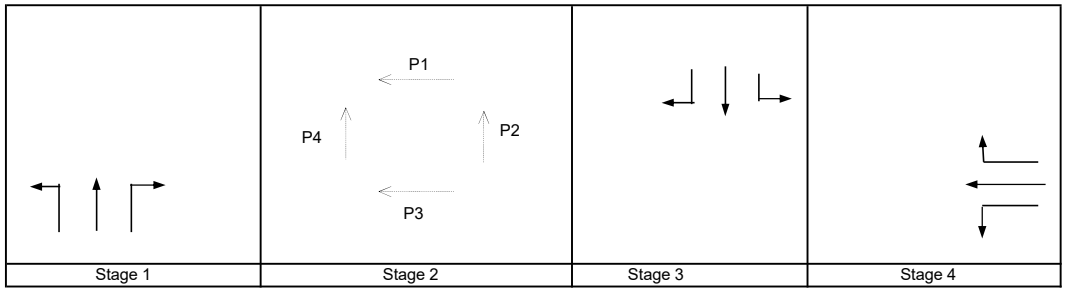
Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J9_Tai Yau Street_Sam Chuk Street_20250716.xlsm]DES AM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		Project No.:	J03007	Prepared By:	JP	Jul-25
Tai Yau Street / Sam Chuk Street	2030 Design Flows PM			Checked By:	SF	Jul-25



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	3 sec
	Stage 2 - 3	I =	2 sec
	Stage 3 - 4	I =	5 sec
	Stage 4 - 1	I =	5 sec
Cycle time		C =	100 sec
Sum(y)		Y =	0.488
Loss time		L =	32 sec
Total Flow		=	1335 pcu
Co	= (1.5*L+5)/(1-Y)	=	103.5 sec
Cm	= L/(1-Y)	=	62.5 sec
Yult		=	0.660
R.C.ult	= (Yult-Y)/Y*100%	=	35.2 %
Cp	= 0.9*L/(0.9-Y)	=	69.9 sec
Ymax	= 1-L/C	=	0.680
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	25.4 %



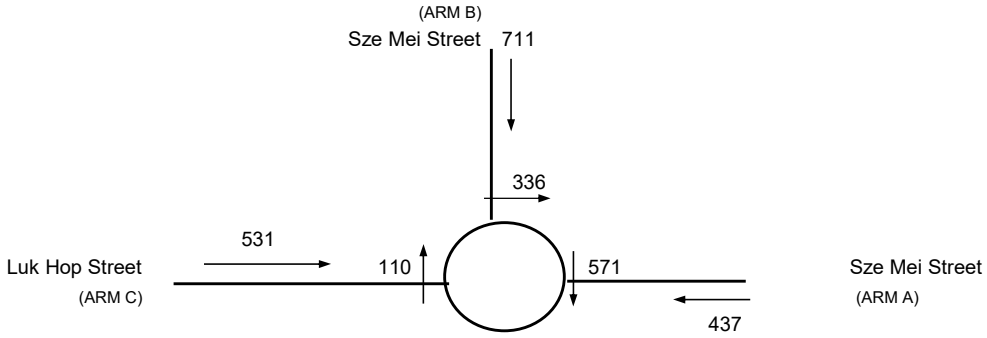
Pedestriar Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	14.4	2	6	12	8	12	OK
P2	15.6	2	7	13	7	13	OK
P3	15.6	2	7	13	7	13	OK
P4	12	2	5	10	10	10	OK

	Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h		Site Factor	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																					12					
	1,2,3	1	4.60		1	16		N	2075	80	146	44	270	0.46	1989			1989	0.136	0.136		19	19	0.718	32	44
	4,5,6	4	3.70		1	15		N	1985	127	46	94	267	0.83	1833			1833	0.146	0.146		20	20	0.718	31	43
	7,8	3	3.10		1	15		N	1925	123	263		386	0.32	1866			1866	0.207	0.207		29	29	0.718	39	36
	8,9	3	3.10		1	18			2065		234	178	412	0.43	1993			1993	0.207			29	29	0.718	41	36
		2		dummy																	20	20	20			

Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J9_Tai Yau Street_Sam Chuk Street_20250716.xlsm]DES PM

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Junction Name: Sze Mei Street / Luk Hop Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			

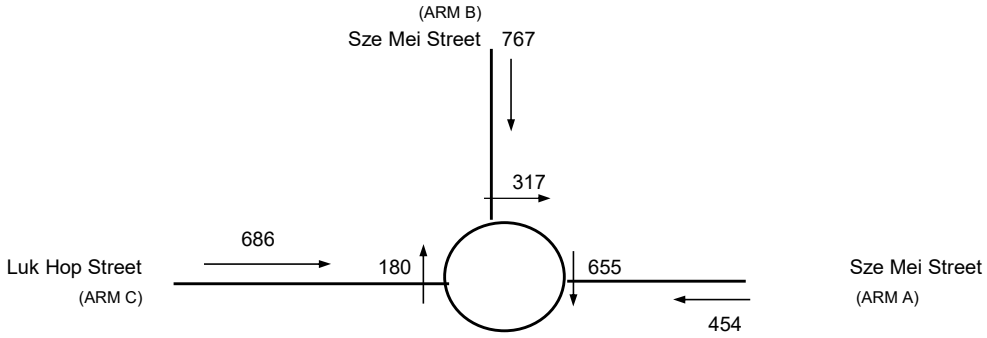


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	437	711	531
Qc	=	Circulating flow across entry (pcu/h)	571	336	110
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	920	1137	1233
DFC	=	Design flow/Capacity = Q/Qe	0.48	0.63	0.43

Total In Sum = 2696 PCU

DFC of Critical Approach = 0.63

AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Junction Name: Sze Mei Street / Luk Hop Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			

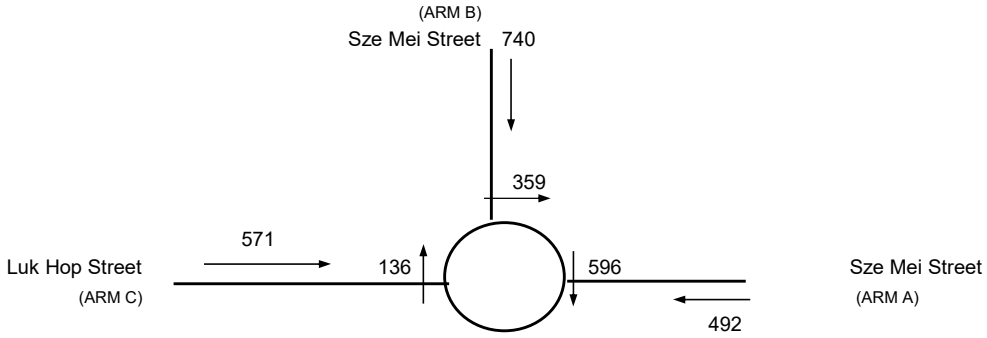


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	454	767	686
Qc	=	Circulating flow across entry (pcu/h)	655	317	180
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	870	1148	1193
DFC	=	Design flow/Capacity = Q/Qe	0.52	0.67	0.58

Total In Sum = 3059 PCU

DFC of Critical Approach = 0.67

AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Junction Name: Sze Mei Street / Luk Hop Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			



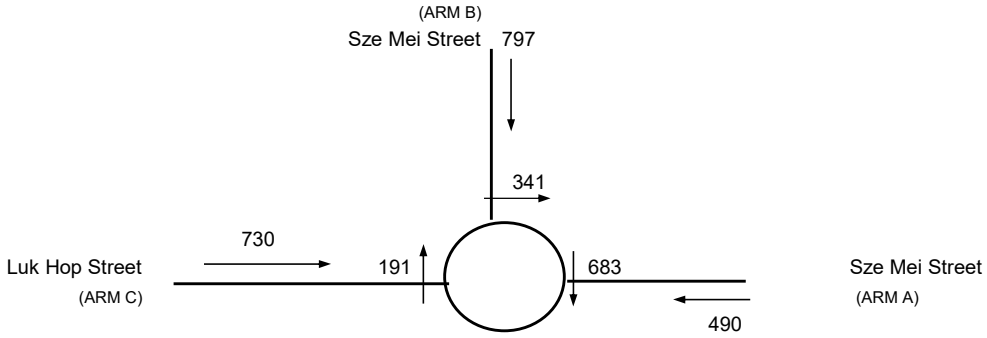
ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	492	740	571
Qc	=	Circulating flow across entry (pcu/h)	596	359	136
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	905	1123	1218
DFC	=	Design flow/Capacity = Q/Qe	0.54	0.66	0.47

Total In Sum = 2894 PCU

DFC of Critical Approach = 0.66

Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J10_Sze Mei Street_Luk Hop Street.xls]REF AM

AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Junction Name: Sze Mei Street / Luk Hop Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			



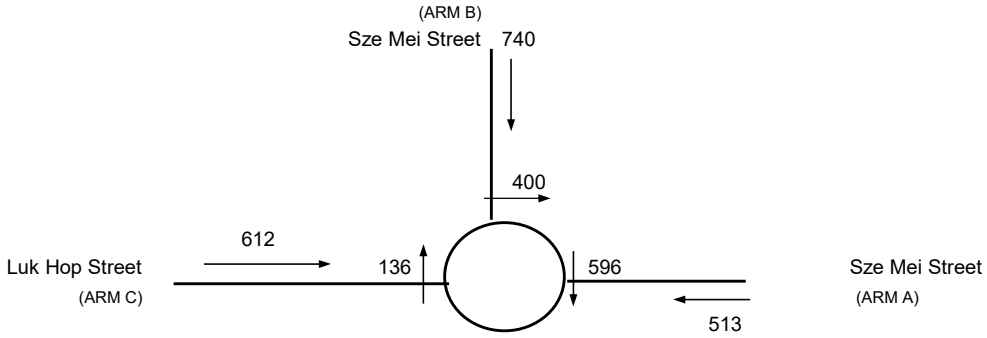
ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	490	797	730
Qc	=	Circulating flow across entry (pcu/h)	683	341	191
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	853	1134	1187
DFC	=	Design flow/Capacity = Q/Qe	0.57	0.70	0.62

Total In Sum = 3232 PCU

DFC of Critical Approach = 0.70

Z:\AMG Work Station\Project\J03007 S16 Application, Tai Yau Street for Hotel development\Data\Calculation\[J10_Sze Mei Street_Luk Hop Street.xls]REF PM

AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Junction Name: Sze Mei Street / Luk Hop Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			

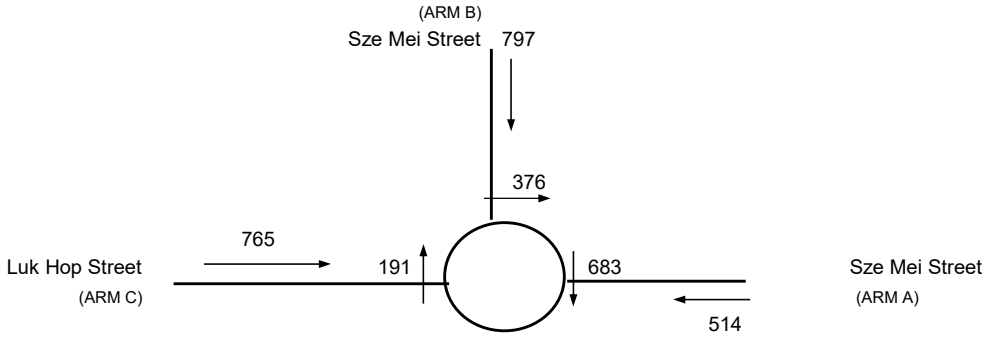


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	513	740	612
Qc	=	Circulating flow across entry (pcu/h)	596	400	136
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	905	1098	1218
DFC	=	Design flow/Capacity = Q/Qe	0.57	0.67	0.50

Total In Sum = 2997 PCU

DFC of Critical Approach = 0.67

AMG CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Job Title: 20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Junction Name: Sze Mei Street / Luk Hop Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:			

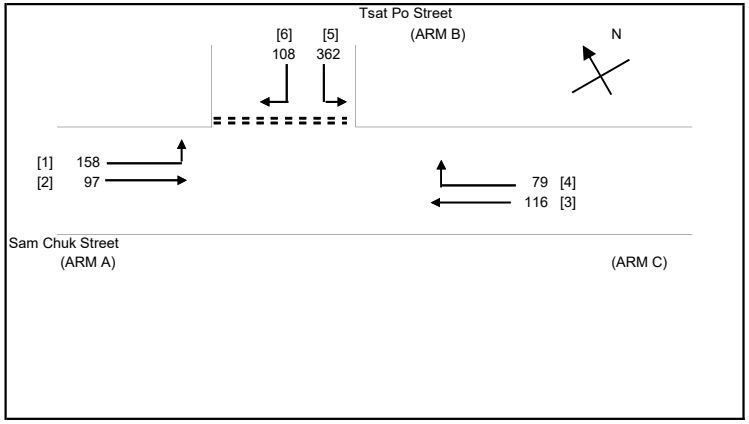


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	3.56	3.83	3.92
E	=	Entry width (m)	3.90	4.17	5.14
L	=	Effective length of flare (m)	5.10	19.50	2.16
R	=	Entry radius (m)	83.00	39.30	25.00
D	=	Inscribed circle diameter (m)	28.14	28.14	28.14
A	=	Entry angle (degree)	17.00	18.00	38.00
Q	=	Entry flow (pcu/h)	514	797	765
Qc	=	Circulating flow across entry (pcu/h)	683	376	191
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.03	0.90
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.07	0.98
X2	=	V + ((E-V)/(1+2S))	3.84	4.15	4.35
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1164	1258	1319
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.55	0.57	0.58
Qe	=	K(F-Fc*Qc)	853	1113	1187
DFC	=	Design flow/Capacity = Q/Qe	0.60	0.72	0.64

Total In Sum = 3326 PCU

DFC of Critical Approach = 0.72

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Sam Chuk Street / Tsat Po Street	2025 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	158	(pcu/hr)
q a-c	=	97	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	116	(pcu/hr)
q c-b	=	79	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	6.20	(metres)
W b-c	=	6.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	108	(pcu/hr)
q b-c	=	362	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0672081
E	=	1.1950708
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.7702128

THE CAPACITY OF MOVEMENT :

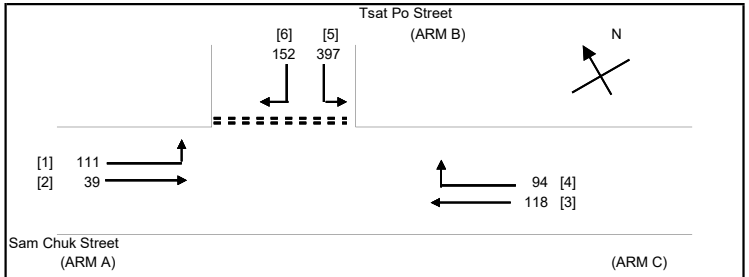
Q b-a	=	578		
Q b-c	=	843	Q b-c (O) =	803.6
Q c-b	=	721		
Q b-ac	=	762.7		
TOTAL FLOW	=	920	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1869
DFC b-c	=	0.4294
DFC c-b	=	0.1096

CRITICAL DFC = 0.43

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Sam Chuk Street / Tsat Po Street	2025 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	111	(pcu/hr)
q a-c	=	39	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	118	(pcu/hr)
q c-b	=	94	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	6.20	(metres)
W b-c	=	6.20	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	152	(pcu/hr)
q b-c	=	397	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0672081
E	=	1.1950708
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.723133

THE CAPACITY OF MOVEMENT :

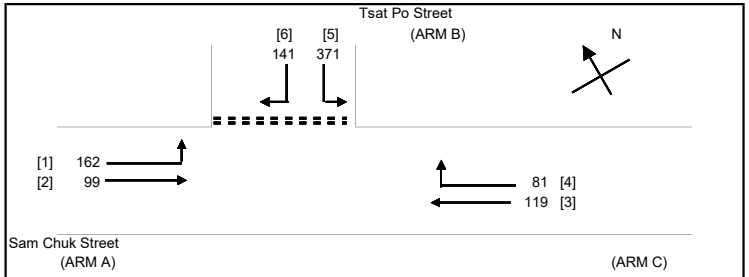
Q b-a	=	593		
Q b-c	=	866	Q b-c (O) =	810.5
Q c-b	=	749		
Q b-ac	=	768.1		
TOTAL FLOW	=	911	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2563
DFC b-c	=	0.4584
DFC c-b	=	0.1255

CRITICAL DFC = 0.46

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Sam Chuk Street / Tsat Po Street	2030 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	162	(pcu/hr)
q a-c	=	99	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	119	(pcu/hr)
q c-b	=	81	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.58	(metres)
W b-c	=	3.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	141	(pcu/hr)
q b-c	=	371	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9361164
E	=	0.9775924
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.7246094

THE CAPACITY OF MOVEMENT :

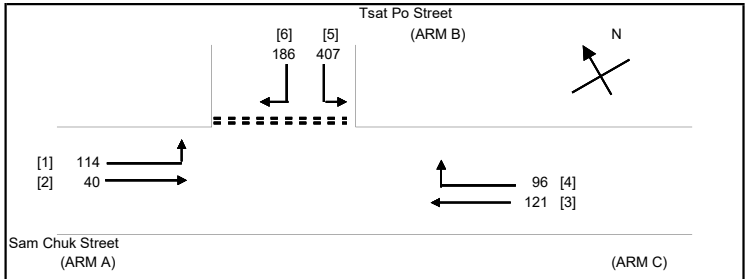
Q b-a	=	506		
Q b-c	=	689	Q b-c (O) =	641
Q c-b	=	720		
Q b-ac	=	626.6		
TOTAL FLOW	=	973	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2787
DFC b-c	=	0.5385
DFC c-b	=	0.1125

CRITICAL DFC = 0.54

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Sam Chuk Street / Tsat Po Street	2030 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	114	(pcu/hr)
q a-c	=	40	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	121	(pcu/hr)
q c-b	=	96	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.58	(metres)
W b-c	=	3.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	186	(pcu/hr)
q b-c	=	407	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9361164
E	=	0.9775924
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.6863406

THE CAPACITY OF MOVEMENT :

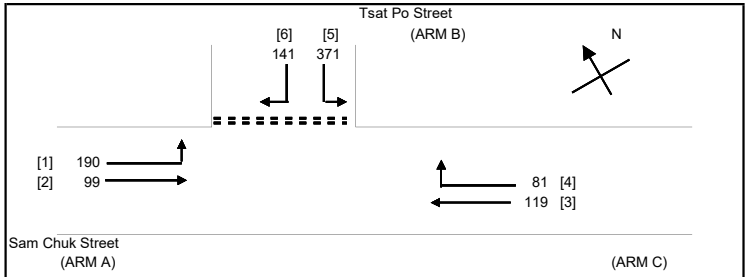
Q b-a	=	518		
Q b-c	=	708	Q b-c (O) =	644.4
Q c-b	=	748		
Q b-ac	=	634.9		
TOTAL FLOW	=	964	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.3591
DFC b-c	=	0.5749
DFC c-b	=	0.1283

CRITICAL DFC = 0.57

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Sam Chuk Street / Tsat Po Street	2030 Design Flows AM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	190	(pcu/hr)
q a-c	=	99	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	119	(pcu/hr)
q c-b	=	81	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.58	(metres)
W b-c	=	3.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	141	(pcu/hr)
q b-c	=	371	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9361164
E	=	0.9775924
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.7246094

THE CAPACITY OF MOVEMENT :

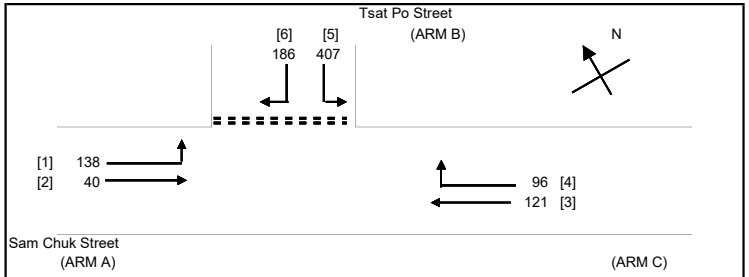
Q b-a	=	503		
Q b-c	=	686	Q b-c (O) =	637.9
Q c-b	=	712		
Q b-ac	=	623.5		
TOTAL FLOW	=	1001	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2803
DFC b-c	=	0.5408
DFC c-b	=	0.1138

CRITICAL DFC = 0.54

AMG CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
20-24 Tai Yau Street, San Po Kong		PROJECT NO.: J03007	PREPARED BY:	JP	Jul-25
Sam Chuk Street / Tsat Po Street	2030 Design Flows PM	FILENAME :	CHECKED BY:	SF	Jul-25
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.40	(metres)
W cr	=	0	(metres)
q a-b	=	138	(pcu/hr)
q a-c	=	40	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.90	(metres)
Vr c-b	=	60	(metres)
q c-a	=	121	(pcu/hr)
q c-b	=	96	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.58	(metres)
W b-c	=	3.80	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	60	(metres)
Vr b-c	=	80	(metres)
q b-a	=	186	(pcu/hr)
q b-c	=	407	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9361164
E	=	0.9775924
F	=	1.057155
Y	=	0.6757
F for (Qb-ac)	=	0.6863406

THE CAPACITY OF MOVEMENT :

Q b-a	=	516		
Q b-c	=	706	Q b-c (O) =	642.4
Q c-b	=	741		
Q b-ac	=	632.9		
TOTAL FLOW	=	988	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.3605
DFC b-c	=	0.5765
DFC c-b	=	0.1296

CRITICAL DFC = 0.58

Appendix B

Planning Data from Planning Department

以2021年為基礎年期的全港人口及就業數據矩陣 -
2021年、2026年和2031年人口和就業職位的分布
2021-based Territorial Population and Employment Data Matrix -
Distributions of Population and Employment in 2021, 2026 and 2031

(以年中計算 as at mid year)

	2021年 Year 2021		2026年 Year 2026		2031年 Year 2031	
	人口 Population	就業職位 Employment	人口 Population	就業職位 Employment	人口 Population	就業職位 Employment
區議會分區摘要：						
SUMMARY BY DISTRICT COUNCIL DISTRICT						
中西區 CENTRAL AND WESTERN	*235 950*	*390 350*	*226 250*	*379 150*	*222 600*	*381 450*
灣仔 WAN CHAI	*166 700*	*299 700*	*156 000*	*301 700*	*145 700*	*287 250*
東區 EASTERN	*529 600*	*296 200*	*500 100*	*288 400*	*467 000*	*277 050*
南區 SOUTHERN	*263 300*	*117 200*	*258 800*	*126 700*	*267 200*	*121 850*
香港島 HONG KONG ISLAND	***1 195 550***	***1 103 450***	***1 141 200***	***1 095 950***	***1 102 500***	***1 067 600***
深水埗 SHAM SHUI PO	*431 100*	*228 650*	*432 200*	*219 000*	*438 600*	*214 000*
九龍城 KOWLOON CITY	*410 650*	*200 500*	*470 450*	*231 000*	*460 100*	*240 350*
黃大仙 WONG TAI SIN	*406 800*	*104 100*	*404 800*	*106 600*	*396 650*	*101 550*
觀塘 KWUN TONG	*673 150*	*395 900*	*682 500*	*400 050*	*690 750*	*441 300*
油尖旺 YAU TSIM MONG	*310 650*	*413 950*	*291 700*	*439 300*	*267 100*	*428 850*
九龍 KOWLOON	***2 232 350***	***1 343 100***	***2 281 650***	***1 395 900***	***2 253 150***	***1 426 050***
葵青 KWAI TSING	*495 800*	*226 350*	*488 750*	*223 400*	*483 050*	*227 800*
荃灣 TSUEN WAN	*320 100*	*167 350*	*296 150*	*168 150*	*295 850*	*163 800*
屯門 TUEN MUN	*506 900*	*133 400*	*557 650*	*132 450*	*586 200*	*152 650*
元朗 YUEN LONG	*668 100*	*152 850*	*685 000*	*238 500*	*760 600*	*258 200*
北區 NORTH	*309 650*	*84 150*	*352 000*	*104 050*	*435 550*	*144 850*
大埔 TAI PO	*316 450*	*96 600*	*348 900*	*94 800*	*343 250*	*89 800*
沙田 SHA TIN	*692 800*	*222 150*	*687 450*	*230 600*	*667 750*	*220 400*
西貢 SAI KUNG	*489 050*	*111 550*	*527 150*	*116 200*	*538 800*	*123 450*
離島 ISLANDS	*185 300*	*118 000*	*229 900*	*147 150*	*352 500*	*191 950*
新界 NEW TERRITORIES	***3 984 100***	***1 312 350***	***4 172 950***	***1 455 350***	***4 463 550***	***1 572 900***
次區域摘要 SUMMARY BY SUB-REGION:						
都會區 METRO AREA	*4 228 300*	*2 837 350*	*4 215 750*	*2 882 900*	*4 150 550*	*2 882 950*
新界西北 NORTHWEST NEW TERRITORIES	*1 176 050*	*286 800*	*1 243 650*	*372 750*	*1 347 800*	*413 350*
新界東北 NORTHEAST NEW TERRITORIES	*1 310 000*	*401 150*	*1 361 150*	*421 350*	*1 416 800*	*448 600*
新界東南 SOUTHEAST NEW TERRITORIES	*497 950*	*112 550*	*531 600*	*117 550*	*538 300*	*124 250*
新界西南 SOUTHWEST NEW TERRITORIES	*199 700*	*121 050*	*243 600*	*152 650*	*365 700*	*197 350*
總計 TOTAL	***7 411 950***	***3 758 900***	***7 595 750***	***3 947 150***	***7 819 200***	***4 066 550***
都會區總計 METRO AREA TOTAL	***4 228 300***	***2 837 350***	***4 215 750***	***2 882 900***	***4 150 550***	***2 882 950***
非都會區總計 NON-METRO AREA TOTAL	***3 183 650***	***921 550***	***3 380 000***	***1 064 300***	***3 668 600***	***1 183 550***
全港陸上總計 TERRITORY LAND TOTAL	***7 411 950***	***3 758 900***	***7 595 750***	***3 947 150***	***7 819 200***	***4 066 550***

註釋：

一. 上述人口和就業職位分布應與相關的一般備註、特別備註及免責聲明一併閱讀，詳情可瀏覽規劃署網頁 www.pland.gov.hk 。

二. 數字調整至最接近的50位數。

三. 由於四捨五入，個別數字的相加總和可能與總計數字略有出入。

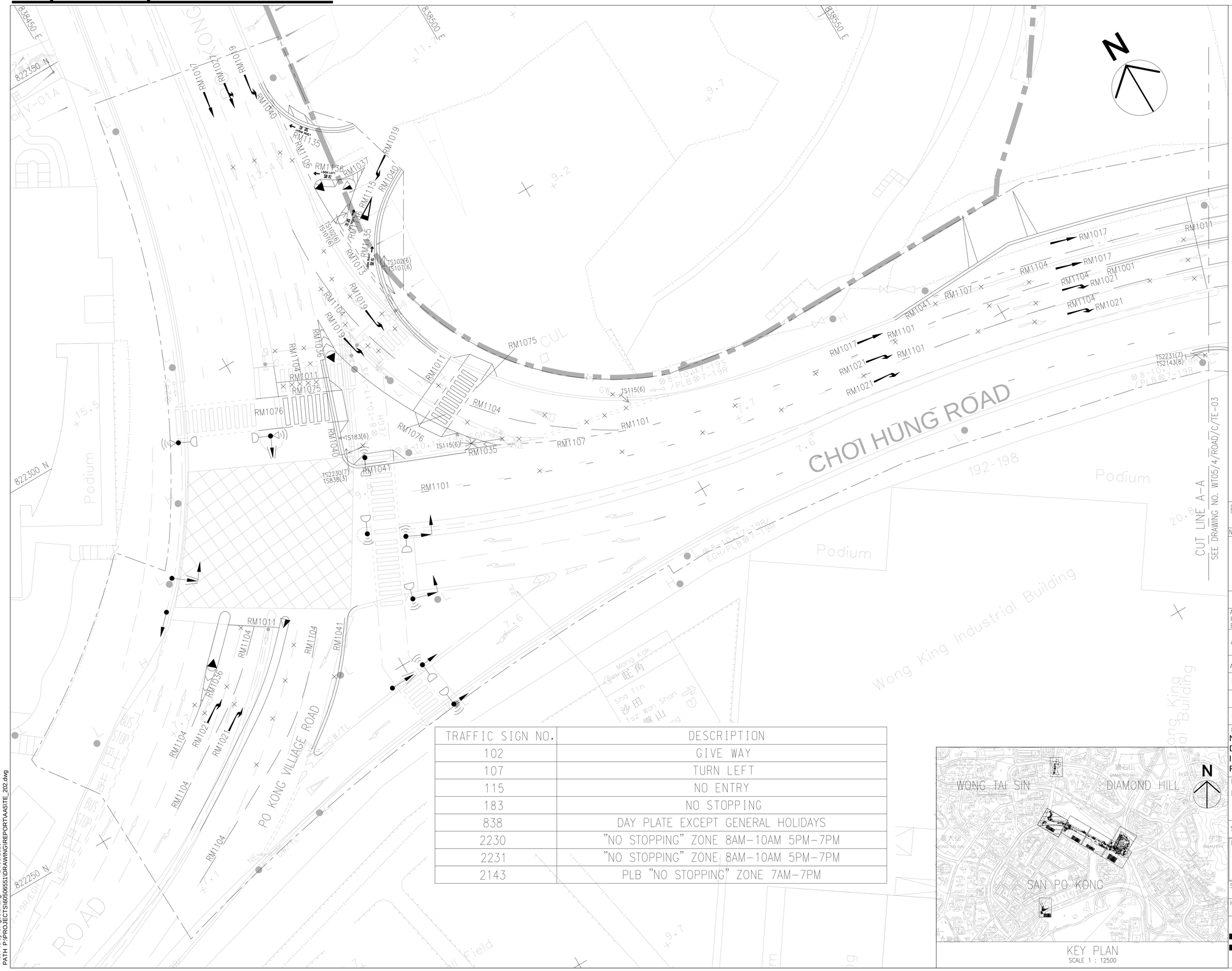
Notes:

1. The above population and employment distrubutions should read together with the related General Notes, Special Notes and Disclaimer which are available on the Planning Department's website at www.pland.gov.hk.
2. Figures are rounded to the nearest 50.
3. There may be a slight discrepancy between the sum of individual items and the respective total owing to rounding.

