

Appendix V

Traffic Impact Assessment

**Concrete Batching Plant at Tsing Yi
- Renewal Application A/TY/143**

Traffic Impact Assessment

Final Report

April 2025



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1. INTRODUCTION

1.1 Background

1.1.1 The concrete batching plant of the captioned Planning Approval is located at Sai Tso Wan Road, Tsing Yi and shown in **Figure 1.1**.

1.1.2 The last captioned Planning Approval (Planning Application No. A/TY/143) was granted in 2020 and will expire on 1 September 2025. All the approval conditions of the previous planning applications have been complied with. No complaint was received and no adverse impact was induced to the surrounding area since its commencement of operation in 2003.

1.1.3 The Applicant would like to submit a renewal planning application for another 5 years.

1.1.4 We, CTA Consultants Limited (CTA), is commissioned as the traffic consultant to undertake a Traffic Impact Assessment (TIA) study for assessing the traffic impact, and to propose any measures if necessary.

1.2 Study Objectives

1.2.1 The main objectives of this study are as follows:

- to carry out a traffic impact assessment to identify the acceptability of the concrete batching plant in traffic terms;
- to assess the existing traffic conditions in the vicinity of the plant;
- to forecast traffic demands in the adjacent road network in the design year 2030;
- to assess the impacts of traffic generated by the adjacent new developments in the road network; and
- to propose any traffic improvement measures for alleviating any foreseeable traffic problems if necessary.



1.3 Structure of this Report

1.2.2 Following this introductory chapter, there are five further chapters.

- **Chapter 2 – THE DEVELOPMENT**, which presents the site location and production information of the plant.
- **Chapter 3 – THE EXISTING TRAFFIC CONDITION**, which describes the existing local road network, in the vicinity of Study Area, presents a summary of the traffic count survey and assesses the existing traffic conditions.
- **Chapter 4 – THE FUTURE TRAFFIC CONDITION**, which estimates the future traffic flows on the surrounding road network.
- **Chapter 5 – TRAFFIC IMPACT ASSESSMENT**, which discusses the methodology for the future traffic forecasts.
- **Chapter 6 – SUMMARY AND CONCLUSION**, which summarizes the findings of the study and presents the conclusions regarding the traffic issues associated with the plant.

2. THE DEVELOPMENT

2.1 Site Location

- 2.1.1 The plant is situated along Sai Tso Wan Road via Tsing Yi Road West. As shown in **Figure 1.1**, the development is located at the western seaside of Tsing Yi, which can only be accessed by Sai Tso Wan Road.
- 2.1.2 The layout of the existing plant is shown in **Figure 2.1**. An existing concrete batching plant (A/TY/149) and an asphalt plant (A/TY/144) are adjacent to the Application Site.
- 2.1.3 A marshalling area located at the southeast of the Site with about 2,000m² will be provided for trucks marshalling and holding trucks in case of special situation such as failure of production legs. The location of Marshalling area is shown in **Figure 2.2**.

2.2 Development Proposal

- 2.2.1 The concrete batching plant is scheduled to extend its license from 2025 to another 5 years to 2030.
- 2.2.2 There are no major changes in the development parameters since the previous approval (A/TY/143) granted in 2020, except for minor adjustments made to provide buffers for potential Alterations and Additions Works (A&A Works) and to enhance clarity in representation (e.g., rounding up). The maximum daily production capacity is 2,880 m³ concrete. Its normal operation hours remain unchanged from 7:00 AM to 7:00 PM, Mondays to Saturdays, with occasional operations on Sundays/public holidays.

2.3 Traffic Arrangement

- 2.3.1 The GFA of the concrete batching plant is about 2,420m². Reference to HKPSG, for industrial use, 1 no. of PC parking space is required for every 1,000 to 1,200m² GFA. Therefore, 3 nos. of PC parking spaces are provided.

2.3.2 The following types of parking spaces will be provided within the plant to facilitate the operation of the proposed Concrete Batching Plant:

- 3 nos. of private car parking spaces;
- 35 nos. of waiting/parking spaces within the plant; and
- 6 nos. of loading/ unloading spaces within the plant

2.3.3 A marshalling area (share use with A/TY/144) located at the southeast of the Site with about 2,000m² will be provided for trucks marshalling and holding trucks

- 12 out of 19 nos. of waiting/parking spaces at the marshalling area

2.3.4 The layout showing the internal transport facilities of the plant and the marshalling area are shown in **Figure 2.1 to 2.3**.

3. THE EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

3.1.1 The plant will be accessed through Tsing Yi Road West, Tsing Yi Road and Sai Tso Wan Road.

3.1.2 Sai Tso Wan Road is a 2-lane local road connecting Sai Tso Wan area and Tsing Yi Road West/Tsing Yi Road. It is a major road link providing access to/from various sites in Sai Tso Wan area.

3.2 Critical Junctions

3.2.1 In order to establish the existing traffic condition in the vicinity, traffic survey in form of manual classification counts was conducted at 23 critical junctions. The location of the surveyed junctions is indicated in **Figure 3.1** and their existing junction layout arrangements are given in **Figures 3.2 to 3.24** respectively.



Table 3.1 Identified Critical Junctions

Ref.	Junction	Type	Figure No.
J1	Cheung Tsing Highway / Tsing Yi Road West	Signalized	3.2
J2	Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway	Signalized	3.3
J3	Tsing Sheung Road / Tsing Yi Road Priority	Priority	3.4
J4	Sai Tso Wan Road / Tsing Yi Road / Tsing Yi Road West	Signalized	3.5
J5	Entrance of VEC / Sai Tso Wan Road	Signalized	3.6
J6	Tsing Tim Street / Sai Tso Wan Road	Priority	3.7
J7	Tsing Yi Road West / Tsing Chin Street*	Priority	3.8
J8	Tsing Yi Road West / Ching Hong Road	Signalized	3.9
J9	Tsing Yi Road West / Liu To Road	Signalized	3.10
J10	Tsing Yi Road West / Fung Shue Wo Road	Signalized	3.11
J11	Tsing Yi Heung Sze Wui Road / Cheung Wan Street	Signalized	3.12
J12	Tsing Yi Heung Sze Wui Road / Chung Mei Road	Signalized	3.13
J13	Tsing Yi Road / Tsing Keung Street	Priority	3.14
RA1	Tsing Yi Interchange	Roundabout	3.15
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway	Roundabout	3.16
RA3	Tsing Yi Hong Wan Road	Roundabout	3.17
RA4	Hong Wan Road / Tsing Ko Road	Roundabout	3.18
RA5	Tam Kon Shan Interchange	Roundabout	3.19
RA6	Tsing Yi Heung Sze Wui Road / Fung Shue Wo Road / Tsing King Road	Roundabout	3.20
RA7	Tsing Sheung Road / Tsing Yi Hong Wan Road	Roundabout	3.21
RA8	Ching Hong Road / Tsing Yi Road	Roundabout	3.22
RA9	Tam Kon Shan Road / Tsing Yi North Costal Road	Roundabout	3.23
RA10	Tsing Ko Road / Tsing Sheung Road	Roundabout	3.24

- 3.2.2 The survey was conducted during the morning, logistic peak and evening peak periods in 9 January 2025, which is a normal school day. Some of the Tsing Yi school schedules are attached in **Appendix 2** for reference. The survey provides details of the traffic situation in the nearby area. Based on surveyed traffic flows, it was found that the AM, logistic and PM peak hour occurred from 08:00 to 09:00, 11:15 to 12:15 and 17:30 to 18:30 respectively. The results of the observed traffic flows are presented in **Figure 3.25**.
- 3.2.3 Based on the observed traffic flows in **Figure 3.25**, the junction capacity assessment is carried out for the critical junctions and the results of the assessment are summarized in **Table 3.2** below.



Table 3.2 Operational Performance of Identified Critical Junctions in 2025

Ref.	Junction	Method of Control	Year 2025 Observed Case		
			RC/RFC ⁽¹⁾		
			AM Peak	Logistic Peak	PM Peak
J1	Cheung Tsing Highway / Tsing Yi Road West	Signalized	52%	46%	121%
J2	Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway	Signalized	83%	97%	204%
J3	Tsing Sheung Road / Tsing Yi Road Priority	Priority	0.36	0.33	0.38
J4	Sai Tso Wan Road / Tsing Yi Road / Tsing Yi Road West	Signalized	54%	42%	126%
J5	Entrance of VEC / Sai Tso Wan Road	Signalized	150%	178%	76%
J6	Tsing Tim Street / Sai Tso Wan Road	Priority	0.28	0.20	0.14
J7	Tsing Yi Road West / Tsing Chin Street ⁽²⁾	Priority	-	-	-
J8	Tsing Yi Road West / Ching Hong Road	Signalized	83%	87%	117%
J9	Tsing Yi Road West / Liu To Road	Signalized	21%	62%	37%
J10	Tsing Yi Road West / Fung Shue Wo Road	Signalized	39%	62%	55%
J11	Tsing Yi Heung Sze Wui Road / Cheung Wan Street	Signalized	<u>13%</u>	<u>5%</u>	38%
J12	Tsing Yi Heung Sze Wui Road / Chung Mei Road	Signalized	53%	131%	74%
J13	Tsing Yi Road / Tsing Keung Street	Priority	0.33	0.28	0.13
RA1	Tsing Yi Interchange (North)	Roundabout	0.76	0.58	0.55
	Tsing Yi Interchange (South)	Roundabout	0.69	0.47	0.57
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway	Roundabout	0.45	0.40	0.39
RA3	Tsing Yi Hong Wan Road	Roundabout	0.47	0.41	0.47
RA4	Hong Wan Road / Tsing Ko Road	Roundabout	0.31	0.28	0.30
RA5	Tam Kon Shan Interchange	Roundabout	0.41	0.37	0.38
RA6	Tsing Yi Heung Sze Wui Road / Fung Shue Wo Road / Tsing King Road	Roundabout	0.49	0.39	0.54
RA7	Tsing Sheung Road / Tsing Yi Hong Wan Road	Roundabout	0.09	0.10	0.11
RA8	Ching Hong Road / Tsing Yi Road	Roundabout	0.34	0.25	0.23
RA9	Tam Kon Shan Road / Tsing Yi North Costal Road	Roundabout	0.11	0.13	0.07
RA10	Tsing Ko Road / Tsing Sheung Road	Roundabout	0.19	0.17	0.19

Note: (1) RC = Reserve Capacity; RFC = Ratio of Flow to Capacity for Priority Junction

(2) Only ingress traffic is allowed on Tsing Chin Street. No traffic conflicts or delay is expected in this location. Therefore, no junction assessment is required.

3.2.4 The results in **Table 3.2** show that the junctions are now operating with ample capacities in peak hours except J11.

3.3 Public Transport Services in the Vicinity

3.3.1 Limited road-based public transport services are currently operating in the vicinity of the plant. Only one GMB route is operating close to the plant (within 500m radius from the plant) and the details of the GMB route are presented in **Table 3.3** below.

Table 3.3 Existing Road-based Public Transport Services in the Vicinity

Service	Route	Origin - Destination	Frequency (min)
GMB	88M	Kwai Fong Station – Sai Tso Wan Road (Hong Kong Unit Dockyard)	6 – 15



4. THE FUTURE TRAFFIC CONDITIONS

4.1 Design Year

4.1.1 The original planning approval will expire on 1 September 2025, as another 5 year of temporary use is applied. Year 2030 is adopted as the design year for this study to assess the impact of the development related traffic on the local road network.

4.2 Design Traffic Flows

4.2.1 To estimate the 2030 traffic flows in the local road network, an appropriate growth factor has to be identified for the area in the first instance based on historical trend and planning data.

Historical Trend

4.2.2 Transport Department has traffic count stations in the vicinity of the development. The traffic counts reported in the Annual Traffic Census (ATC) over a period of 6 years, between 2018 and 2023 are summarized in **Table 4.1**.

Table 4.1 Historical Traffic Data from Annual Traffic Census

ATC Stn	Road Name	Annual Average Daily Traffic (AADT)						Avg. Annual Growth Rate
		2018	2019	2020	2021	2022	2023	
5038	Nam Wan Tunnel (from East Tsing Yi Viaduct to Cheung Tsing Highway)	54,280	55,040	37,850	41,090	41,060	57,000	0.98%
5312	Tsing Sha Highway near Tsing Yi Road Expressway (Tsing Sha Highway Nr Stonecutters Bridge - Roundabout Nr Tsing Yi Rd)	15,920	14,750	12,580*	12,220*	11,790*	14,260	-2.18%
5655	Ching Hong Road Local Distributor (Tsing Yi Rd W - Chung Mei Rd)	12,820*	12,770*	12,420	13,360	13,230*	13,680*	1.31%
5849	Tsing Yi Rd W (Tsing Nam St - Ching Hong Road)	15,640*	15,580*	15,430*	13,690	15,820	16,350*	0.89%
6044	Tsing Yi Rd W (Tsing Hong Road - Fung Shue Wo Rd)	19,350	19,280*	19,100*	19,840*	21,050	21,030	1.68%
6113	Tsing Yi Road (Tsing Yi Rd nr. Dow Chemical - Tsing Yi Hong Wan Rd)	11,720	11,680*	11,570*	12,020*	11,520	13,250	2.48%
6643	Sai Tso Wan Road (Tsing Yi Rd-Dockyard Front Gate)	10,030	8,390	8,960	9,410	11,200	10,200	0.34%
Total		139,760	137,490	117,910	121,630	125,670	145,770	0.85%

*AADT estimated by Growth Factor

4.2.3 As shown in **Table 4.1**, the average annual traffic growth pattern in the vicinity of the development shows a growth trend of +0.85% per year.

2021-Based TPEDM planning data

4.2.4 Reference has also been made to the latest 2021-Based Territorial Population Employment Data Matrices (TPEDM) planning data published by the Planning Department for projection of population and employment within the study district. The average annual growth rates in terms of population and employment from 2021 to 2031 are tabulated in **Table 4.2**.

Table 4.2 2021-based Population and Employment Growth

Zone	Population			Avg. Annual Growth Rate	Employment			Avg. Annual Growth Rate
	2021	2026	2031		2021	2026	2031	
Kwai Tsing	495,800	488,750	483,050	-0.26%	226,350	223,400	227,800	0.06%

4.2.5 From **Table 4.2**, it is found that the average annual growth rates of population in the study from 2021 to 2031 under the 2021-Based Territorial Planning Data is -0.26% per year while the growth rate of employment is +0.06% per annum respectively.

Adopted Growth Rate

4.2.6 A.A.D.T. of ATC indicates that the traffic flow of the local road network has an average annual growth rate of +0.85%.

4.2.7 Whilst, the planning data indicates that the population and employment of the study area are expected to grow with an average annual growth rate of -0.26% and +0.06% respectively.

4.2.8 As a conservative approach, annual growth rate **+1.0%** p.a. has been adopted for projecting traffic forecasts. It is deemed sufficient to allow for any unexpected future growth as a result of some changes in land use or development in the study area.

4.3 Planned / Committed Future Developments

4.3.1 There are numbers of planned/committed future developments in vicinity. The updated planning parameters are shown in **Table 4.3**. The locations of these future developments are shown in **Figure 4.1**.

4.3.2 The traffic trips generated from these planned/committed developments are estimated and shown in **Table 4.4**.

4.3.3 These traffic trips were assigned to the road network to obtain the reference traffic in the design year.

Table 4.3 Development Schedule of Planned Development at Vicinity

Ref.	Development Site / Planning Application No.	Use	Development Parameters	Completion Year
A	Ching Hong Road North Public Housing Development	Public Housing	Phase 3: 1680 units Phase 4: 770 units	2029 2030-31
			Retail: 2000m ² Social Welfare Facilities	2024 - 2029
B	Housing Development at Tsing Yi Road West	Public Housing	3,400 units	2034/35
C ⁽¹⁾	Y/TY/2 - Tsing Yi Town Lot 80 and 108RP (Phase 1)	Private Housing	5,048 units	2028
	Y/TY/2 - Tsing Yi Town Lot 80 and 108RP (Phase 2)	Public Housing	4,704 units	2036
		Private Housing	5,323 units	2036
D	Tsing Yi – Lantau Link	Infrastructure	-	2033 (Construction traffic may occur at about 2027)
E	A/TY/144	Asphalt Plant	100 tonnes/hr	Under Operation
F	A/TY/147	Concrete Batching Plant	300m ³ /hr (240m ³ /hr as limited by SP License)	Under Operation
G	A/TY/148	Asphalt Plant	260 tonnes/hr (208 tones/hr as limited by SP License)	Under Operation
H	A/TY/149	Concrete Batching Plant	250 m ³ /hr	Under Operation

Note: (1) This application site will be redeveloped to part of Y/TY/2, if approved.

4.3.4 Y/TY/2 - Tsing Yi Town Lot 80 and 108RP is still under planning application and not approved yet. As the location of this application is part of Y/TY/2 - Tsing Yi Town Lot 80 and 108RP, this concrete plant will be closed down and redeveloped to Y/TY/2 if approved. Also, Housing Development at Tsing Yi Road West is beyond our design year. Thus, they would not be included in this assessment. A/TY/144, A/TY/147, A/TY/148 and A/TY/149 are renewal applications which are already under operation and thus no new trips will be formed. The construction traffic of Tsing Yi – Lantau Link is reviewed and considered. It would not give significant impact to the road network.

Table 4.4 Estimated Traffic Generations of Planned Vicinity Development

Development Type	Average Flat Size m ²	Unit	Trip Rate			
			AM Peak		PM Peak	
			Gen.	Att.	Gen.	Att.
Public Rental	40	Pcu/hr/flat	0.0432	0.0326	0.0237	0.0301
Retail	-	pcu/hr/100 sqm GFA	0.2296	0.2434	0.3100	0.3563
Developments			Trips (Pcu/hr)			
A	Ching Hong Road North Public Housing Development	Phase 3	73	55	40	51
		Phase 4	33	25	18	23
		Retail	5	5	6	7
		Kindergarten ⁽¹⁾	30	30	30	30
		Social Welfare Facilities ⁽²⁾	10	10	10	10
D	Tsing Yi – Lantau Link Construction Vehicles ⁽³⁾		15	15	15	15

Note: (1) Reference from other public housing TIA reports (Sheung Shui Area 4 and 30)

(2) Nominal Trips

(3) Assume 1 construction vehicle per 10 min per bound, i.e. 6 veh/hr. For 2.5 pcu factor, 15 pcu/h.

4.3.5 The 2030 reference flows are then derived by applying the annual growth rate plus the additional traffic generations of the developments in Tsing Yi.

$$\begin{array}{l}
 \text{2030} \\
 \text{Reference Flows} \\
 \text{(without the} \\
 \text{Plant)}
 \end{array}
 =
 \begin{array}{l}
 \text{2025} \\
 \text{Observed} \\
 \text{Flows}
 \end{array}
 \times
 \begin{array}{l}
 \text{Adopted Growth} \\
 \text{Factor} \\
 \text{(i.e. +1\% p.a. for} \\
 \text{5 years)}
 \end{array}
 +
 \begin{array}{l}
 \text{Traffic Flows of} \\
 \text{Proposed} \\
 \text{Developments at} \\
 \text{Tsing Yi}
 \end{array}$$

4.4 Development Traffic Flows

- 4.4.1 It is revealed that this is a renewal application, the concrete batching plant is already under operation and the development parameter is no change. Therefore, there will be **no additional traffic trip**. The 2030 design flows are shown in **Figure 5.1**.

2030 Design Flows = 2030 Reference Flows

4.5 Planned Junction Improvement Scheme

- 4.5.1 Different planned junction improvement schemes will be carried out under different projects. They are summarized in **Table 4.6** below:

Table 4.6 Planned Junction Improvement Schemes

Ref.	Junction	Project Proponents	Target Completion Year	Figure No.
J14 & RA3	Tsing Yi Road / Planned New Road & Tsing Yi Hong Wan Road / Planned New Road	Highways Department Contract No. HY/2021/11	2025	4.2
J10	Tsing Yi Road West/ Fung Shue Wo Road	Ching Hong Road North Public Housing Development	2030/31	4.3
RA1	Tsing Yi Interchange (South)	Ching Hong Road North Public Housing Development	2030/31	4.4

Notes: (1) Based on District Council discussion paper 7/D/2024 (PWP Item No.B839)

5. TRAFFIC IMPACT ASSESSMENT

5.1 Traffic Generation Calculation

5.1.1 As there is no change in the operation scale of the plant, no additional trips are generated. The traffic generation adopted in the approved TIA for the exiting plant (A/TY/143) is summarized in **Table 5.1** below for reference:

Table 5.1 Adopted Hourly Traffic Generation of the Concrete Batching Plant

Types of Vehicles	Traffic Generation [veh/hr (pcu/hr)]					
	AM Peak		Noon Peak		PM Peak	
	Att.	Gen.	Att.	Gen.	Att.	Gen.
Private Car	2 (2)	1 (1)	0 (0)	2 (2)	3 (3)	1 (1)
Heavy Goods Vehicle	3 (8)	2 (5)	5 (13)	3 (8)	2 (5)	2 (5)
Concrete Mixer	34 (85)	29 (73)	32 (80)	31 (78)	34 (85)	27 (68)
Total	39 (95)	32 (79)	37 (93)	36 (88)	39 (93)	30 (74)

Notes: (1) PCU factor of 2.5 has been adopted for HGV and concrete mixer.

(2) Assuming the concrete average carrying capacity of each concrete mixer truck is 8m³.

5.1.2 The daily max vehicle (PCU) per hour entering the site is 95 pcu/hr, while exiting the site is 88 pcu/hr.

5.2 Operational Assessment

5.2.1 Based on the design traffic flows in **Figure 5.1**, a junction capacity assessment is carried out for the key junctions and the results of the assessment are summarized in **Table 5.2** below.

