

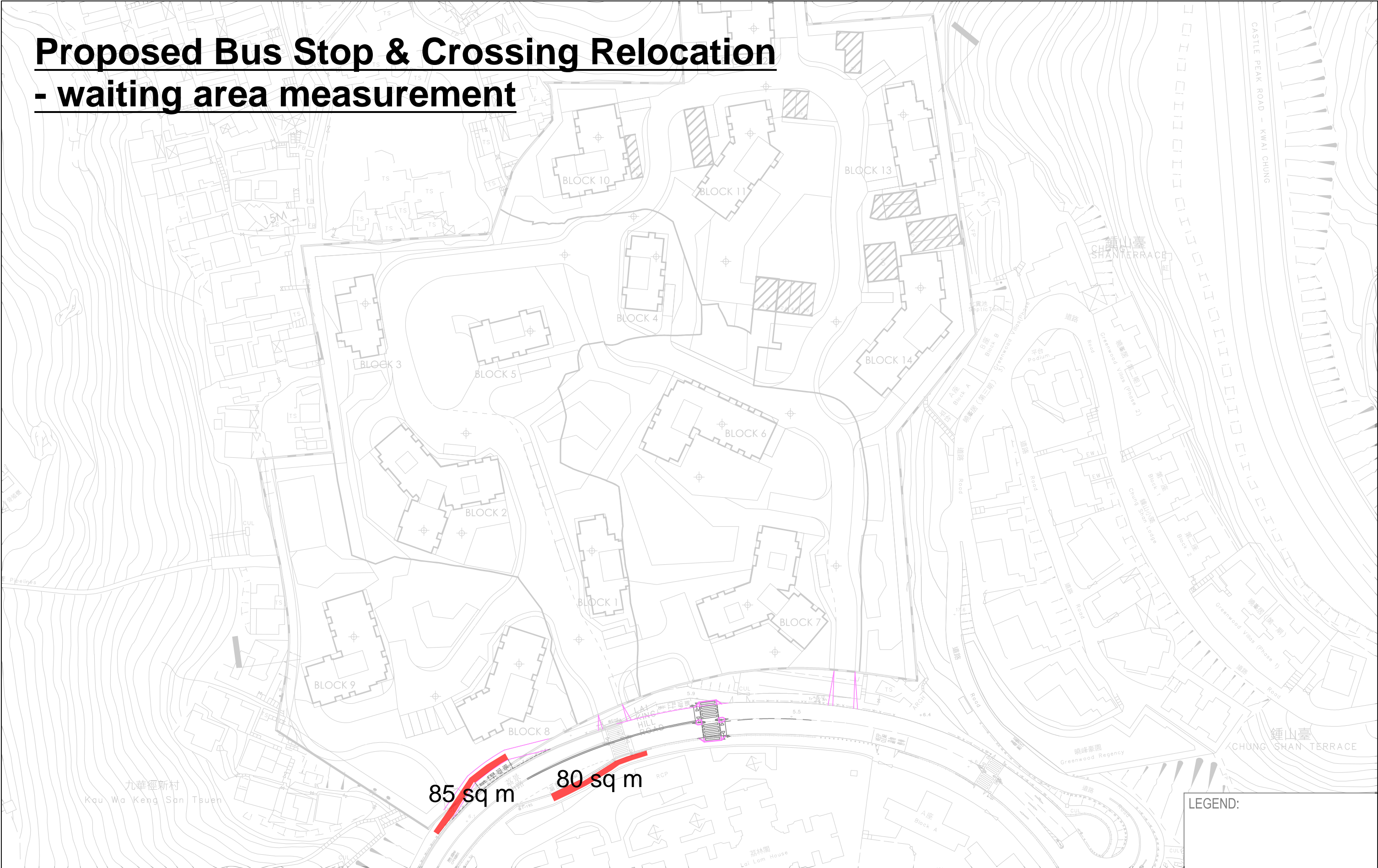
Attachment IV

Waiting Area Assessment

Application for Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Comprehensive Development including Flats, Retail and Community Facilities and Minor Relaxation of Plot Ratio and Building Height Restriction in “Comprehensive Development Area” Zone at Various Lots in S.D.4 and Adjoining Government Land, Kau Wa Keng, Kwai Chung