Appendix C

Layouts for Approved Junction Improvement Works

Proposed Improvement for J2*



NOTE:

1. FOR NOTES AND LEGEND REFER TO DRAWING NO. WT05/4/ROAD/C/TE-01.

TRAFFIC SIGN NO.	DESCRIPTION
102	GIVE WAY
107	TURN LEFT
115	NO ENTRY
183	NO STOPPING
838	DAY PLATE EXCEPT GENERAL HOLIDAYS
2230	"NO STOPPING" ZONE 8AM–10AM 5PM–7PM
2231	"NO STOPPING" ZONE 8AM–10AM 5PM–7PM
2143	PLB "NO STOPPING" ZONE 7AM–7PM

KEY PLAN
SCALE 1 : 12500

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Y.C. LEE CCE/1	ORIGINAL SIGNED	8/2020
AECOM ASIA COMPANY LIMITED			
AUTHORISED	ANDY CHAN ED	ORIGINAL SIGNED	8/2020
ENDORSED	MICHAEL CHIU SE	ORIGINAL SIGNED	8/2020
CHECKED	MAPLE CHAN PE	ORIGINAL SIGNED	8/2020
DRAWN	ROBERT TSUI AM	ORIGINAL SIGNED	8/2020

PROJECT
NON-PUBLIC HOUSING FACILITIES AT DIAMOND HILL CDA - TRANSPORT INFRASTRUCTURE WORKS, WATER FEATURE PARK AND LANDSCAPED WALK

DRAWING TITLE
ROAD MARKINGS & TRAFFIC SIGNS
(SHEET 2 OF 6)

SCALE 1 : 250 (A1)

DRAWING NO.
WT05/4/ROAD/C/TE-02

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

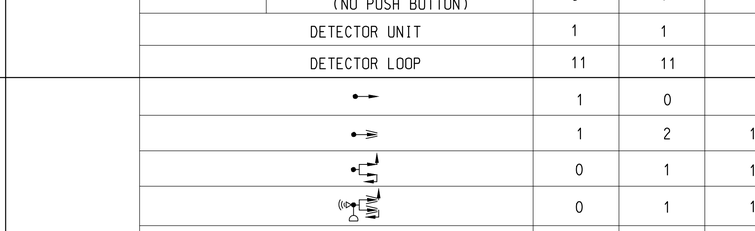
HOUSING DEPARTMENT

Plot File by: Jinguo.zhang 24/08/2020
PATH P:\PROJECTS\60506551\DRAWING\REPORT\AA5\TE_202.dwg

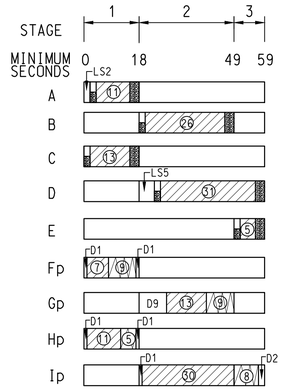
Proposed Improvement for J2*

SUPPLIED BY	DESCRIPTION			QUANTITY REQUIRED			
				EXISTING	PROPOSED	NEW	SURPLUS
TRANSPORT DEPARTMENT (TD)	CONTROLLER	TYPE					
		STAGES		3	3		
		PHASES	VEHICULAR	5	5		
			PEDESTRIAN	5	4		1
	ASPECTS	TRAM	200mmØ RED, AMBER AND GREEN LENS				
		VEHICULAR	200mmØ RED, AMBER AND GREEN LENS	6	9	3	
			200mmØ RED & AMBER LENSES 300mmØ GREEN ARROW LENS	9	9		
			300mmØ GREEN ARROW LENS	0	0		
		PEDESTRIAN	300mmØ RED MAN 300mmØ GREEN MAN LENS	12	12		
	MISCELLANEOUS	INTERNALLY ILLUMINATED TRAFFIC SIGN	(I) NO U-TURN				
			(II) NO RIGHT TURN				
			(III) NO LEFT TURN				
		PEDESTRIAN PUSH BUTTON ASSEMBLY	(I) WITH WAIT INDICATOR AND AUDIBLE UNIT	6	6		
			(II) WITH AUDIBLE UNIT ONLY (NO PUSH BUTTON)	6	6		
		DETECTOR UNIT		1	1		
		DETECTOR LOOP		11	11		
ELECTRICAL AND MECHANICAL SERVICES DEPARTMENT (EMSD)	SIGNAL POLE ASSEMBLIES			1	0		1
				1	2	1	
				0	1	1	
				0	1	1	
				1	1		
				2	0		2
				1	0		1
				2	2		
				1	1		
				2	2		
				1	0		1
				2	0		2
				1	0		1
				2	2		
				0	4	4	
				0	1	1	
				0	1	1	
	MISCELLANEOUS	CABLING		AS REQUIRED			
		BACKING BOARD		AS REQUIRED			

EQUIPMENT SCHEDULE



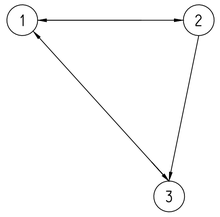
STAGE / PHASE DIAGRAM



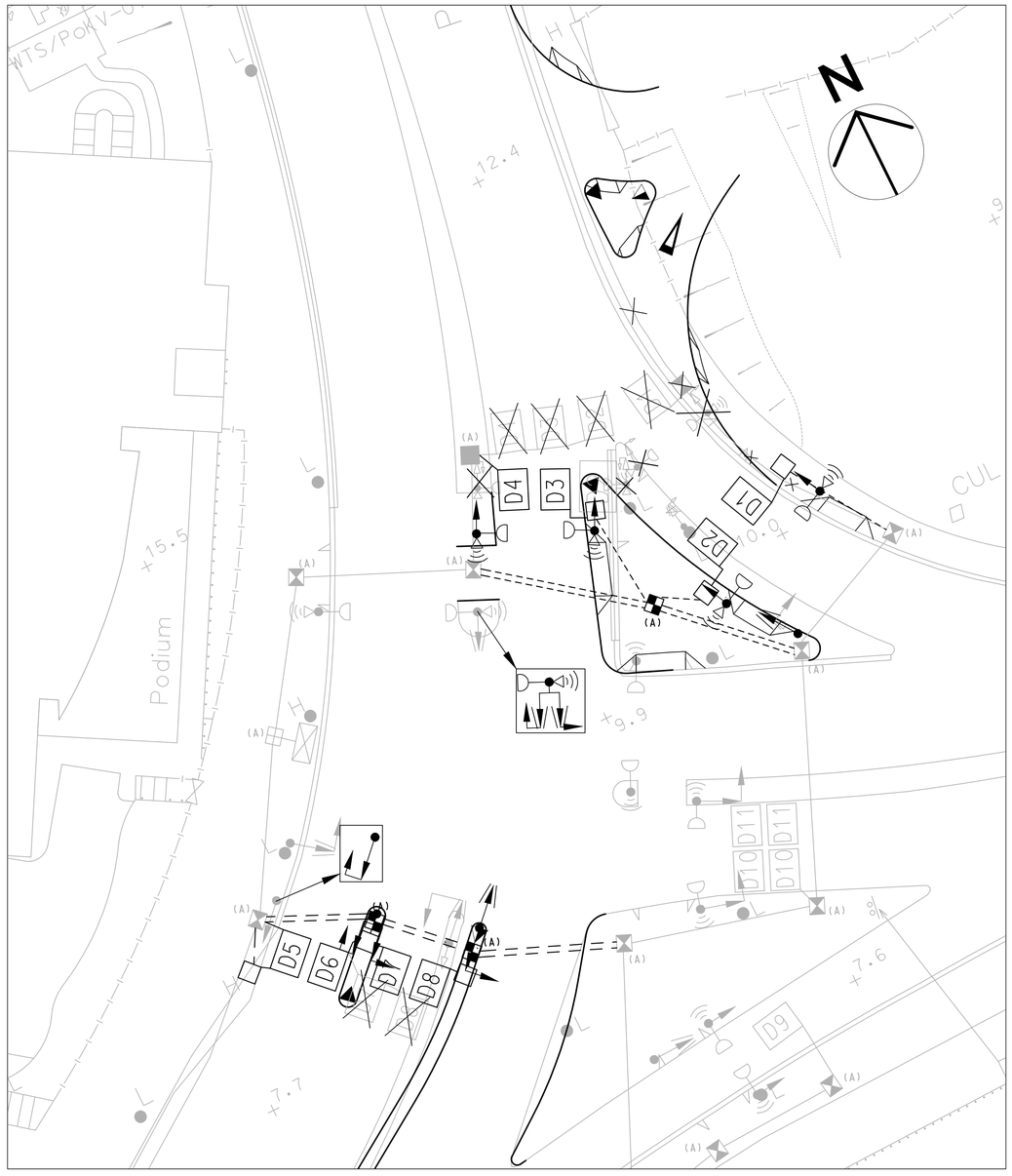
REVISED CYCLE DIAGRAM

	A	B	C	D	E	Fp	Gp	Hp	Ip
A	-								
B		-							
C			-						
D				-					
E					-				
Fp						-			
Gp							-		
Hp								-	
Ip									-

CONFLICT TABLE
(FOR INFORMATION ONLY)



PERMITTED STAGE CHANGE



REVISED ATC DUCTING ARRANGEMENT

NOTE:

1. FOR NOTES AND LEGEND, REFER TO DRAWING NO. WT05/4/ROAD/C/TE-10.

REVISIONS				
NO	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Y.C. LEE CCE/1	ORIGINAL SIGNED	8/2020
AECOM ASIA COMPANY LIMITED			
AUTHORISED	ANDY CHAN ED	ORIGINAL SIGNED	8/2020
ENDORSED	MICHAEL CHIU SE	ORIGINAL SIGNED	8/2020
CHECKED	MAPLE CHAN PE	ORIGINAL SIGNED	8/2020
DRAWN	ROBERT TSUI AM	ORIGINAL SIGNED	8/2020

PROJECT
NON-PUBLIC HOUSING FACILITIES AT DIAMOND HILL CDA - TRANSPORT INFRASTRUCTURE WORKS, WATER FEATURE PARK AND LANDSCAPED WALK

DRAWING TITLE
TRAFFIC SIGNAL DETAILS - PO KONG VILLAGE ROAD/ CHOI HUNG ROAD (SHEET 1 OF 2)

SCALE 1:250 (A1)

DRAWING NO.
WT05/4/ROAD/C/TE-09

SOURCE

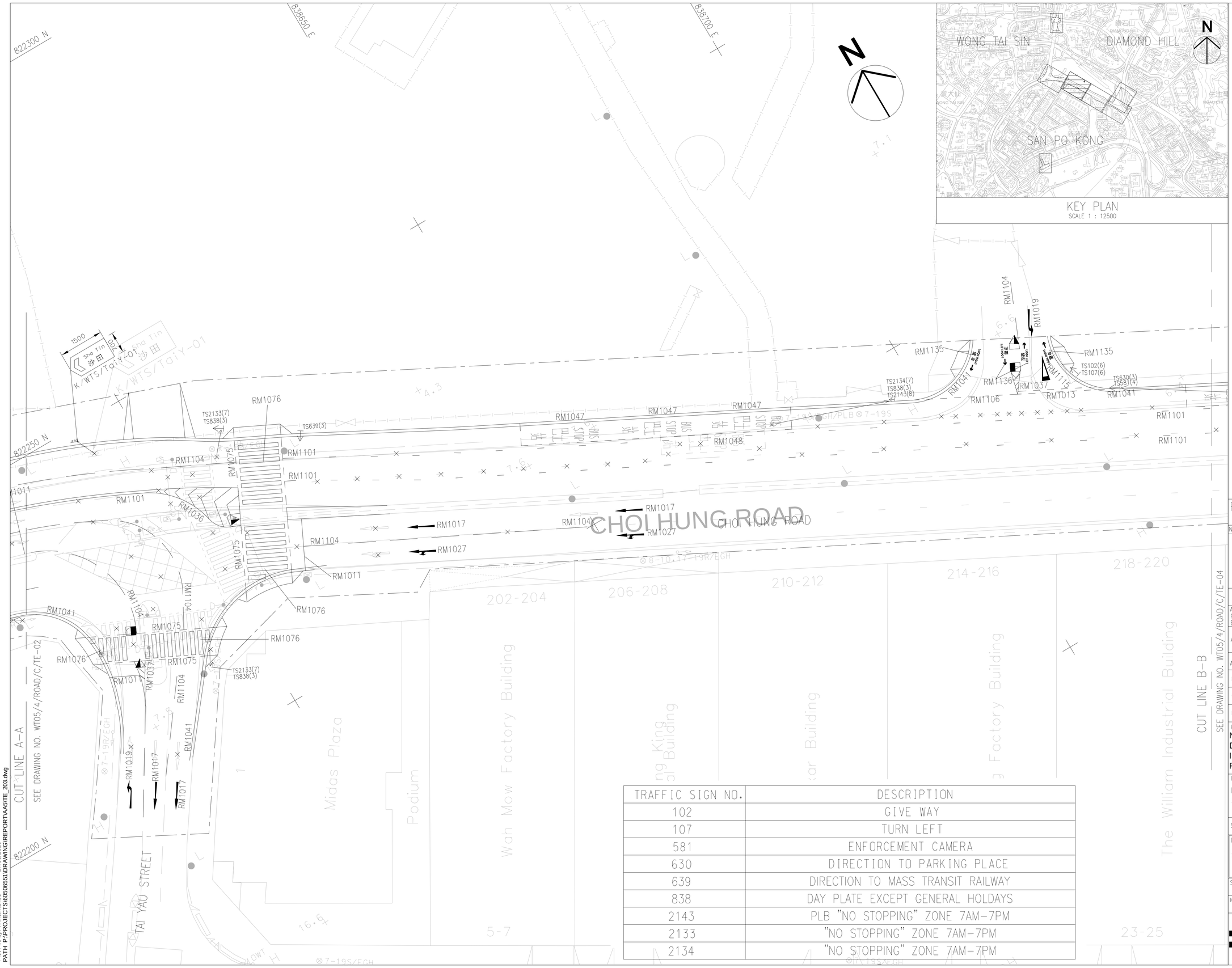
ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

Plot File by: LIUH9 24/08/2020
PATH P:\PROJECTS\60506551\DRAWING\REPORT\AA51TE_509.dwg

Proposed Improvement for J3*



NOTE:

1. FOR NOTES AND LEGEND REFER TO DRAWING NO. WT05/4/ROAD/C/TE-01.

TRAFFIC SIGN NO.	DESCRIPTION
102	GIVE WAY
107	TURN LEFT
581	ENFORCEMENT CAMERA
630	DIRECTION TO PARKING PLACE
639	DIRECTION TO MASS TRANSIT RAILWAY
838	DAY PLATE EXCEPT GENERAL HOLDAYS
2143	PLB "NO STOPPING" ZONE 7AM-7PM
2133	"NO STOPPING" ZONE 7AM-7PM
2134	"NO STOPPING" ZONE 7AM-7PM

REVISIONS

NO.	DESCRIPTION AND DATE	INITIAL AND DESIGNATION DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Y.C. LEE CCE/1	ORIGINAL SIGNED	8/2020

AECOM ASIA COMPANY LIMITED

AUTHORISED	ANDY CHAN ED	ORIGINAL SIGNED	8/2020
ENDORSED	MICHAEL CHIU SE	ORIGINAL SIGNED	8/2020
CHECKED	MAPLE CHAN PE	ORIGINAL SIGNED	8/2020
DRAWN	ROBERT TSUI AM	ORIGINAL SIGNED	8/2020

PROJECT

NON-PUBLIC HOUSING FACILITIES AT DIAMOND HILL CDA - TRANSPORT INFRASTRUCTURE WORKS, WATER FEATURE PARK AND LANDSCAPED WALK

DRAWING TITLE

ROAD MARKINGS & TRAFFIC SIGNS

(SHEET 3 OF 6)

SCALE 1 : 250 (A1)

DRAWING NO.

WT05/4/ROAD/C/TE-03

SOURCE

ICU NO.

AutoCAD 2000 A1 594 x 841

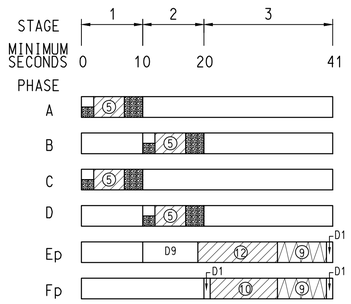
HOUSING DEPARTMENT

Plot File by: William zhou 27/08/2020
PATH P:\PROJECTS\60506551\DRAWING\REPORT\AASITE_203.dwg

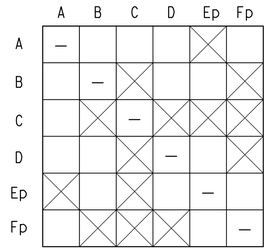
Proposed Improvement for J3*

SUPPLIED BY	DESCRIPTION			QUANTITY REQUIRED			
				EXISTING	PROPOSED	NEW	SURPLUS
TRANSPORT DEPARTMENT (TD)	CONTROLLER	TYPE					
		STAGES		3	3		
		PHASES	VEHICULAR	4	3		1
			PEDESTRIAN	3	1		2
	ASPECTS	TRAM	200mmØ RED, AMBER AND GREEN LENS				
		VEHICULAR	200mmØ RED, AMBER AND GREEN LENS	3	3		
			200mmØ RED & AMBER LENSES 300mmØ GREEN ARROW LENS	9	8		1
			300mmØ GREEN ARROW LENS				
		PEDESTRIAN	300mmØ RED MAN 300mmØ GREEN MAN LENS	8	8		
	MISCELLANEOUS	INTERNALLY ILLUMINATED TRAFFIC SIGN	(I) NO U-TURN				
			(II) NO RIGHT TURN				
			(III) NO LEFT TURN				
		PEDESTRIAN PUSH BUTTON ASSEMBLY	(I) WITH WAIT INDICATOR AND AUDIBLE UNIT	6	8	2	
			(II) WITH AUDIBLE UNIT ONLY (NO PUSH BUTTON)	2	0		2
		DETECTOR UNIT		1	1		
		DETECTOR LOOP		6	7	1	
ELECTRICAL AND MECHANICAL SERVICES DEPARTMENT (EMSD)	SIGNAL POLE ASSEMBLIES			0	1	1	
				1	0		1
				0	1	1	
				1	0		1
				0	2	2	
				1	0		1
				1	1		
				2	0		2
				1	0		1
				2	2		
				0	1	1	
				0	1	1	
				1	0		1
				2	0		2
				0	1	1	
	MISCELLANEOUS	CABLING		AS REQUIRED			
		BACKING BOARD		AS REQUIRED			

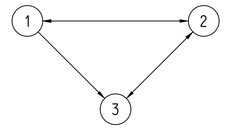
EQUIPMENT SCHEDULE



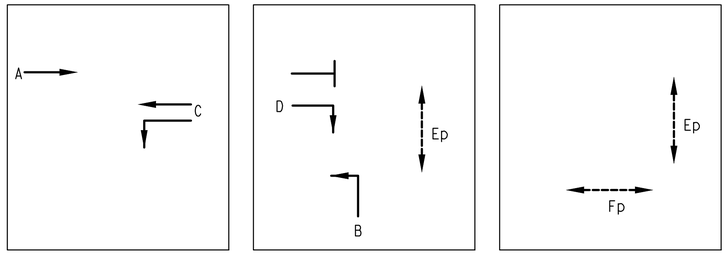
REVISED CYCLE DIAGRAM



CONFLICT TABLE
(FOR INFORMATION ONLY)

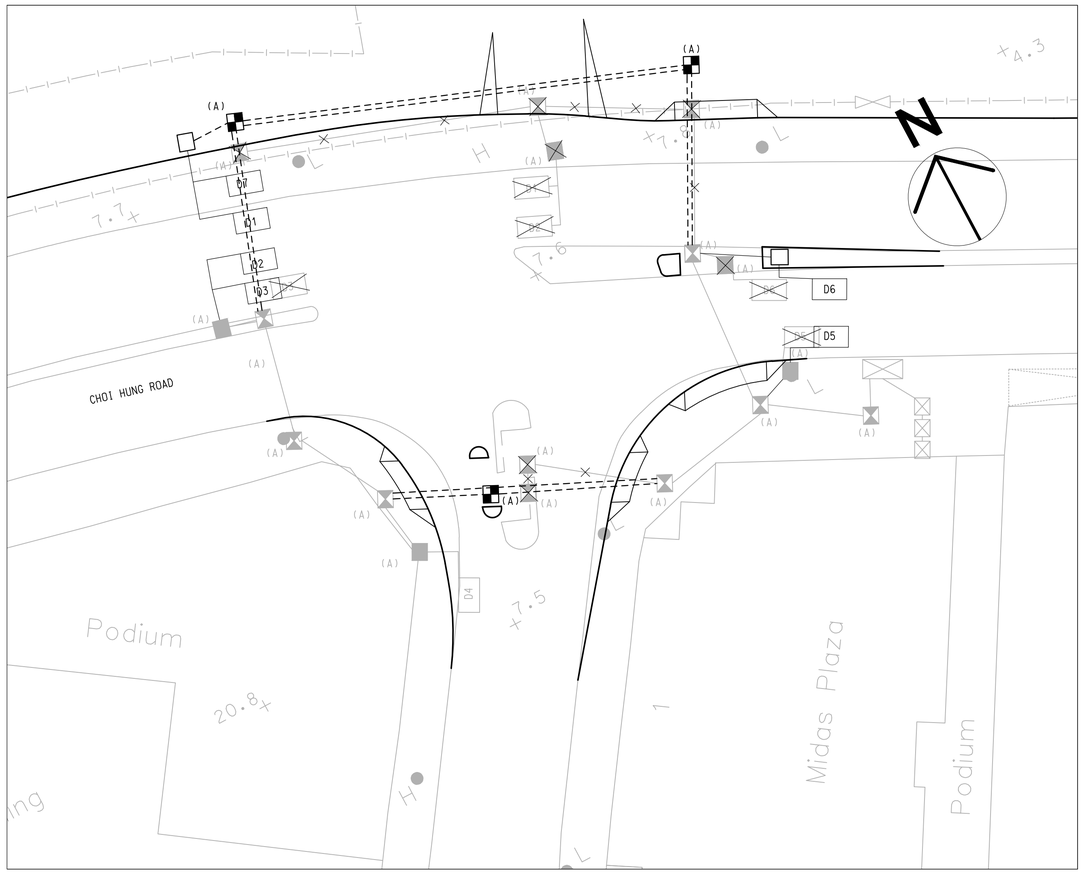


PERMITTED STAGE CHANGE



STAGE 1 STAGE 2 STAGE 3

REVISED STAGE / PHASE DIAGRAM



REVISED ATC DUCTING ARRANGEMENT

NOTE:

1. FOR NOTES AND LEGEND, REFER TO DRAWING NO. WT05/4/ROAD/C/TE-12.

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND POSITION	INITIAL	DATE
AUTHORISED FOR ISSUE BY HD	Y.C. LEE CCE/1	ORIGINAL SIGNED	8/2020
AECOM ASIA COMPANY LIMITED			
AUTHORISED	ANDY CHAN ED	ORIGINAL SIGNED	8/2020
ENDORSED	MICHAEL CHIU SE	ORIGINAL SIGNED	8/2020
CHECKED	MAPLE CHAN PE	ORIGINAL SIGNED	8/2020
DRAWN	ROBERT TSUI AM	ORIGINAL SIGNED	8/2020

PROJECT
NON-PUBLIC HOUSING FACILITIES AT DIAMOND HILL CDA - TRANSPORT INFRASTRUCTURE WORKS, WATER FEATURE PARK AND LANDSCAPED WALK

DRAWING TITLE
TRAFFIC SIGNAL DETAILS - CHOI HUNG ROAD / TAI YAU STREET
(SHEET 1 OF 2)

SCALE 1 : 250 (A1)

DRAWING NO.
WT05/4/ROAD/C/TE-11

SOURCE

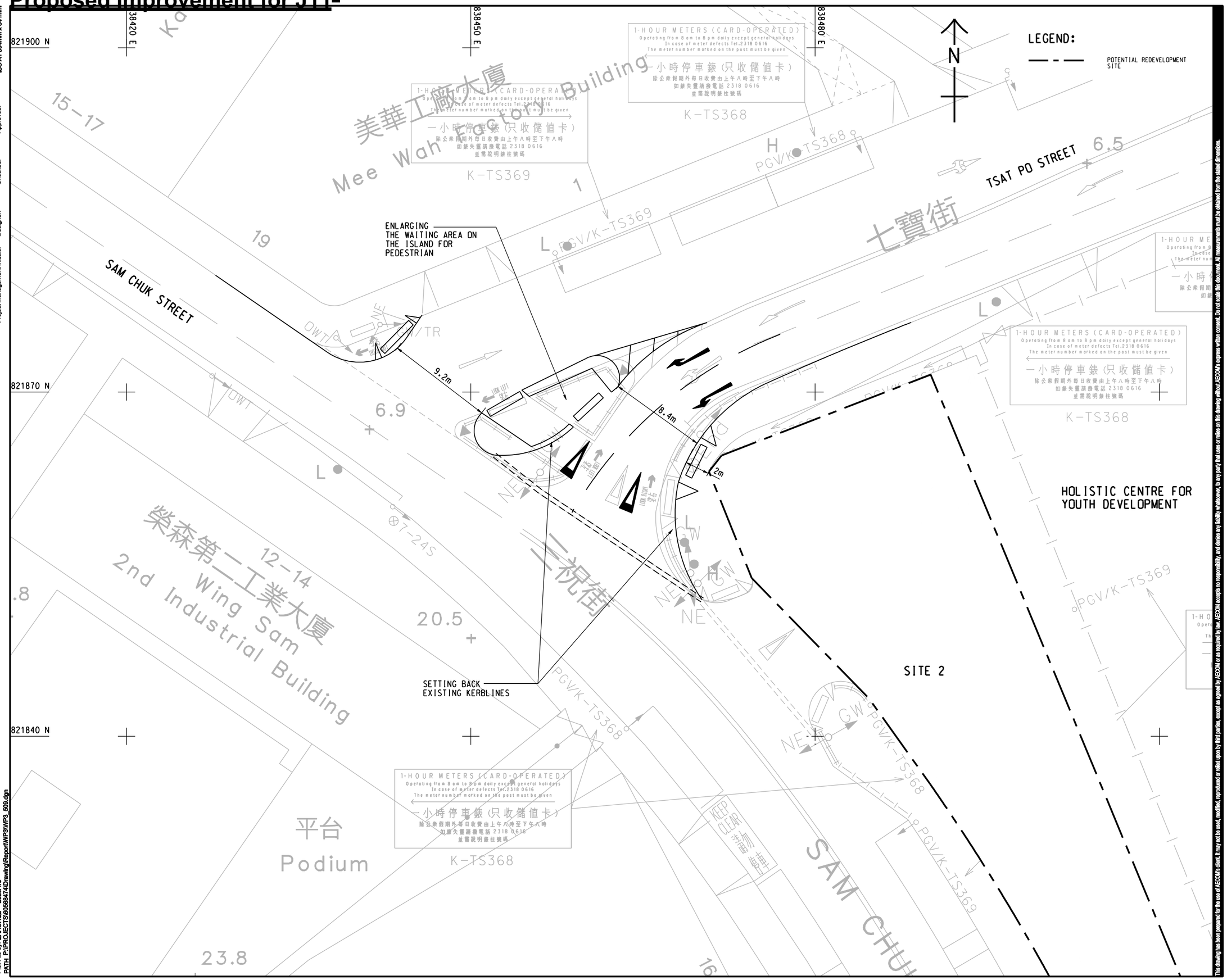
ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

Plot File by: LIUH9 24/08/2020
PATH P:\PROJECTS\60506551\DRAWING\REPORT\AA5\TE_511.dwg

Proposed Improvement for J11#



ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

Plot File by: ZHAOHC2 2020/1/3
PATH: Z:\PROJECTS\60568474\Drawing\Report\WP3\WP3_509.dgn

AECOM

PROJECT
項目

SAN PO KONG BUSINESS AREA PEDESTRIAN ENVIRONMENT AND TRAFFIC IMPROVEMENT – FEASIBILITY STUDY

CLIENT
業主

發展局
Development Bureau
Kowloon East Office 九龍東辦事處

CONSULTANT
工程顧問公司

AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS
分判工程顧問公司

ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核對
B	JAN.20	AMENDMENT	LCMF
A	JUN.19	AMENDMENT	LCMF
-	AUG.18	FIRST DRAFT	KHL

STATUS
階段

SCALE 比例: A3 1 : 300

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60568474

AGREEMENT NO. 協議編號: WQ/072/17

SHEET TITLE
圖紙名稱

PROPOSED IMPROVEMENT AT J21 SAM CHUK STREET / TSAT PO STREET

SHEET NUMBER
圖紙編號

60568474/WP3/FIGURE 3.6B

Appendix D

Car Lift Assessment

CAR LIFT ASSESSMENT (Two Car Lifts)

Arrival Rate Estimate

Total no. of parking spaces	=	32	
Peak 15 minutes arrival rate (arrivals/space)	=	0.16	
Peak arrival rate (A) in veh/min	=	32 x 0.16 / 15	
	=	0.333	veh/min

Estimate of Round Trip Time of Car Lift

Level Difference between G/F and B1/F	=	4.5	m
Travelling Speed of the Car Lift	=	0.5	m/s
Travel Time (G/F to B1/F) =	=	9.0	s
Door Open	=	5	s
Vehicle Out	=	8	s
Vehicle Enters	=	8	s
Safety Buffer	=	2	s
Door Close	=	5	s
Travel Time (G/F to B/F)	=	9.0	s
Door Open	=	5	s
Vehicle Out	=	8	s
Vehicle Enters	=	8	s
Safety Buffer	=	2	s
Door Close	=	5	s
Travel Time (B/F to G/F)	=	9.0	s
Round Trip Time	=	74.0	s
Total Round Trip Time (say)	**=**	**74**	**s**
Average Servicing Rate (S)	=	60s / 74 x 2	
	=	1.622	veh/min

The probability that there are n units in the car parking system

$P(n) = p^n \times P(0) = p^n \times (1-p)$

where n = number of units in the system

p = A/S = 0.2054

P(n) = probability of the system being at state n

Probability of both car lift are idel

P(0) = 1 - p

= 1 - 0.2054

= 79.46%

Probability of the one car lift is in use

P(1) = 0.2054 (1 - 0.2054) = 16.32%

Probability of two car lifts are in use

P(2) = 0.2054^2 (1 - 0.2054) = 3.35%

Probability of two car lifts are in use and 3 waiting spaces are occupied

= P(0) + P(1) + P(2)

= 0.7946 + 0.1632 + 0.0335

= 99.13%

Probability of more than 5 car in the system

= 1 - 0.9913

= 0.0087

The chances that car park traffic will queue up is less than 0.9%

Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4737, 4738, 4739 RP, 4739 S.A & 4739 S.B – Internal Transport Provisions

Background

The Applicant intends to redevelop the site at 20–24 Tai Yau Street, San Po Kong into a hotel comprising 1,286 guestrooms (hereafter referred to as "the proposed development").