Table 5.2 Junction Performance of Critical Junctions in Design Year 2030

Ref.	Junction	Method of Control	Year 2030 Design Case		
			RC/RFC ⁽¹⁾		
			AM Peak	Logistic Peak	PM Peak
J1	Cheung Tsing Highway / Tsing Yi Road West	Signalized	39%	34%	96%
J2	Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway	Signalized	74%	88%	189%
J3	Tsing Sheung Road / Tsing Yi Road Priority	Priority	0.39	0.34	0.41
J4	Sai Tso Wan Road / Tsing Yi Road / Tsing Yi Road West	Signalized	46%	34%	113%
J5	Entrance of VEC / Sai Tso Wan Road	Signalized	138%	164%	67%
J6	Tsing Tim Street / Sai Tso Wan Road	Priority	0.30	0.22	0.15
J7	Tsing Yi Road West / Tsing Chin Street ⁽²⁾	Priority	-	-	-
J8	Tsing Yi Road West / Ching Hong Road	Signalized	65%	67%	92%
J9	Tsing Yi Road West / Liu To Road	Signalized	15%	55%	31%
J10	Tsing Yi Road West / Fung Shue Wo Road ⁽⁴⁾	Signalized	70%	97%	89%
J11	Tsing Yi Heung Sze Wui Road / Cheung Wan Street	Signalized	8%	0%	31%
J12	Tsing Yi Heung Sze Wui Road / Chung Mei Road	Signalized	34%	93%	54%
J13	Tsing Yi Road / Tsing Keung Street	Priority	0.34	0.29	0.14
J14	Tsing Yi Road / Planned New Road ⁽³⁾	Signalized	51%	66%	86%
RA1	Tsing Yi Interchange (North)	Roundabout	0.81	0.62	0.59
	Tsing Yi Interchange (South) ⁽⁴⁾	Roundabout	0.49	0.39	0.40
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway	Roundabout	0.48	0.43	0.41
RA3	Tsing Yi Hong Wan Road / Planned New Road ⁽³⁾	Roundabout	0.52	0.46	0.53
RA4	Hong Wan Road / Tsing Ko Road	Roundabout	0.32	0.29	0.32
RA5	Tam Kon Shan Interchange	Roundabout	0.44	0.39	0.40
RA6	Tsing Yi Heung Sze Wui Road / Fung Shue Wo Road / Tsing King Road	Roundabout	0.51	0.41	0.57
RA7	Tsing Sheung Road / Tsing Yi Hong Wan Road	Roundabout	0.10	0.10	0.12
RA8	Ching Hong Road / Tsing Yi Road	Roundabout	0.37	0.27	0.25
RA9	Tam Kon Shan Road / Tsing Yi North Costal Road	Roundabout	0.11	0.13	0.08
RA10	Tsing Ko Road / Tsing Sheung Road	Roundabout	0.19	0.18	0.20

Note: (1) RC = Reserve Capacity; RFC = Ratio of Flow to Capacity for Priority Junction
(2) Only ingress traffic is allowed on Tsing Chin Street. No traffic conflicts or delay is expected in this location. Therefore, no junction assessment is required.
(3) New Road between Tsing Yi Road / Tsing Yi Hong Wan Road was considered
(4) Assume planned junction improvement by Ching Hong Road Phase 4 was completed.

- 5.2.2 Based on the assessment presented in **Table 5.2**, all junctions will be operating with ample capacities during design year except AM and logistic peak of J11.
- 5.2.3 It is revealed that J11 is already over its capacity at present. This is due to J11 is the only junction connecting to the industrial area along Cheung Wan Street/Cheung Tat Road/Cheung Fai Road. All the traffic are required to left turn from Tsing Yi Heung Sze Wui Road southbound to Cheung Wan Street and create a queue. Also, the weaving between the queue and the bus movement to/from the Greenfield Garden bus stop also worsen the situation.
- 5.2.4 According to DC paper 43/D/2024 and 54/2024, this issue was raised by DC members. TD responded that they will continue monitoring the traffic situation and study the feasibility of creating a new entrance road at Tsing Yi Road, if necessary.
- 5.2.5 As the concrete batching plant is already under operation for many years without affecting the public road and renewal applications of this plant has been applied and approved for many times. Also, the development parameter is no change under this renewal application, no additional traffic impact will be caused by the plant.

5.3 Traffic Management Plan

- 5.3.1 Detailed Traffic Management Plan will be formulated and submitted to Transport Department separately.

6. SUMMARY AND CONCLUSION

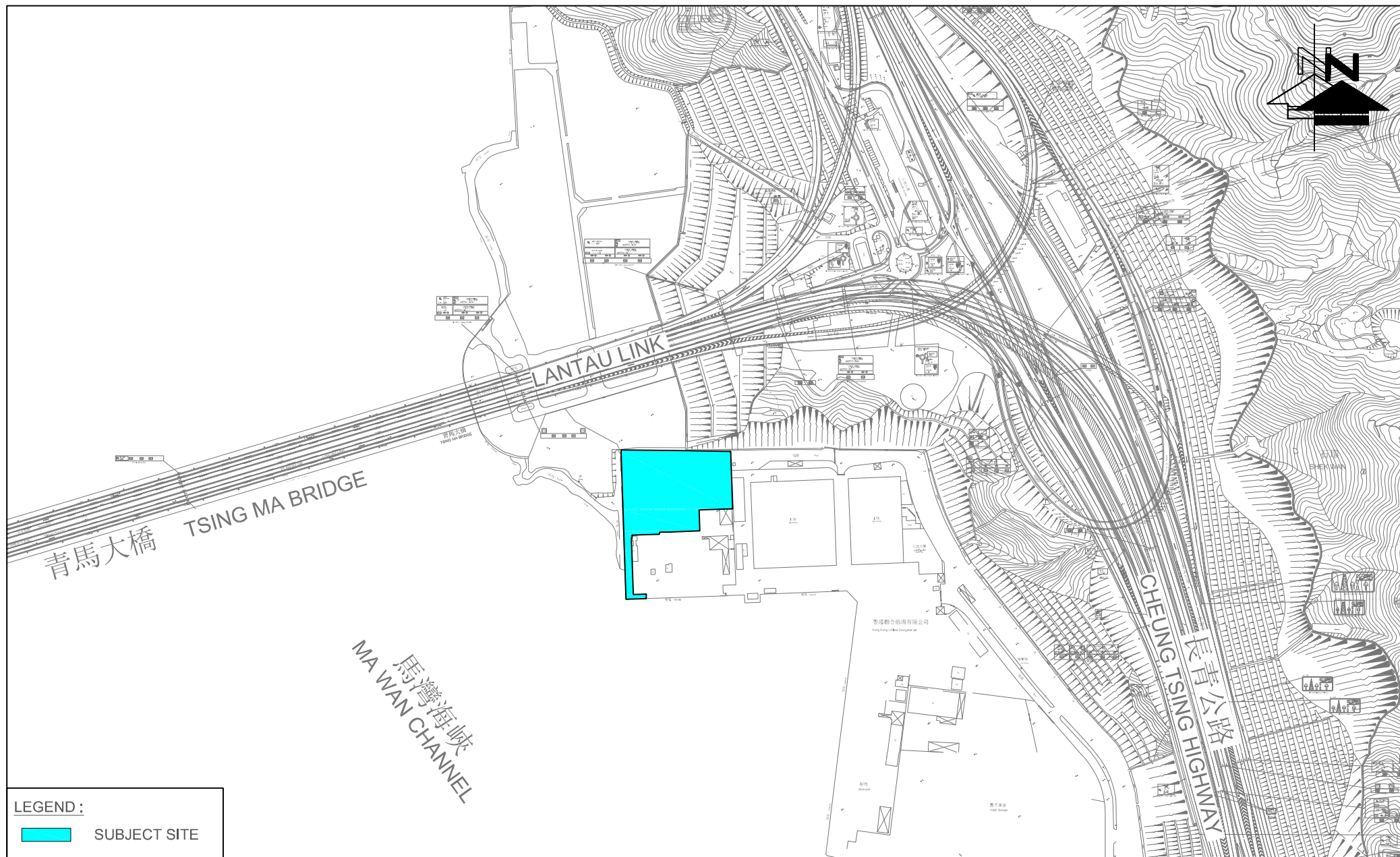
6.1 Summary

- 6.1.1 The captioned Planning Approval (Approved Planning Application no.: A/TY/143) was granted in 2020 and will expire on 1 September 2025. The Applicant would like to submit a renewal planning application for another 5 years.
- 6.1.2 We, CTA Consultants Limited (CTA), are commissioned as the traffic consultant to undertake a Traffic Impact Assessment (TIA) study for assessing the traffic impact, and to propose any measures if necessary.
- 6.1.3 To appraise the existing traffic conditions, a traffic count survey was conducted in the surrounding road network of the plant. Moreover, current operational performance of the critical junctions was assessed with the observed traffic flows. The operational assessment results revealed that all critical junctions are at present operating with reasonable capacity in peak hours.
- 6.1.4 In order to assess the impact of the development related traffic on the local road network, the 5th year after the approval of extension application of the plant (i.e. year 2030) has been adopted as the design year for this study.
- 6.1.5 To reveal the traffic impact of various proposed developments in the vicinity, traffic generations by the proposed developments in the vicinity have also been taken into consideration.
- 6.1.6 It is noted that the concrete plant is already operating currently, thus **no additional traffic** would be added to the road network by this plant under this application and 2030 design flows are the same as reference flows. It is noted that growth rate is also applied to the existing trips of the application plant as conservative approach.

- 6.1.7 All the assessed junctions will be operating with ample spare capacity in design year except AM and logistic peak of J11, but our plant is already under operation for many years without affecting the public road and renewal applications of this plant has been applied and approved for many times. Also, the development parameter is no change under this renewal application, no additional traffic impact will be caused by the plant and therefore would not worsen the case.

6.2 Conclusion

- 6.2.1 In conclusion, this Traffic Impact Assessment (TIA) has demonstrated that the application plant will not generate additional traffic to the surrounding road network and the junctions in vicinity would have ample capacities during design year 2030.
- 6.2.2 Hence, it is concluded that the renewal of the plant at the Application Site is acceptable from traffic engineering view point.



LEGEND :

SUBJECT SITE

FIGURE NO.: 1.1		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK		DRAWING TITLE: SITE LOCATION PLAN	
SCALE: 1 : 5000 @A4	DATE: 23 DEC 2024		

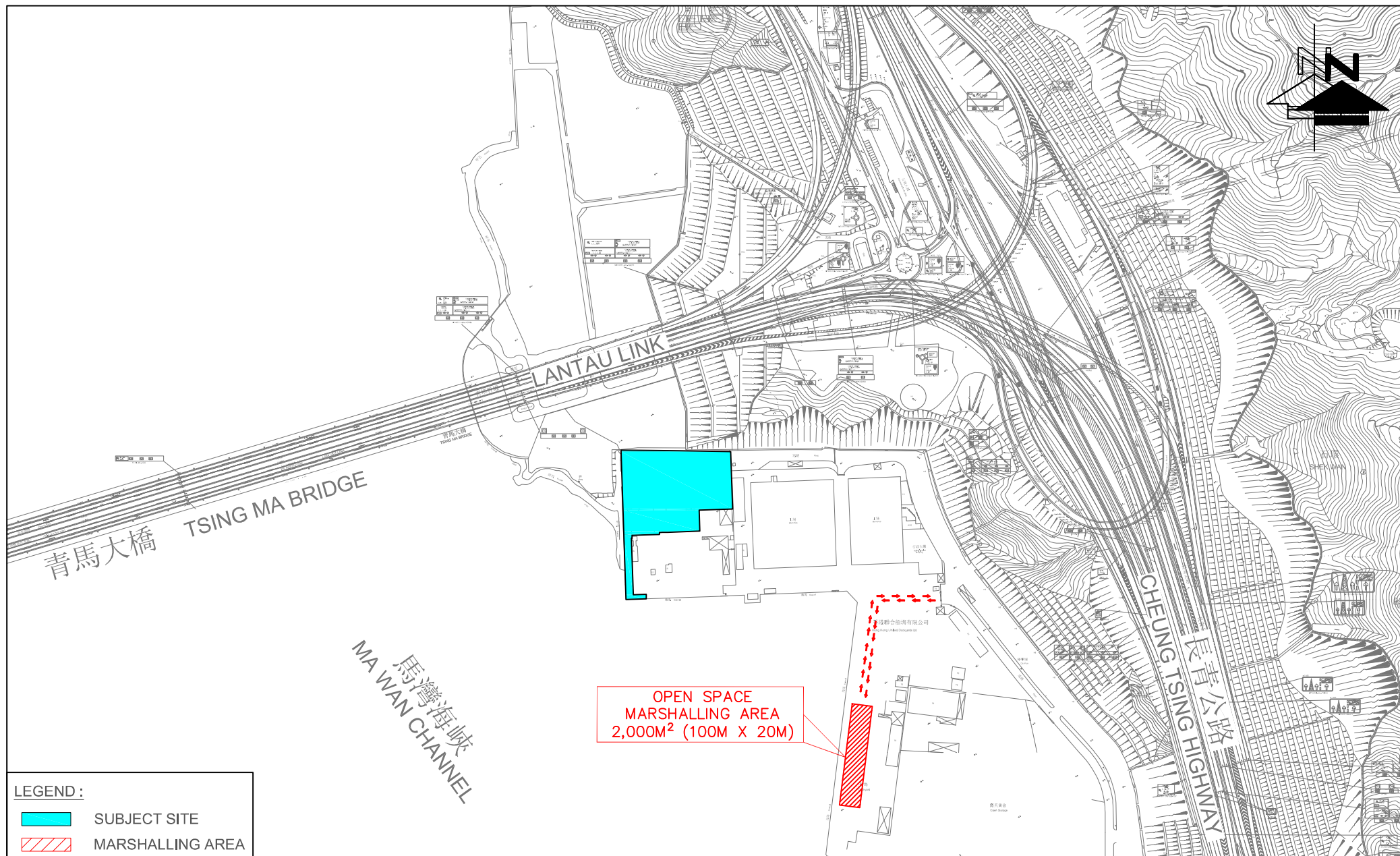


FIGURE NO.: 2.2		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK		DRAWING TITLE: MARSHALLING AREA	
SCALE: 1 : 5000 @A4	DATE: 23 DEC 2024		

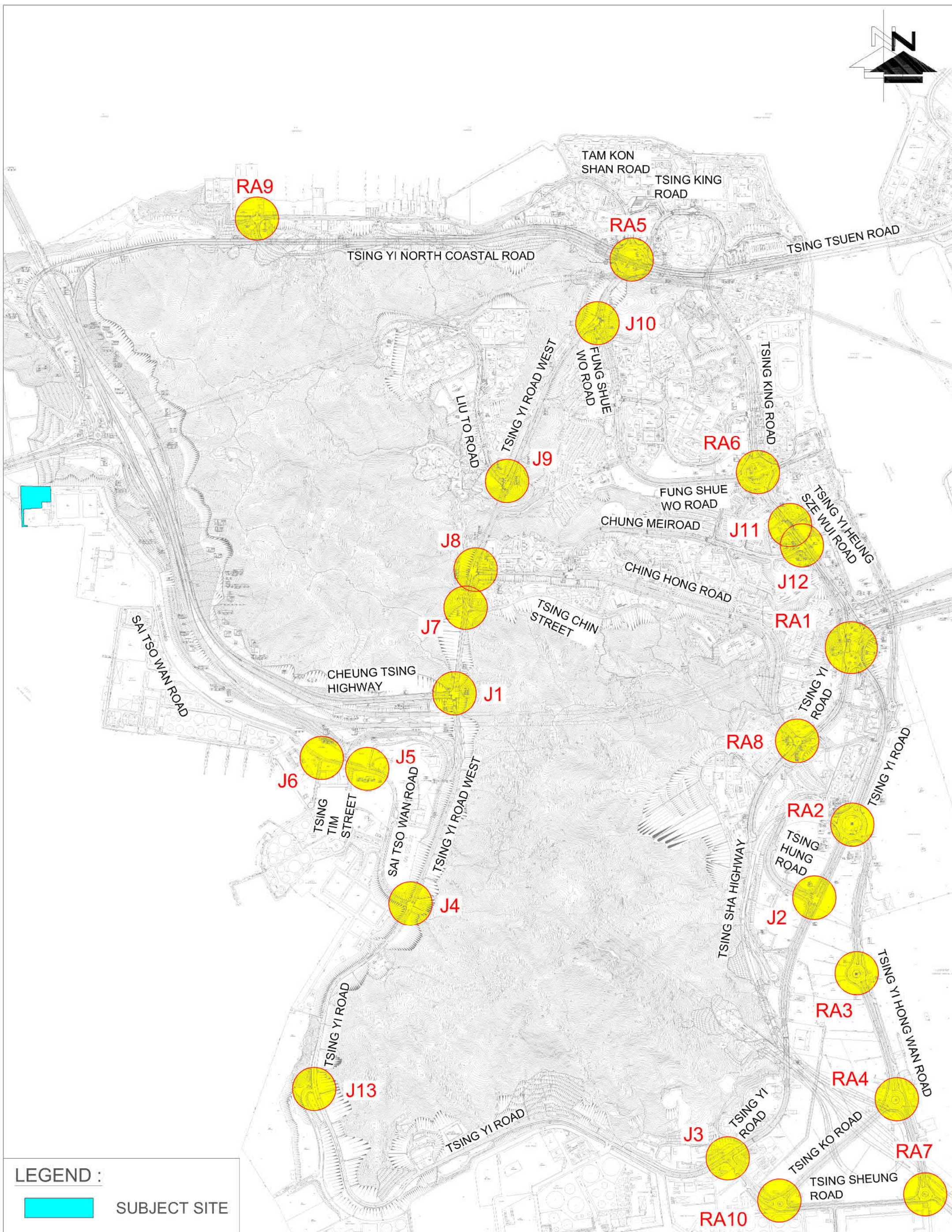


FIGURE NO.: 3.1		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK		DRAWING TITLE:	
SCALE: 1 : 12000 @A3	DATE: 23 DEC 2024	CRITICAL JUNCTION	

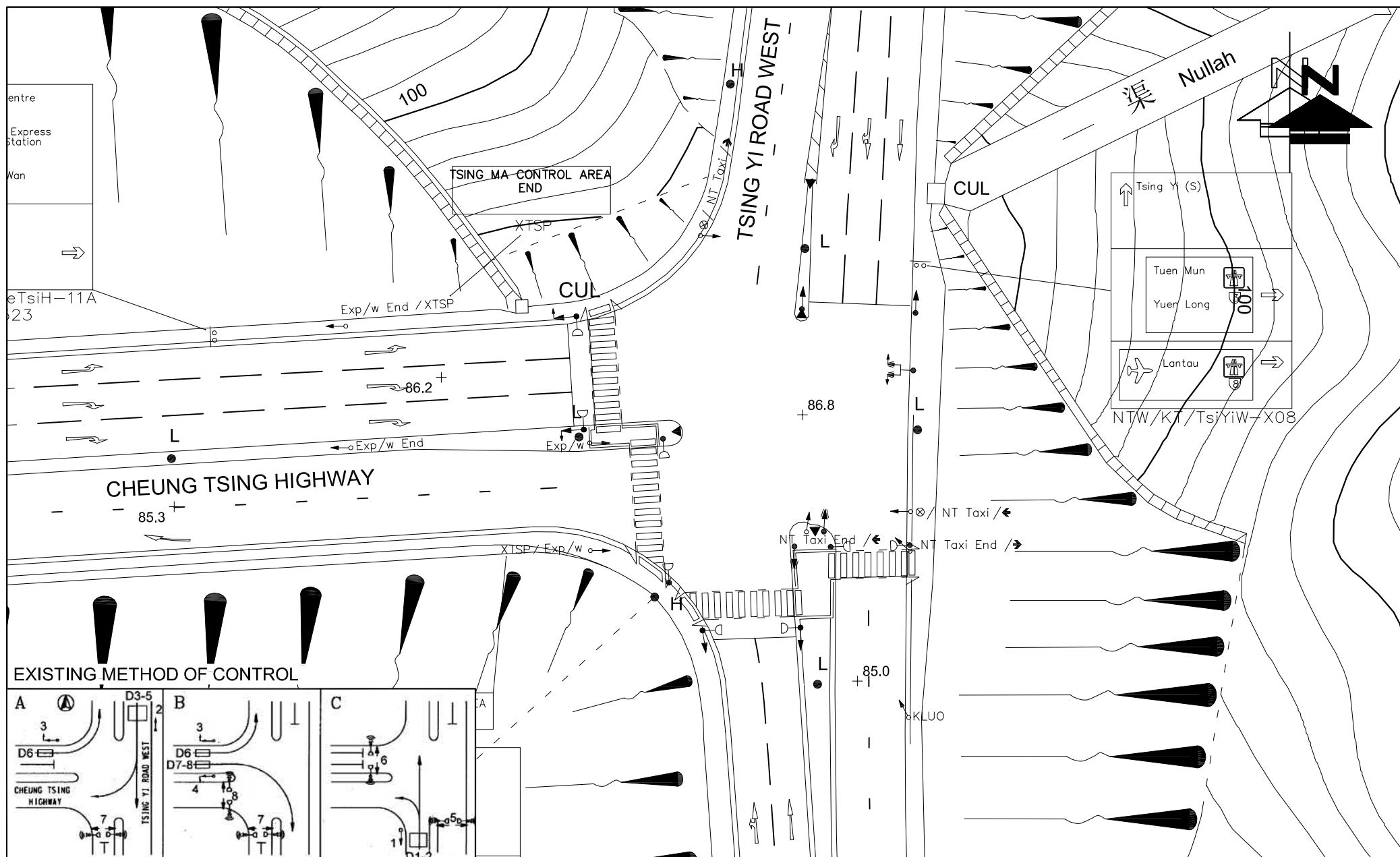


FIGURE NO.: 3.2	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / CHEUNG TSING HIGHWAY (J1)	
SCALE: 1 : 500 @A4	DATE: 23 DEC 2024	