Proposed Bus Stop & Crossing Relocation

- waiting area measurement

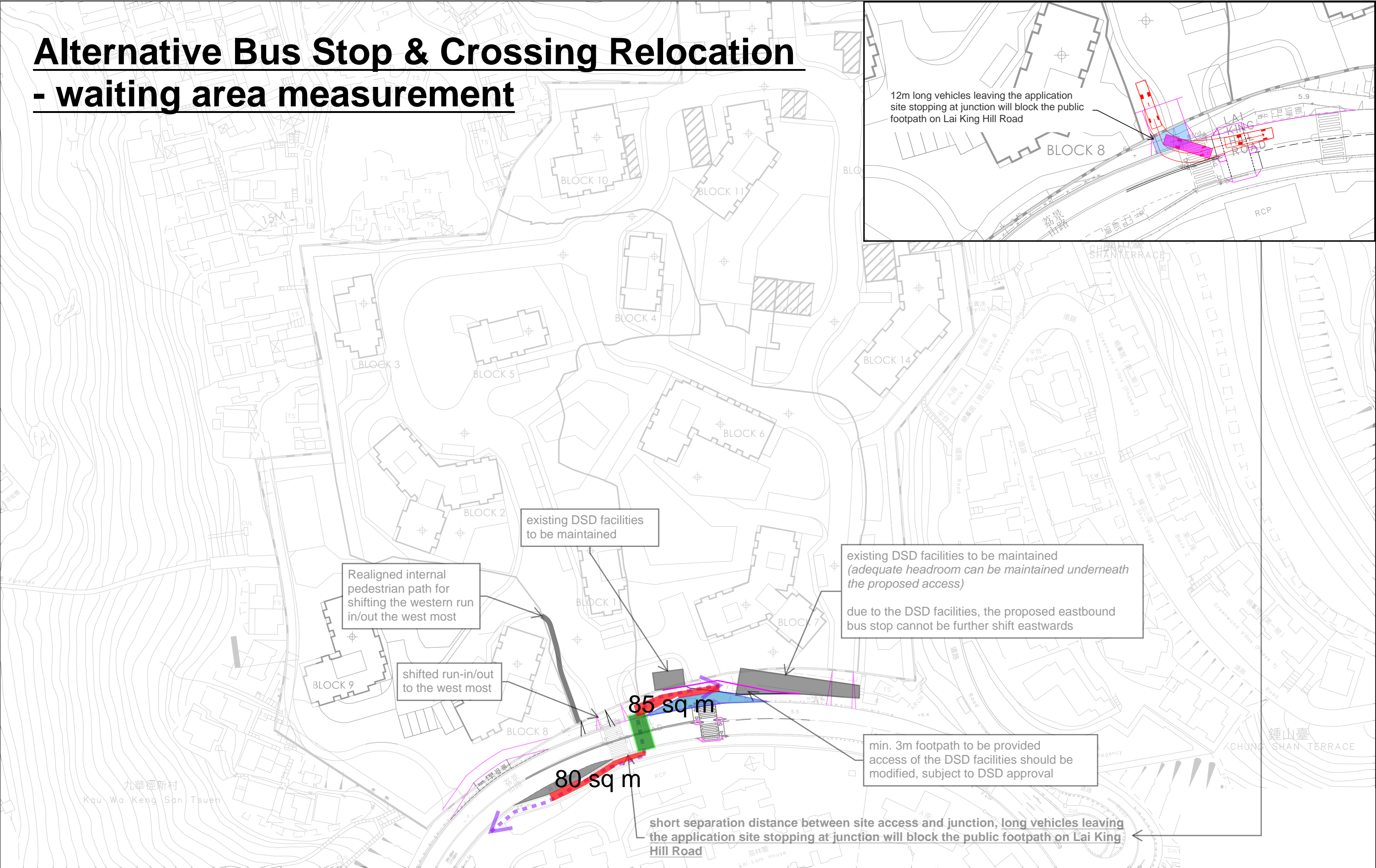


Job Title S16 Planning Application for Proposed Comprehensive Development including Flat and Community Facilities in “Comprehensive Development Area” Zone at Various Lots in S.D.4 and Adjoining Government Land, Kau Wa Keng, Kwai Chung			
Date JAN 23	Scale 1:1200@A3	Drawing Title Waiting Area at Proposed Kau Wah Keng Bus Stop	ARUP
Drawn CLGI	Job No. 283274		