The site is currently zoned as "Other Specified Use" annotated "Business" ("OU(B)") under the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31. As "Hotel" is fell into Column 2 of the Schedule of Uses for this zoning, a planning application under Section 16 of the Town Planning Ordinance is required.

To support this application, AMG Consultancy Limited is commissioned to conduct an Internal circulation within the proposed development. The purpose development access will be provided at Tai Yau Street. As shown in **Figures GF-1 to GF-1.20** and **Figures BF-1 to BF-1.32**.

The Site

The Site is located at 20-24 Tai Yau Street in San Po Kong. The site area is about 2,426.050 sqm. The Site is currently used as an industrial building.

Proposed Run-in/out

The proposed 2 vehicular accesses (One Ingress and One Egress) would have a width of about 7.3m and 9.6m respectively, as shown in **Drawing no.: Figure GF-1**.

Internal Transport Provisions

Parking Provisions and loading/unloading facilities

According to HKPSG, the car parking provision for the proposed development and the loading/unloading required for the proposed development are shown in **Table 1** and **Table 2**. The dimensions of the parking spaces stated in HKPSG are summarised in **Table 3**.

Table 1 Parking Provisions

Type of Development	Required Provisions	Proposed Provisions
Business Use "OU(B)" (Hotel) No. of Guestrooms: 1286	**Parking Spaces** Private Car: 1 car space per 100 Rooms = 13 Private Car: 0.5 - 1 car space per 200m^2 GFA of conference and banquet facilities in hotel (1/F : 1437.307 sqm) = 4 – 8 **Loading / unloading** Goods Vehicle: 0.5 - 1 goods vehicle bay per every 100 Rooms = 7 - 13 **Lay-by for Taxi and Private Cars** Lay-by for Taxi and Private Cars: 4 no. of lay-by =>600 rooms = 4 **Lay-by for single-deck tour buses** Lay-by for single deck tour buses: 3 no. of lay-by =>900 rooms = 3	**Parking Spaces** Private Car: 22 (include 1 accessible parking spaces) **Loading / unloading** Goods Vehicle: 13 Heavy Goods Vehicle: 3 Light Goods Vehicle: 10 **Lay-by for Taxi and Private Cars** Taxi and Private Cars Lay-by: 4 **Lay-by for single-deck tour buses** Single deck tour buses Lay-by: 3

Table 2 Provision Details

Floor No.	Provisions
Ground Floor	● 3 no. of HGV Loading / Unloading Spaces ● 3 no. of Single deck tour bus Spaces ● 4 no. of Taxi and Private cars lay-by
Basement 1 Floor	● 10 no. of LGV Loading / Unloading Spaces ● 22 no. of Private Car Parking Spaces (Include 1 accessible parking space)

Table 3 Parking Space Dimensions

Type of Parking Space	Size	References
Car Parking Space	2.5m(W) x 5.0m(L) x 2.4m(H)	Under HKPSG
Disabled Car Parking Space	3.7m(W) x 5.0m(L) x 2.4m(H) (Minimum width required is 3.5m)	
Light Goods Vehicle	3.5m(W) x 7.0m(L) x 3.6m(H)	
Heavy Goods Vehicle	3.5m(W) x 11.0m(L) x 4.7m(H)	
Coaches / Single Deck buses	3.5m(W) x 12.0m(L) x 3.8m(H)	

Access Arrangement and Swept Path Analysis

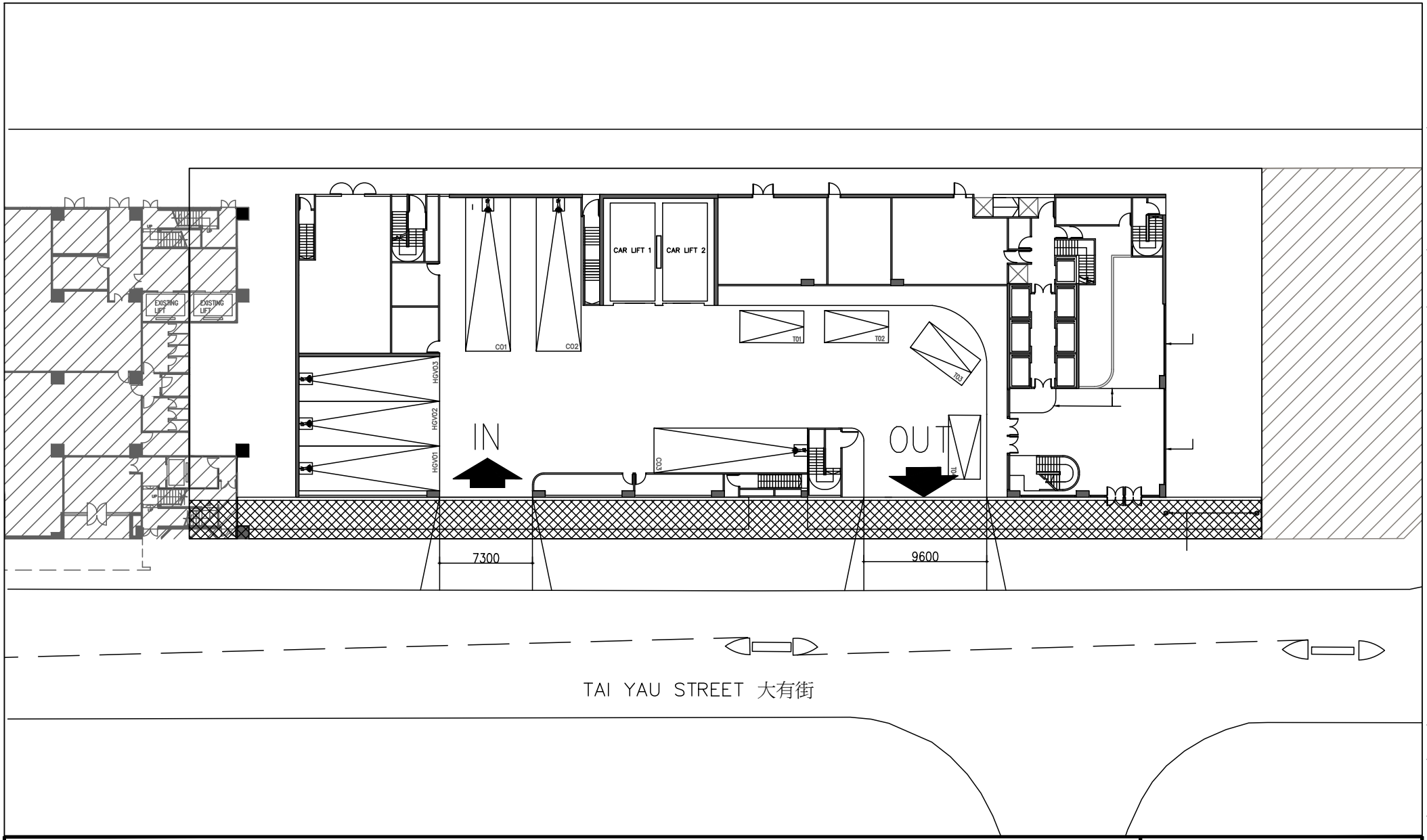
A 7.3m wide vehicular accesses for the proposed development is proposed to provide at Tai Yau Street as shown in **Drawing no.: Figure GF-1**.

As depicted in **Figures GF-1 to GF-1.20** and **Figures BF-1 to BF-1.32**, the results of the swept path analysis demonstrate that the proposed accesses are adequate for manoeuvring for private cars, goods vehicles and coaches. The design speed of the long vehicles in the swept path assessment is 5 km/h during forward design speed; 2.5 km/h during reverse speed.

To ensure safety, the loading and unloading of the goods vehicles in the parking spaces will be arranged and supervised by the relevant staff.

Conclusion

The provisions of loading/unloading spaces and the parking provisions can fulfil the HKPSG requirements. The swept path analysis has been carried out with private cars and goods vehicles and the results reveal that access is considered satisfactory. It is concluded that the design and provision of the proposed vehicular access, vehicle parking and the loading/unloading facilities and manoeuvring spaces for the proposed development are adequate and comply with the traffic engineering point of view.



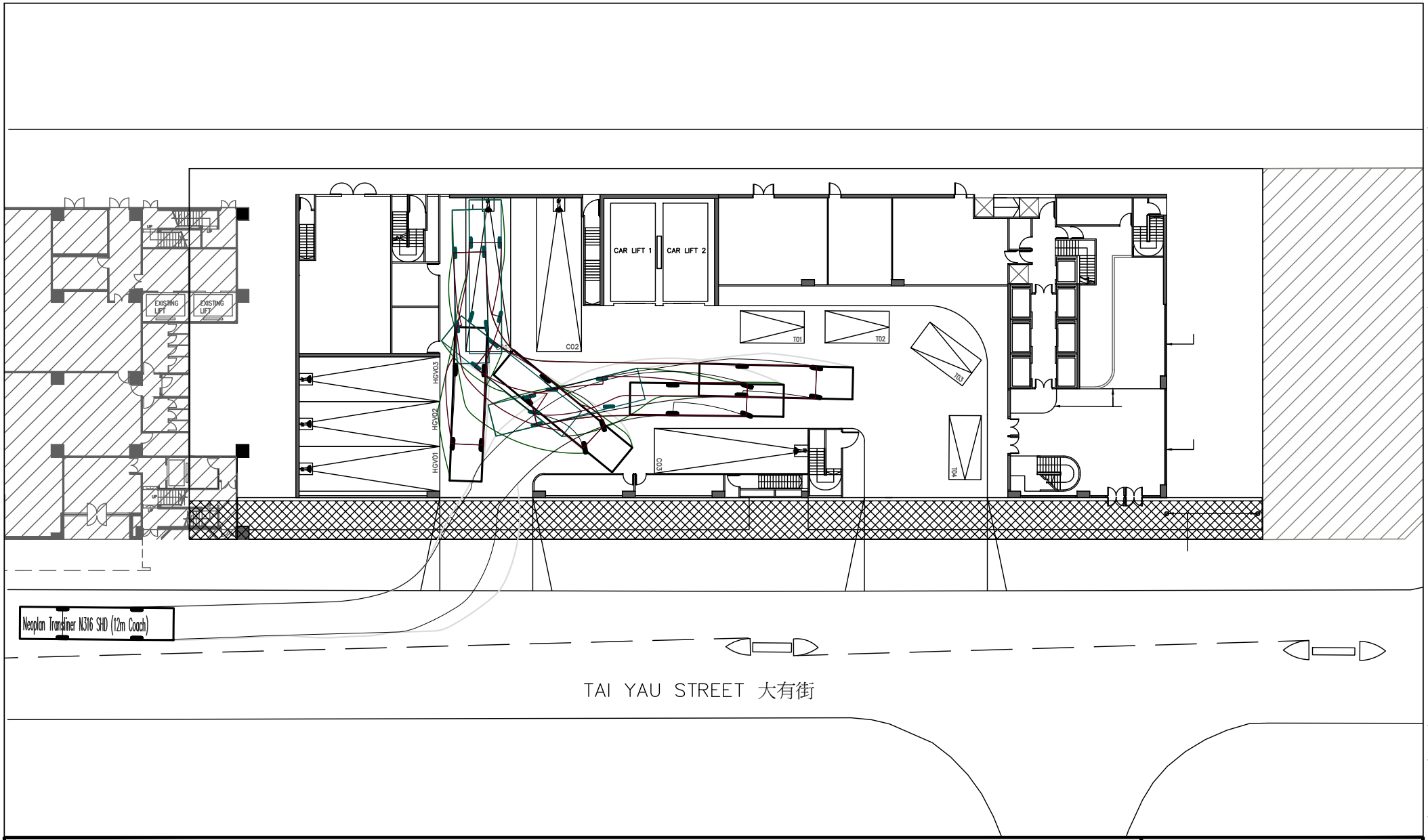
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	GROUND FLOOR PLAN
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



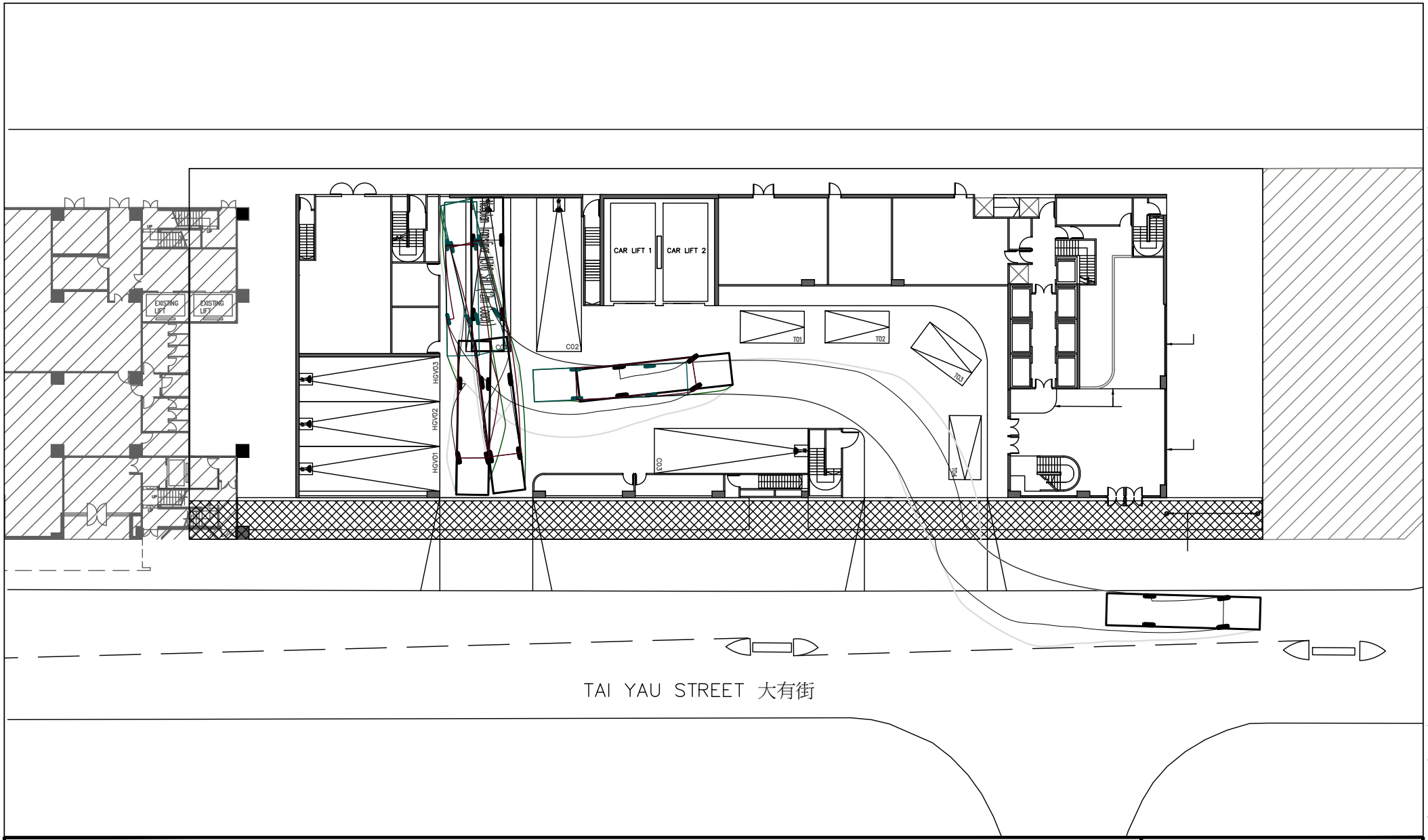
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.1

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR COACH
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



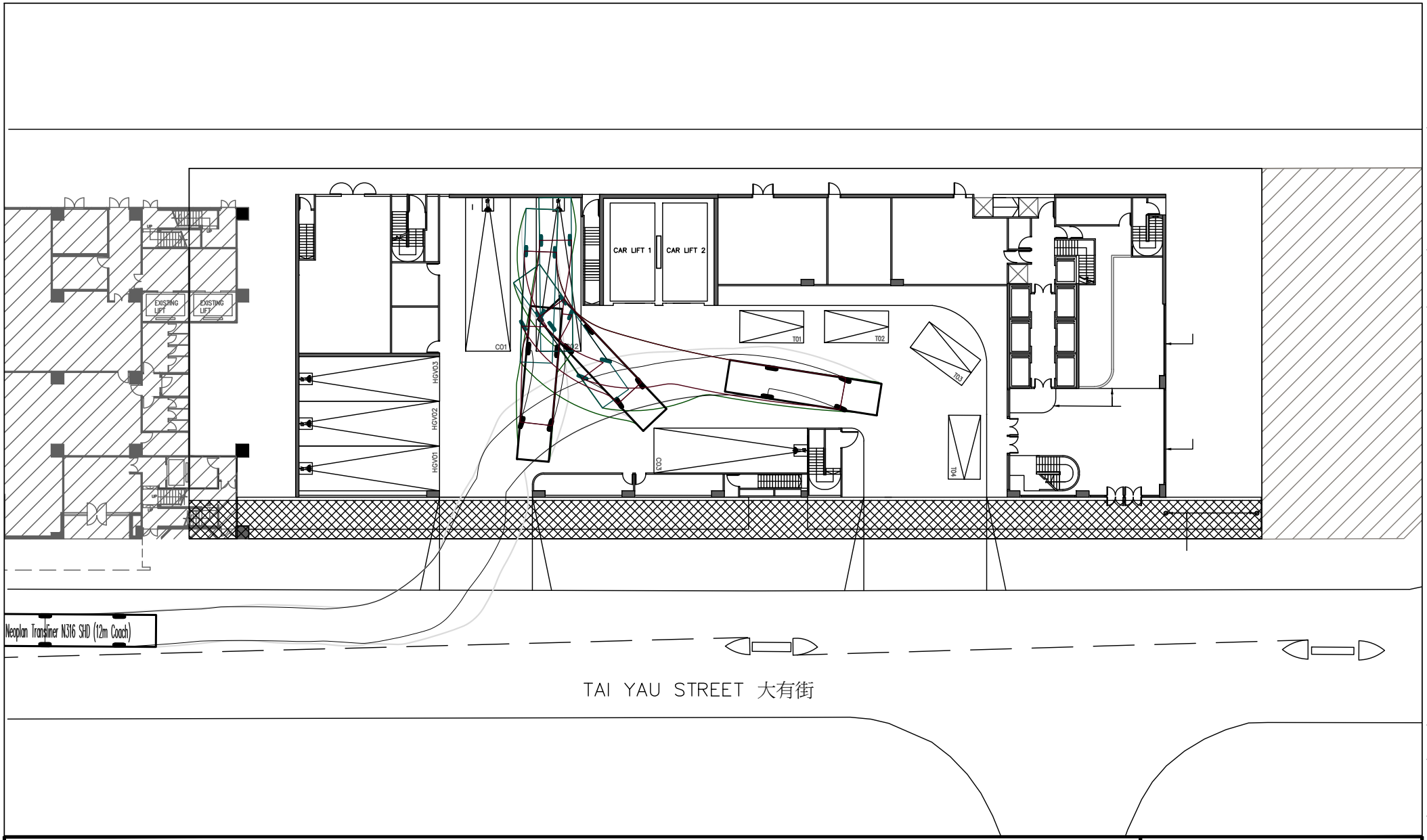
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.2

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR COACH
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



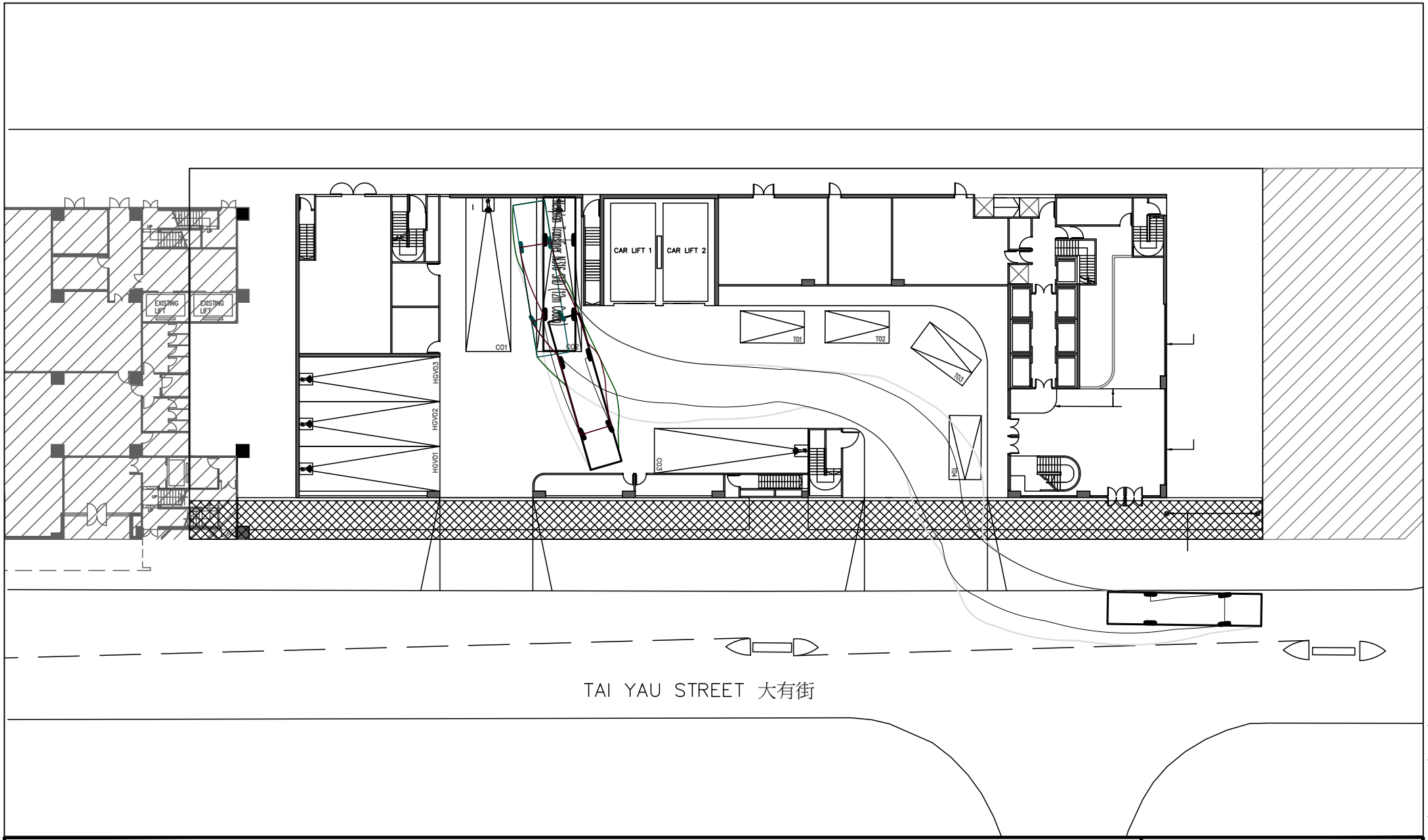
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.3

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR COACH
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



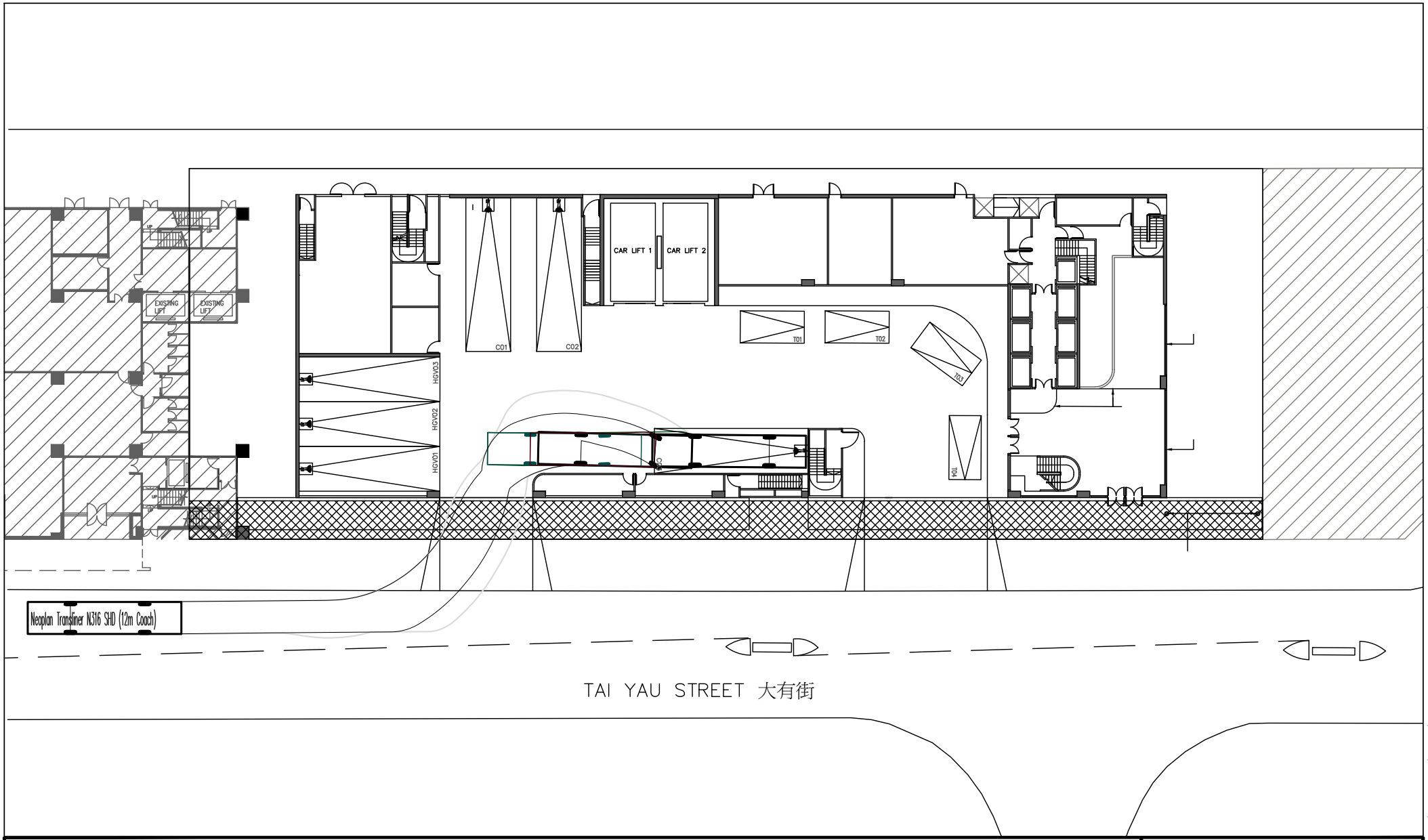
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.4

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR COACH
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