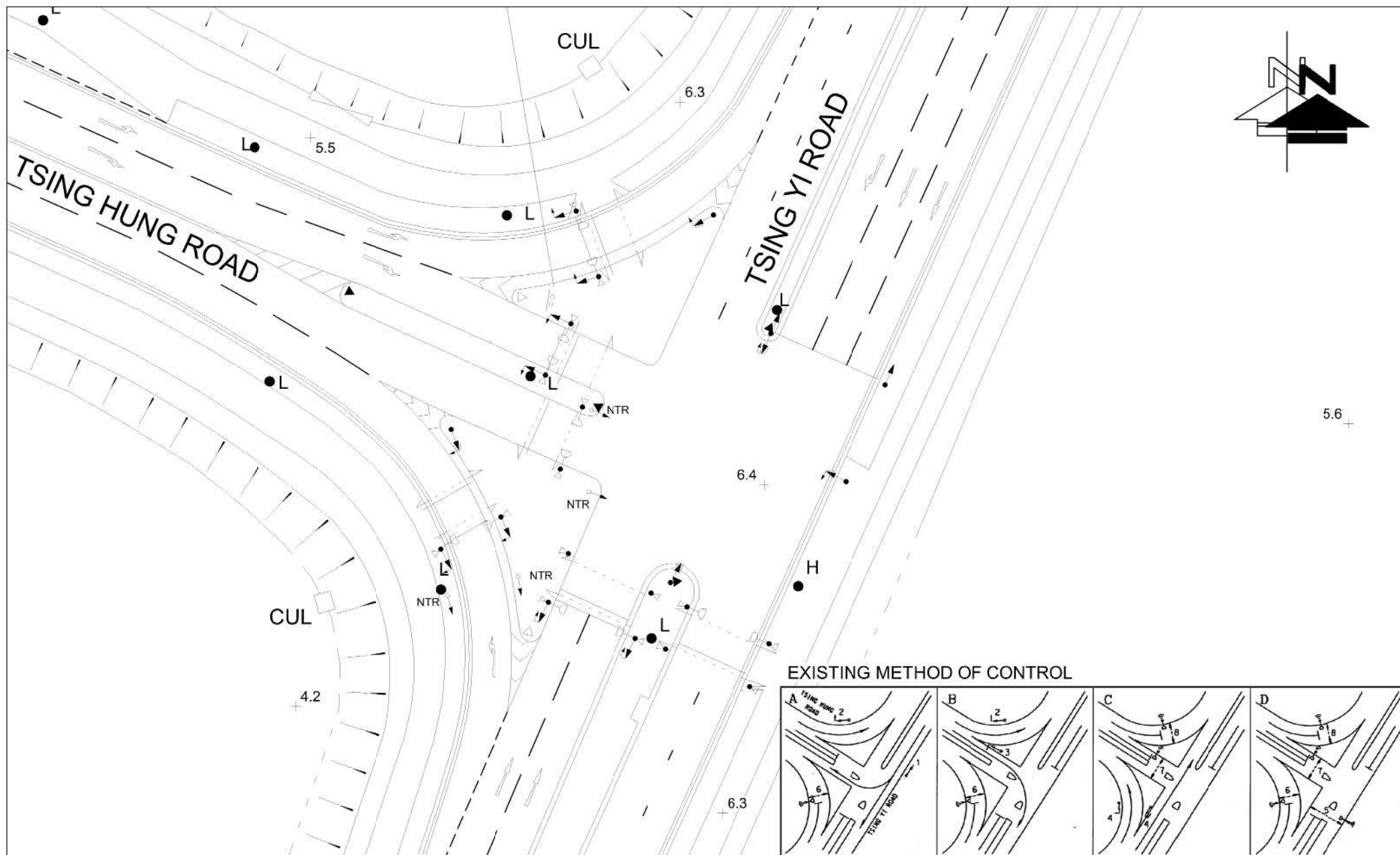


FIGURE NO.: 3.3	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING HUNG ROAD / TSING YI ROAD (J2)	
SCALE: 1 : 500 (IN A4 SIZE) DATE: 23 DEC 2024		

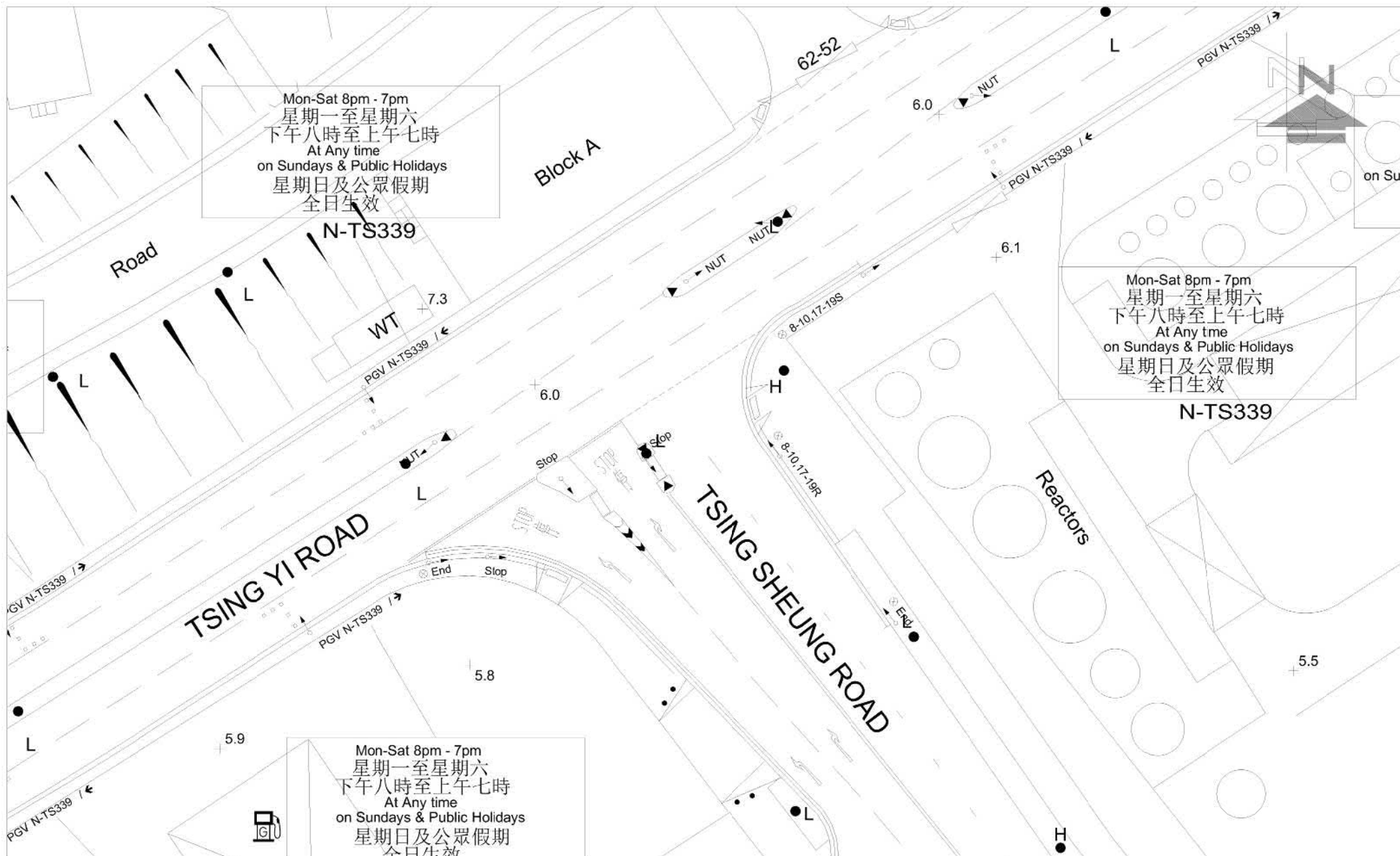
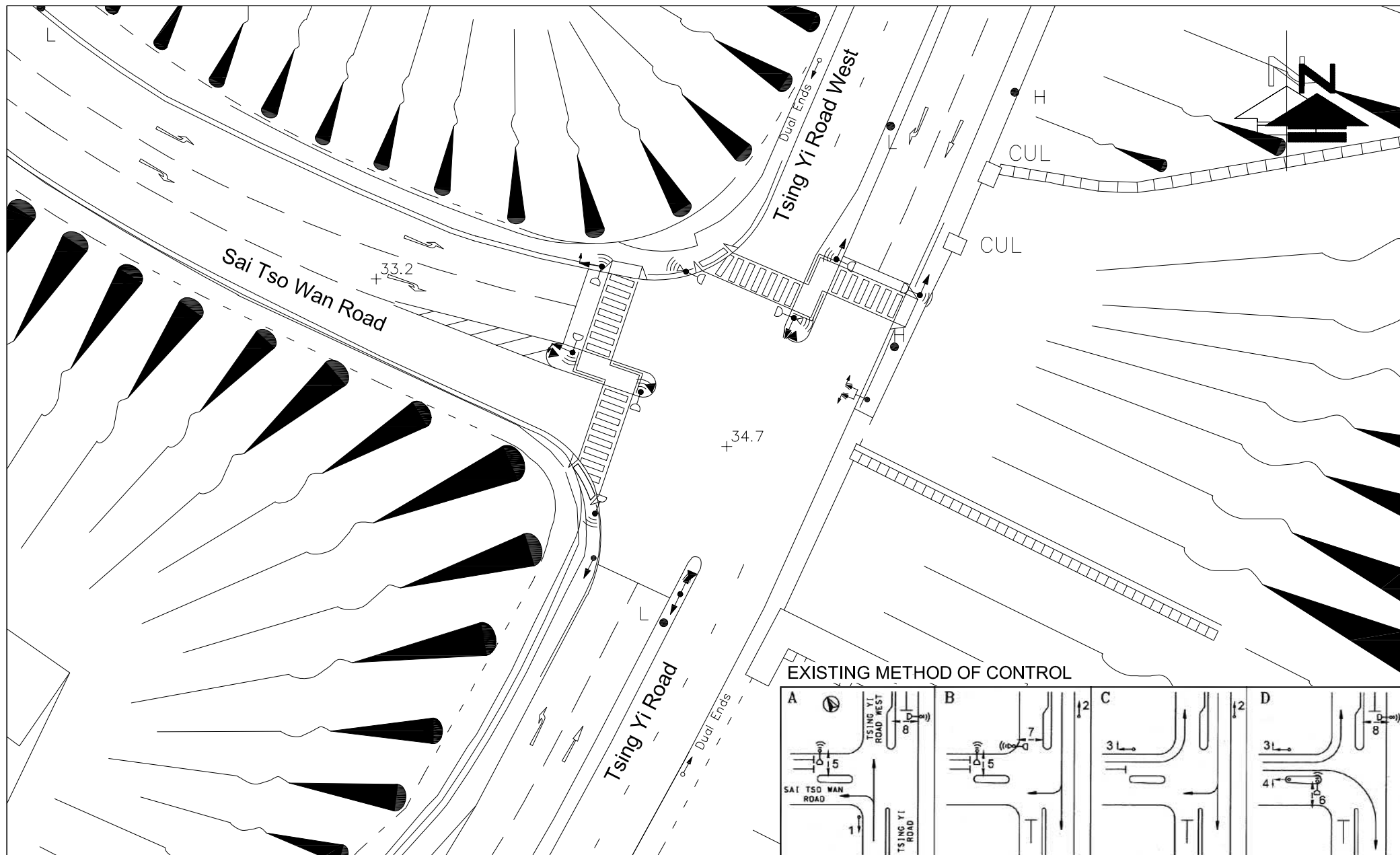


FIGURE NO.: 3.4	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING SHEUNG ROAD / TSING YI ROAD (J3)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 23 DEC 2024	



EXISTING METHOD OF CONTROL

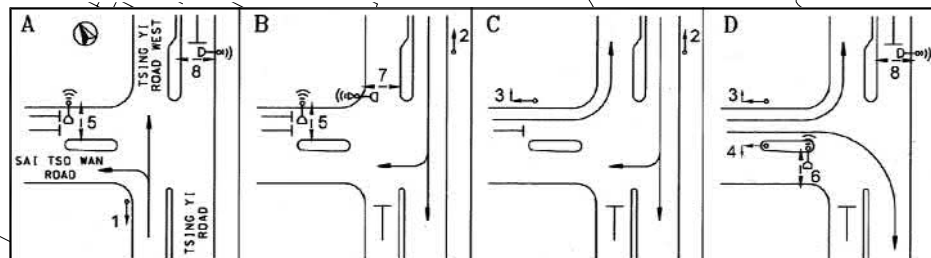
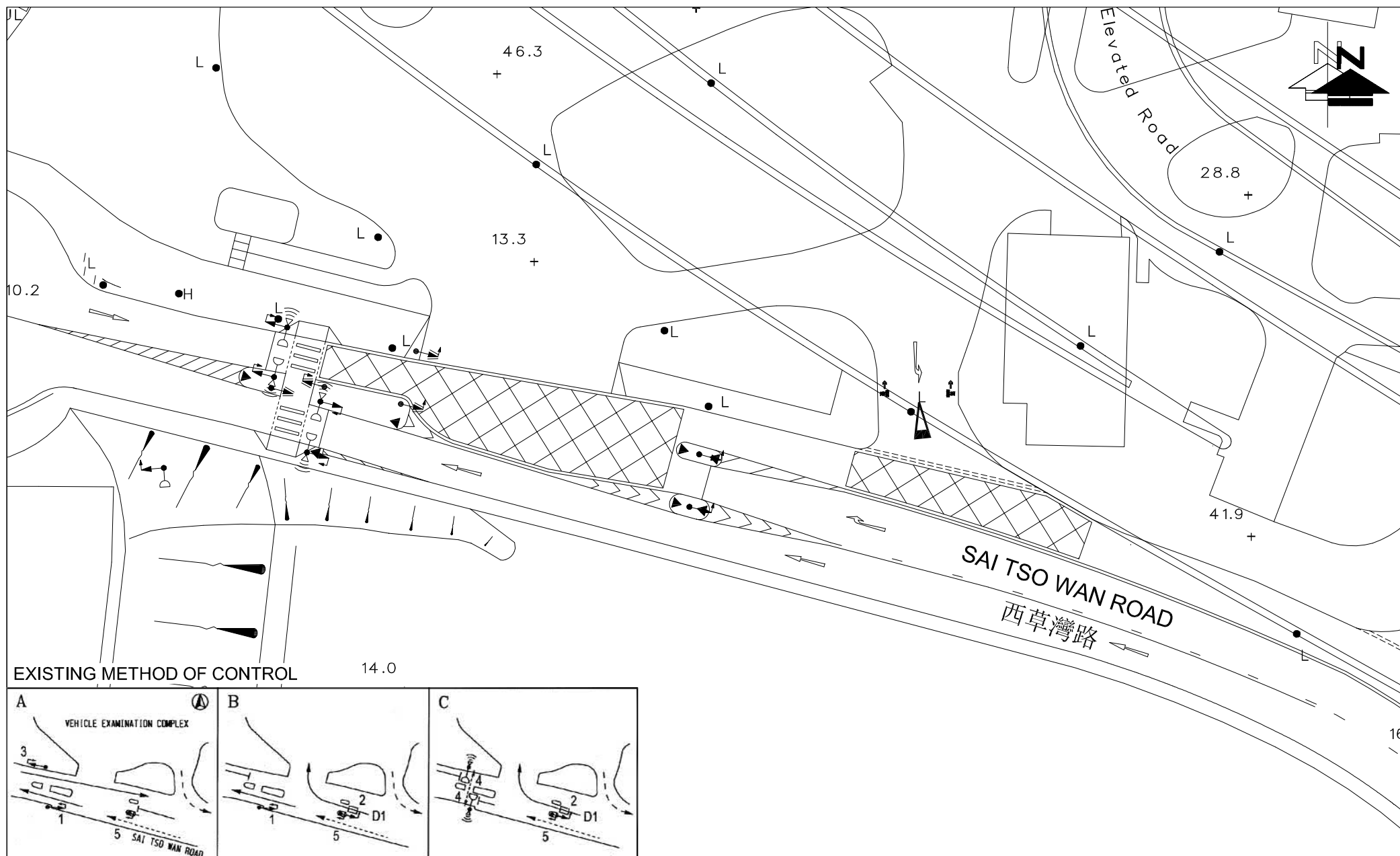


FIGURE NO.: 3.5	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SAI TSO WAN ROAD / TSING YI ROAD WEST / TSING YI ROAD (J4)	
SCALE: 1 : 500 @A4	DATE: 23 DEC 2024	



EXISTING METHOD OF CONTROL

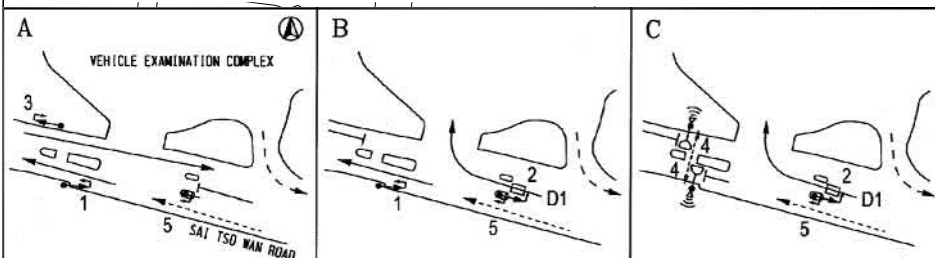


FIGURE NO.: 3.6		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF ENTRANCE OF VEC / SAI TSO ROAD (J5)	
SCALE: 1 : 500 @A4	DATE: 23 DEC 2024		

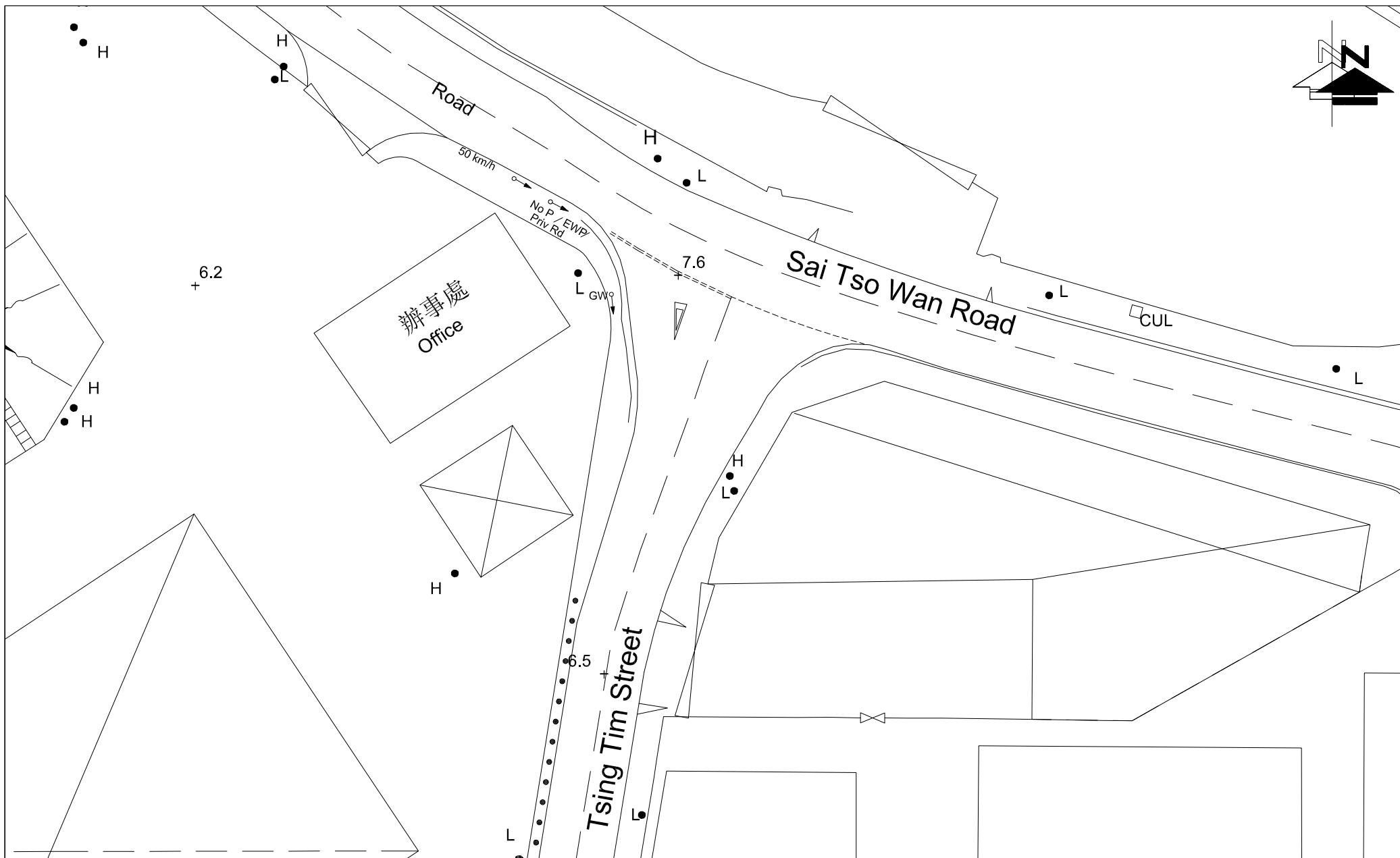


FIGURE NO.: 3.7	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING TIM STREET / SAI TSO WAN ROAD (J6)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 23 DEC 2024	