ARUP

Alternative Bus Stop & Crossing Relocation

- waiting area measurement



Job Title : Application for Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Comprehensive Development including Flats, Retail and Community Facilities and Minor Relaxation of Plot Ratio and Building Height Restriction in "Comprehensive Development Area" Zone at Various Lots in S.D.4 and Adjoining Government Land, Kau Wa Keng, Kwai Chung			FIGURE 3.3_2
Date : JUN 24	Scale : NTS	INDICATIVE POSSIBLE ALTERNATIVE LAI KING HILL ROAD TRAFFIC ARRANGEMENT - CROSSING FACILITY BETWEEN BUS STOPS	ARUP
Drawn : YNNC	Job No. : 299277-02		

Waiting Space Assessment at Kau Wah Keng Bus Stop

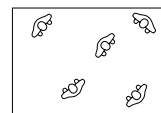
	AM		PM	
Public Transport Demand	3348		2789	
Roadside Bus Stop	0.65		0.65	
Roadside Bus Stop PT Demand	2176		1813	
Peak Hour Bus Trip	19		19	
Ave. Waiting Passengers	115		95	
Waiting Area At Bus Stop	EB	WB	EB	WB
	85	80	85	80
<i>Average Pedestrian Space</i>	0.74	0.70	0.89	0.84
<i>LOS Level</i>	C	C	C	C

EXHIBIT 11-9. QUEUING AREA LOS

LOS A

Average Pedestrian Space > 1.2 m²/p

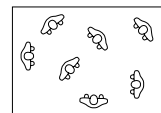
Standing and free circulation through the queuing area is possible without disturbing others within the queue.



LOS B

Average Pedestrian Space > 0.9–1.2 m²/p

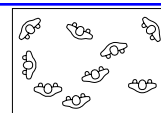
Standing and partially restricted circulation to avoid disturbing others in the queue is possible.



LOS C

Average Pedestrian Space > 0.6–0.9 m²/p

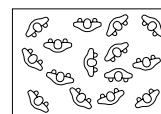
Standing and restricted circulation through the queuing area by disturbing others in the queue is possible; this density is within the range of personal comfort.



LOS D

Average Pedestrian Space > 0.3–0.6 m²/p

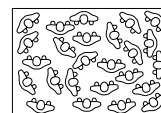
Standing without touching is possible; circulation is severely restricted within the queue and forward movement is only possible as a group; long-term waiting at this density is uncomfortable.



LOS E

Average Pedestrian Space > 0.2–0.3 m²/p

Standing in physical contact with others is unavoidable; circulation in the queue is not possible; queuing can only be sustained for a short period without serious discomfort.



LOS F

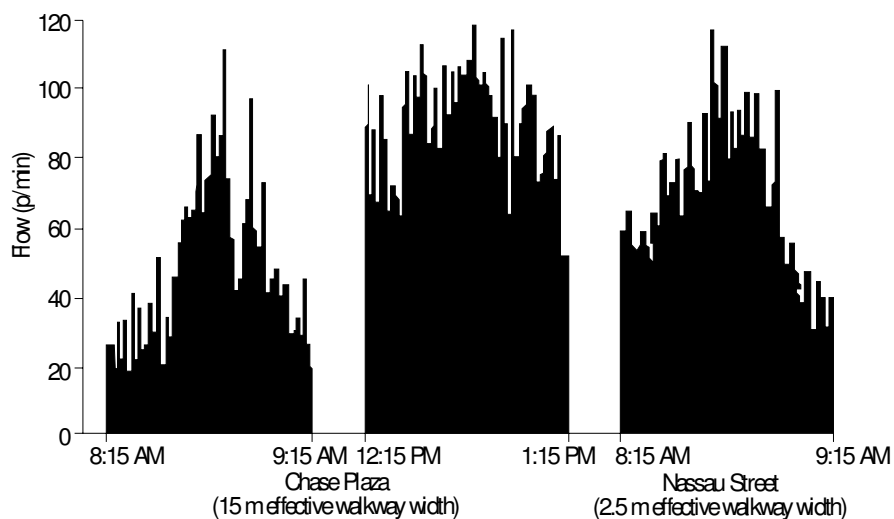
Average Pedestrian Space ≤ 0.2 m²/p

Virtually all persons within the queue are standing in direct physical contact with others; this density is extremely uncomfortable; no movement is possible in the queue; there is potential for panic in large crowds at this density.



Source: Adapted from Fruin (2).

EXHIBIT 11-10. MINUTE BY-MINUTE VARIATIONS IN PEDESTRIAN FLOW



Source: Adapted from Pushkarev and Zupan (1).