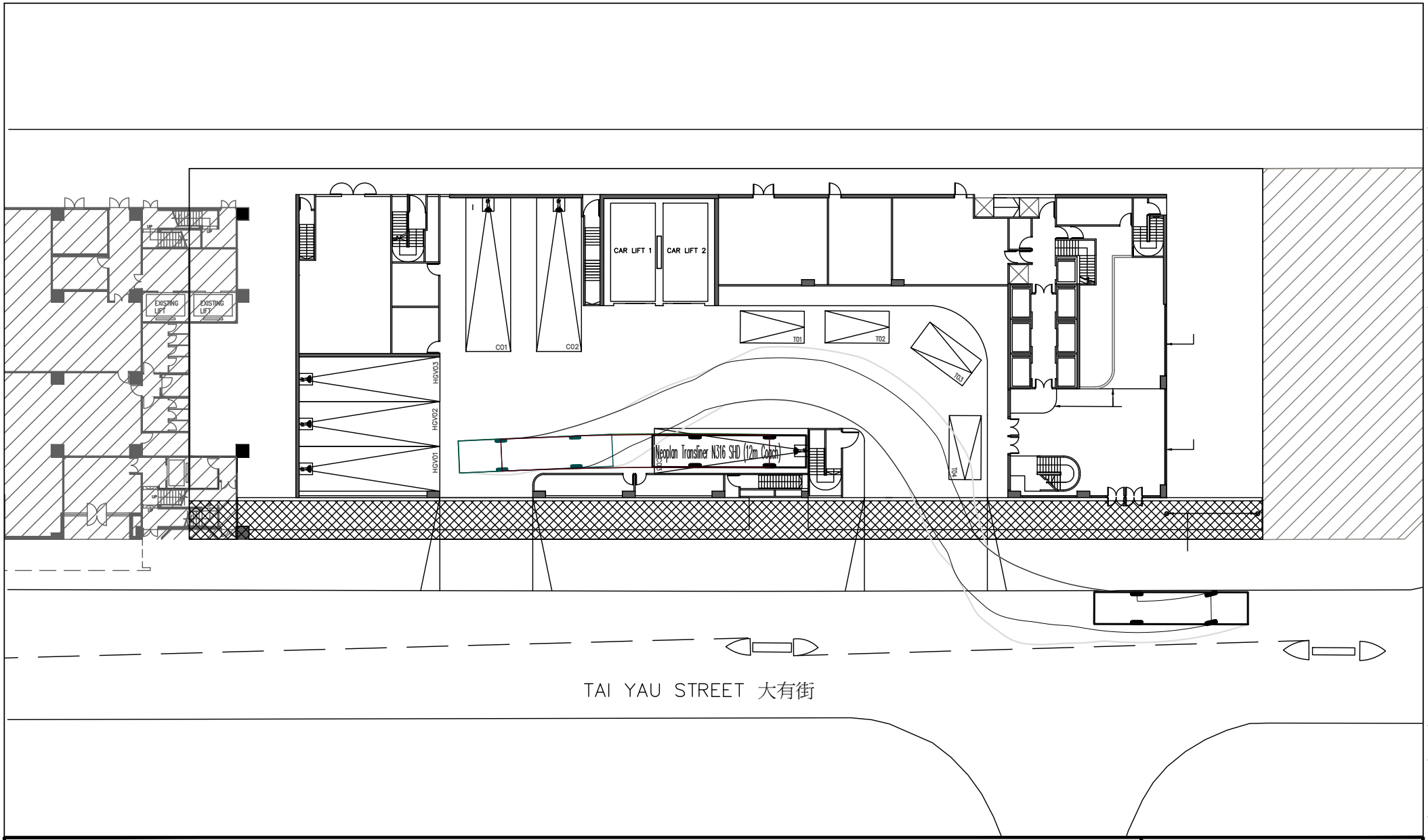
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.5

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR COACH
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



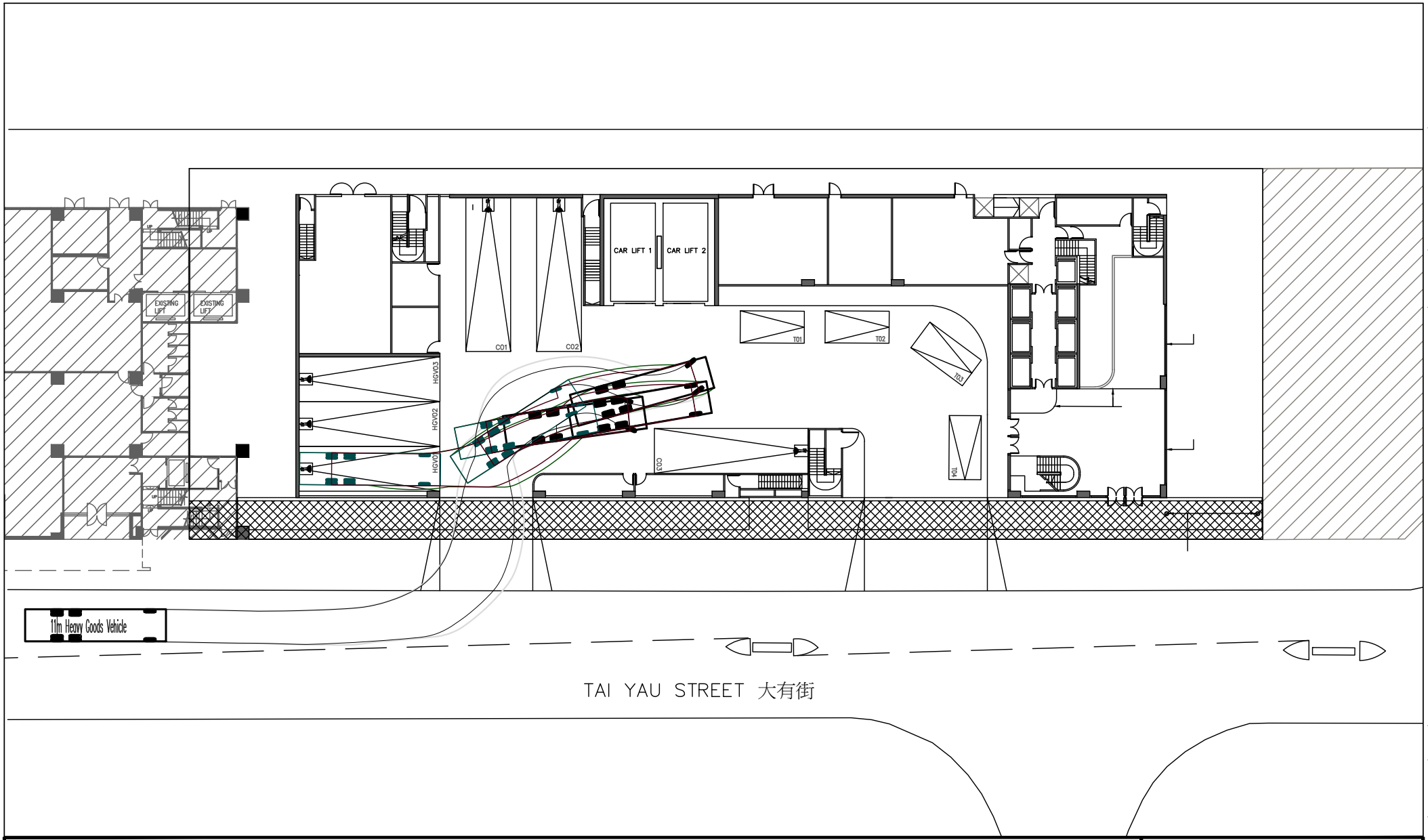
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.6

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR COACH
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



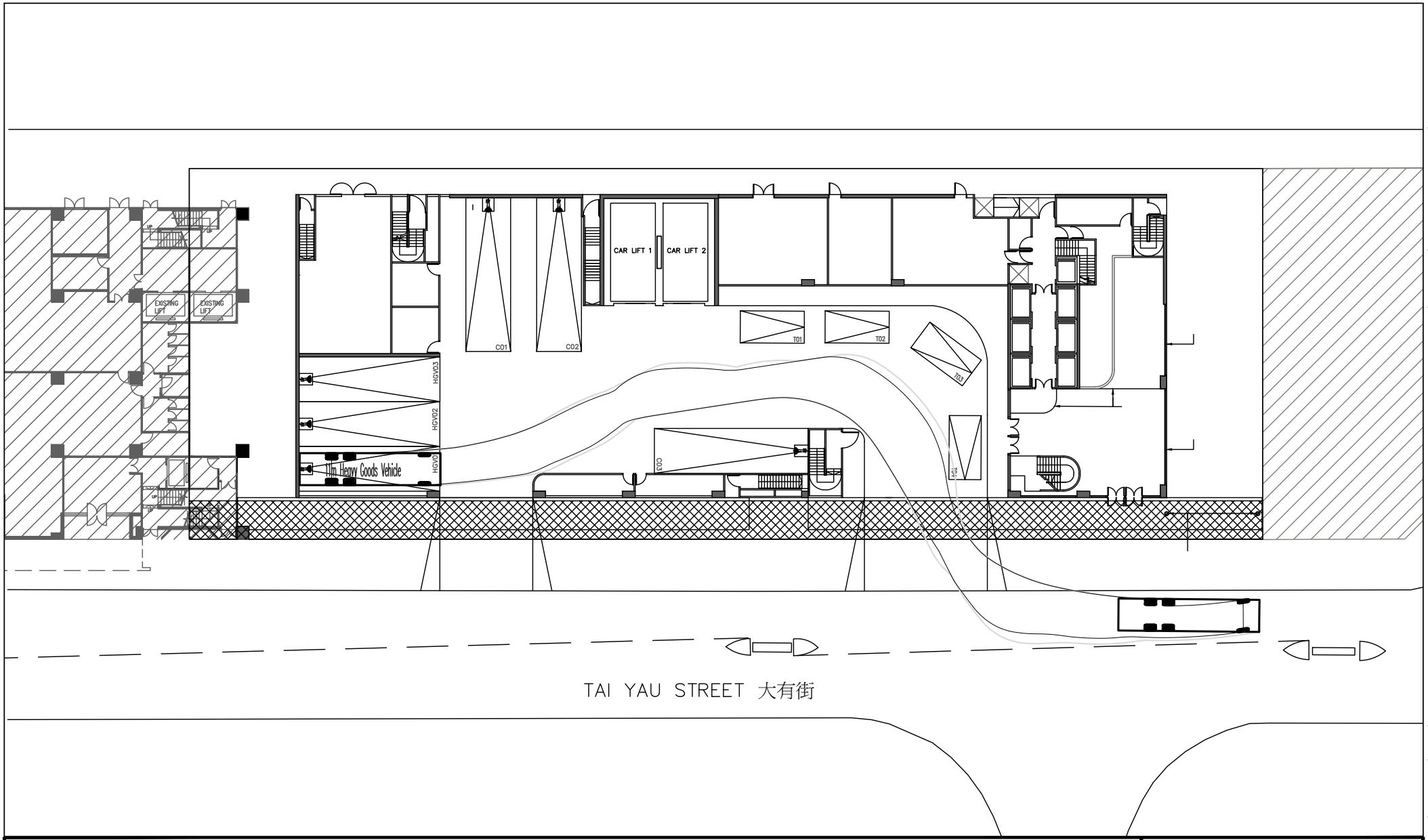
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.7

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



PROJECT TITLE

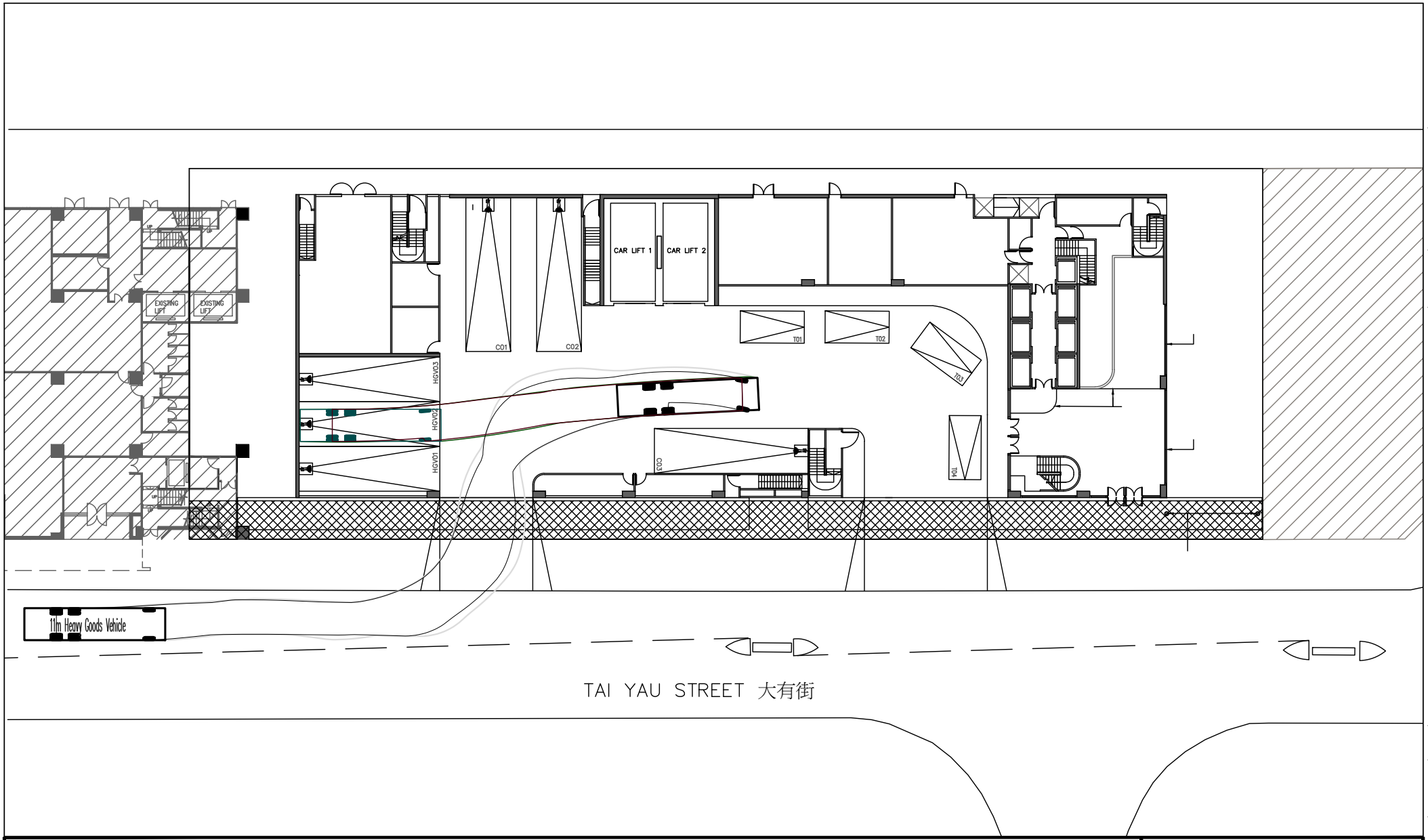
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.8

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



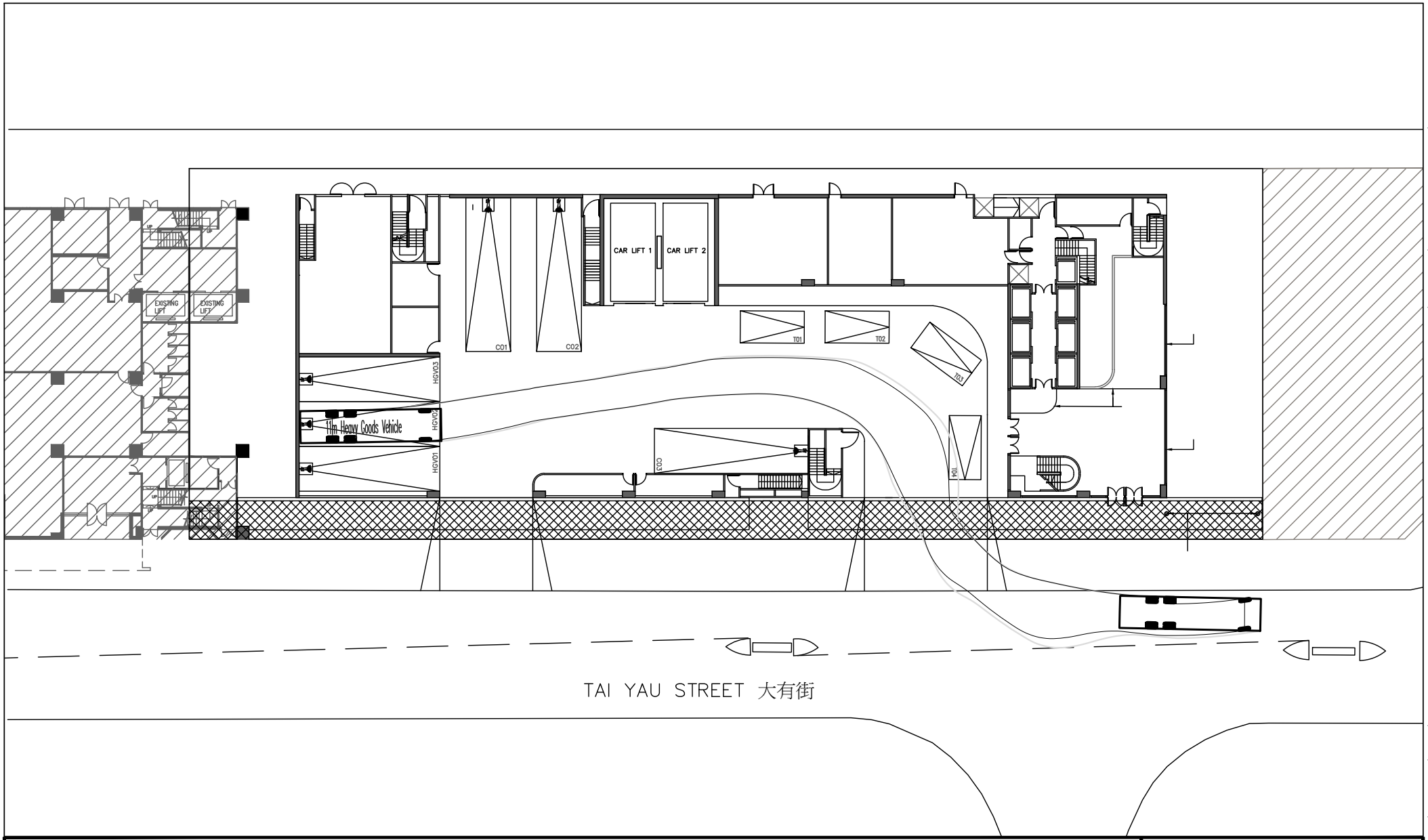
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.9

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



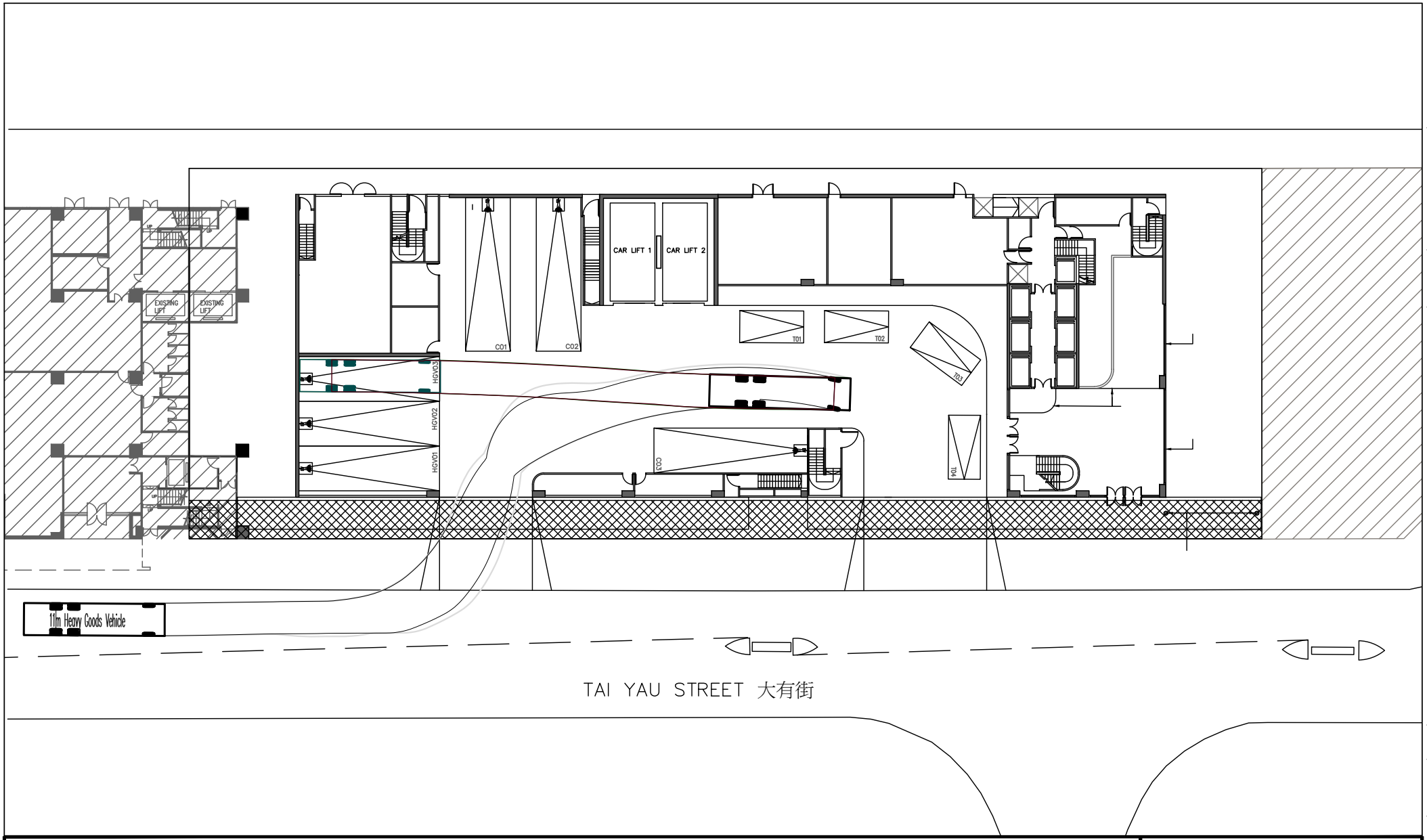
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.10

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



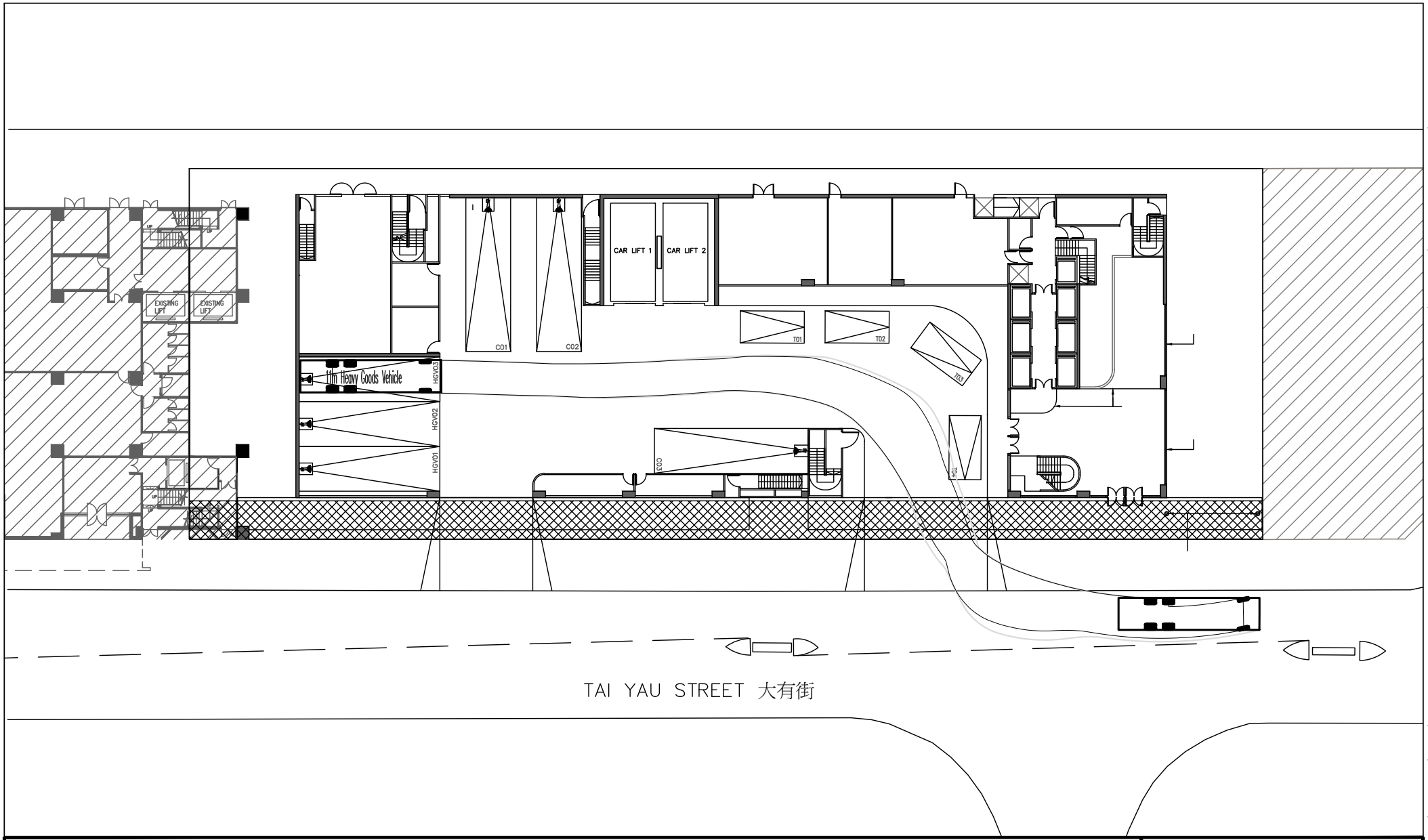
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.11

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



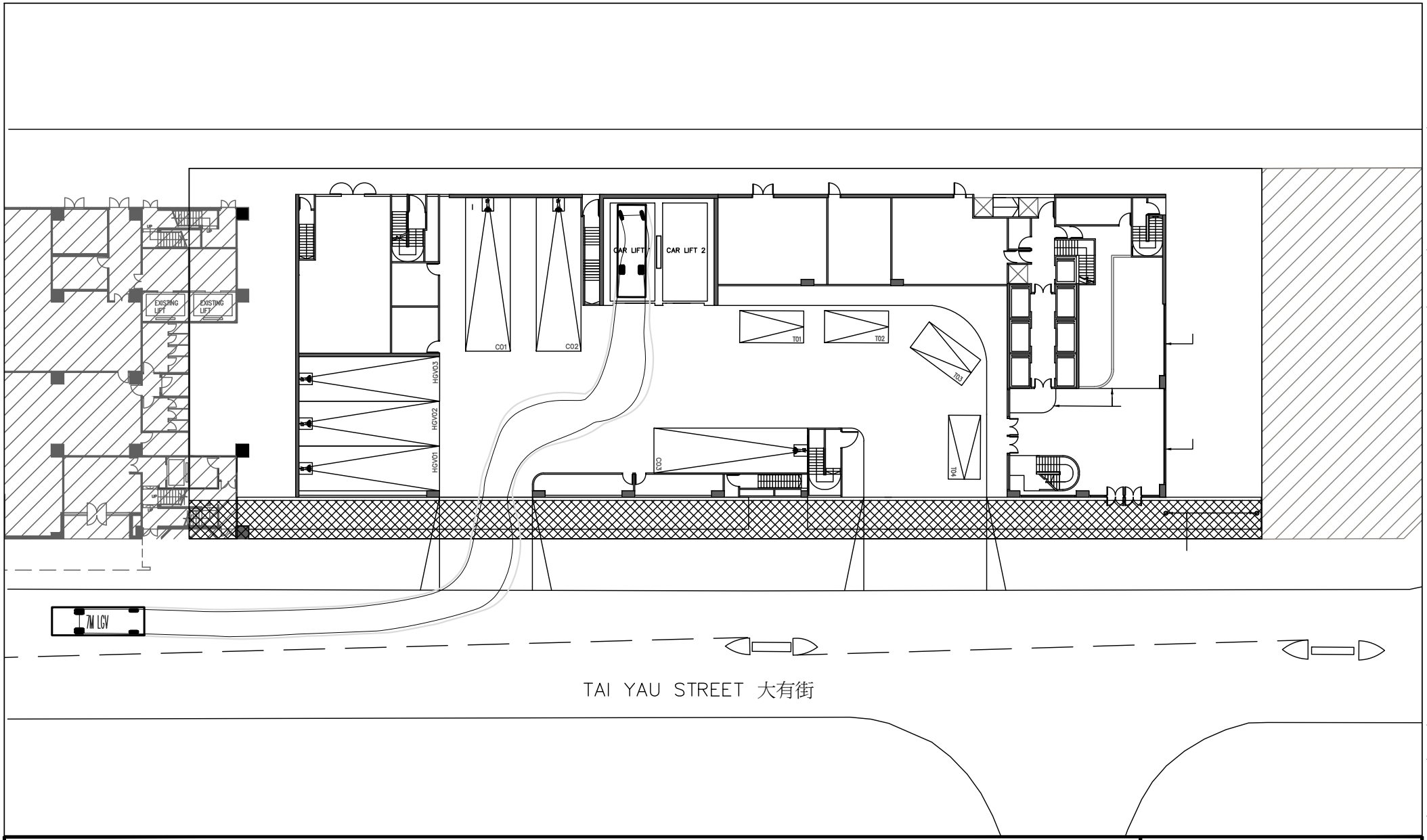
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.12