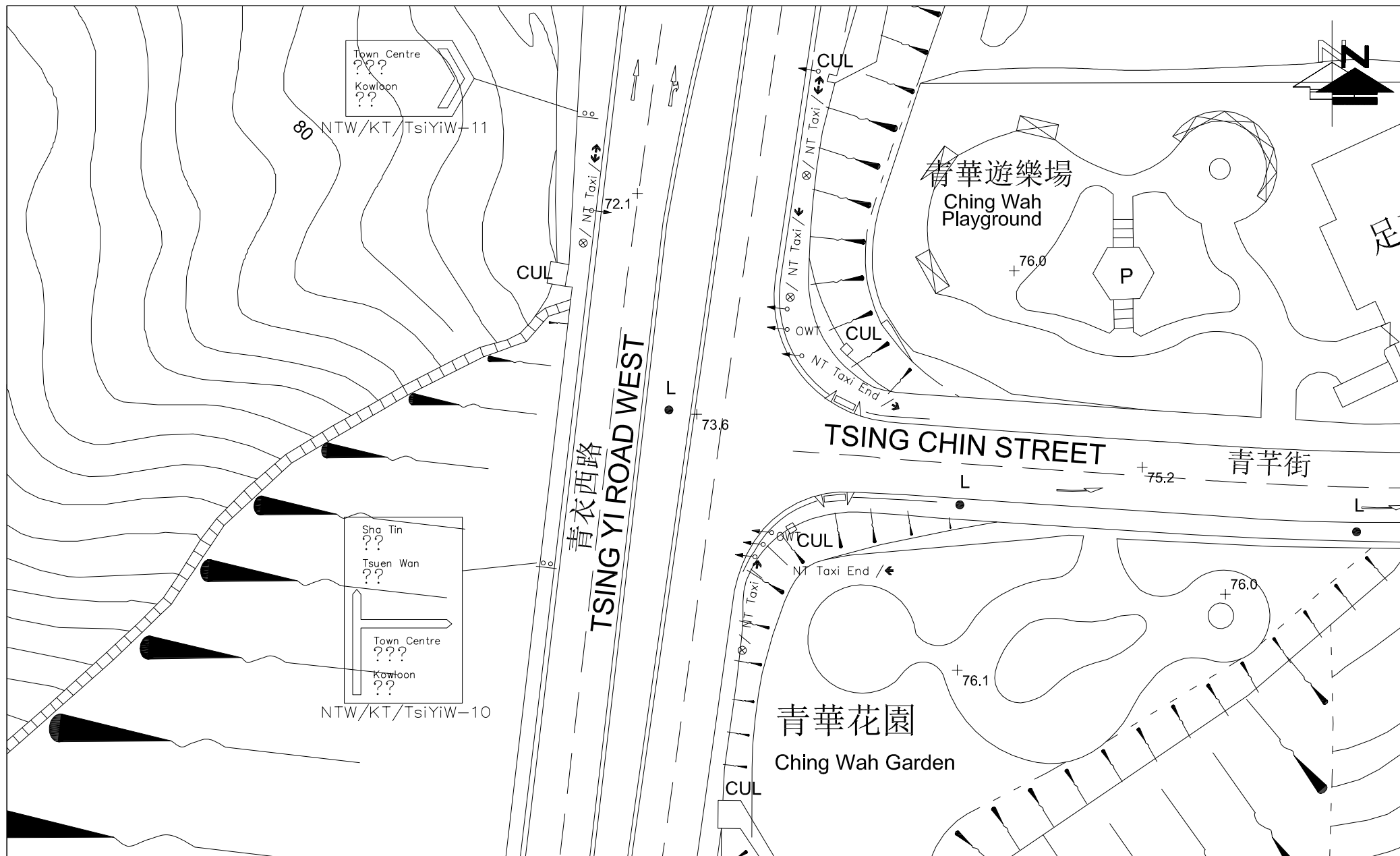


FIGURE NO.: 3.8	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YI ROAD WEST / TSING CHIN STREET (J7)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 23 DEC 2024	

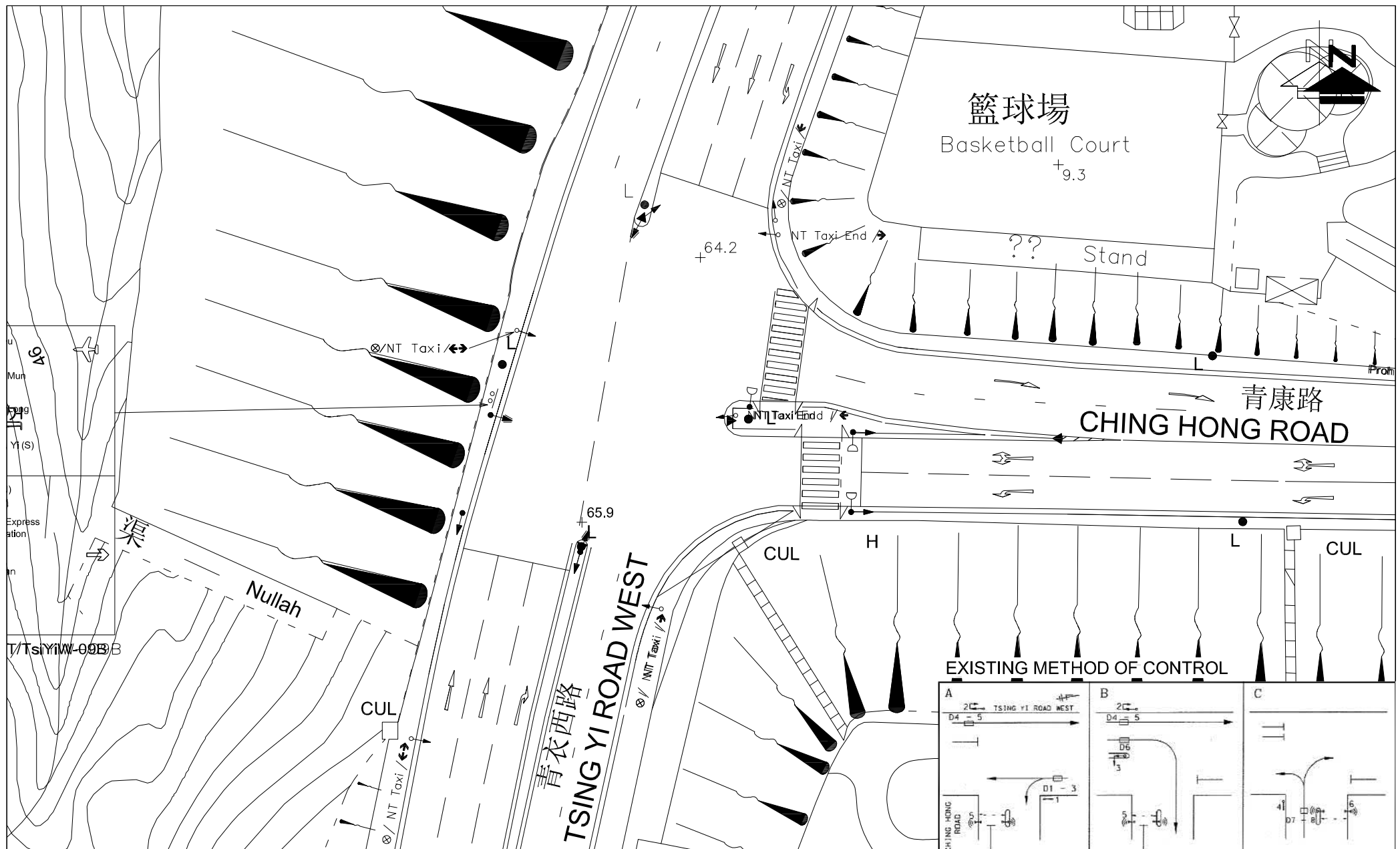


FIGURE NO.: 3.9	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / CHING HONG ROAD (J8)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 23 DEC 2024	

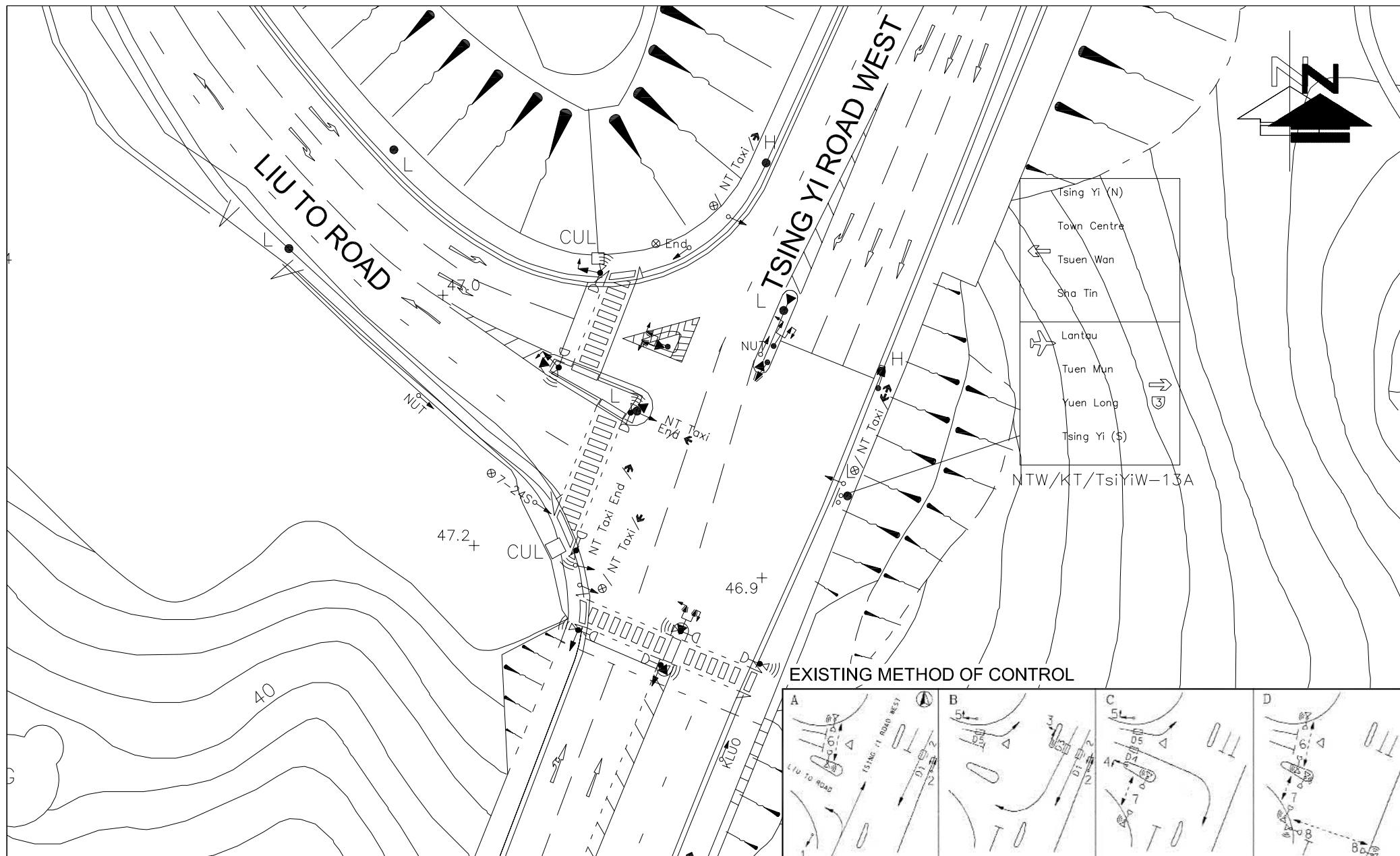


FIGURE NO.: 3.10	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / LIU TO ROAD (J9)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 23 DEC 2024	

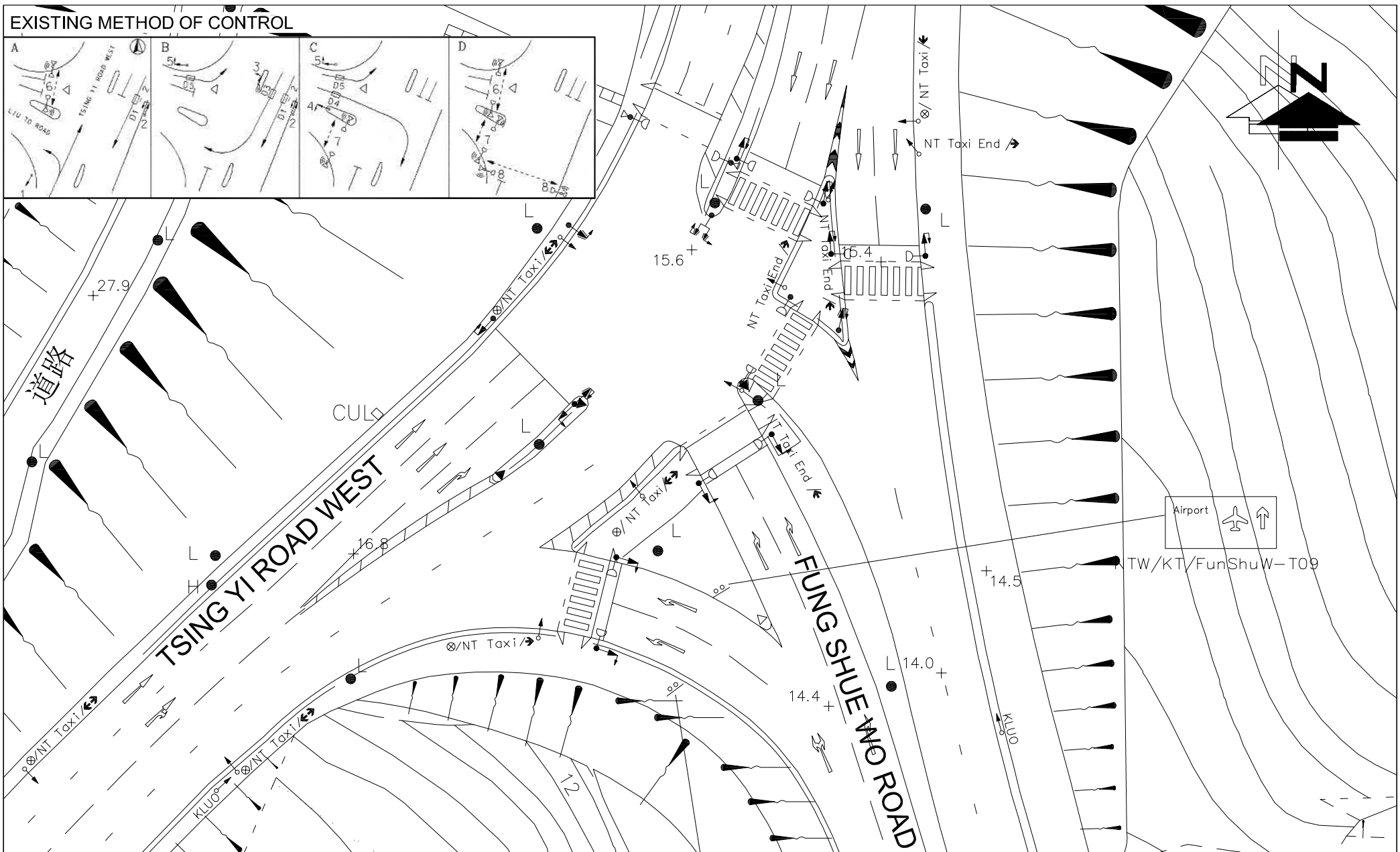


FIGURE NO.: 3.11	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (J10)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 23 DEC 2024	

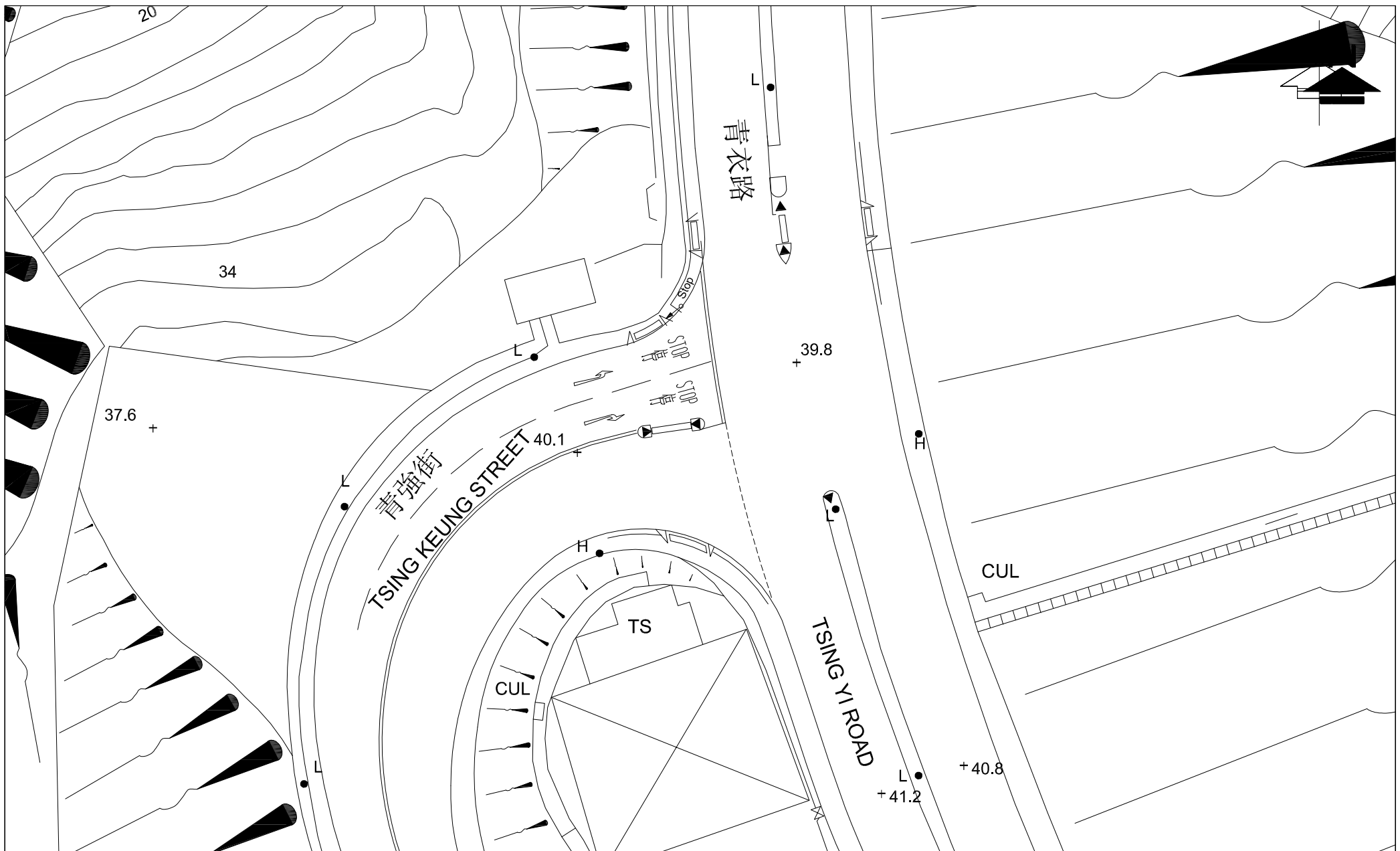


FIGURE NO.: 3.14		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	
PROJECT NO.: 24101HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YIP ROAD / TSING KEUNG STREET (J13)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 23 DEC 2024	 CTA Consultants Limited 志達顧問有限公司	

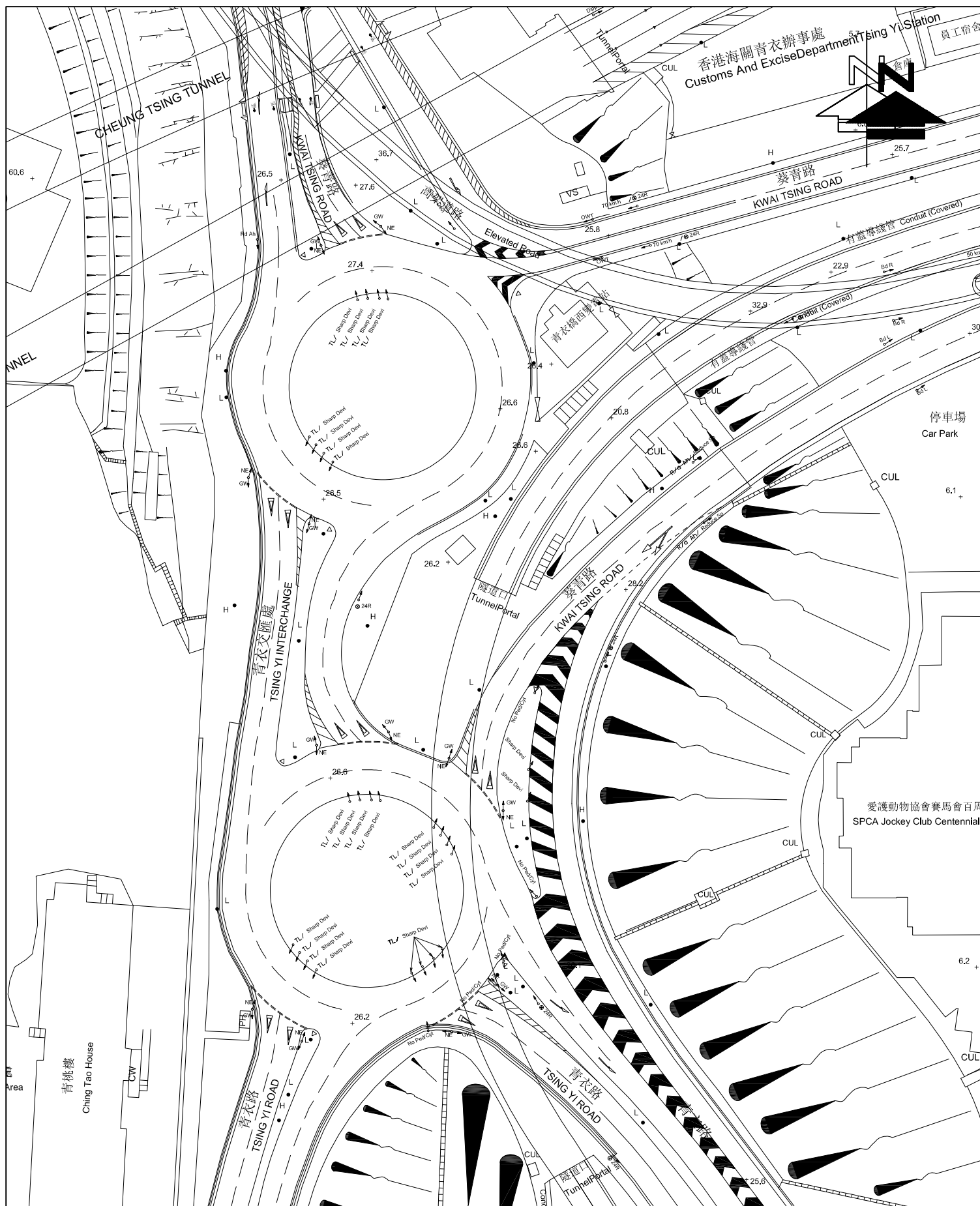


FIGURE NO.: 3.15	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SING YI INTERCHANGE (RA1)	
SCALE: 1 : 1000 (IN A4 SIZE)		
DATE: 23 DEC 2024	 CTA Consultants Limited 志達顧問有限公司	

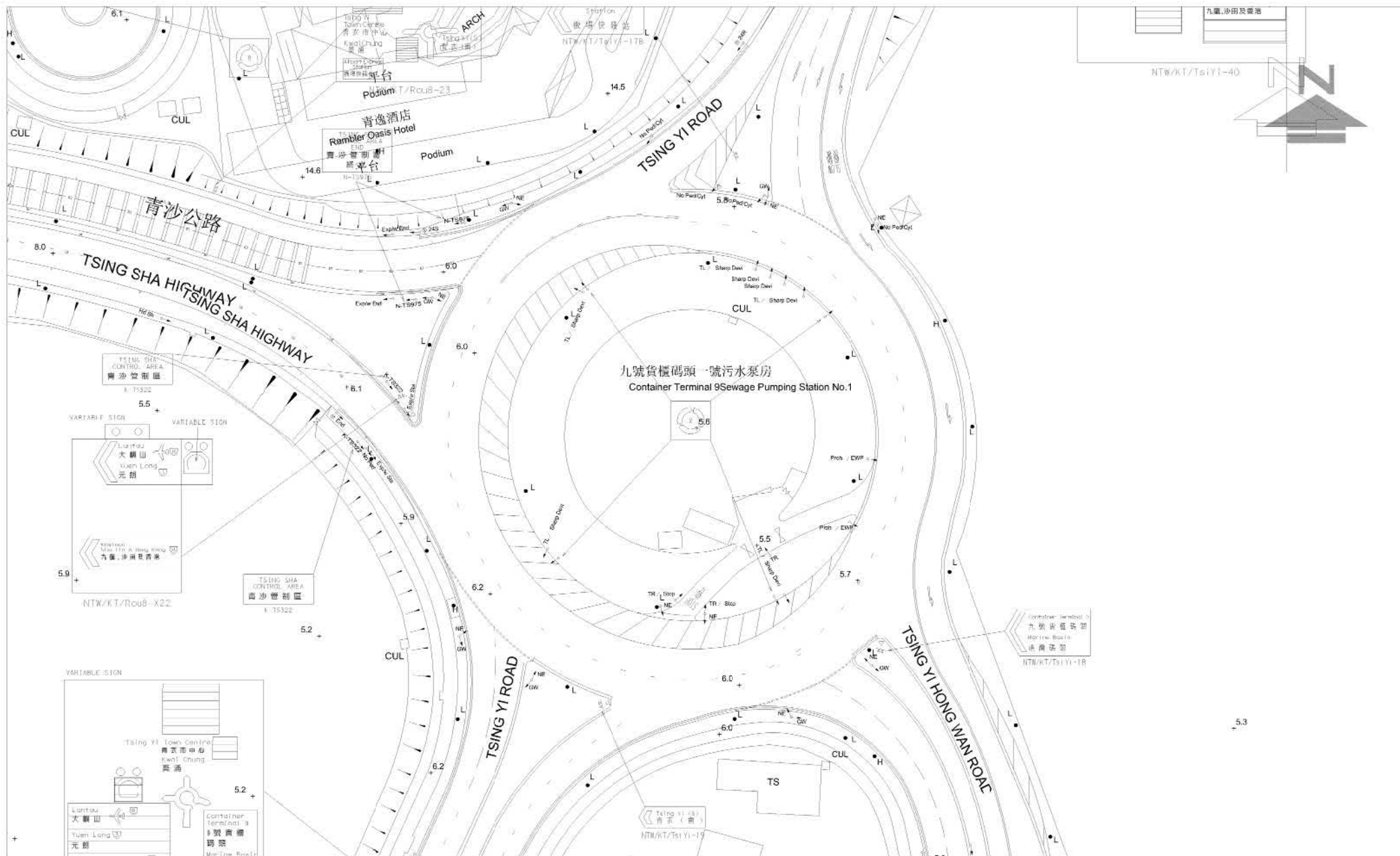


FIGURE NO.: 3.16	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / TSING YI HONG WAN ROAD / TSING SHA HIGHWAY (RA2)	
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 23 DEC 2024	

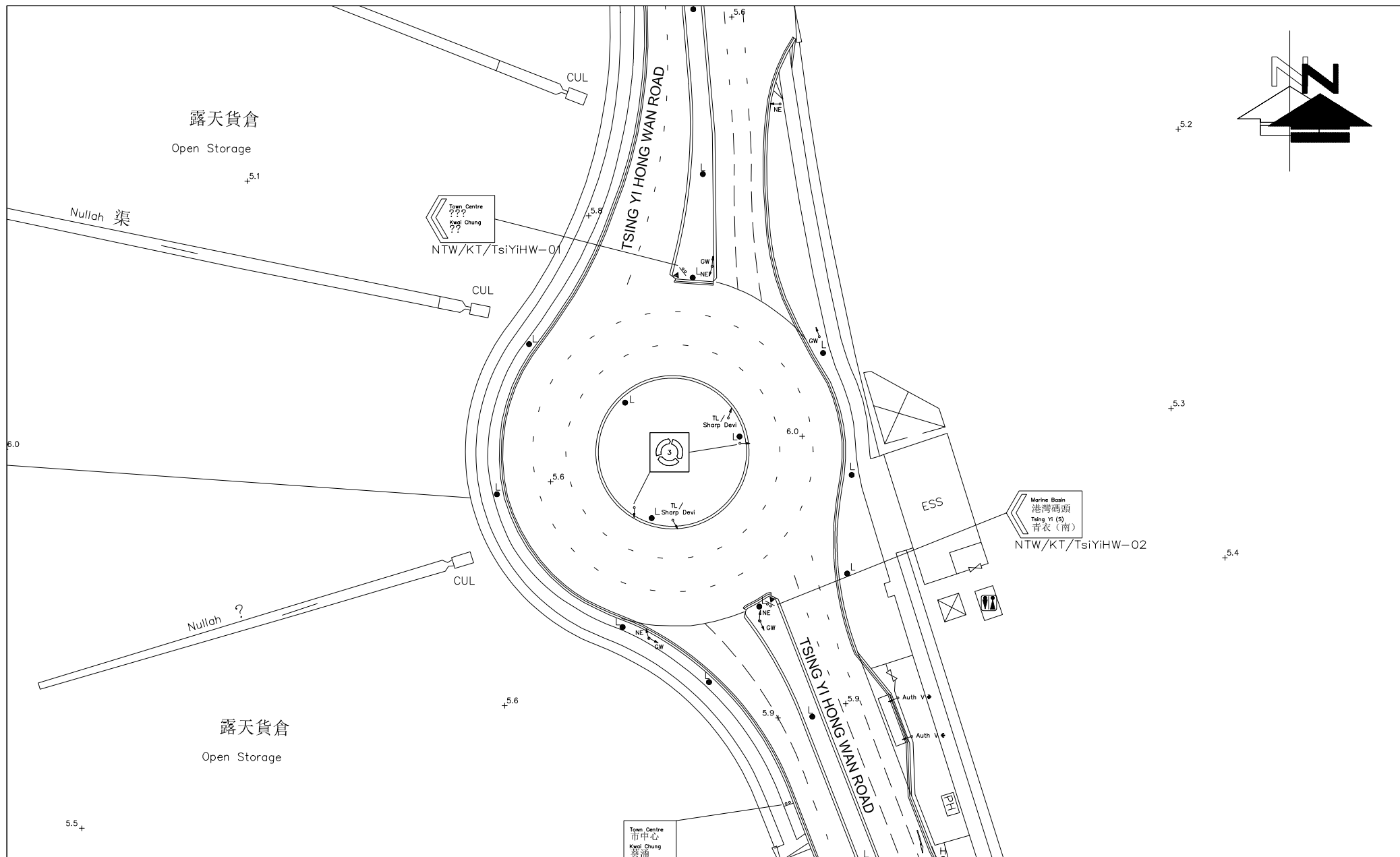


FIGURE NO.: 3.17	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (RA3)	
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 23 DEC 2024	

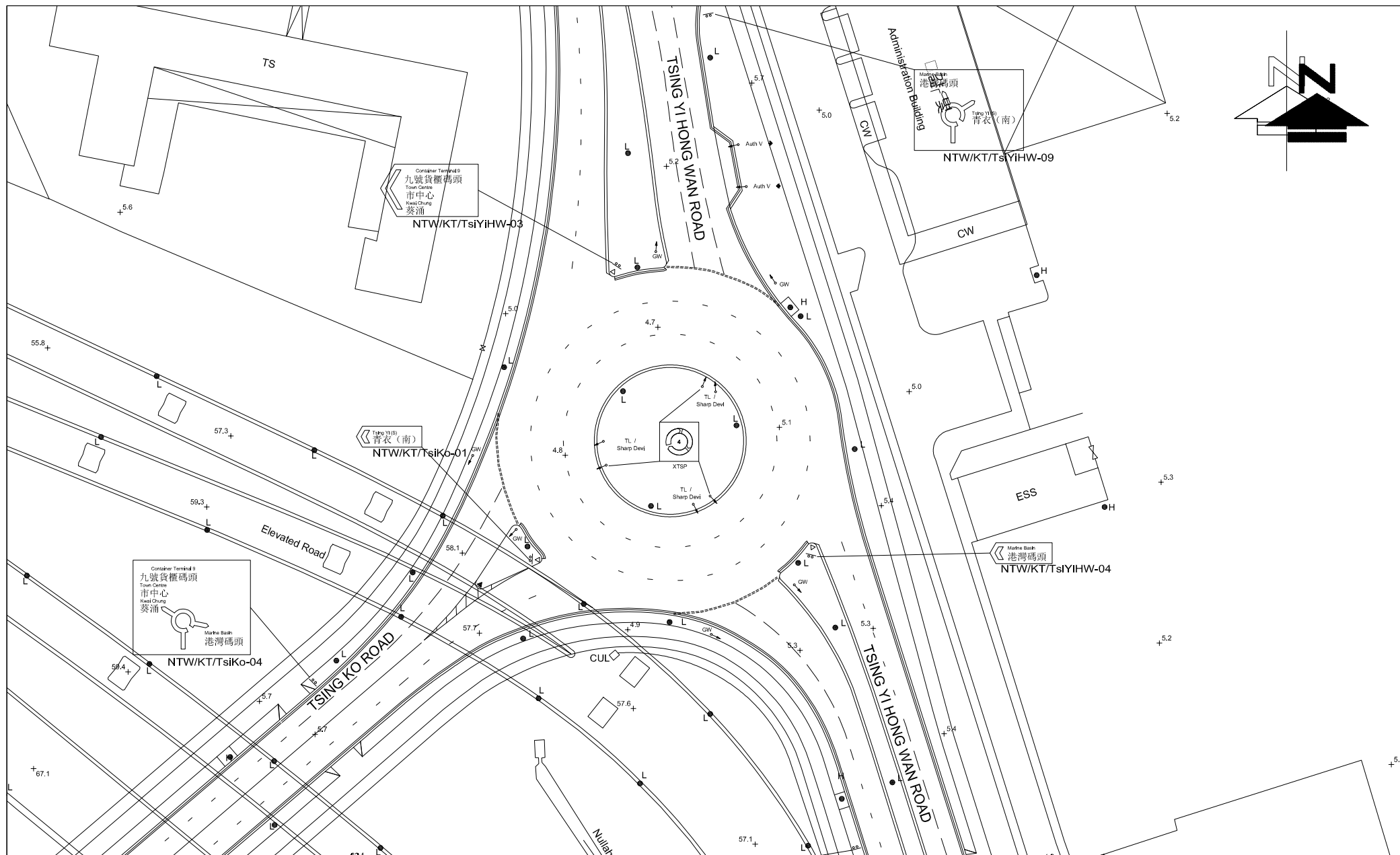


FIGURE NO.:		PROJECT TITLE:	
3.18		Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	
PROJECT NO.:		DRAWING TITLE:	
24101HK		EXISTING JUNCTION LAYOUT OF TSING YI HONG WAN ROAD / TSING KO ROAD (RA4)	
SCALE:	DATE:	 CTA Consultants Limited 志達顧問有限公司	
1 : 1000 (IN A4 SIZE)	23 DEC 2024		

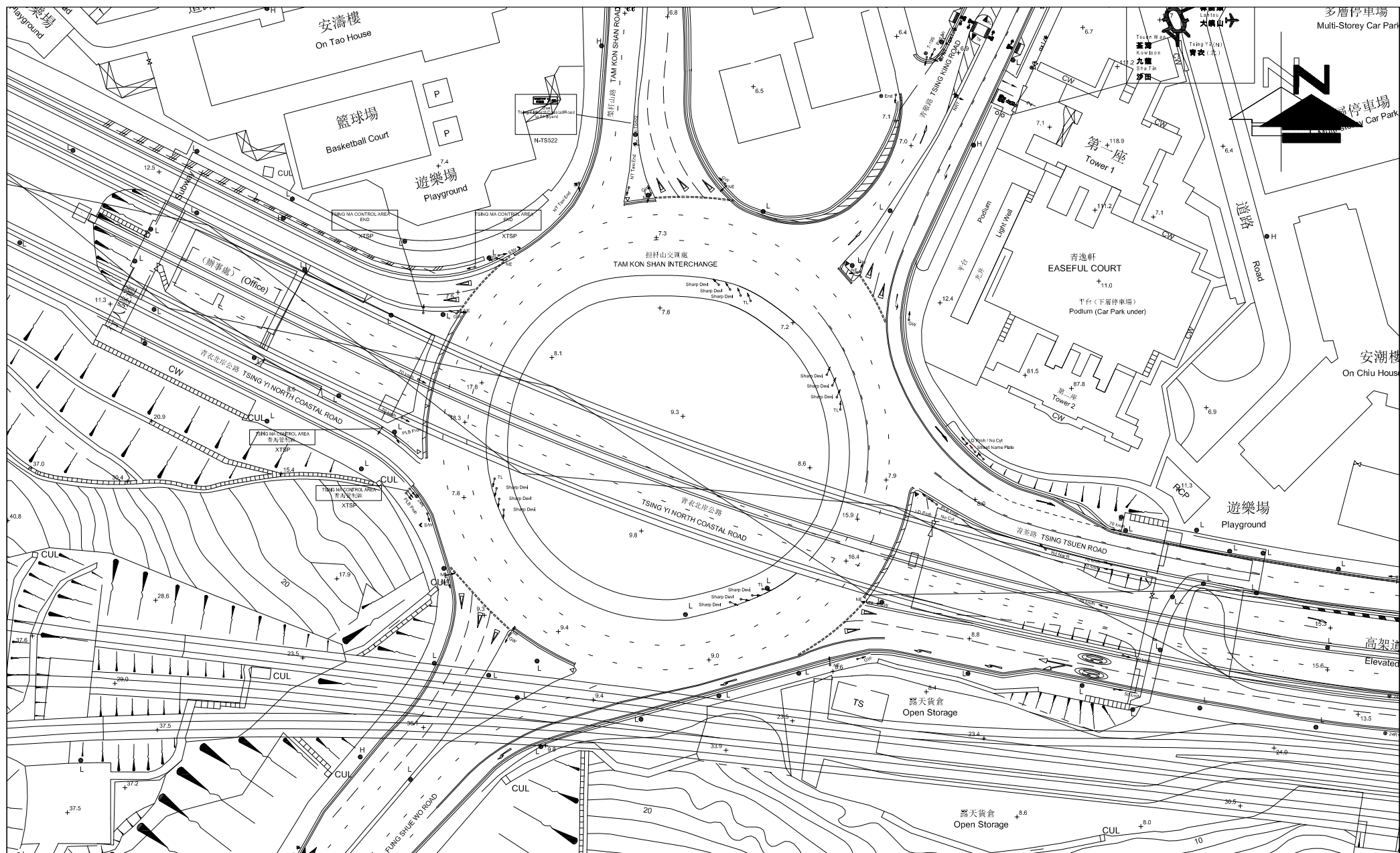
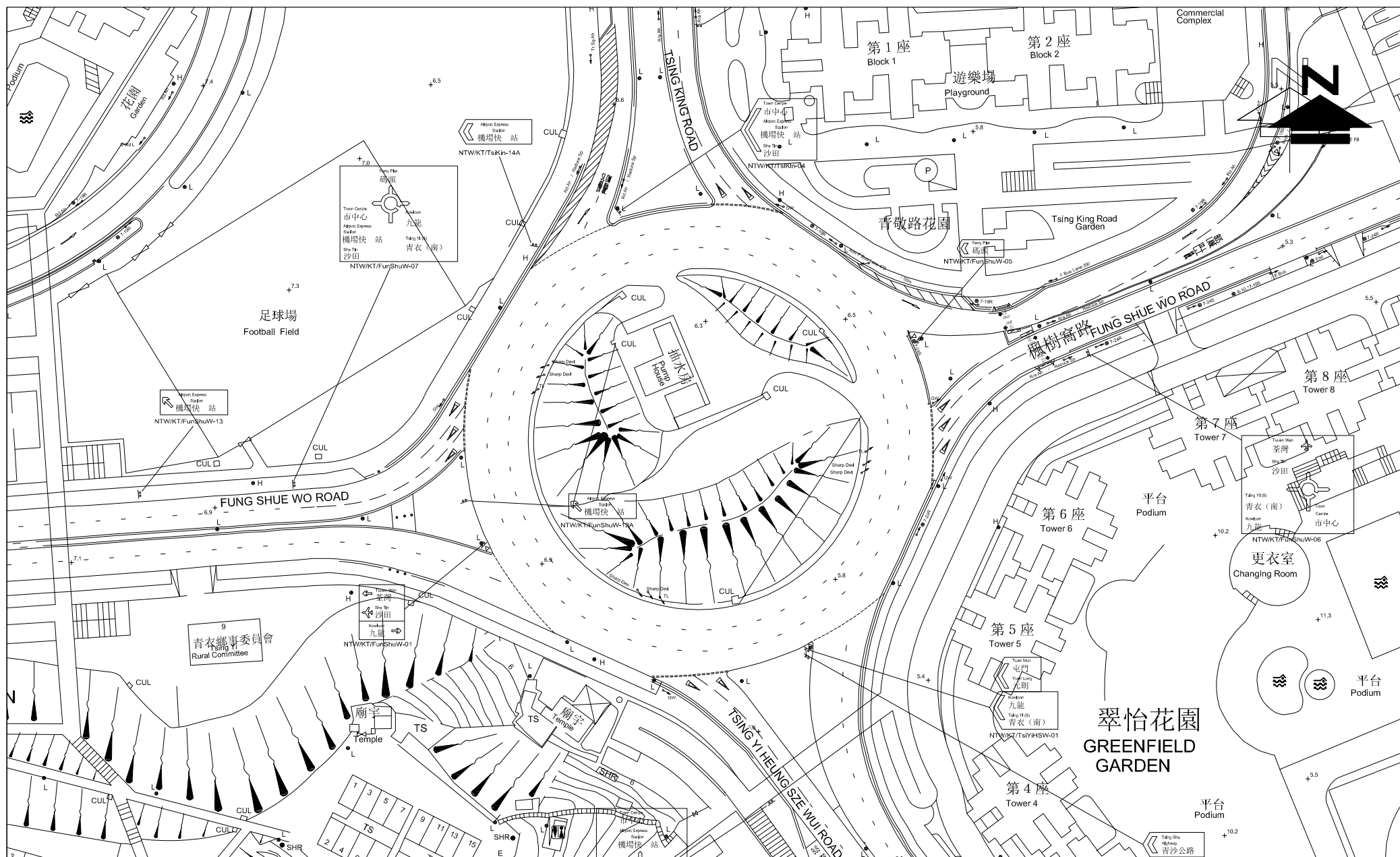


FIGURE NO.: 3.19	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TAM KON SHAN INTERCHANGE (RA5)	
SCALE: 1 : 1200 (IN A4 SIZE)	DATE: 23 DEC 2024	



PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HEUNG SZE WUI ROAD / FUNG SHUE WO ROAD / TSING KING ROAD (RA6)	 CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 1200 (IN A4 SIZE)	DATE: 23 DEC 2024	