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR HEAVY GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



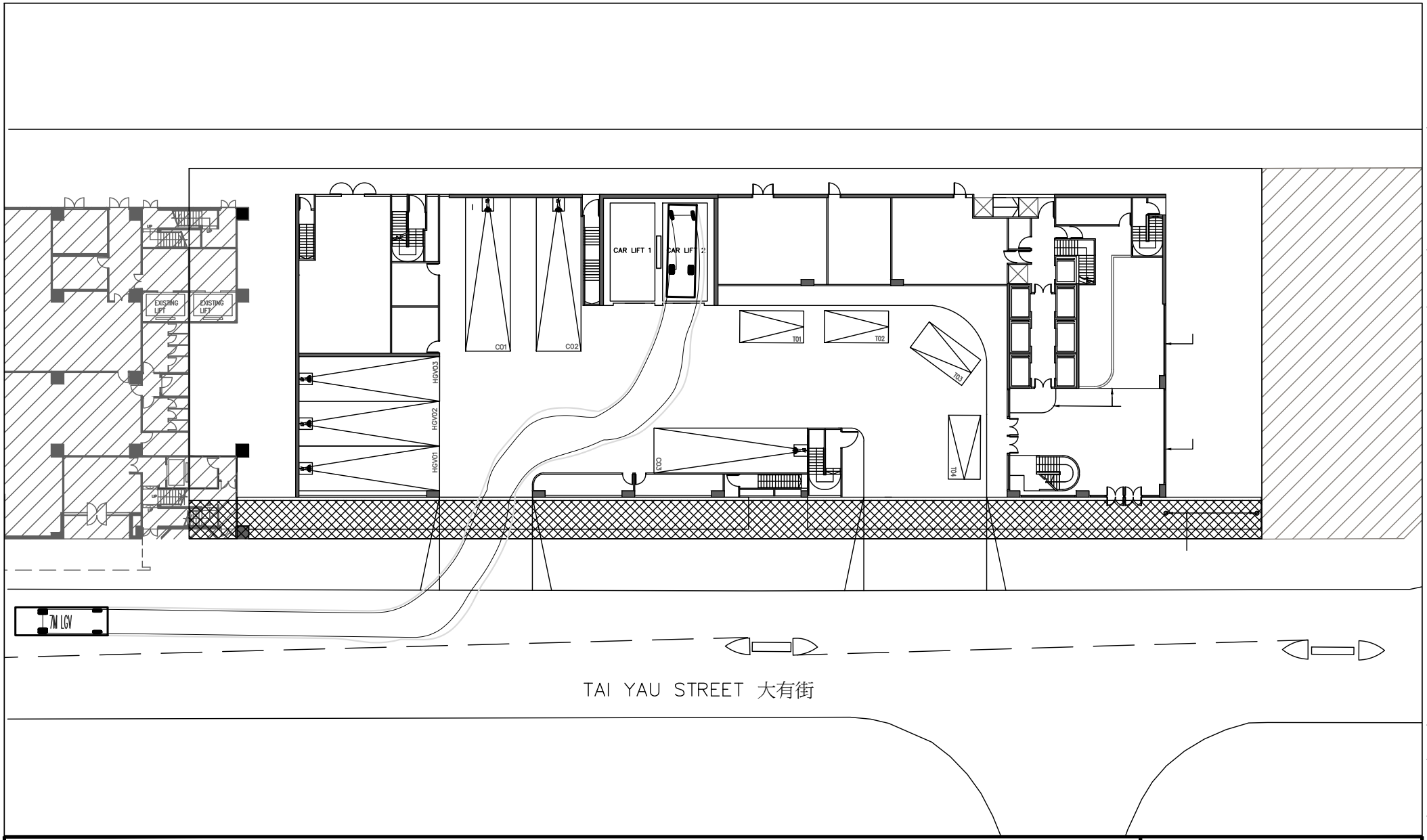
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.13

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



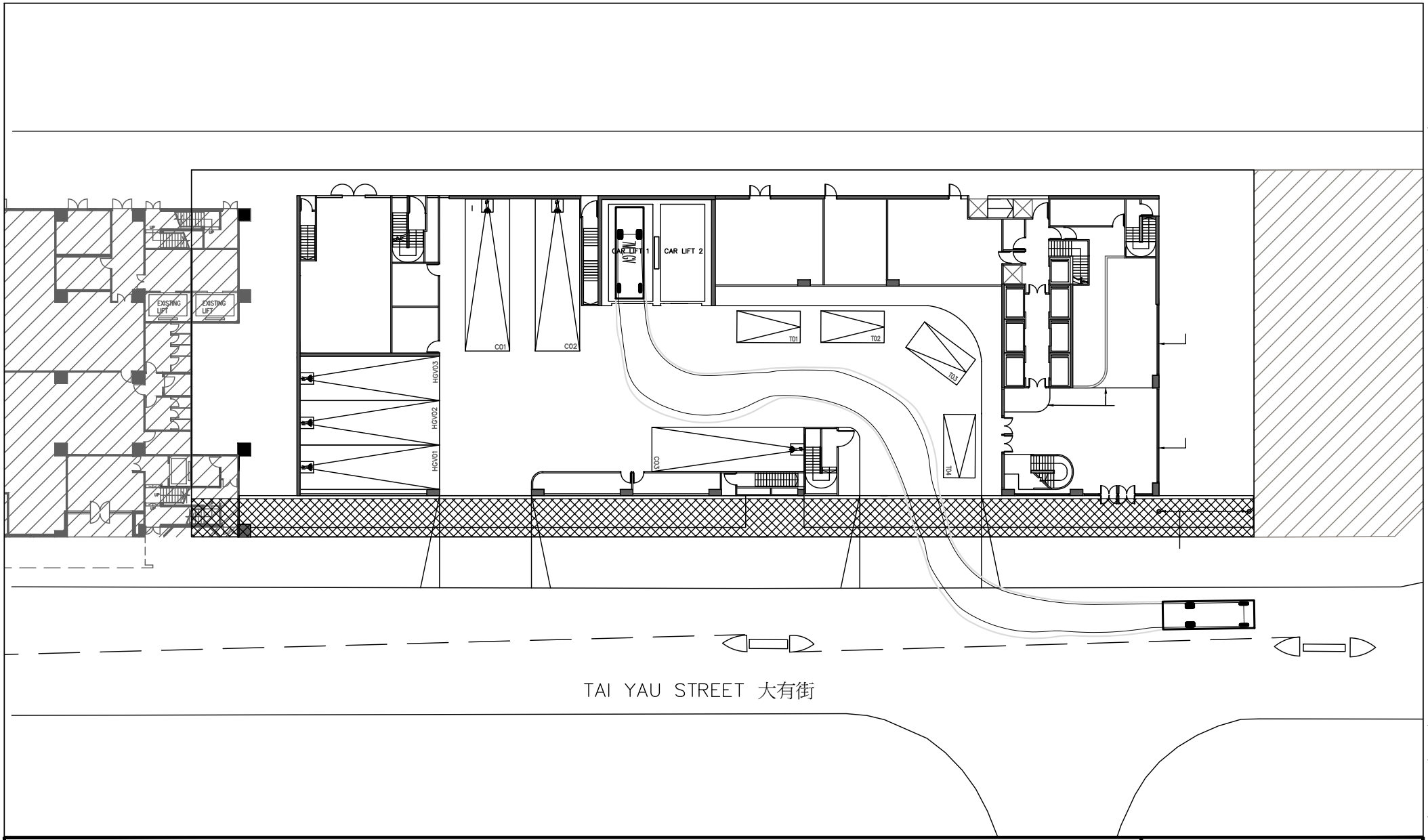
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.14

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



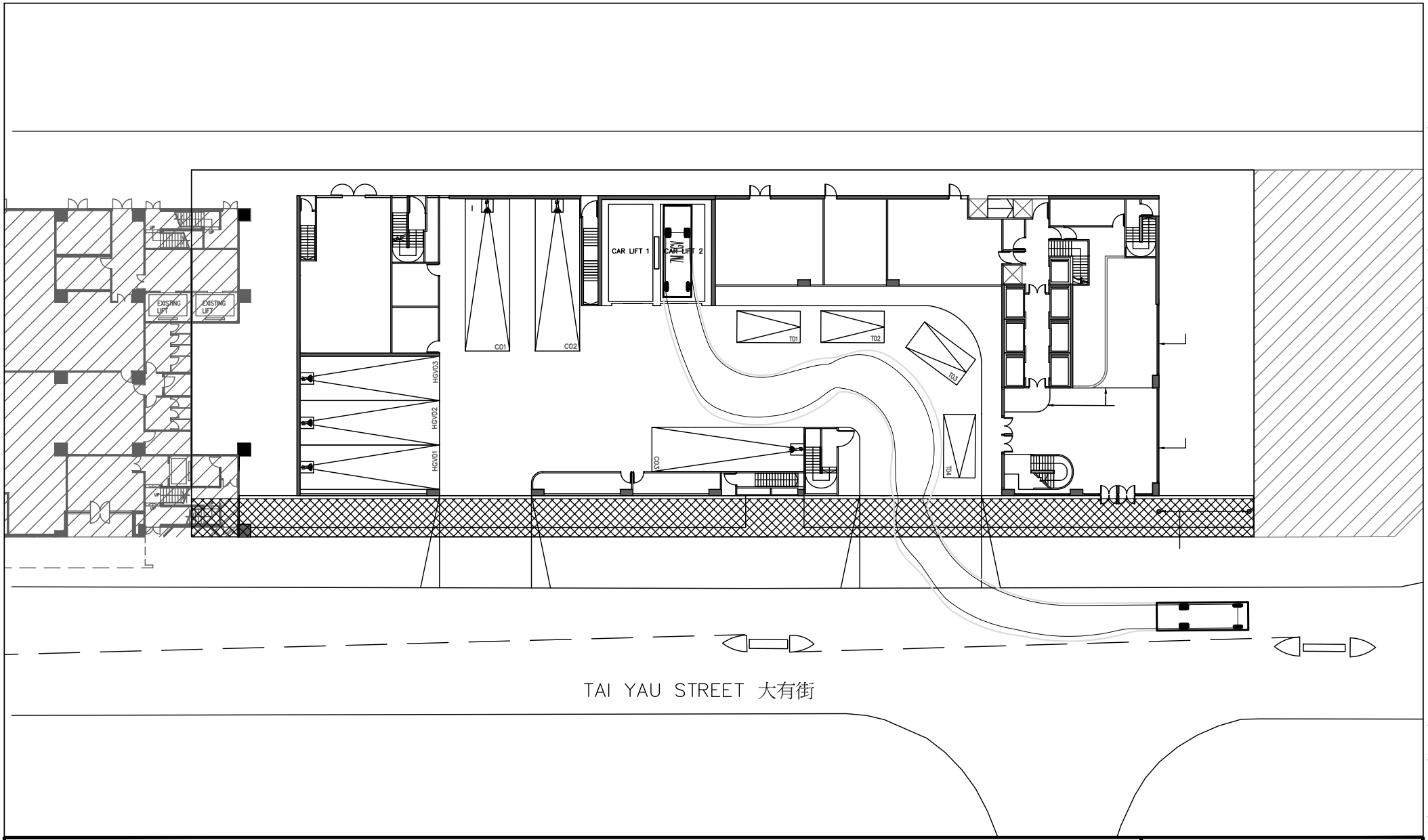
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.15

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



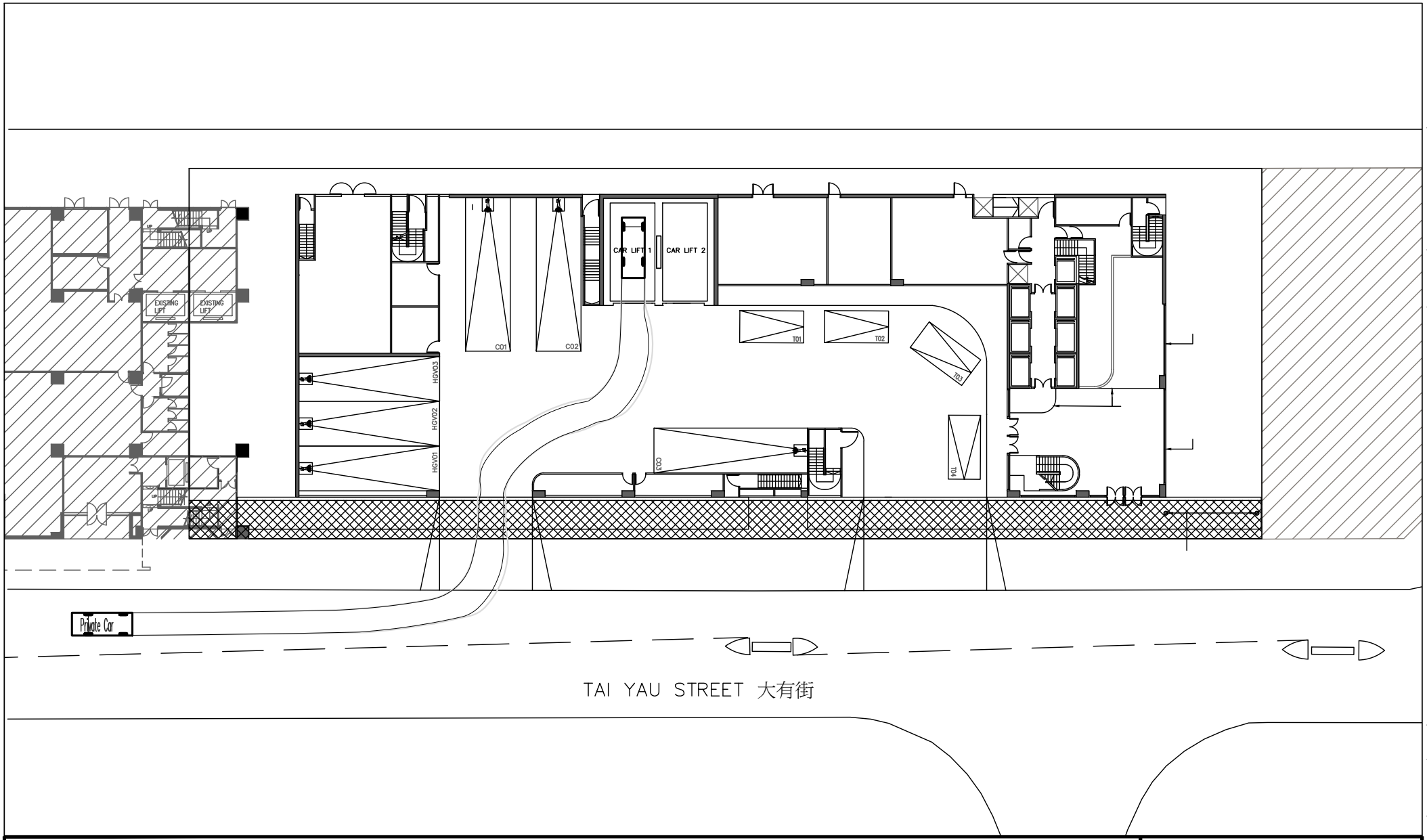
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.16

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



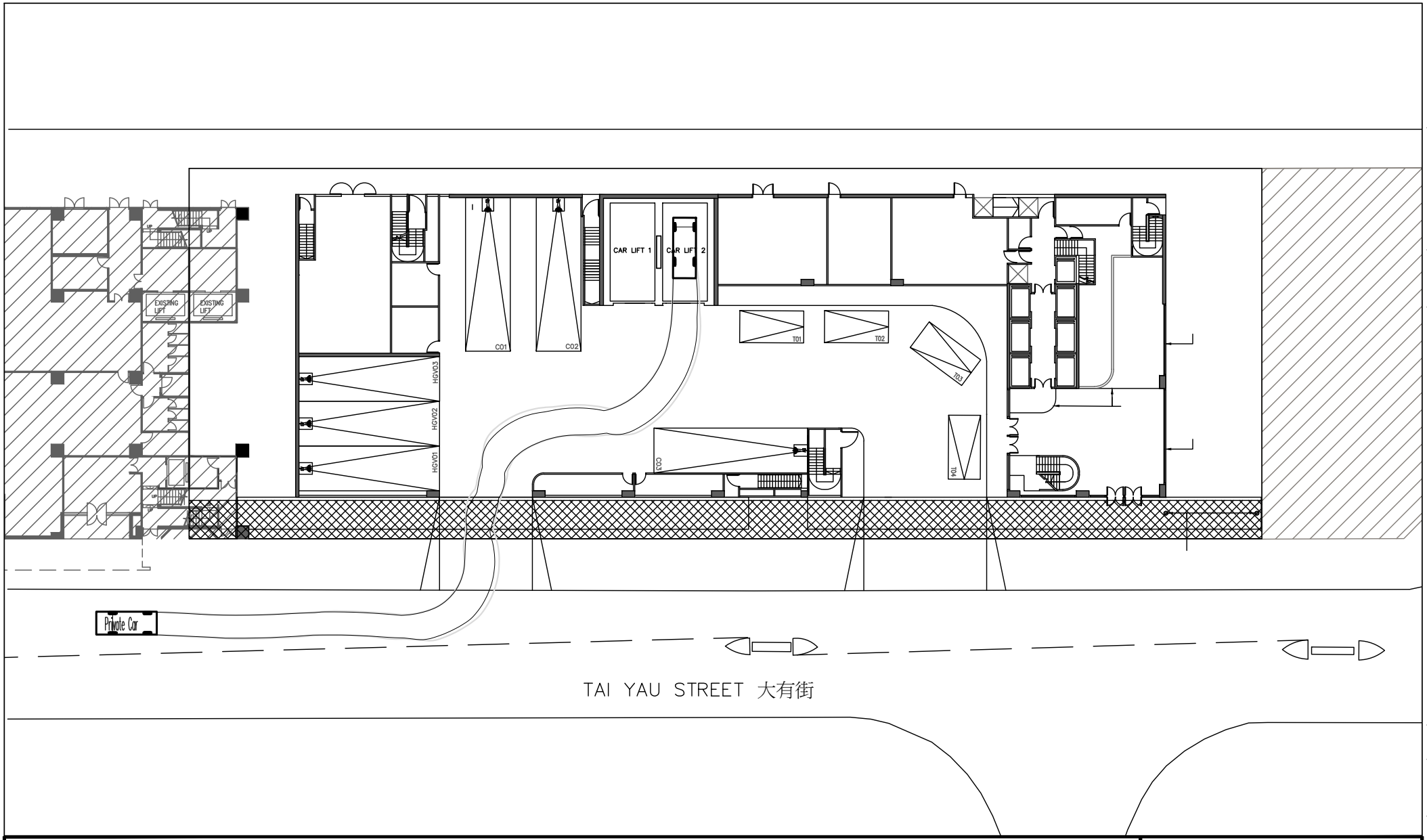
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.17

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR PRIVATE CAR
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



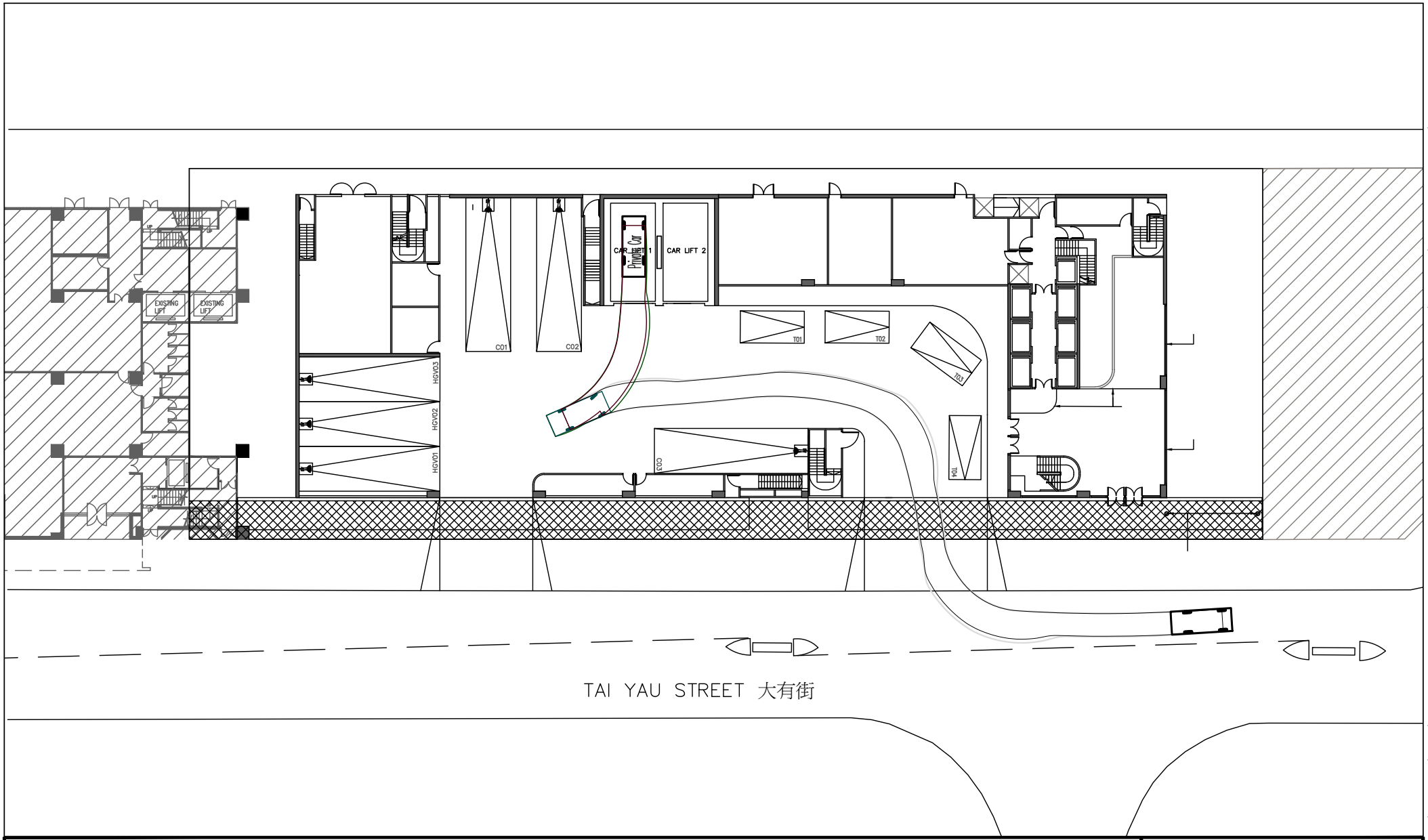
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.18

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR PRIVATE CAR
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



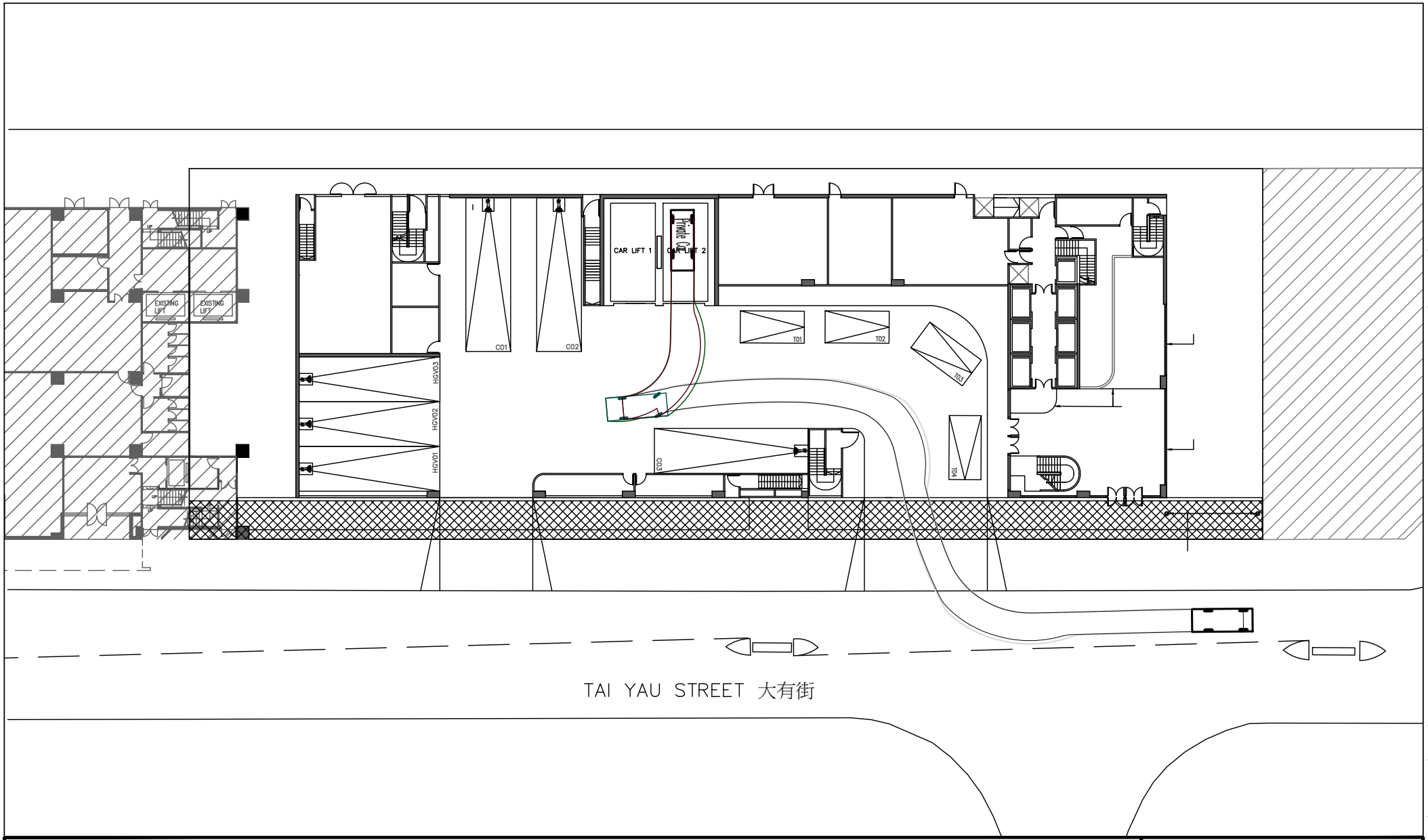
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.19

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR PRIVATE CAR
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



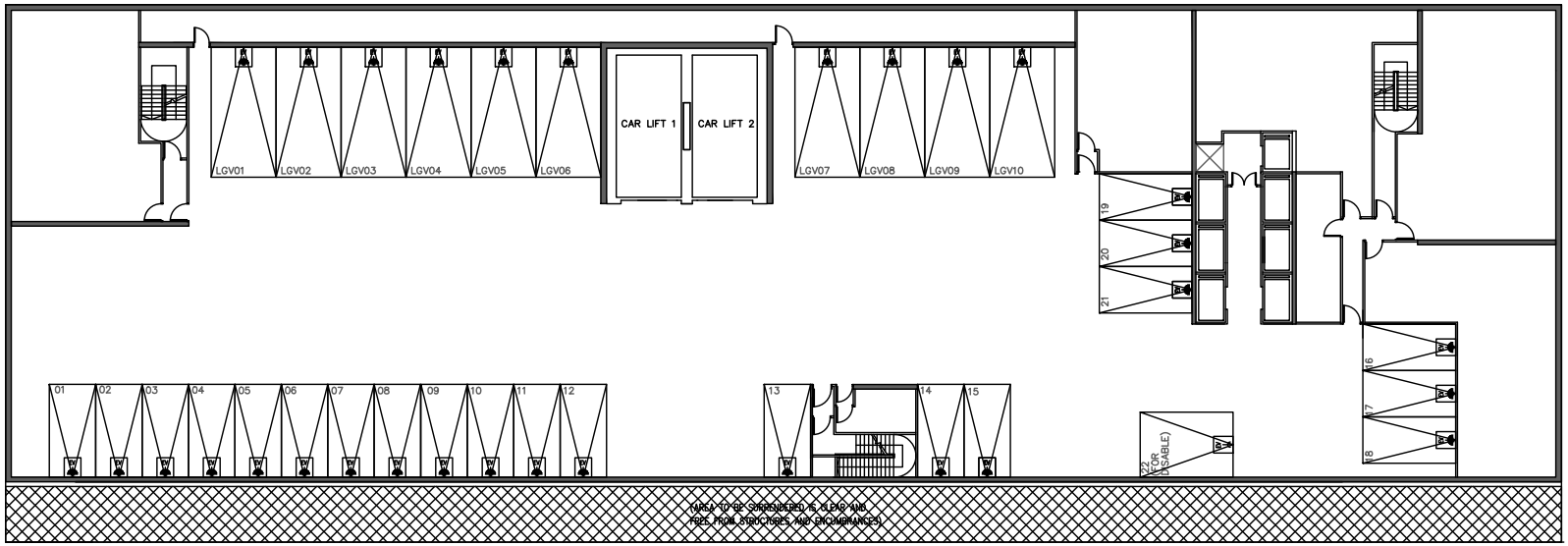
PROJECT TITLE
Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B