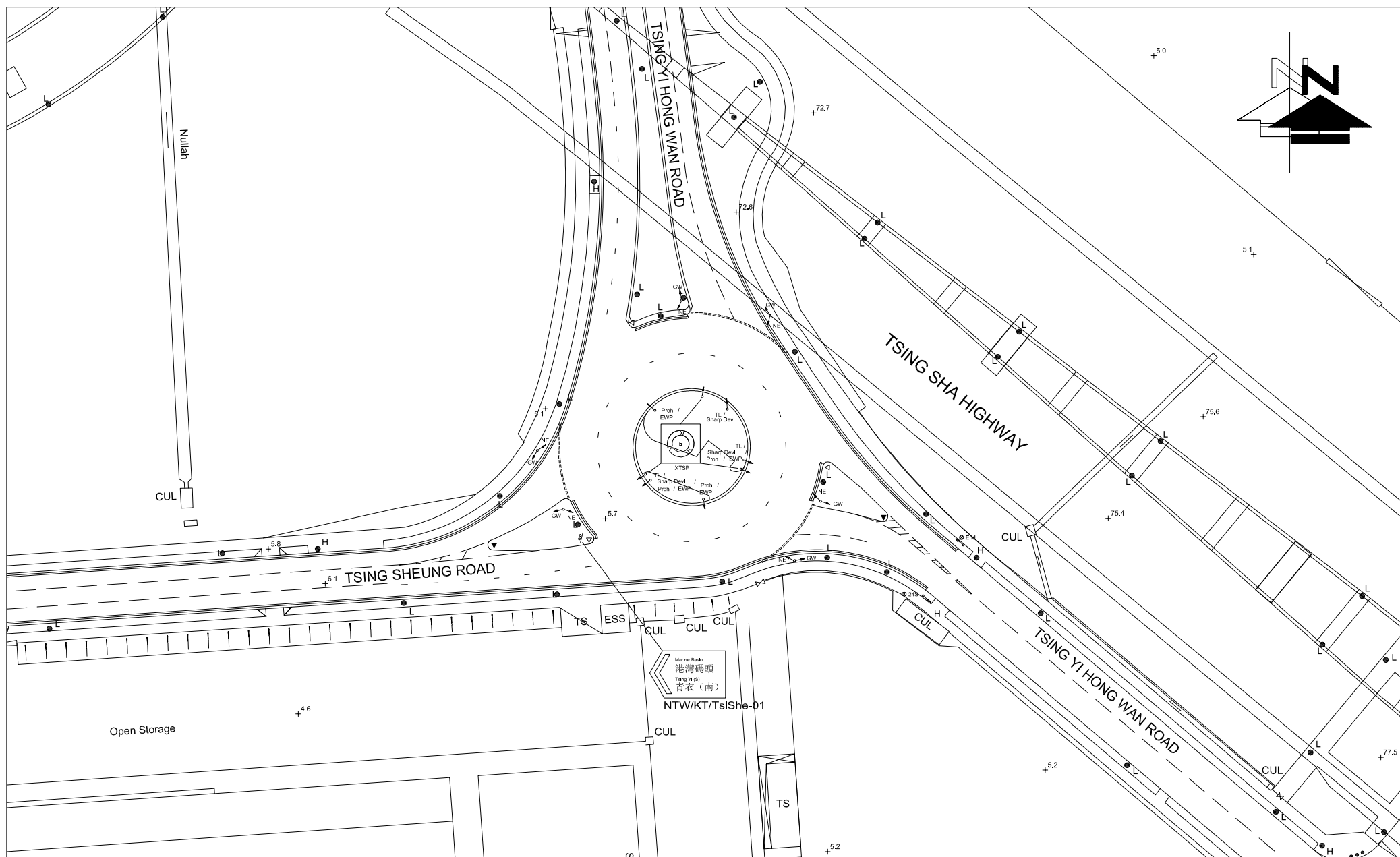


FIGURE NO.:

3.21

PROJECT TITLE:

Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143

DRAWING TITLE:

EXISTING JUNCTION LAYOUT OF TSING SHEUNG ROAD /
TSING YI HONG WAN ROAD (RA7)



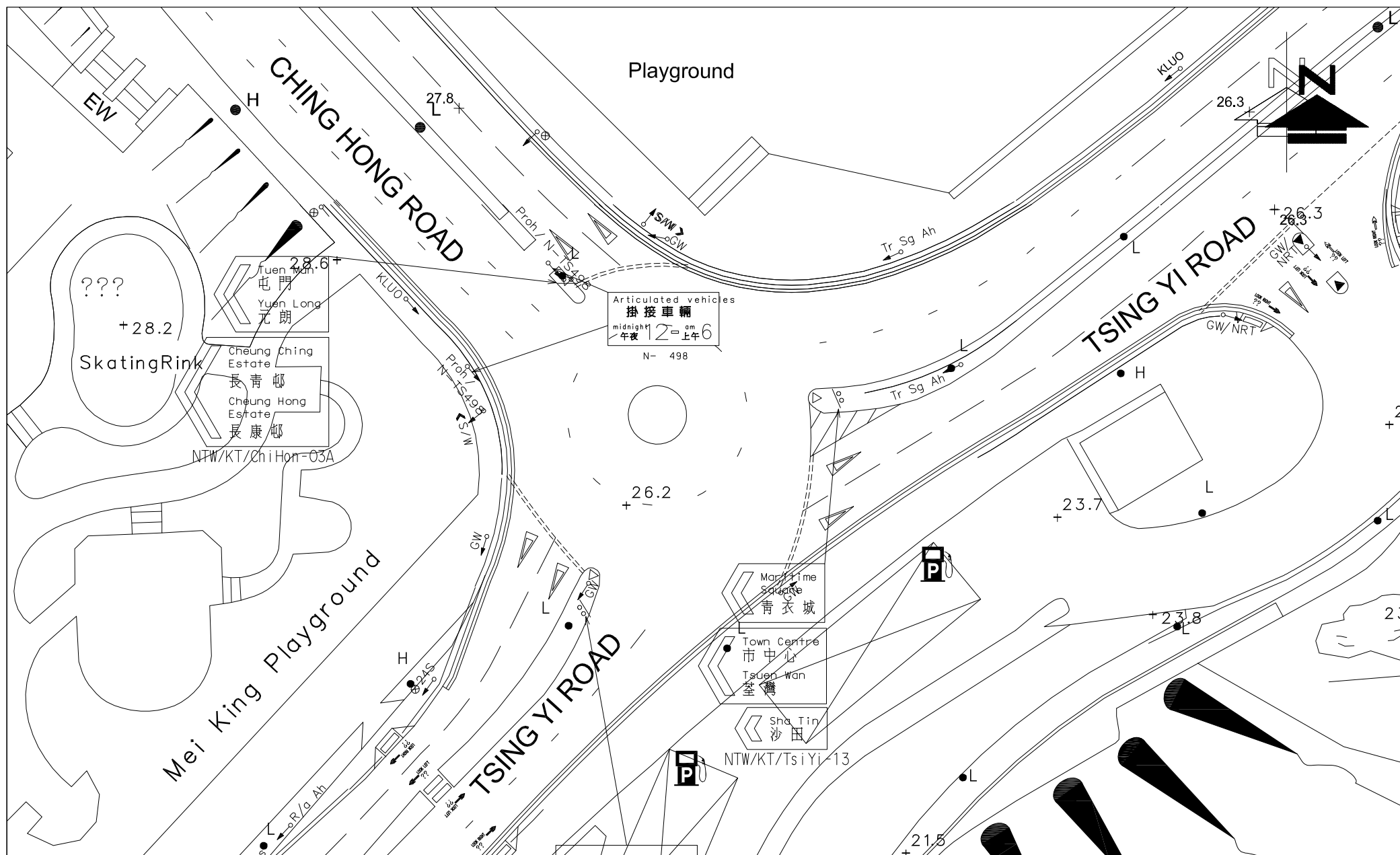


FIGURE NO.:

3.22

PROJECT TITLE:

Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143

EXISTING JUNCTION LAYOUT OF CHING HONG ROAD / TSING YI ROAD (RA8)

PROJECT NO.:

DATE:



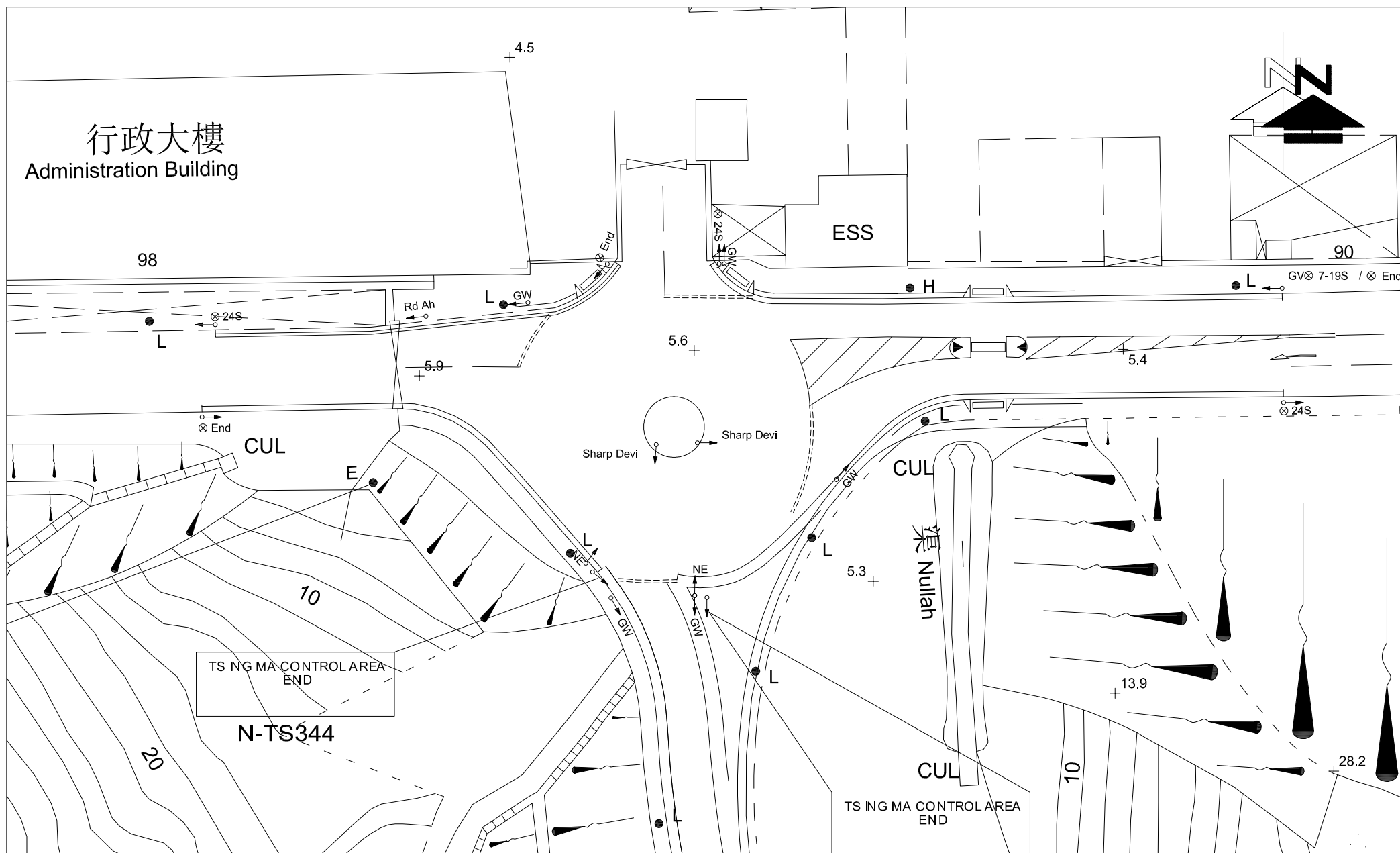


FIGURE NO.: 3.23		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TAM KON SHAN ROAD / TSING YI NORTH COSTAL ROAD (RA9)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 23 DEC 2024		

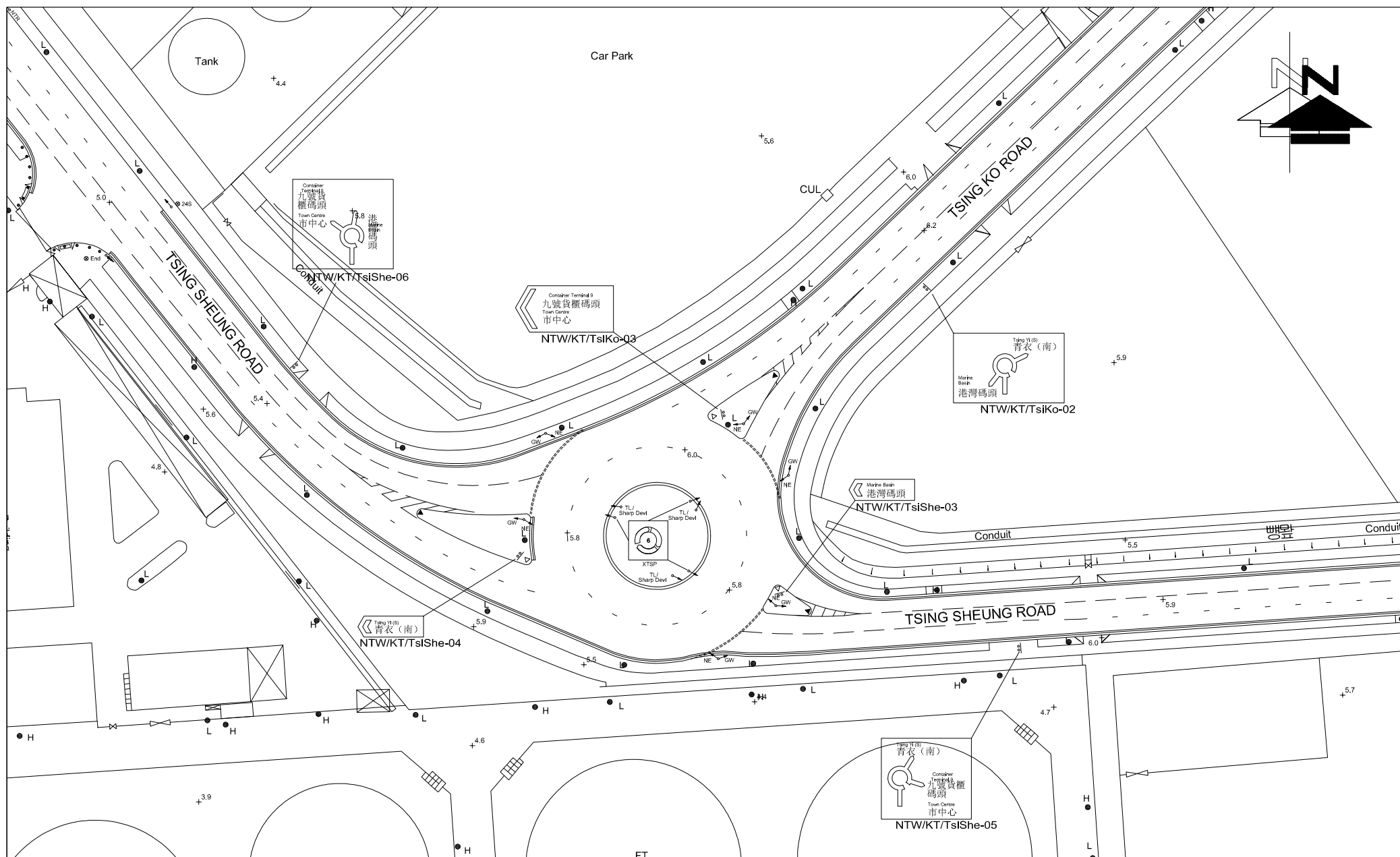
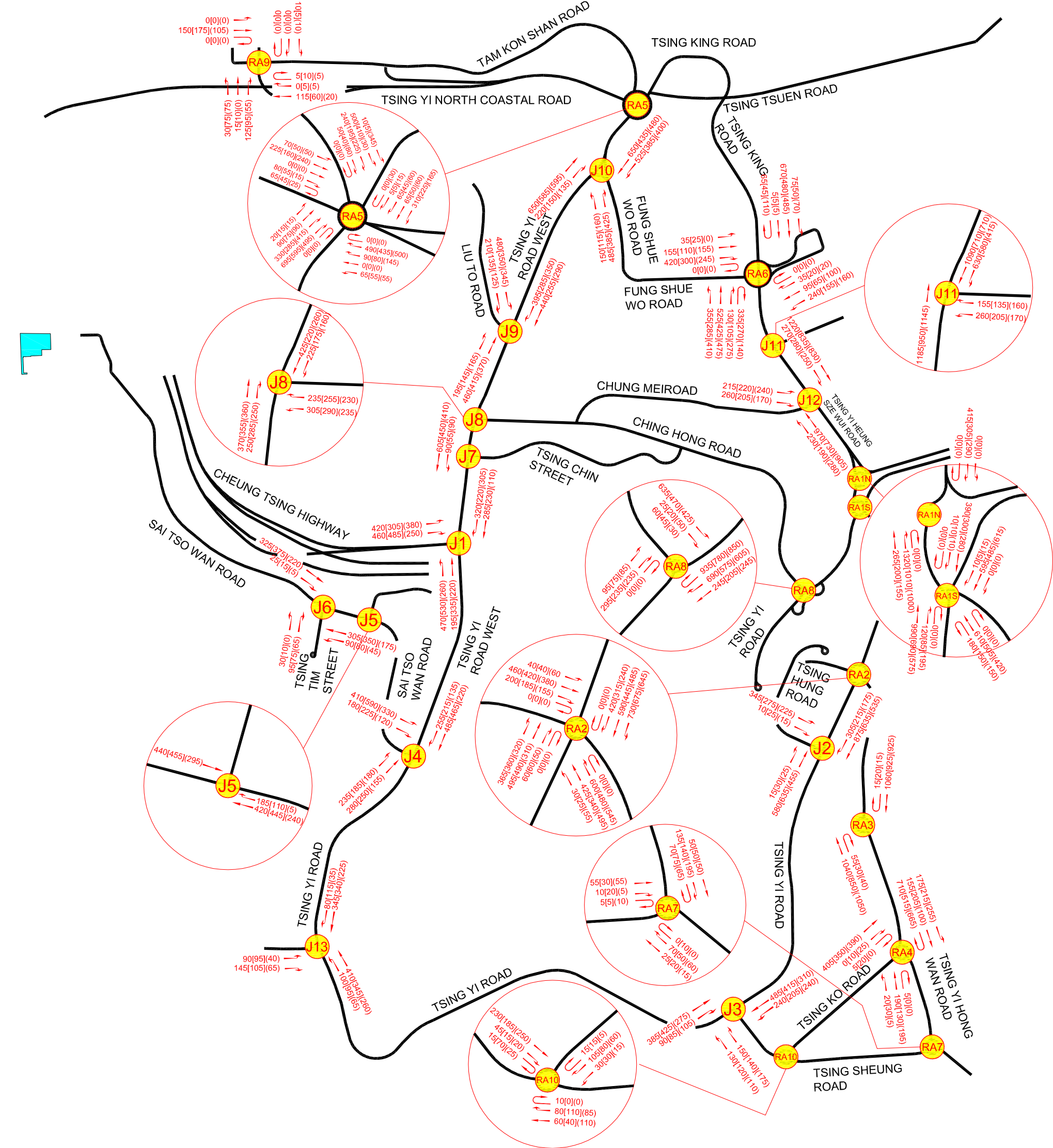


FIGURE NO.: 3.24	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING KO ROAD / TSING SHEUNG ROAD (RA10)	
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 23 DEC 2024	



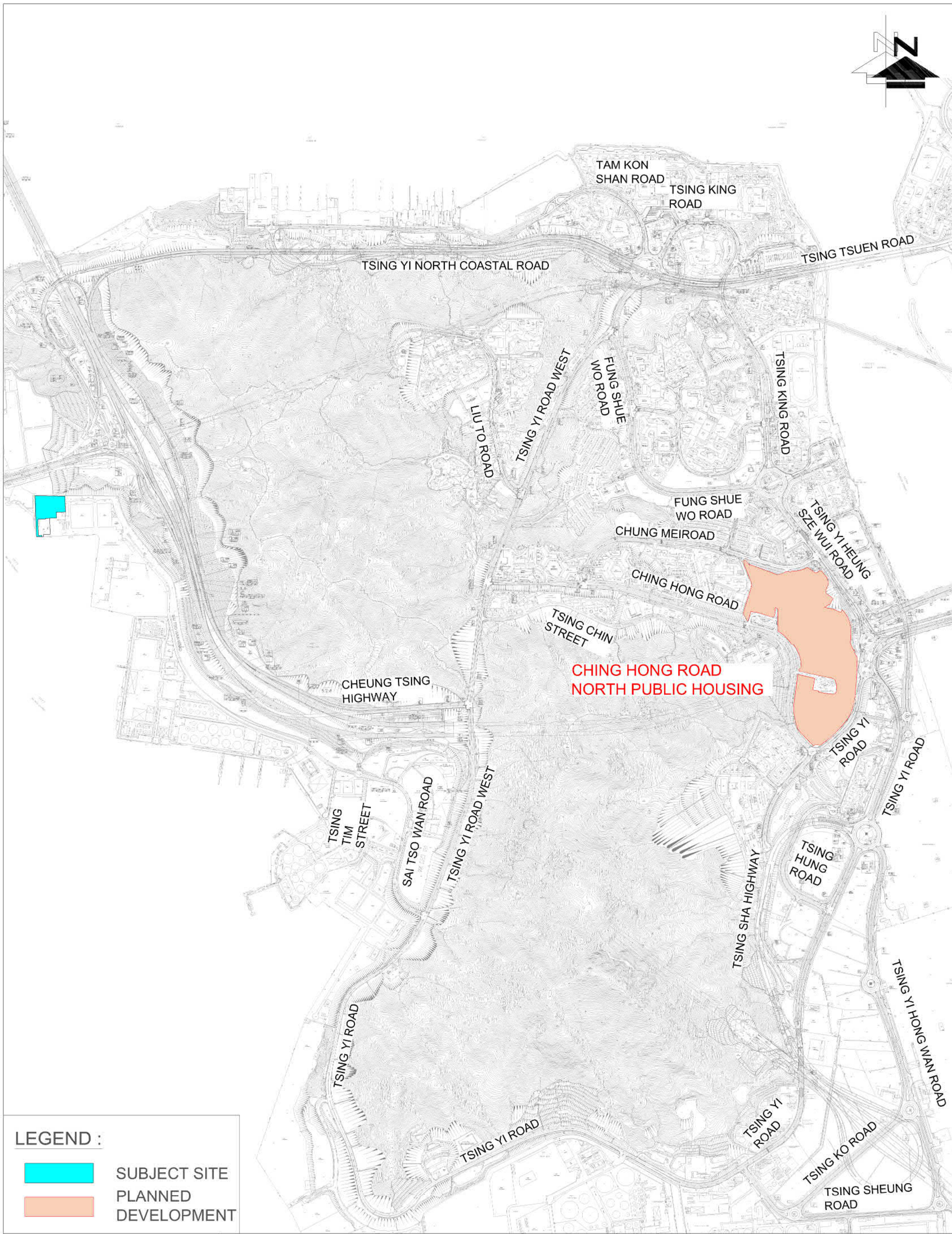
LEGEND :