FIGURE GF-1.20

DATE	SCALE	DRAWING TITLE
JUL 2025	N.T.S	SWEPT PATH ANALYSIS FOR PRIVATE CAR
DRAWN	PROJECT NO.	
SF	J03007	

AMG CONSULTANCY LIMITED

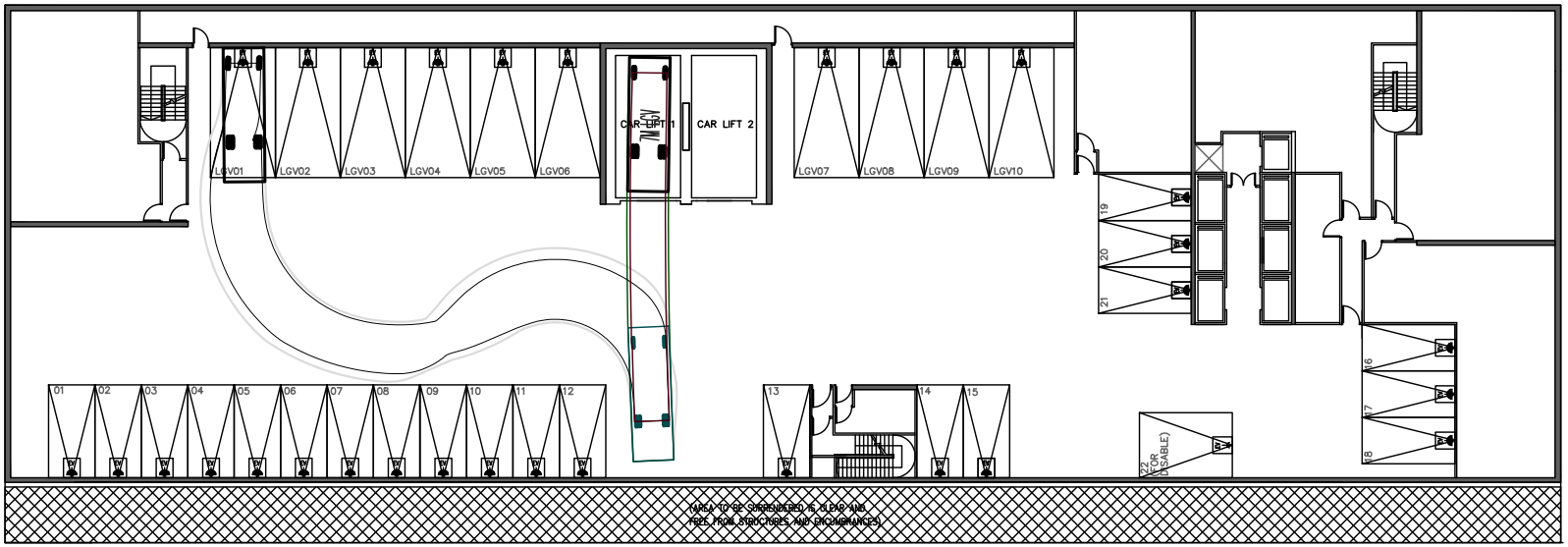
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_20250722.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE BASEMENT FLOOR PLAN	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

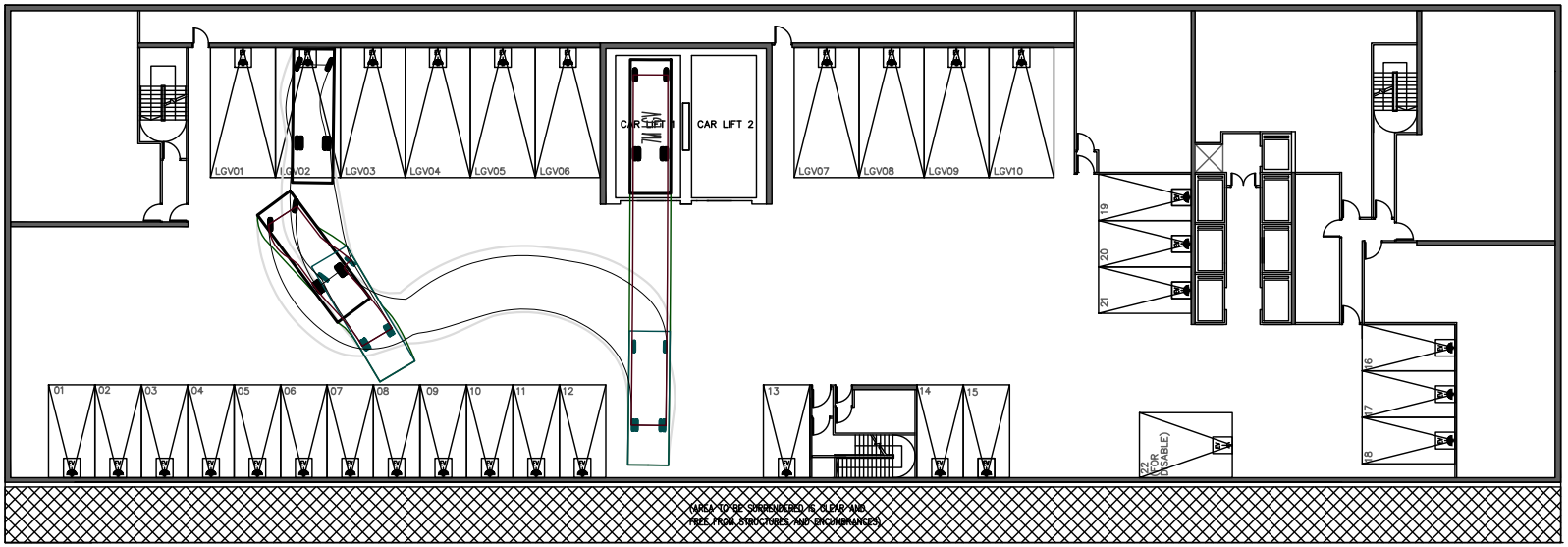
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.1**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

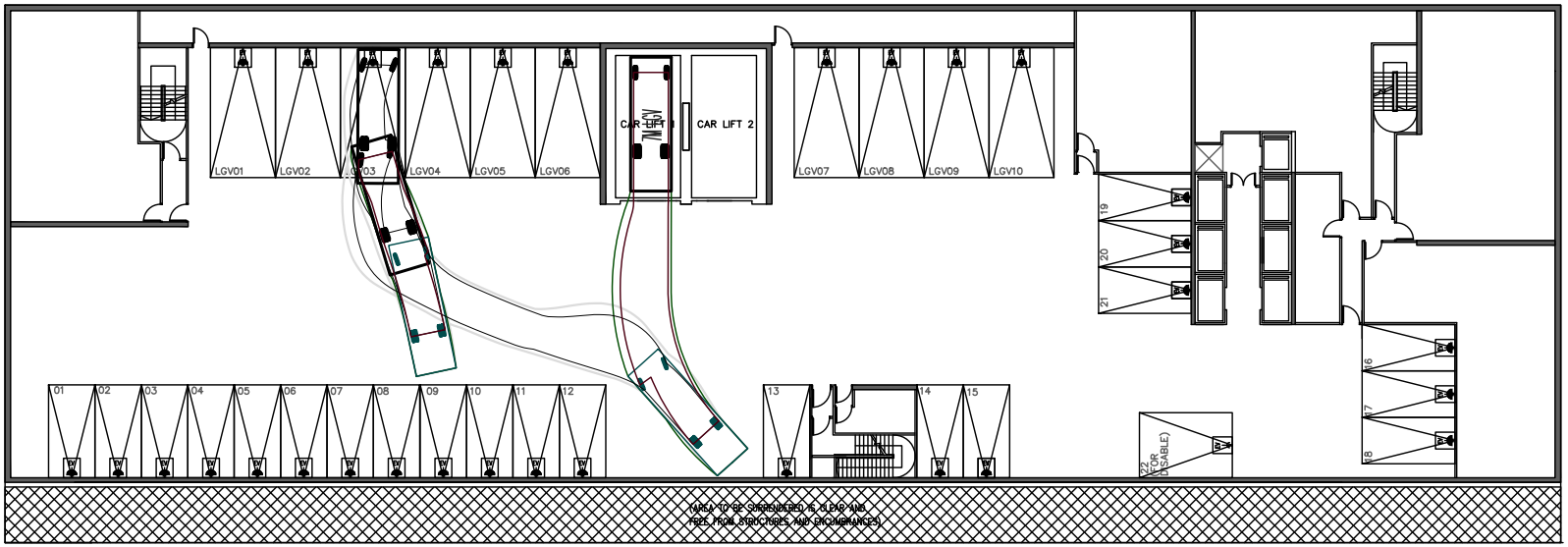
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.2**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

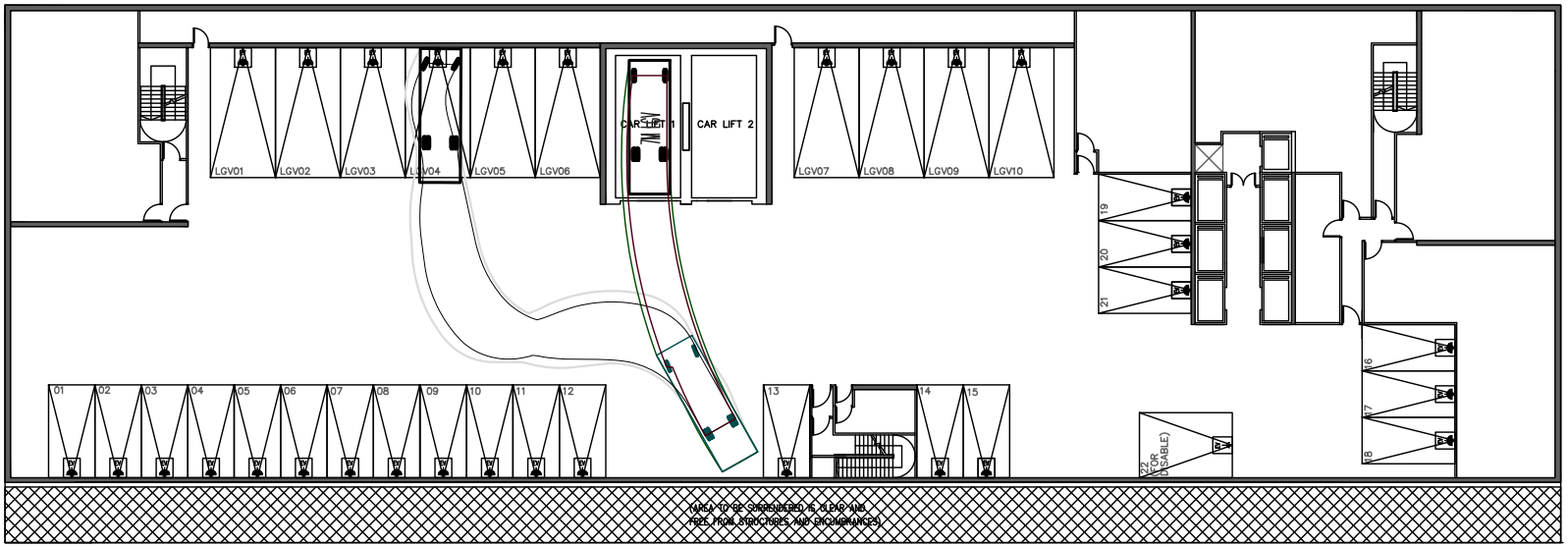
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.3**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

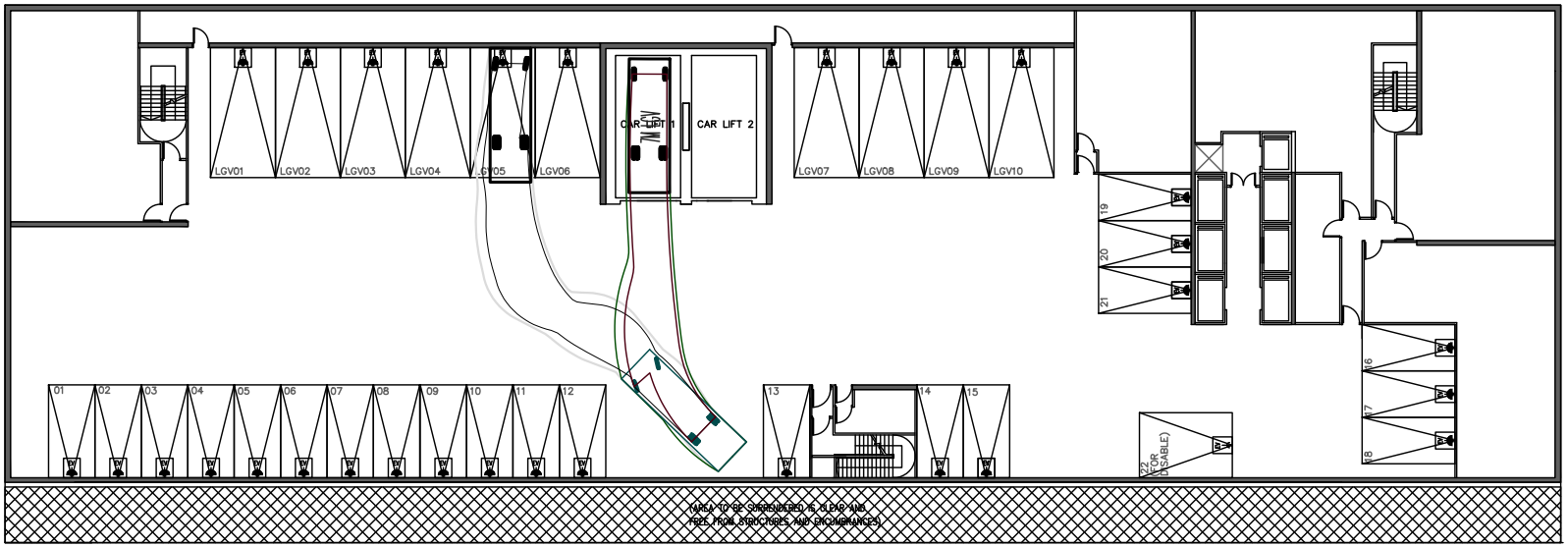
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.4**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

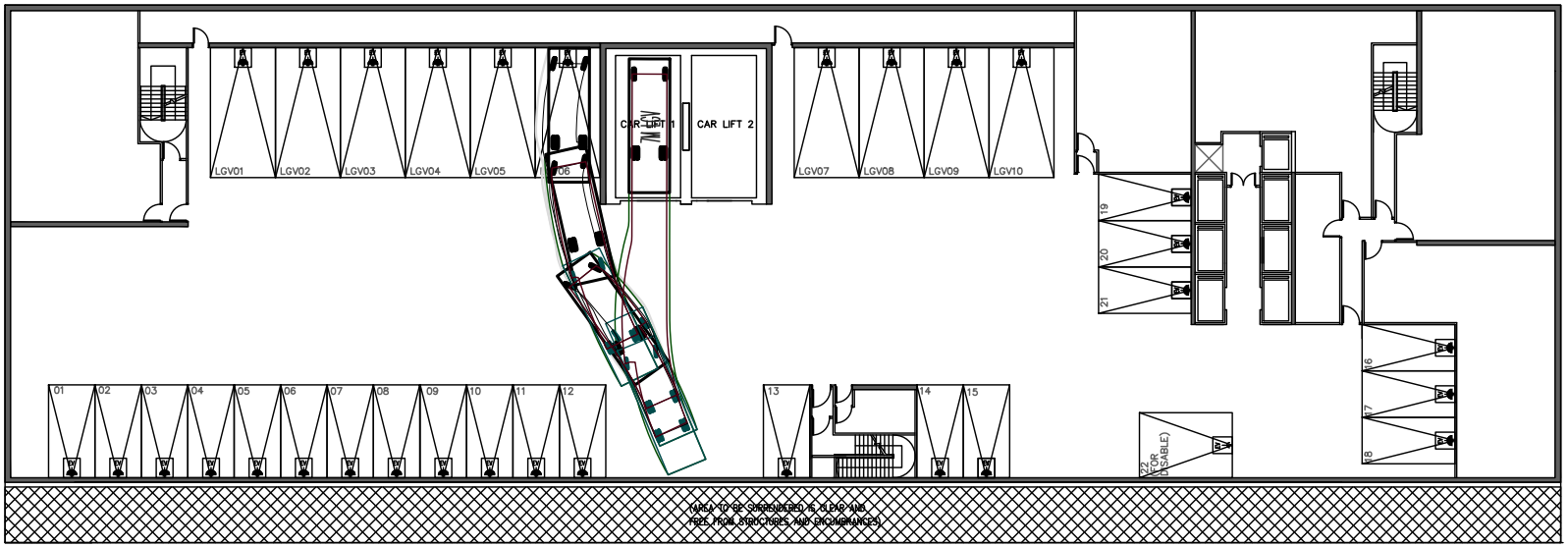
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.5**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

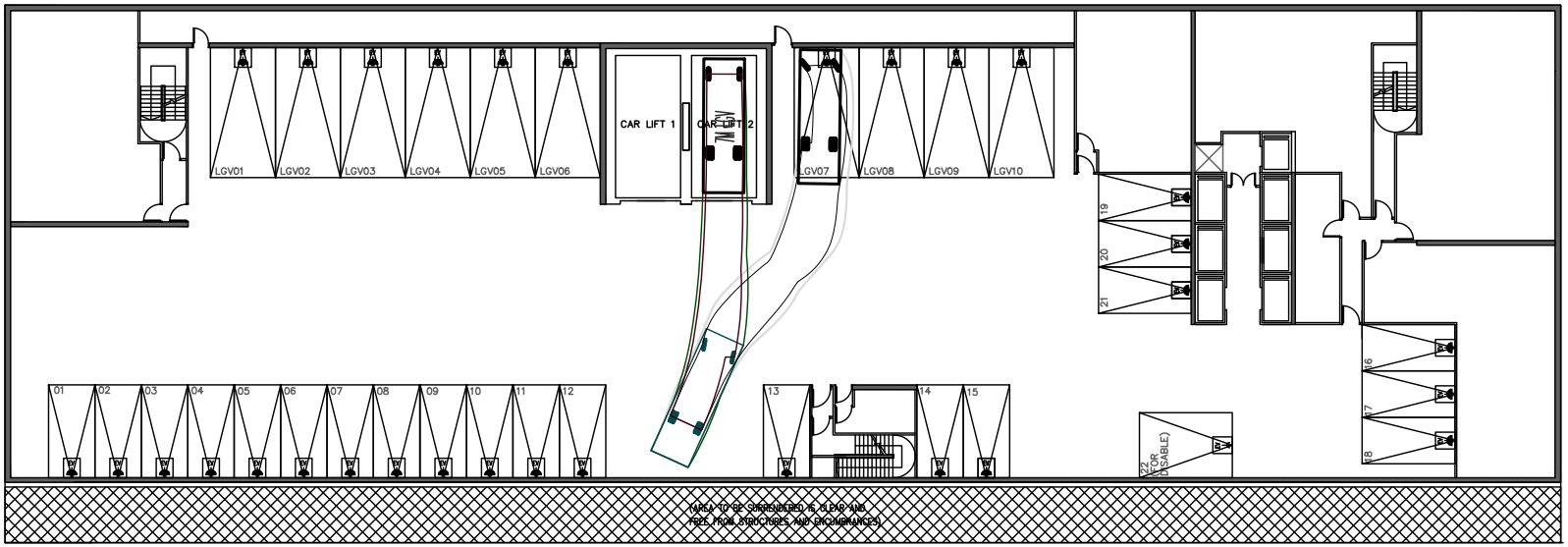
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.6**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

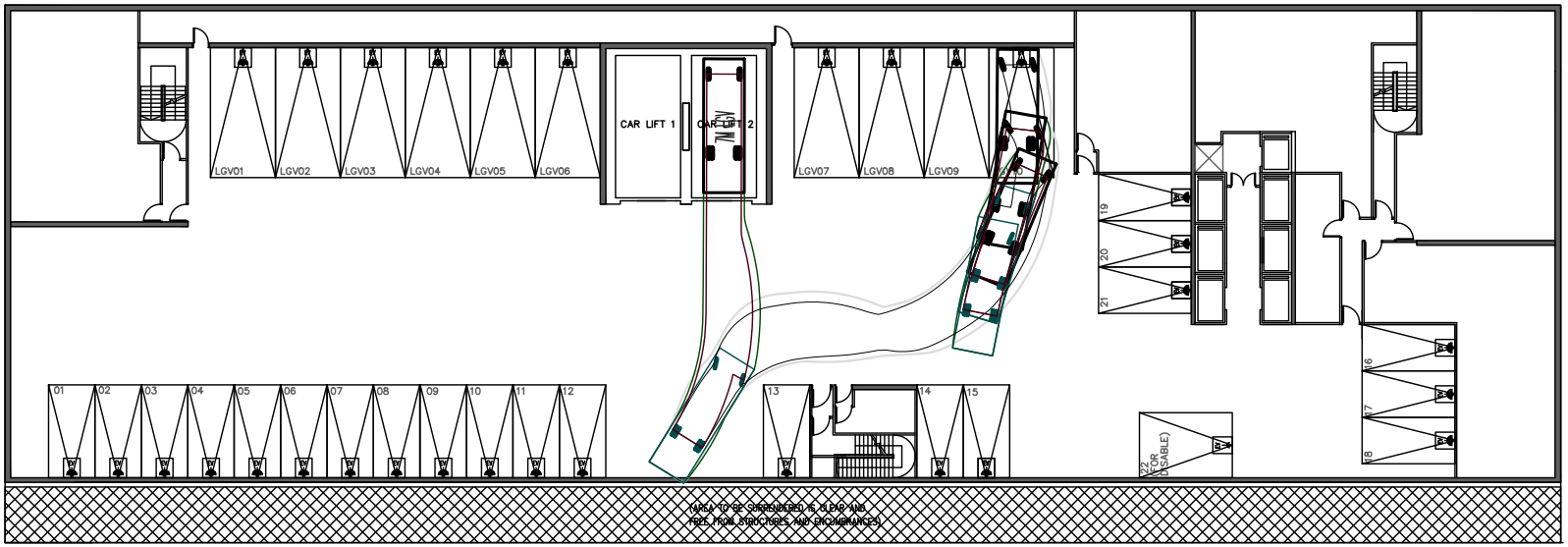
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.7**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

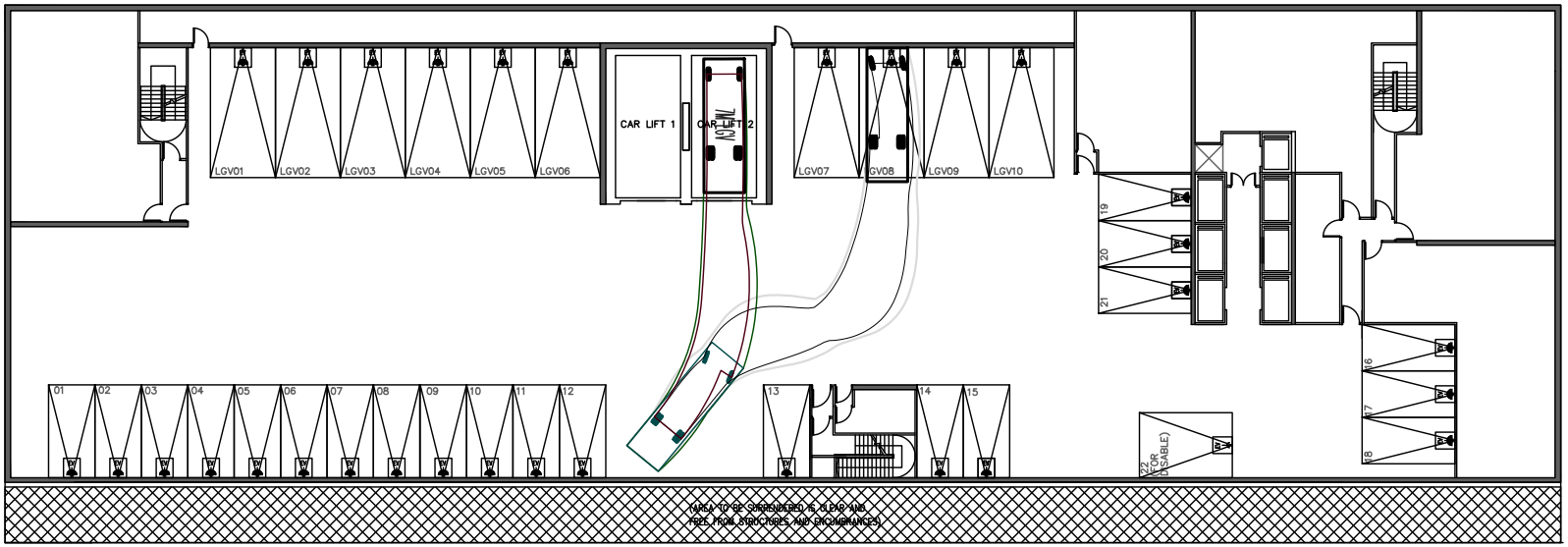
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.8**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

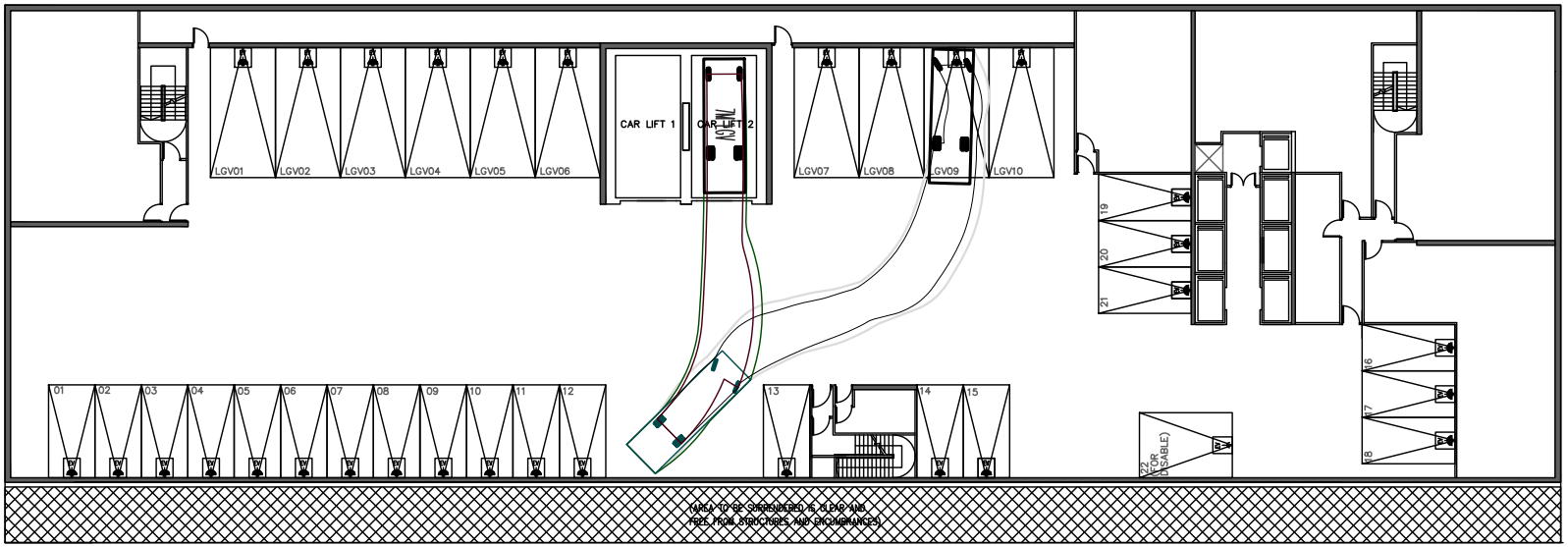
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.9**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

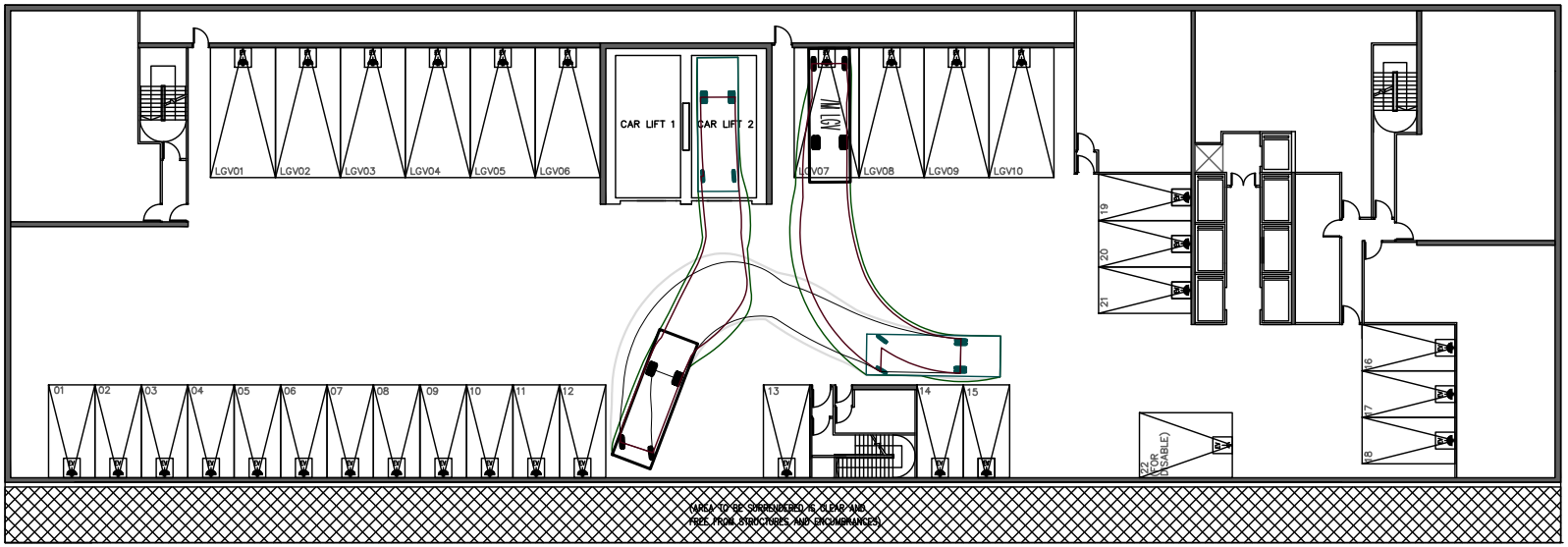
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.10**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

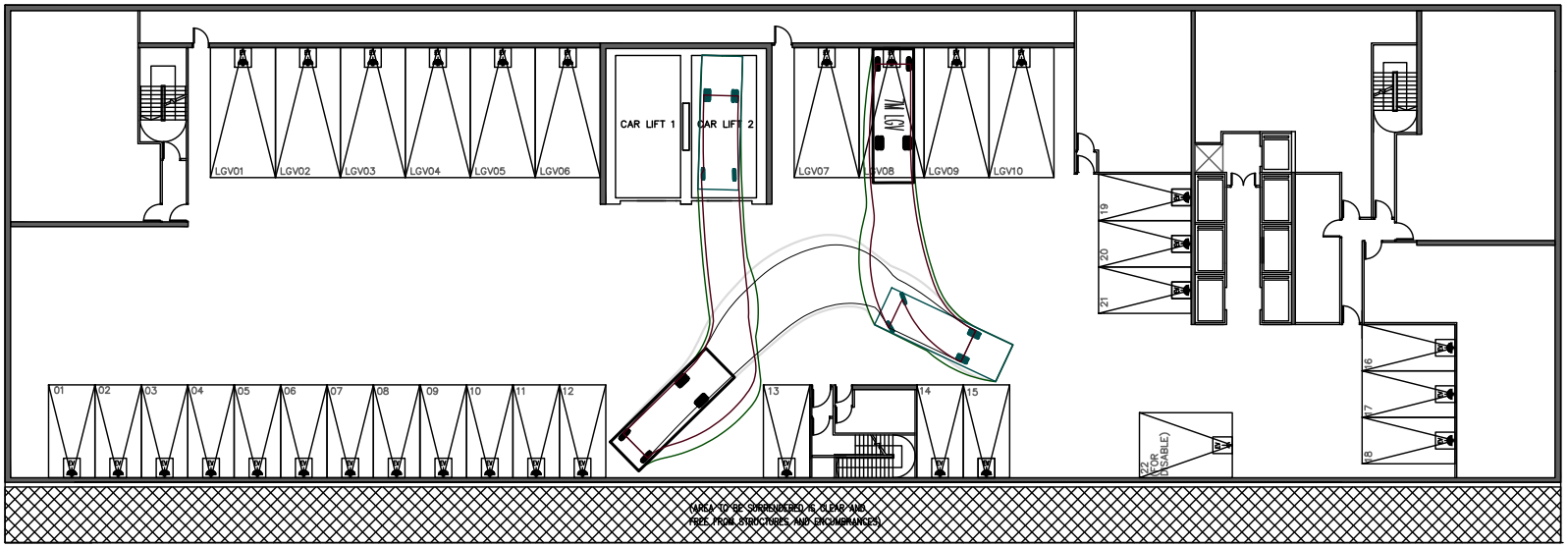
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.11**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

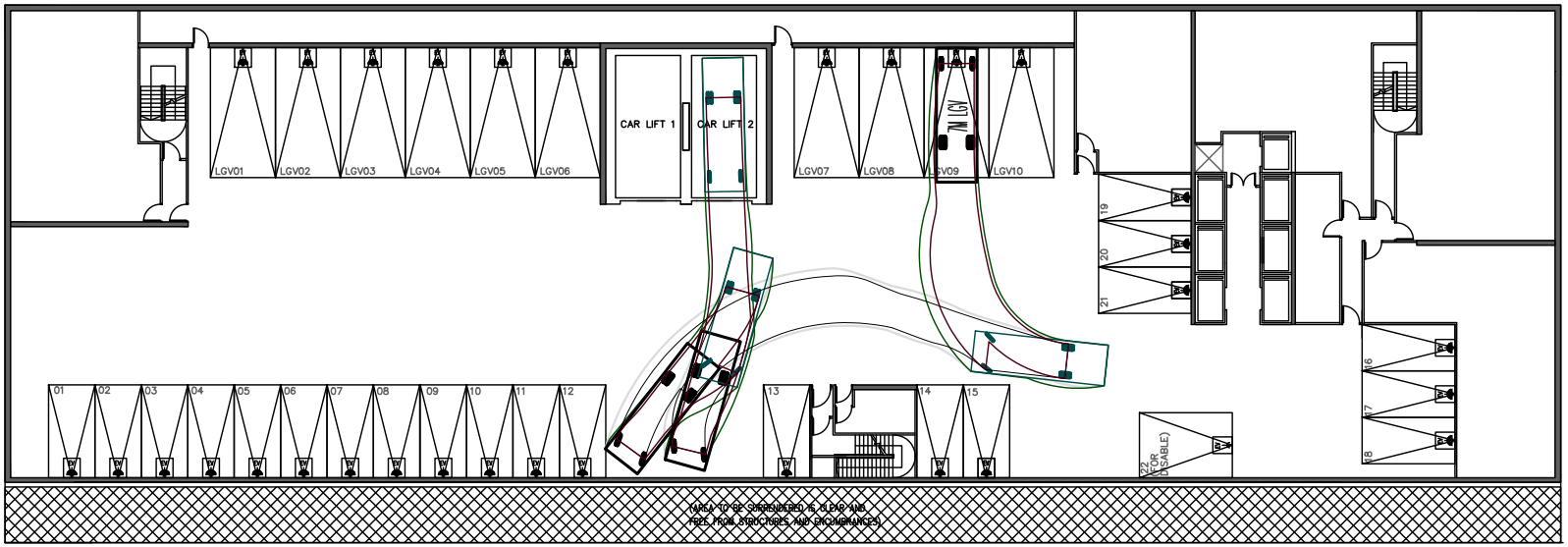
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.12**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

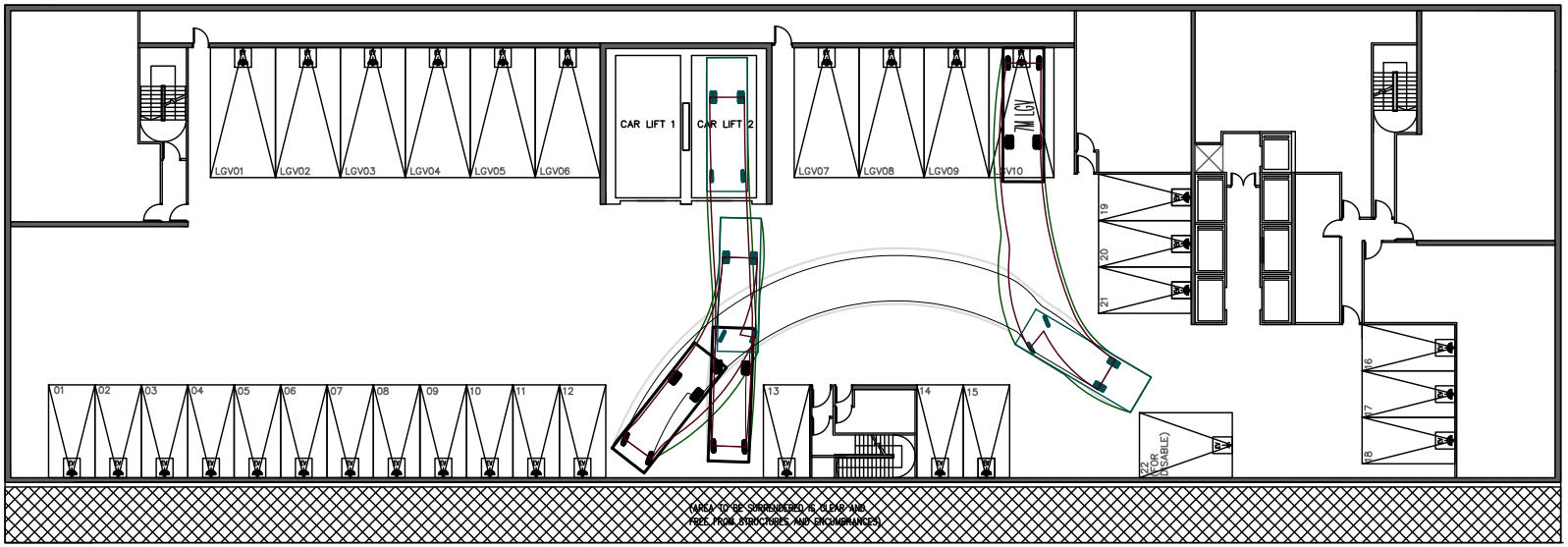
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.13**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

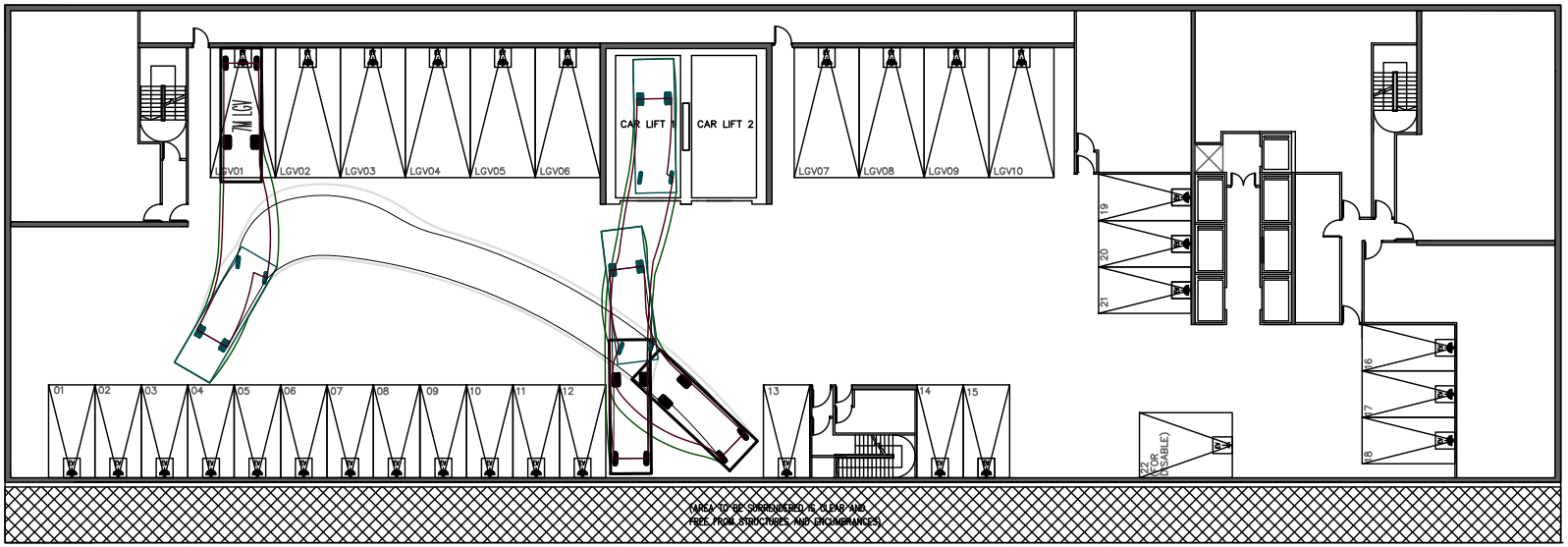
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.14**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

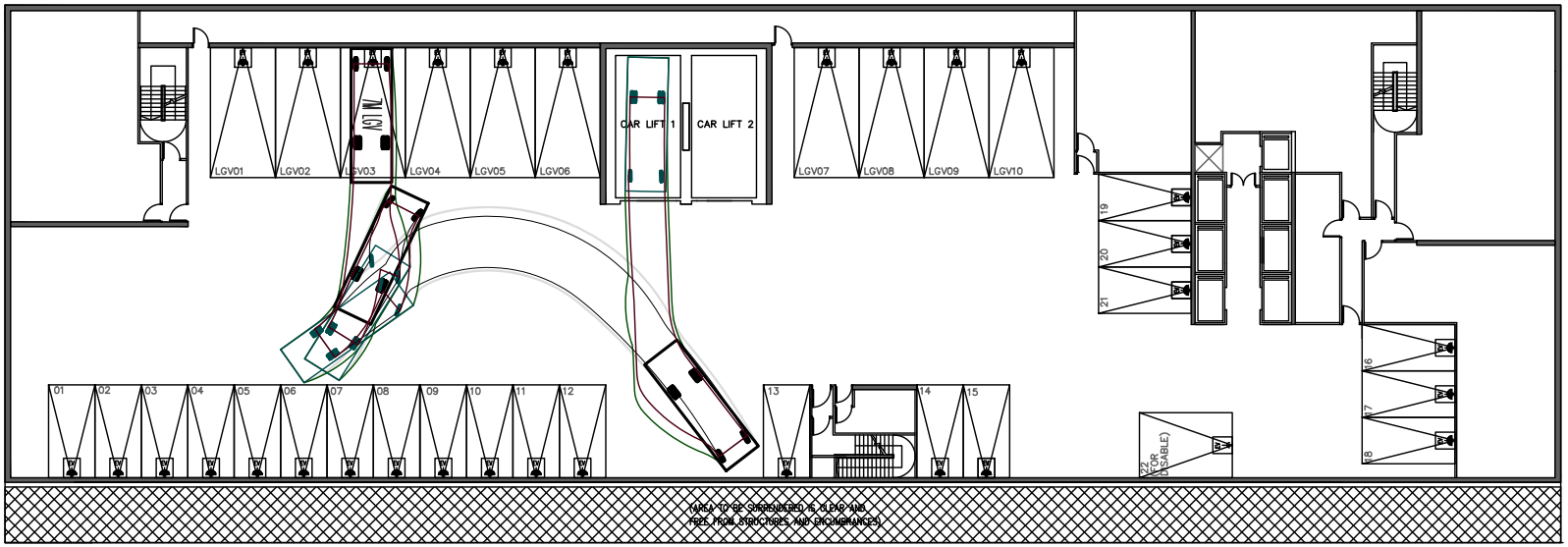
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.15**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

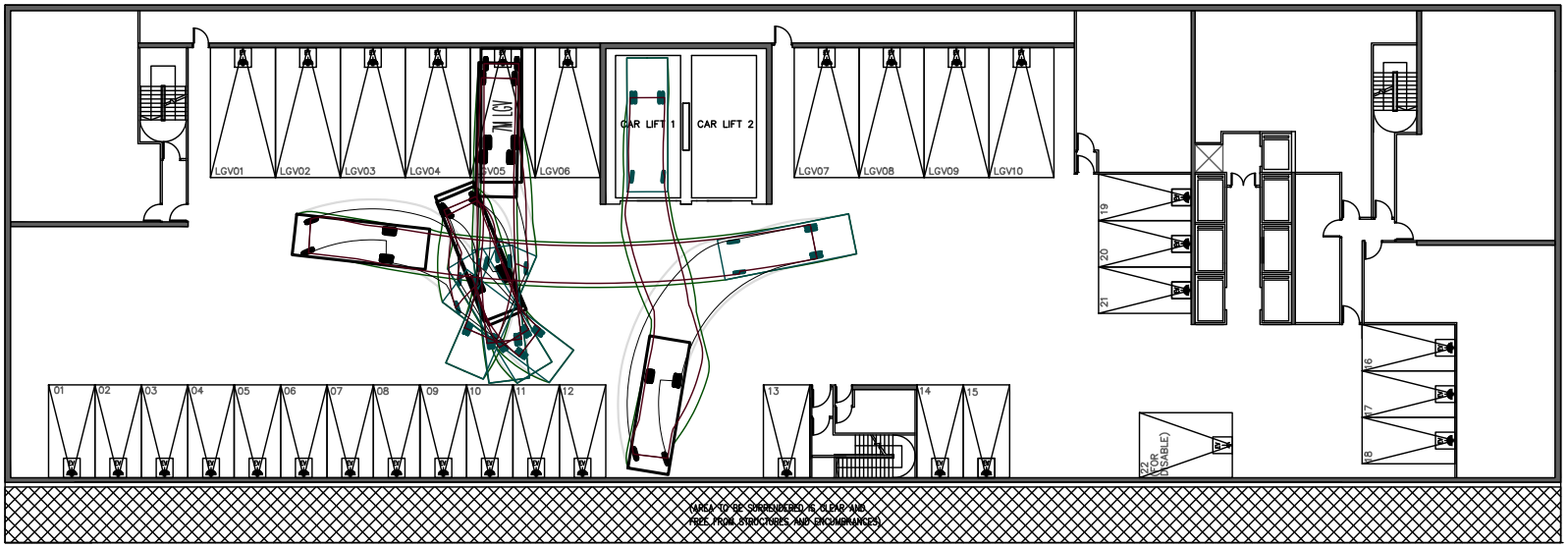
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.16**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

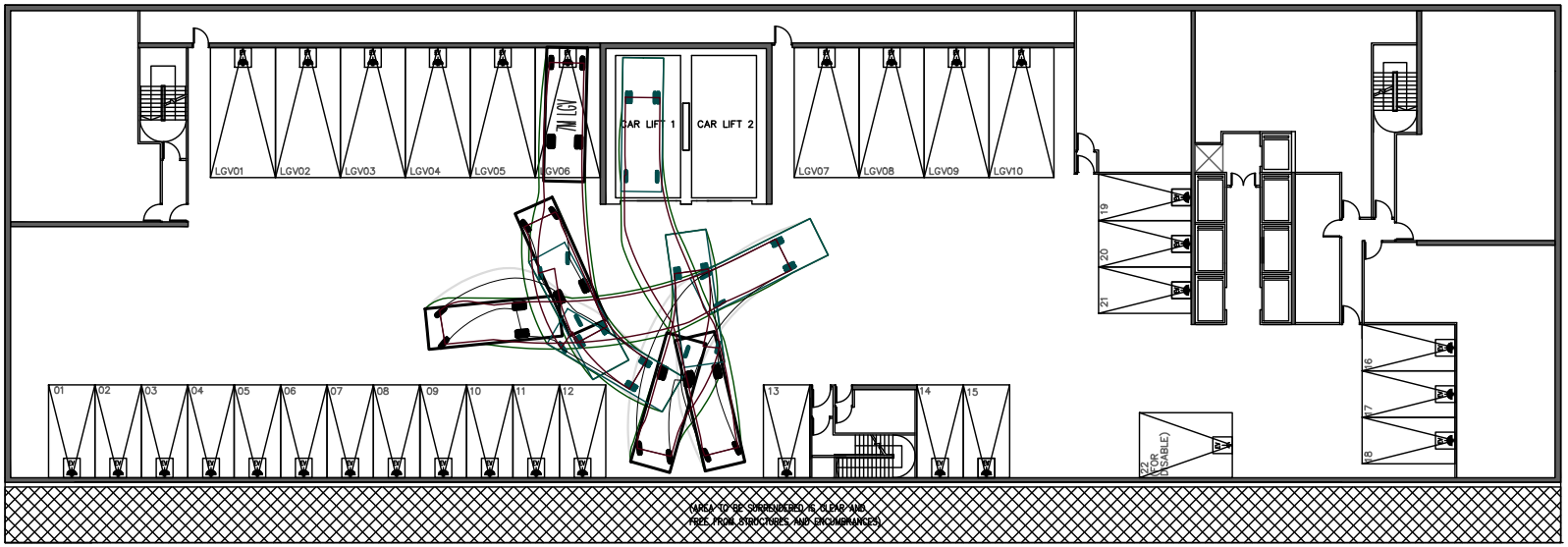
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.17**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

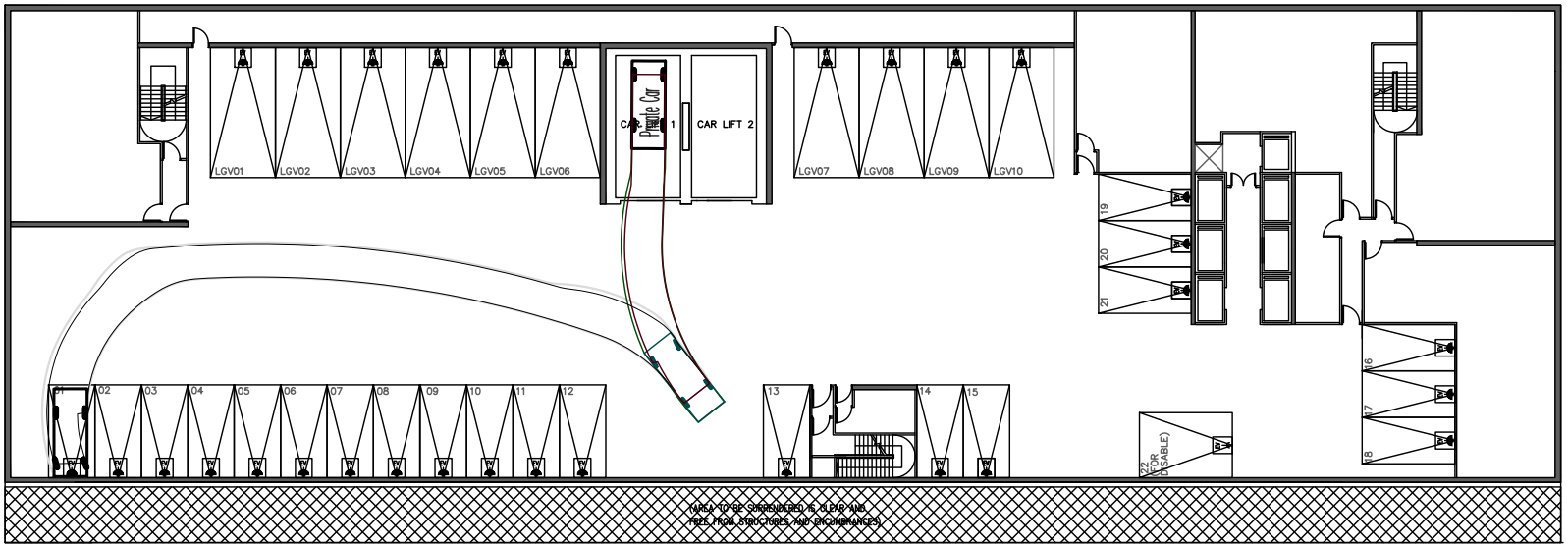
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.18**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR LIGHT GOODS VEHICLE	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

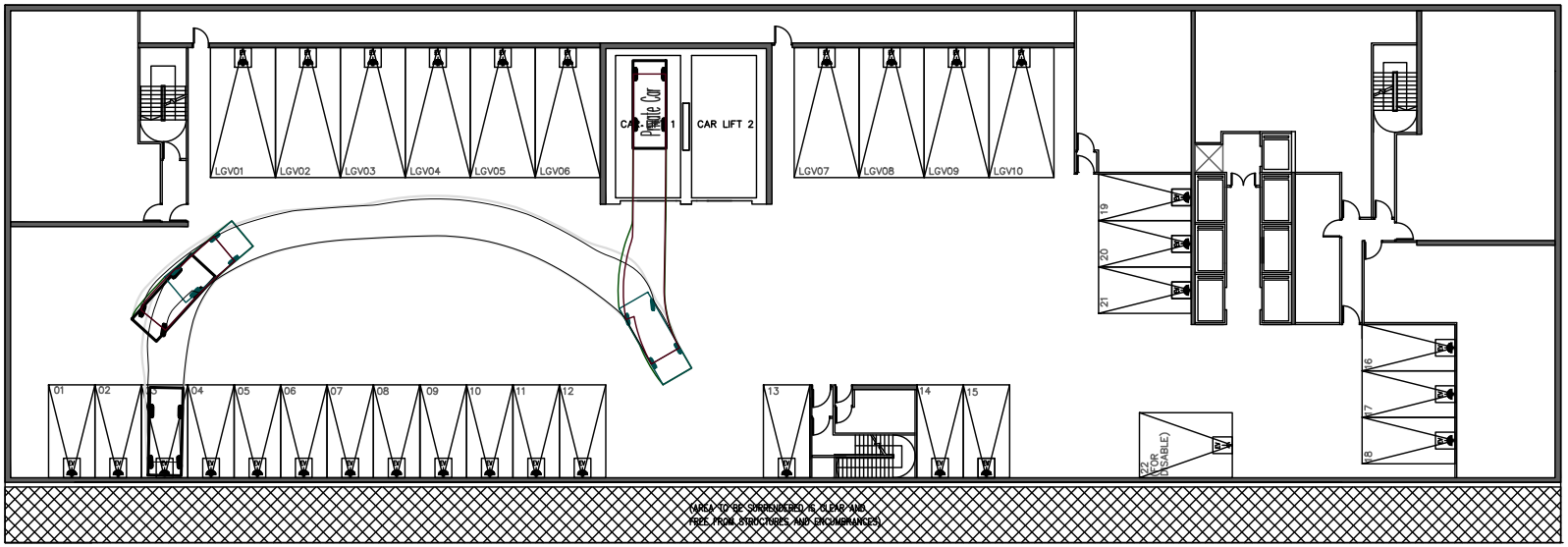
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.19**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

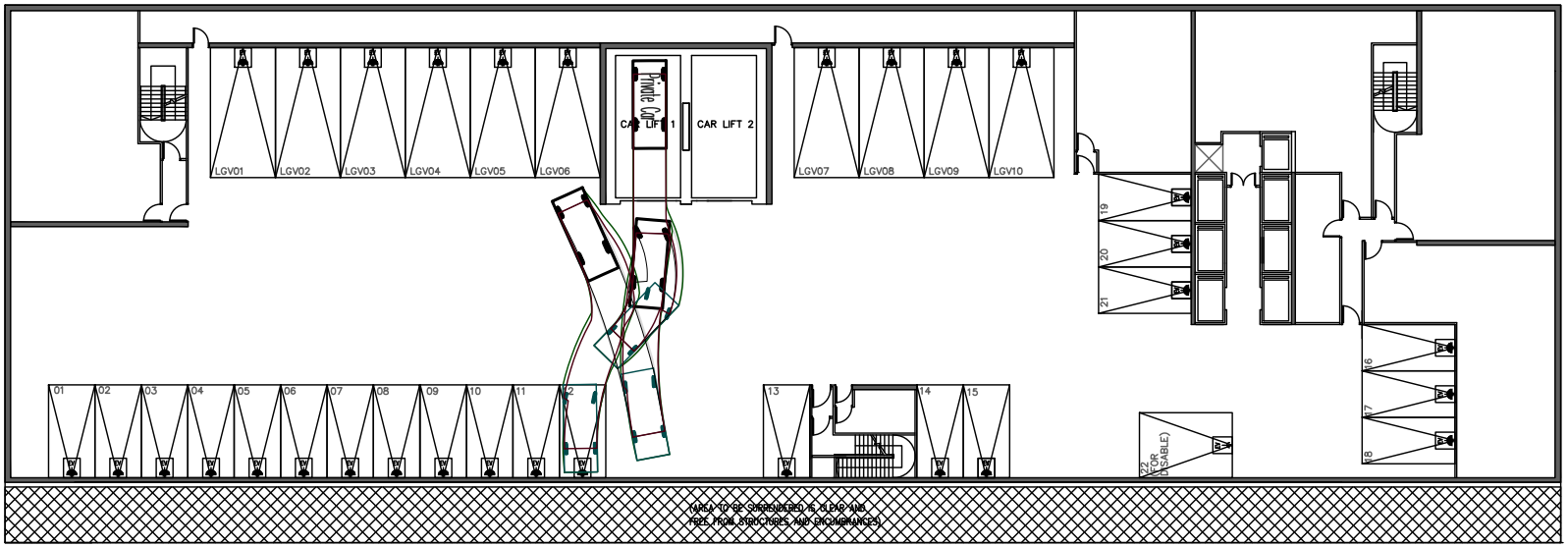
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.20**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