SUBJECT SITE

530(500)(455)

AM [LOGISTIC](PM)
TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 3.25		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/1 43	
PROJECT NO.: 24101HK		DRAWING TITLE: 2025 OBSERVED TRAFFIC FLOW	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 13750 @ A3	DATE: 14 FEB 2025		



SUBJECT SITE
PLANNED
DEVELOPMENT

4.1

24101HK

1:11000 @A3

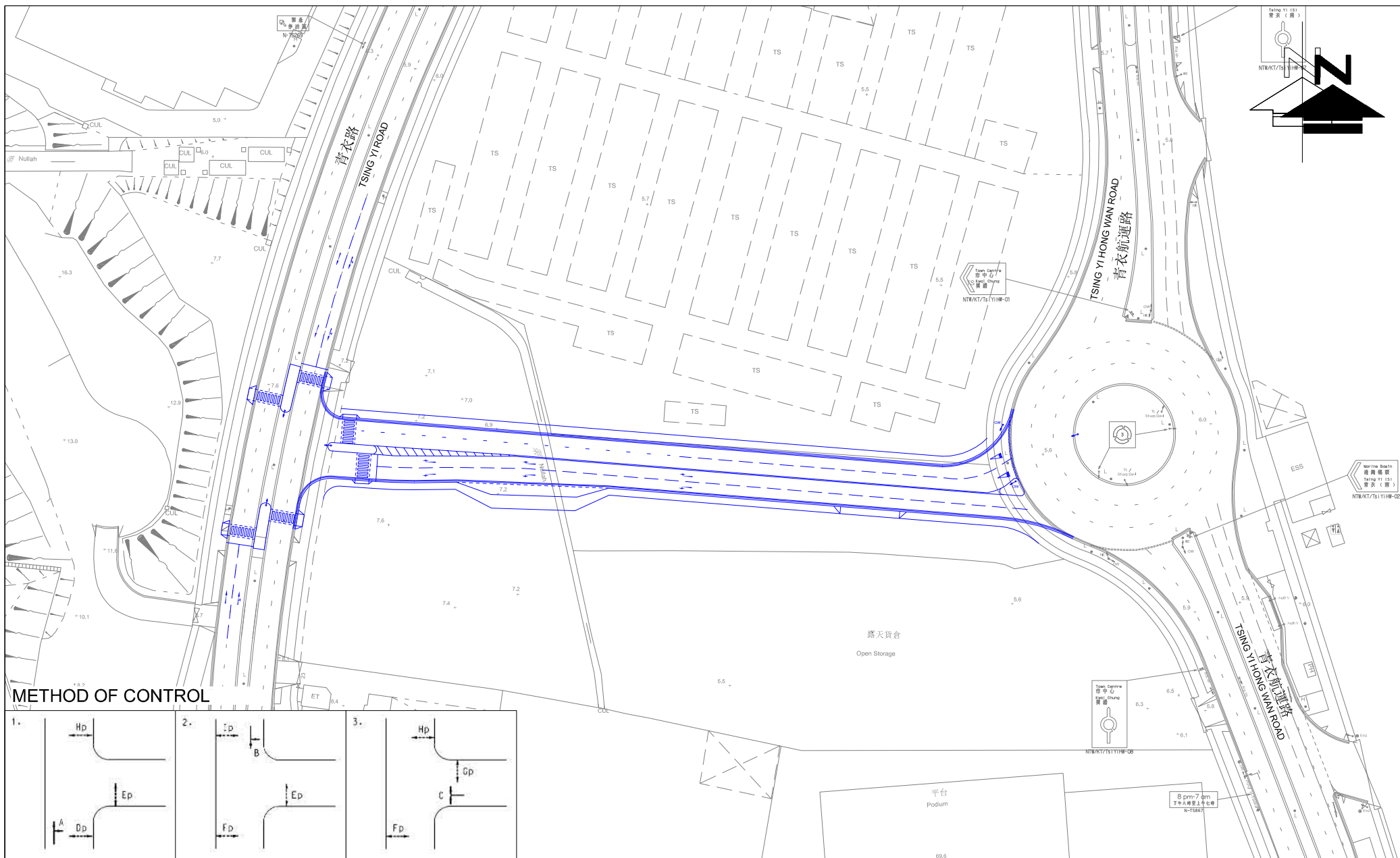
07 FEB 2025

Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143

PLANNED DEVELOPMENT IN VICINITY



CTA Consultants Limited
志達顧問有限公司



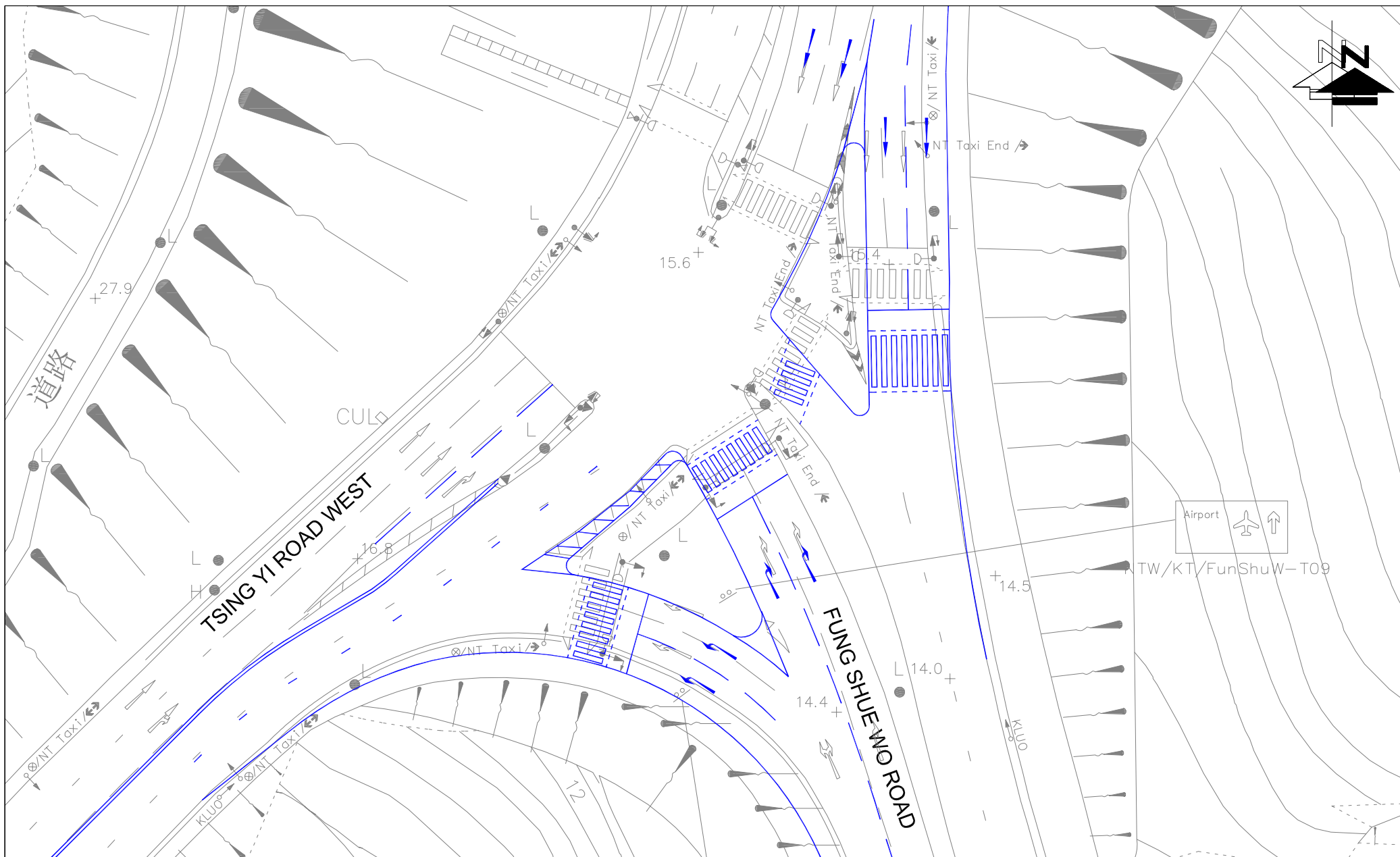


FIGURE NO.: 4.3	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24101HK	DRAWING TITLE: PLANNED JUNCTION IMPROVEMENT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (J10)	
SCALE: 1 : 500 (IN A4 SIZE) DATE: 14 FEB 2025		

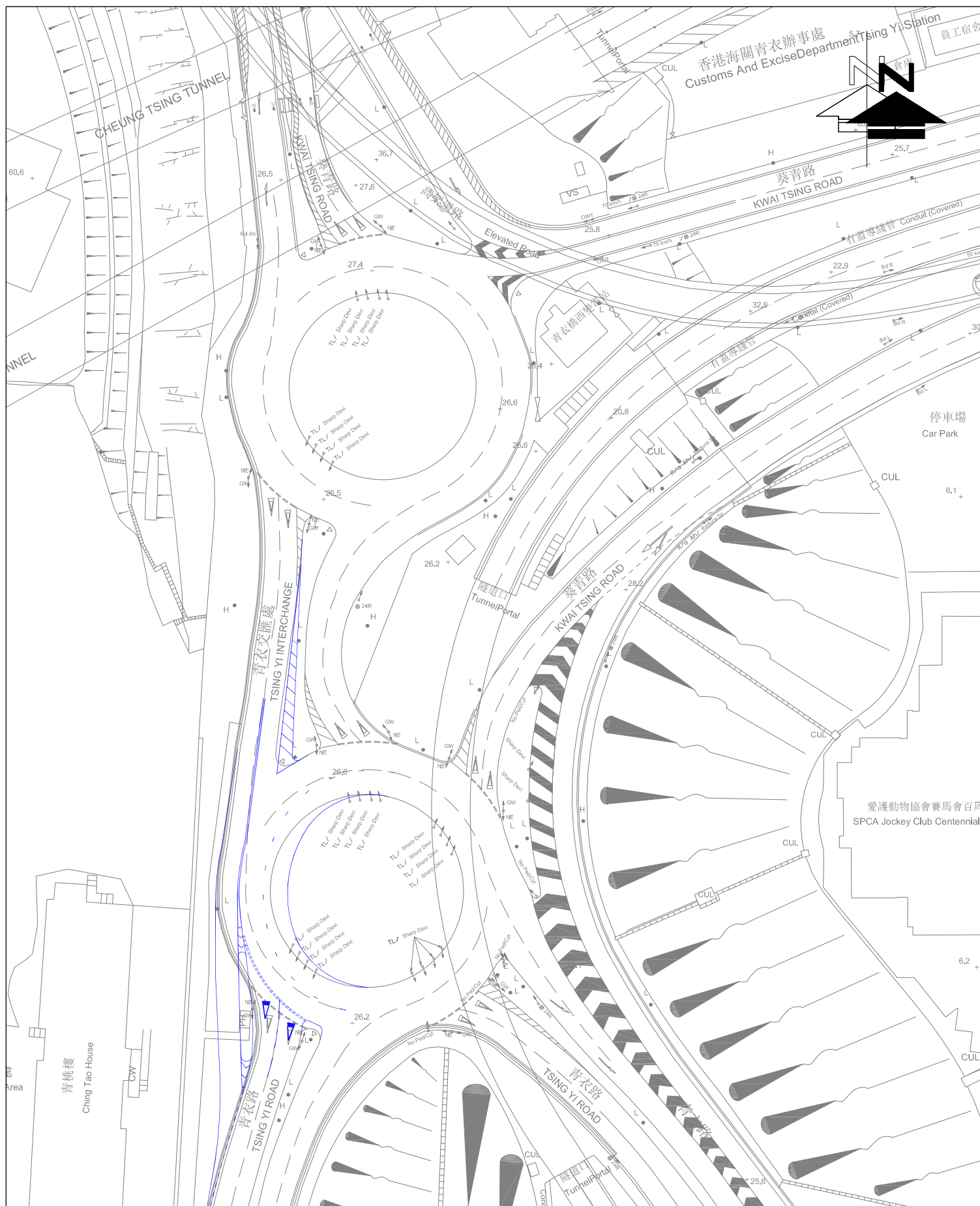
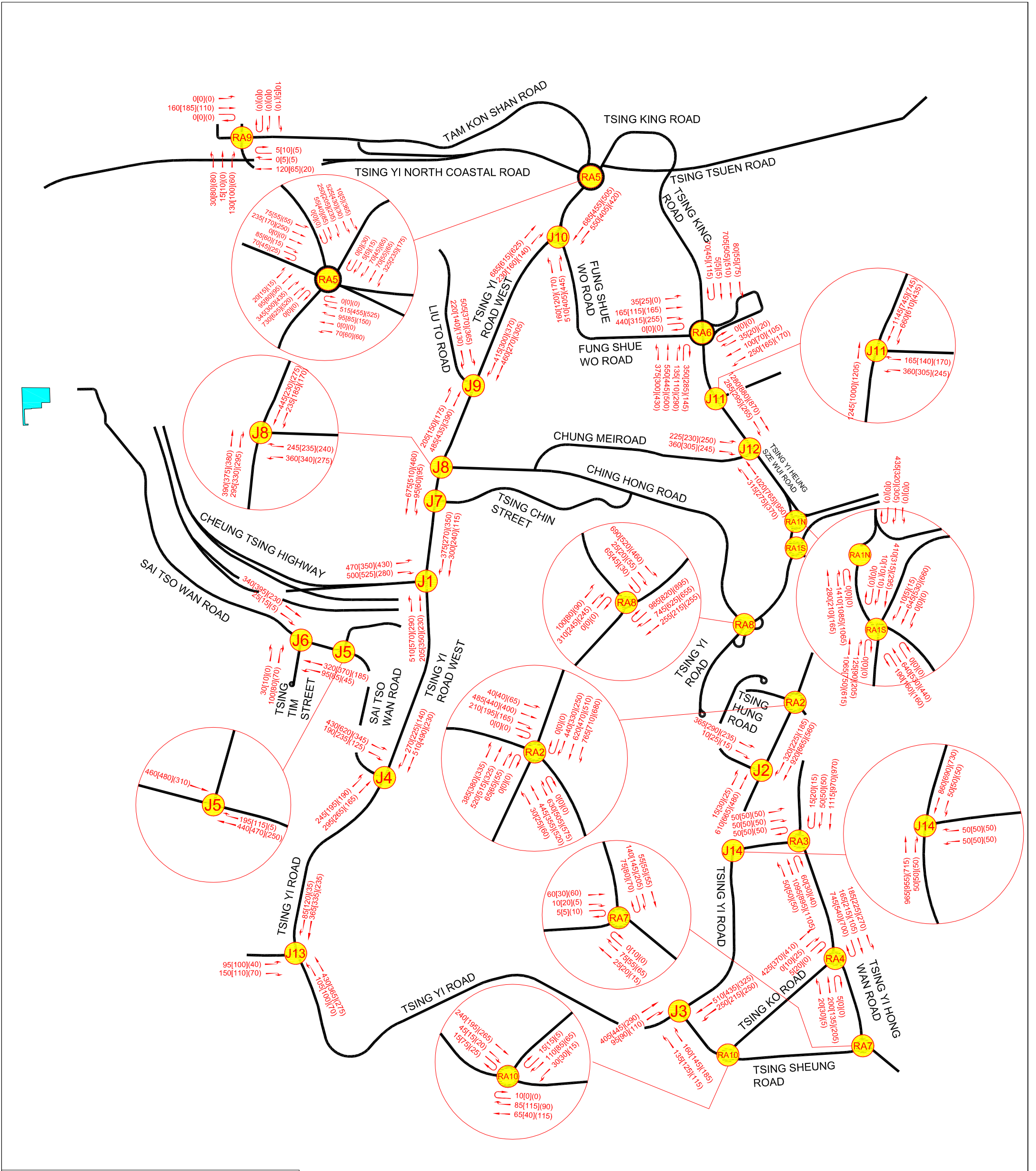


FIGURE NO.: 4.4		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/143	
PROJECT NO.: 24101HK		DRAWING TITLE: PLANNED JUNCTION IMPROVEMENT OF TSING YI INTERCHANGE (RA1)	
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 14 FEB 2025		



LEGEND :			
		SUBJECT SITE	
		AM [LOGISTIC](PM) TRAFFIC FLOW (IN PCU / HR)	
FIGURE NO.:		PROJECT TITLE:	
5.1		Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/1 43	
PROJECT NO.:		DRAWING TITLE:	
24101HK		2030 DESIGN TRAFFIC FLOW	
SCALE:	DATE:	 CTA Consultants Limited 志達顧問有限公司	
N.T.S. @ A3	27 FEB 2025		

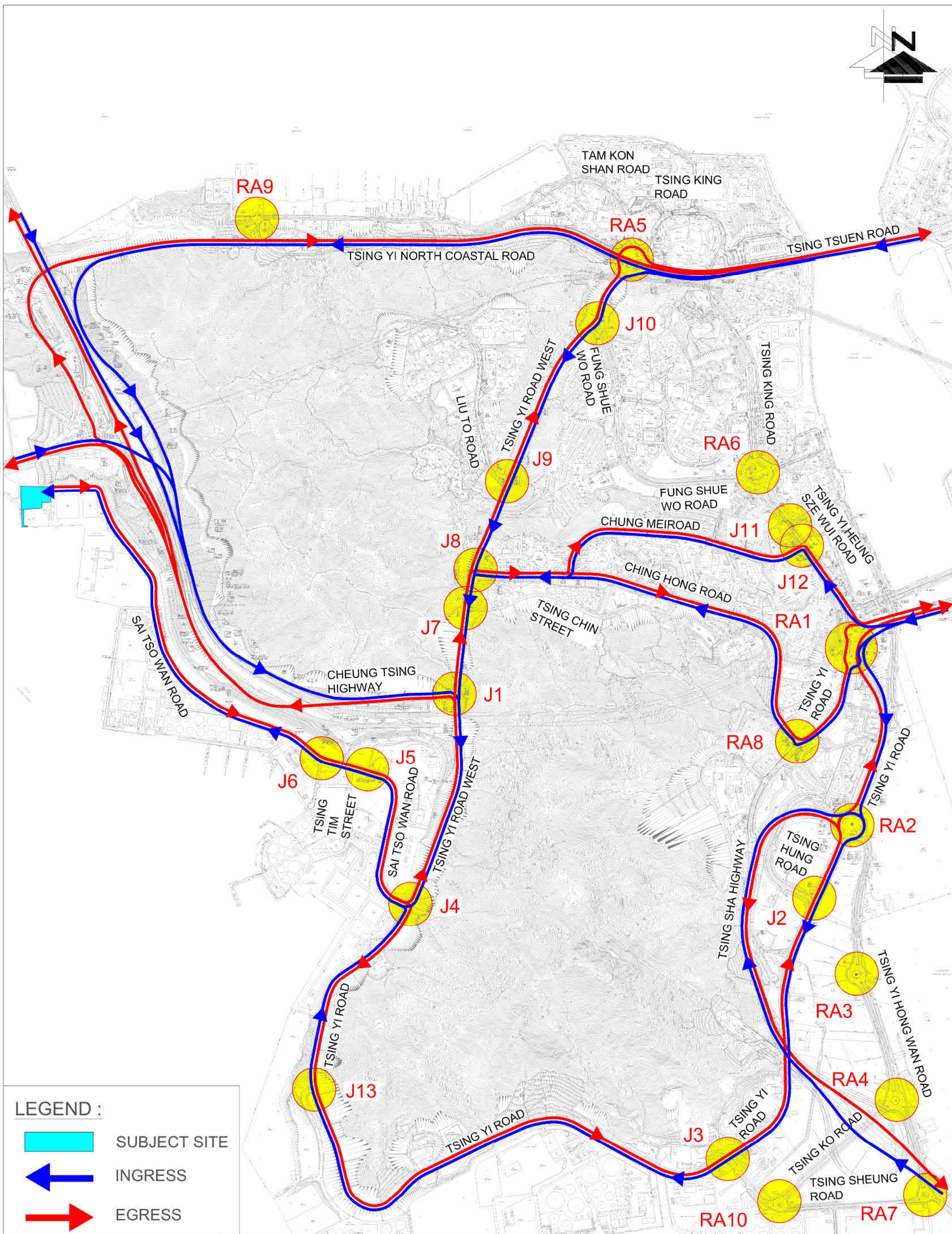


FIGURE NO.: 5.2		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/1 43	
PROJECT NO.: 24101HK		DRAWING TITLE:	
SCALE: 1 : 12000 @A3	DATE: 08 APR 2025	TRAFFIC ROUTINGS	



Appendix 1

Junction Calculation Sheets

Priority Junction Calculation

Junction :	(J3) Tsing Yi Road / Tsing Sheung Road	Job No.:	24101HK
Scenario :	2025 Observed Traffic Flow		

383	<427>	(276.75)
92	<83>	(105.5)

487	<413>	(309.5)
241	<202.75>	(240.5)

129	152
<122>	<142.25>
(111.75)	(172.75)

Arm B Tsing Sheung Road

AM	[Logistic]	(PM)
[Logistic]		
(PM)		

The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input	Calculated
W	14	D 0.933
W-CR	0	E 1.012
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	F 0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	0	Y 0.517
V-rBA	30	
V-IBA	50	
V-rBC	50	
V-rCB	50	
w-BA	4.5	
w-BC	4.5	
w-CB	0	

Analysis :	Traffic Flow pcu/hr	AM	Logistic	PM	Capacity pcu/hr	AM	Logistic	PM
q-CA	383	427	277	Q-BA	417	430	457	(If C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0) (If Minor Road Share LT&RT)
q-CB	92	83	105.5	Q-BC	643	660	677	
q-AB	241	203	241	Q-CB	374	387	395	
q-AC	487	413	310	Q-CA	N/A	N/A	N/A	
q-BA	152	142.25	172.75	Q-BAC	N/A	N/A	N/A	
q-BC	129	122	111.75					
f	0.460	0.462	0.393					

Results :	Ratio of Flow-to-Capacity	AM	Logistic	PM
	B-A	0.36	0.33	0.38
	B-C	0.20	0.18	0.17
	C-B	0.25	0.21	0.27
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A

Critical DFC	0.36	0.33	0.38
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CTA Consultants Ltd.