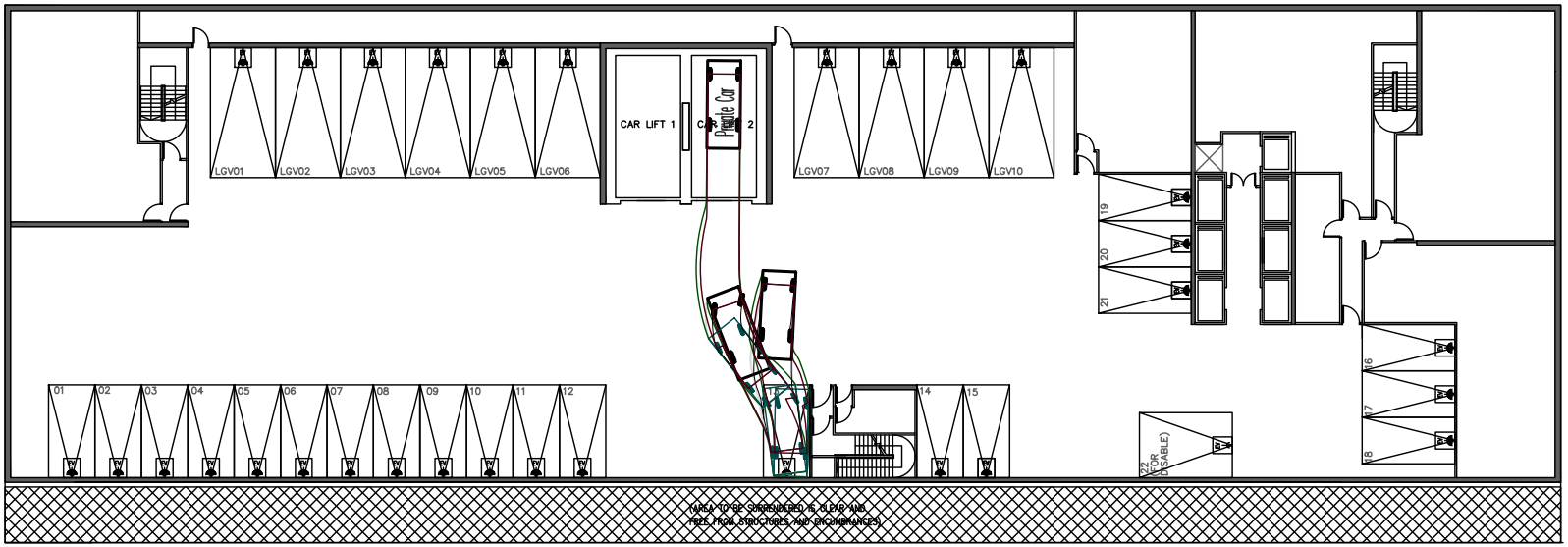
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.21**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

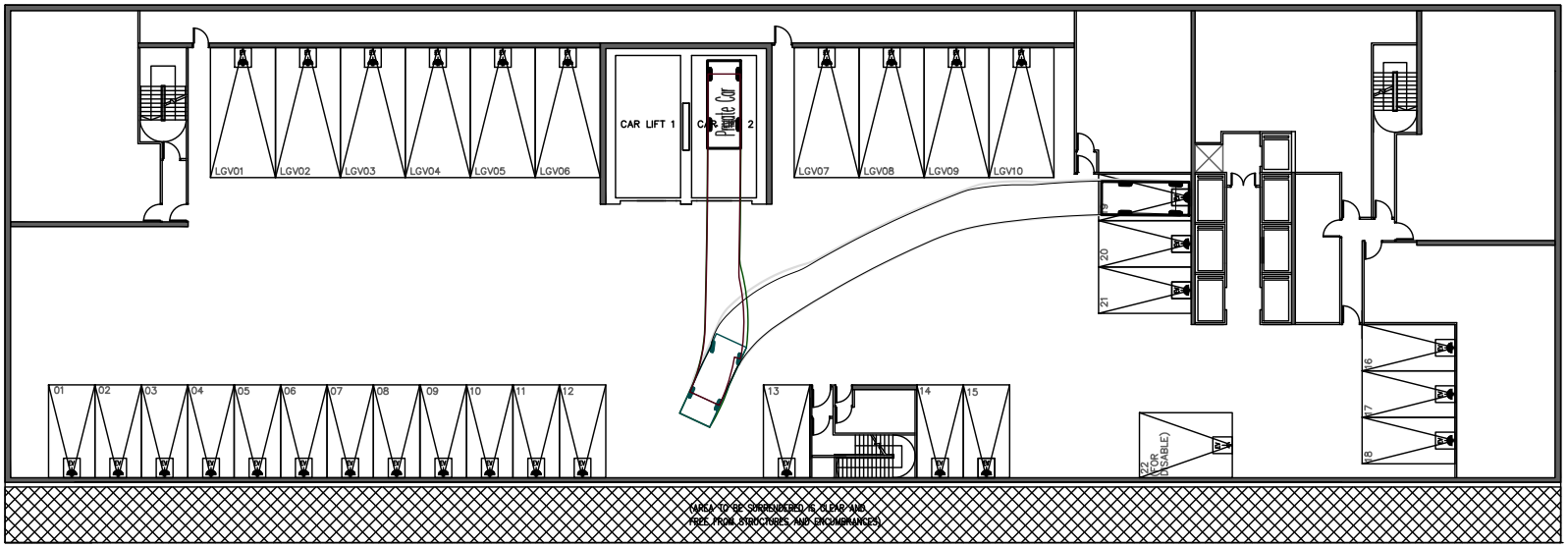
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

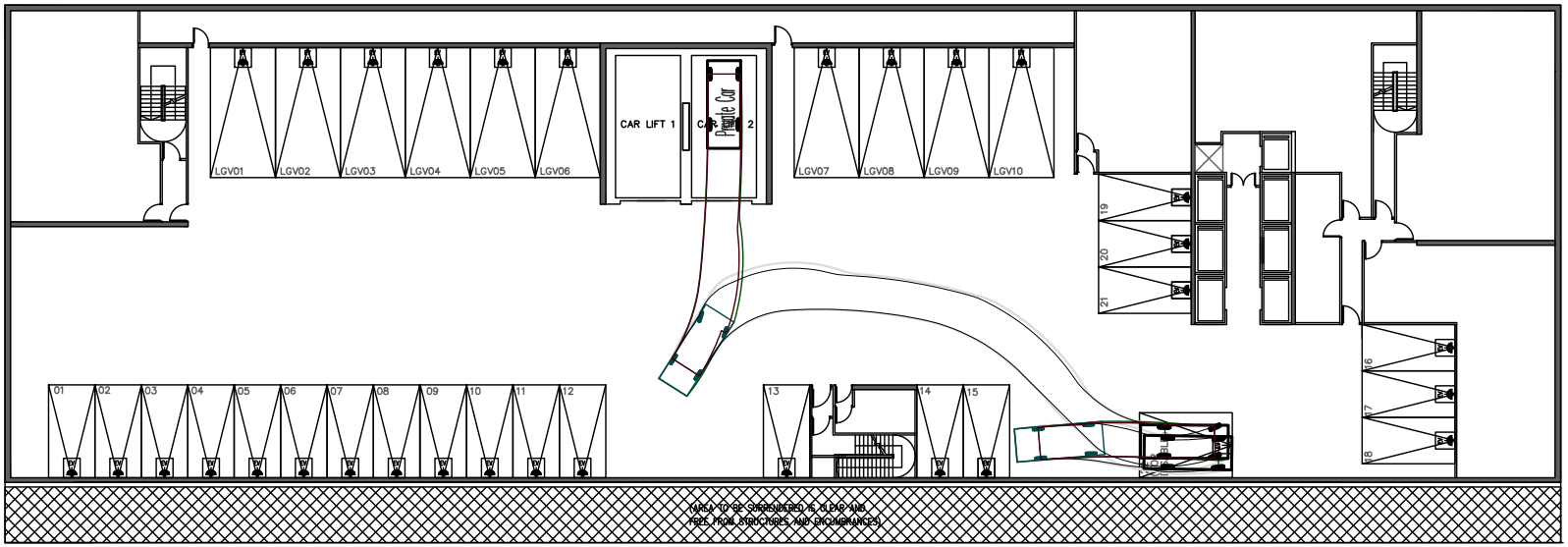
PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.22**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

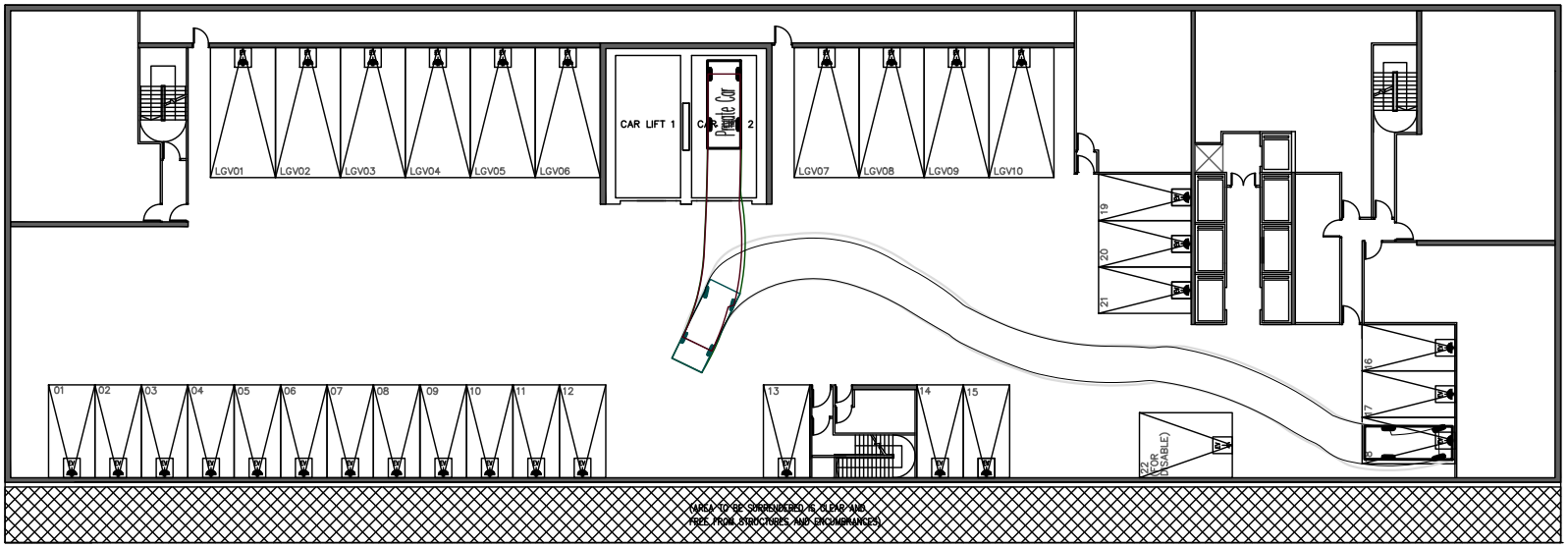
PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.23**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.24**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

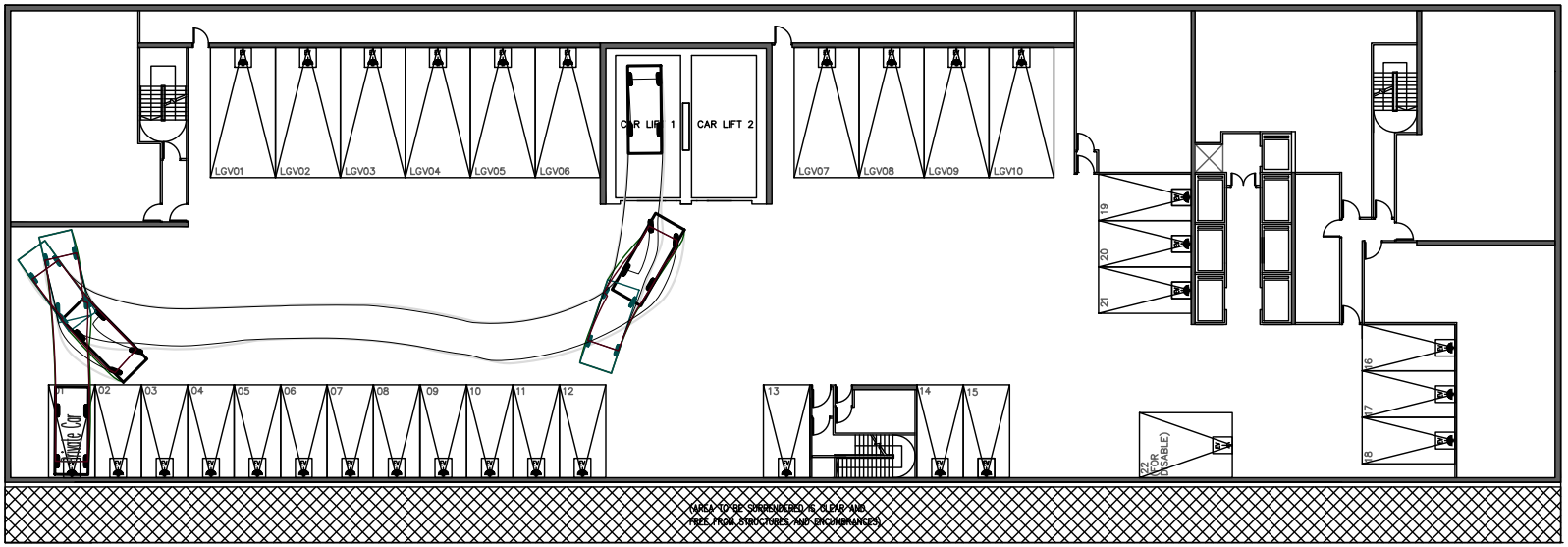
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.25**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

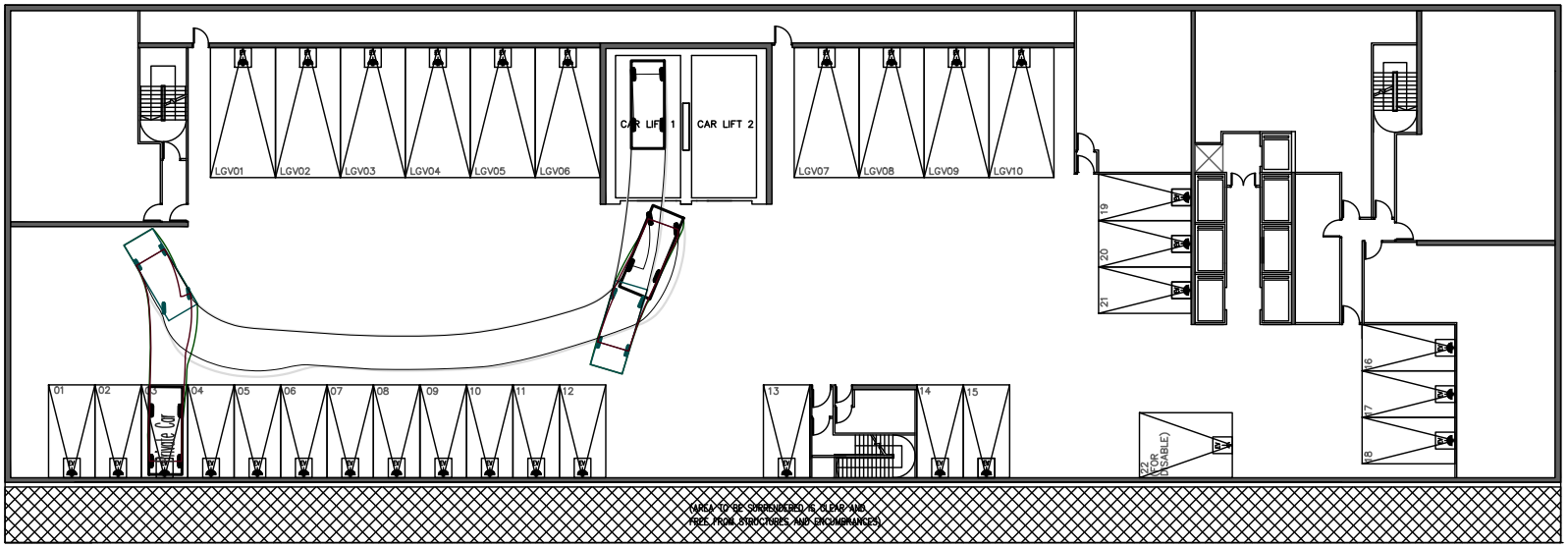
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.26**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

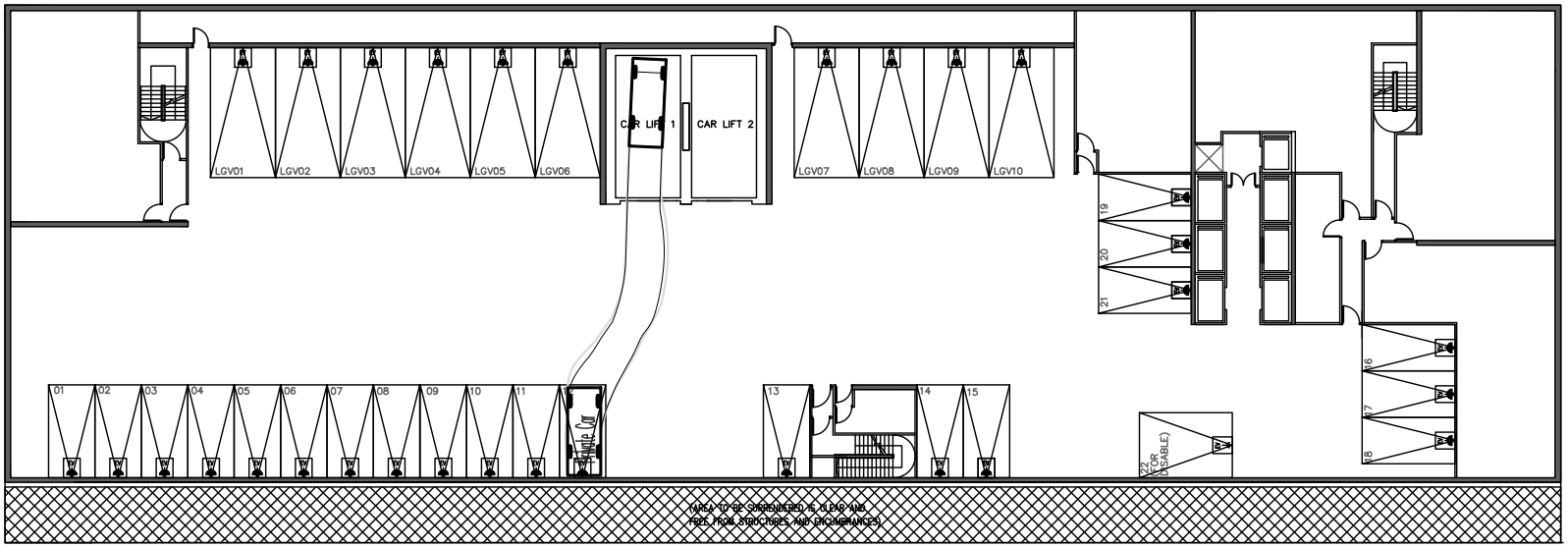
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.27**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

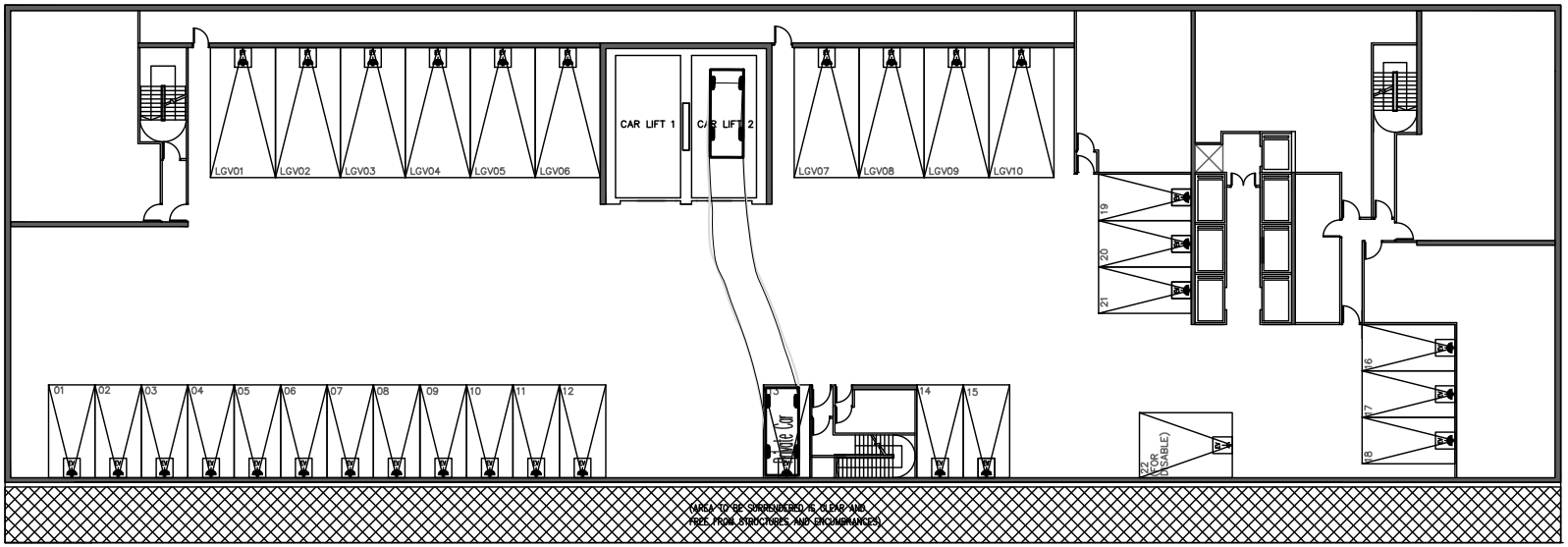
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.28**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

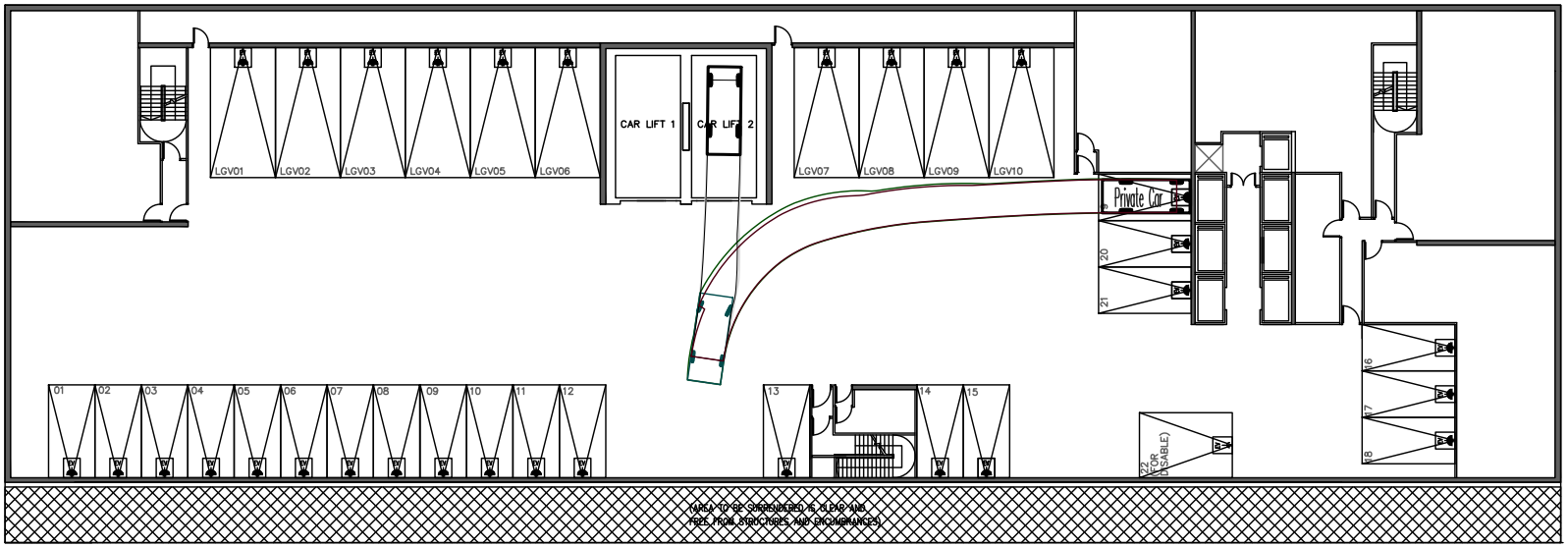
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.29**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

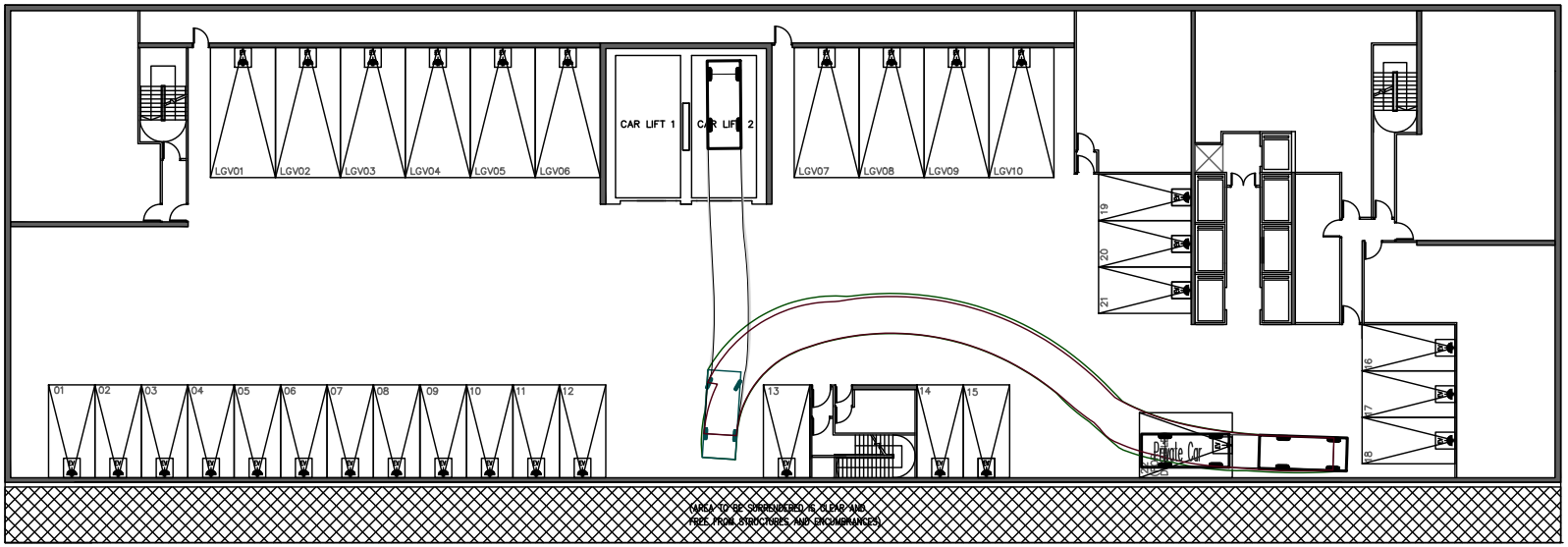
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.30**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

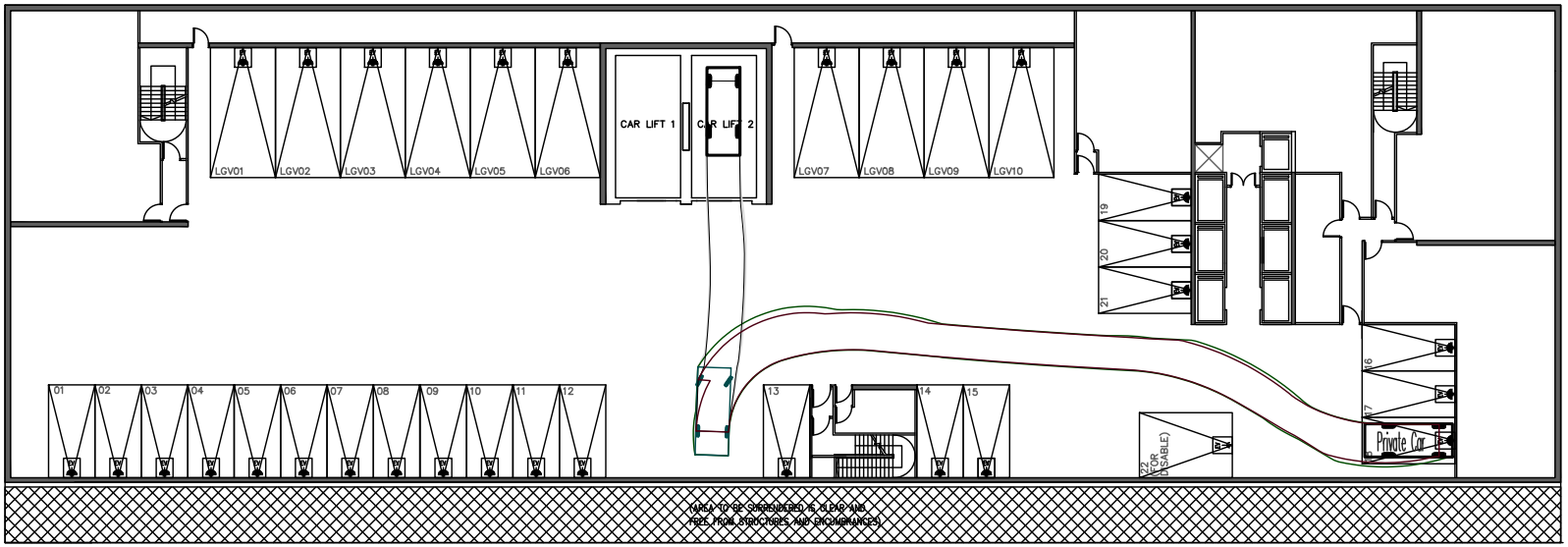
Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.31**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG



BASEMENT FLOOR

PROJECT TITLE **Section 16 Planning Application for Proposed Hotel Development at Nos. 20-24, Tai Yau Street, San Po Kong, Kowloon, N.K.I.L.s 4735, 4736, 4738, 4739, RP, 4739S.A & 4739 S.B**			**FIGURE BF-1.32**
DATE JUL 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03007		

Z:\AMG WORK STATION\PROJECT\J03007 S16 APPLICATION, TAI YAU STREET FOR HOTEL DEVELOPMENT\DATA\DRAWING\J03007 SP_B1F_20250724.DWG