Priority Junction Calculation

Junction :	(J6) Sai Tso Wan Road / Tsing Tim Street	Job No.:	24101HK
Scenario :	2025 Observed Traffic Flow		

Arm C Sai Tso Wan Road

327	<376>	(218.75)
23	<12.5>	(3)

Arm A Sai Tso Wan Road

306	<348.5>	(174.5)
91	<82>	(42.5)

Arm B Tsing Tim Street

31	95
<8.5>	<73.75>
(2)	(65.25)

AM	[Logistic]	(PM)
[Logistic]		
(PM)		

The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input	Calculated
W	7	D 0.877
W-CR	0	E 0.933
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	F 0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	Y 0.759
V-rBA	50	
V-IBA	50	
V-rBC	50	
V-rCB	50	
w-BA	3.6	
w-BC	3.6	
w-CB	0	

Analysis :	Traffic Flow pcu/hr	AM	Logistic	PM	Capacity pcu/hr	AM	Logistic	PM
q-CA	327	376	219		Q-BA	409	396	469
q-CB	23	12.5	3		Q-BC	607	597	646
q-AB	91	82	43		Q-CB	391	385	422
q-AC	306	349	175		Q-CA	N/A	N/A	N/A
q-BA	95	73.75	65.25		Q-BAC	445	410	473
q-BC	31	8.5	2					
f	0.244	0.103	0.030					

Results : **Ratio of Flow-to-Capacity**

	AM	Logistic	PM
B-A	N/A	N/A	N/A
B-C	N/A	N/A	N/A
C-B	0.06	0.03	0.01
C-A	N/A	N/A	N/A
B-AC	0.28	0.20	0.14

Critical DFC	0.28	0.20	0.14
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CTA Consultants Ltd.

Priority Junction Calculation

Junction :	(J13) Tsing Yi Road / Tsing Keung Street	Job No.: 24101HK
Scenario :	2025 Observed Traffic Flow	

Arm C Tsing Yi Road

346	<340.75>	(225)
80	<113.75>	(33.75)

Arm A Tsing Yi Road

412	<343.75>	(262.25)
98	<96.5>	(66.75)

Arm B Tsing Keung Street

90	147
<97.25>	<104.5>
(38.25)	(64.5)

AM	[Logistic]	(PM)
[Logistic]		
(PM)		

The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input	Calculated
W	15	D 0.910
W-CR	0	E 0.968
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	F 0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	0	Y 0.483
V-rBA	50	
V-IBA	50	
V-rBC	50	
V-rCB	50	
w-BA	4	
w-BC	4	
w-CB	0	

Analysis :	Traffic Flow pcu/hr	AM	Logistic	PM	Capacity pcu/hr	AM	Logistic	PM	
q-CA	346	341	225		Q-BA	445	449	494	
q-CB	80	113.75	33.75		Q-BC	644	656	672	
q-AB	98	97	67		Q-CB	403	411	423	
q-AC	412	344	262		Q-CA	N/A	N/A	N/A	(If C-B blocked C-
q-BA	147	104.5	64.5		Q-BAC	N/A	N/A	N/A	(If Minor Road Share LT&RT)
q-BC	90	97.25	38.25						
f	0.381	0.482	0.372						

Results :	Ratio of Flow-to-Capacity	AM	Logistic	PM
	B-A	0.33	0.23	0.13
	B-C	0.14	0.15	0.06
	C-B	0.20	0.28	0.08
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A

Critical DFC	0.33	0.28	0.13
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CTA Consultants Ltd.

Roundabout Junction Calculation

Junction : (RA1) Tsing Yi Interchange (North)	Job No.: 24101HK
Scenario : 2025 Observed Traffic Flow	

0	413	
<0>	<307>	
(0)	(289.75)	

413	<307>	(289.75)
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0	<0>	(0)
---	-----	-----

1322	<1009>	(1001.4)
------	--------	----------

1587	<1211>	(1155.3)
------	--------	----------

265	1322	0
<201.99>	<1009>	<0>
(153.86)	(1001.4)	(0)

Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)		6		6
E	= Entry width (m)		7		7
L	= Effective length of flare (m)		5		5
R	= Entry radius		62		41
D	= Inscribed circle diameter (m)		60		60
A	= Entry angle (degree)		27		60
Q	= Entry flow (pcu/hr)				
		AM	1587		413
		Logistic	1211		307
		PM	1155		290
Qc	= Circulating flow across entry (pcu/hr)				
		AM	0		1322
		Logistic	0		1009
		PM	0		1001

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = 1.6 (E-V)/L		0.32		0.32
K	= 1-0.00347 (A-30)-0.978 (1/R-0.05)		1.04		0.92
λ_2	= $V + ((E-V)/(1+2 S))$		6.61		6.61
M	= $E p((D-60)/10)$		1.00		1.00
F	= $303 \lambda_2$		2003		2003
Td	= $1 + (0.5/(1+M))$		1.25		1.25
Fc	= $0.21 Td (1+0.2 \lambda_2)$		0.61		0.61
Qe	= Capacity = K (F-Fc Qc)				
		AM	2090		1102
		Logistic	2090		1278
		PM	2090		1282
DFC	= Entry Flow/Capacity = Q/Qe				
		AM	0.76		0.37
		Logistic	0.58		0.24
		PM	0.55		0.23

DFC of Critical Approach	=	AM	0.76
		Logistic	0.58
		PM	0.55

Roundabout Junction Calculation

Junction : (RA1) Tsing Yi Interchange (South)	Job No.: 24101HK
Scenario : 2025 Observed Traffic Flow	

8	593	0
<6.765>	<486.2>	<0>
(13.823)	(617.43)	(0)

520	<392.17>	(485.39)
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388	<299>	(278.98)
12	<9.214>	(11.272)
0	<0>	(0)

120	<83.92>	(195.14)
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989		120	0
<689.8>		<83.92>	<0>
(573.36)		(195.14)	(0)

617	<513.5>	(1051.6)
-----	---------	----------

0	0	0
609	507	420
182	151	152

614	<502.2>	(642.52)
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Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	7	6.8	7	6
E	=	Entry width (m)	7.2	7	7.3	6.3
L	=	Effective length of flare (m)	5	5	5	5
R	=	Entry radius	23	25	24	44
D	=	Inscribed circle diameter (m)	60	60	60	60
A	=	Entry angle (degree)	43	54	27	23
Q	=	Entry flow (pcu/hr)	AM 791	1110	400	602
			Logistic 658	774	308	493
			PM 572	769	290	631
Qc	=	Circulating flow across entry (pcu/hr)	AM 614	617	120	520
			Logistic 502	514	84	392
			PM 643	1052	195	485

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L	0.06	0.06	0.10	0.10
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)	0.96	0.93	1.02	1.05
K_2	=	$V + ((E-V)/(1+2 S))$	7.18	6.98	7.25	6.25
M	=	$E p((D-60)/10)$	1.00	1.00	1.00	1.00
F	=	$303 K_2$	2175	2114	2197	1894
Td	=	$1 + (0.5/(1+M))$	1.25	1.25	1.25	1.25
Fc	=	$0.21 Td (1 + 0.2 K_2)$	0.64	0.63	0.64	0.59
Qe	=	Capacity = $K (F - F_c Q_c)$	AM 1713	1599	2159	1668
			Logistic 1782	1660	2183	1747
			PM 1696	1346	2110	1689
DFC	=	Entry Flow/Capacity = Q/Q_e	AM 0.46	0.69	0.19	0.36
			Logistic 0.37	0.47	0.14	0.28
			PM 0.34	0.57	0.14	0.37

DFC of Critical Approach	=	AM	0.69
		Logistic	0.47
		PM	0.57

Roundabout Junction Calculation

Junction :	(RA2) Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Hig Job No.: 24101HK		
Scenario :	2025 Observed Traffic Flow		

0	420	590
<0>	<315>	<445>
(0)	(240)	(485)

0	<0>	(0)
600	<480>	(545)
425	<340>	(495)
30	<25>	(55)

1155	<1030>	(905)	
365	495	60	0
<360>	<490>	<60>	<0>
(320)	(310)	(50)	(0)

720	<665>	(585)
460	<420>	(380)
200	<185>	(155)
0	<0>	(0)

		AM	Logistic	(PM)
		Logistic		
		(PM)		

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	7.3	7.1	7.3	7.3
E	=	Entry width (m)	13.5	12	9.5	10
L	=	Effective length of flare (m)	30	15	30	15
R	=	Entry radius	45	97	52	34
D	=	Inscribed circle diameter (m)	100	100	100	100
A	=	Entry angle (degree)	29	32	31	46
Q	=	Entry flow (pcu/hr)	AM 1055	920	700	1010
		Logistic	845	910	645	760
		PM	1095	680	595	725
Qc	=	Circulating flow across entry (pcu/hr)	AM 1210	1445	1155	720
		Logistic	945	1135	1030	665
		PM	880	1765	905	585

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L	0.33	0.52	0.12	0.29
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)	1.03	1.03	1.03	0.96
K_2	=	$V + ((E-V)/(1+2 S))$	11.03	9.50	9.08	9.01
M	=	$E p((D-60)/10)$	54.60	54.60	54.60	54.60
F	=	$303 K_2$	3343	2877	2752	2731
Td	=	$1 + (0.5/(1+M))$	1.01	1.01	1.01	1.01
Fc	=	$0.21 Td (1+0.2 K_2)$	0.68	0.61	0.60	0.59
Qe	=	Capacity = $K (F - F_c Q_c)$	AM 2598	2053	2117	2222
		Logistic	2783	2249	2194	2253
		PM	2829	1850	2271	2299
DFC	=	Entry Flow/Capacity = Q/Q_e	AM 0.41	0.45	0.33	0.45
		Logistic	0.30	0.40	0.29	0.34
		PM	0.39	0.37	0.26	0.32

DFC of Critical Approach	=	AM	0.45
		Logistic	0.40
		PM	0.39

Roundabout Junction Calculation

Junction :	(RA3) Tsing Yi Hong Wan Road	Job No.:	24101HK
Scenario :	2025 Observed Traffic Flow		

Arm 4 Tsing Yi Hong Wan Road SB

16		1058
<20>		<925.3>
(14)		(926.25)

Arm 1

1127	<977.5>	(981)

Arm 2 Tsing Yi Hong Wan Road NB

16	<20>	(940.25)

Arm 3

1108	<899.8>	(1105)

Central Table

53	<32.25>	(40.75)

Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)		7		7.3
E	= Entry width (m)		14		12
L	= Effective length of flare (m)		20		2
R	= Entry radius		65		75
D	= Inscribed circle diameter (m)		68		68
A	= Entry angle (degree)		53		46
Q	= Entry flow (pcu/hr)	AM	1092		1074
		Logistic	880		945
		PM	1091		940
Qc	= Circulating flow across entry (pcu/hr)	AM	16		53
		Logistic	20		32
		PM	940		41

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = 1.6 (E-V)/L		0.56		3.76
K	= 1-0.00347 (A-30)-0.978 (1/R-0.05)		0.95		0.98
λ^2	= $V + ((E-V)/(1+2 S))$		10.30		7.85
M	= $E p((D-60)/10)$		2.23		2.23
F	= $303 \lambda^2$		3121		2379
Td	= $1 + (0.5/(1+M))$		1.16		1.16
Fc	= $0.21 Td (1+0.2 \lambda^2)$		0.74		0.62
Qe	= Capacity = K (F-Fc Qc)	AM	2967		2300
		Logistic	2964		2313
		PM	2312		2307
DFC	= Entry Flow/Capacity = Q/Qe	AM	0.37		0.47
		Logistic	0.30		0.41
		PM	0.47		0.41

DFC of Critical Approach	=	AM	0.47
		Logistic	0.41
		PM	0.47

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Roundabout Junction Calculation

Junction :	(RA4) Tsing Yi Hong Wan Road / Tsing Ko Road	Job No.:	24101HK
Scenario :	2025 Observed Traffic Flow		

Arm 4 Tsing Yi Hong Wan Road SB

709	156	177
<515.2>	<206.1>	<215.5>
(665.76)	(102.43)	(256.06)

Arm 1 Tsing Yi Hong Wan Road

876	<751.9>	(793.04)

Arm 3 Tsing Ko Road

904	<647>	(859.07)
19	189	6
<30.92>	<131.83>	<0>
(3.945)	(193.31)	(0)

Arm 2 Tsing Yi Hong Wan Road NB

713	<534.3>	(768.19)

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		6.7	6.3	7.3
E	=	Entry width (m)		13.5	12.5	15
L	=	Effective length of flare (m)		18	30	30
R	=	Entry radius		47	100	75
D	=	Inscribed circle diameter (m)		68	68	68
A	=	Entry angle (degree)		41	22	46
Q	=	Entry flow (pcu/hr)	AM	215	412	1043
			Logistic	163	382	937
			PM	197	414	1024
Qc	=	Circulating flow across entry (pcu/hr)	AM	713	904	11
			Logistic	534	647	31
			PM	768	859	25

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.60	0.33	0.41
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		0.99	1.07	0.98
$\frac{2}{2}$	=	$V + ((E-V)/(1+2 S))$		9.78	10.03	11.53
M	=	$E p((D-60)/10)$		2.23	2.23	2.23
F	=	$303 \frac{2}{2}$		2963	3040	3493
Td	=	$1 + (0.5/(1+M))$		1.16	1.16	1.16
Fc	=	$0.21 Td (1+0.2 \frac{2}{2})$		0.72	0.73	0.80
Qe	=	Capacity = K (F-Fc Qc)	AM	2427	2539	3416
			Logistic	2554	2740	3400
			PM	2388	2575	3405
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.09	0.16	0.31
			Logistic	0.06	0.14	0.28
			PM	0.08	0.16	0.30

DFC of Critical Approach	=	AM	0.31		
		Logistic	0.28		
		PM	0.30		

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Roundabout Junction Calculation

Junction : (RA5) Tam Kon Shan Interchange		Job No.: 24101HK	
Scenario : 2025 Observed Traffic Flow			

Arm 4 Tam Kon Shan Road

0	50	238	498	8
<0>	<41.13>	<408.2>	<408.2>	<6.855>
(0)	(79.027)	(30.69)	(30.69)	(343.73)

1885 <1581> (1727.2)

70	<49.98>	(52.143)
224	<160.6>	(241.4)
0	<0>	(0)
80	<57.48>	(16.415)
63	<44.98>	(27.037)

Arm 3
Tsing Yi North Coastal Road EB

1700	<1477>	(1694.2)
------	--------	----------

18	88	331	694	0
<15.73>	<76.03>	<284.88>	<596.9>	<0>
(17.26)	(92.054)	(414.24)	(495.94)	(0)

Arm 2
Fung Shue Wo Road

Arm 5 Tsing King Road

1	4	65	67	0
<0.959>	<2.557>	<46.99>	<48.58>	<0>
(32.411)	(14.959)	(58.173)	(61.498)	(0)

568 <650.9> (320.21)

Arm 1
Tsing Yi North Coastal Road WB

0	<0>	(0)
491	<435.6>	(499.72)
91	<80.28>	(144.87)
0	<0>	(0)
0	<0>	(0)

764 <652.5> (856.2)

AM	Logistic	(PM)
Logistic		
(PM)		

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4	Arm 5	
V	=	Approach half width (m)	7	7.3	5.5	7.3	7	
E	=	Entry width (m)	9	13.5	7.5	13.5	11	
L	=	Effective length of flare (m)	9	20	11	50	10	
R	=	Entry radius	100	35	45	35	45	
D	=	Inscribed circle diameter (m)	100	100	100	100	100	
A	=	Entry angle (degree)	30	25	25	45	45	
Q	=	Entry flow (pcu/hr)	AM	582	1132	437	794	137
			Logistic	516	974	313	864	99
			PM	645	1020	337	484	167
Qc	=	Circulating flow across entry (pcu/hr)	AM	568	764	1700	1885	1623
			Logistic	651	653	1477	1581	1557
			PM	320	856	1694	1727	680

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4	Arm 5	
S	=	Sharpness of flare = 1.6 (E-V)/L	0.36	0.50	0.29	0.20	0.64	
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)	1.04	1.04	1.04	0.97	0.98	
α	=	$V + ((E-V)/(1+2 S))$	8.17	10.41	6.76	11.74	8.75	
M	=	$E p((D-60)/10)$	54.60	54.60	54.60	54.60	54.60	
F	=	$303 \alpha^2$	2475	3155	2050	3557	2653	
Td	=	$1 + (0.5/(1+M))$	1.01	1.01	1.01	1.01	1.01	
Fc	=	$0.21 Td (1 + 0.2 \alpha^2)$	0.56	0.65	0.50	0.71	0.58	
Qe	=	Capacity = K (F-Fc Qc)	AM	2243	2758	1255	2151	1664
			Logistic	2195	2833	1372	2359	1702
			PM	2386	2695	1259	2259	2200
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.26	0.41	0.35	0.37	0.08
			Logistic	0.24	0.34	0.23	0.37	0.06
			PM	0.27	0.38	0.27	0.21	0.08

DFC of Critical Approach	=	AM	0.41
		Logistic	0.37
		PM	0.38

Roundabout Junction Calculation

Junction :	(RA6) Tsing King Road / Fung Shue Wo Road	Job No.: 24101HK
Scenario :	2025 Observed Traffic Flow	

Arm 4 Tsing King Road

66	4	671	73
<46.92>	<2.76>	<479.4>	<52.45>
(107.87)	(6.3454)	(484.37)	(71.915)

Arm 1 Fung Shue Wo Road WB

0	<0>	(0)
34	<22.28>	(19.023)
96	<63.25>	(100.55)
238	<156>	(159.43)

Arm 3 Fung Shue Wo Road EB

1035	<784.79>	(823.65)
34	<24.53>	(2.4211)
153	<109.5>	(157.37)
419	<300.5>	(246.96)
0	<0>	(0)

Arm 2 Tsing Yi Heung Sze Wui Road

200	<135.2>	(718.16)	
355	526	129	334
<287.2>	<425.5>	<104.5>	<270.3>
(411.93)	(474.74)	(277.09)	(142.24)

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	6.7	7.3	7.3	6.9
E	=	Entry width (m)	9.7	10	9.2	8.9
L	=	Effective length of flare (m)	16	20	14	16
R	=	Entry radius	55	71	60	62
D	=	Inscribed circle diameter (m)	100	100	100	100
A	=	Entry angle (degree)	36	30	18	25
Q	=	Entry flow (pcu/hr)	AM 368	1344	606	815
			Logistic 242	1088	435	582
			PM 279	1306	407	671
Qc	=	Circulating flow across entry (pcu/hr)	AM 1494	200	1089	1035
			Logistic 1100	135	870	785
			PM 988	718	1021	824

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L	0.30	0.22	0.22	0.20
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)	1.01	1.04	1.07	1.05
K_2	=	$V+((E-V)/(1+2 S))$	8.58	9.19	8.62	8.33
M	=	$E p((D-60)/10)$	54.60	54.60	54.60	54.60
F	=	$303 K_2$	2598	2783	2613	2524
Td	=	$1+(0.5/(1+M))$	1.01	1.01	1.01	1.01
Fc	=	$0.21 Td (1+0.2 K_2)$	0.58	0.60	0.58	0.56
Qe	=	Capacity = K (F-Fc Qc)	AM 1757	2757	2132	2037
			Logistic 1986	2797	2268	2185
			PM 2051	2434	2174	2162
DFC	=	Entry Flow/Capacity = Q/Qe	AM 0.21	0.49	0.28	0.40
			Logistic 0.12	0.39	0.19	0.27
			PM 0.14	0.54	0.19	0.31

DFC of Critical Approach	=	AM	0.49
		Logistic	0.39
		PM	0.54

Roundabout Junction Calculation

Junction :	(RA7) Tsing Yi Hong Wan Road / Tsing Sheung Road	Job No.: 24101HK
Scenario :	2025 Observed Traffic Flow	

AM	Logistic	(PM)
Logistic		
(PM)		

Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)			5.2	3	6.7
E	=	Entry width (m)			9	8.4	12
L	=	Effective length of flare (m)			25	15	23
R	=	Entry radius			63	55	11.6
D	=	Inscribed circle diameter (m)			53	53	53
A	=	Entry angle (degree)			33	48	38
Q	=	Entry flow (pcu/hr)	AM	95	66	249	
			Logistic	78	53	261	
			PM	74	69	310	
Qc	=	Circulating flow across entry (pcu/hr)	AM	207	140	13	
			Logistic	216	132	33	
			PM	318	127	14	

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L			0.24	0.58	0.37
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)			1.02	0.97	0.94
V_2	=	$V + ((E-V)/(1+2 S))$			7.76	5.51	9.75
M	=	$E p((D-60)/10)$			0.50	0.50	0.50
F	=	$303 V_2$			2350	1669	2954
Td	=	$1 + (0.5/(1+M))$			1.33	1.33	1.33
Fc	=	$0.21 Td (1+0.2 V_2)$			0.71	0.59	0.83
Qe	=	Capacity = K (F-Fc Qc)	AM	2253	1537	2758	
			Logistic	2246	1542	2742	
			PM	2171	1545	2757	
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.04	0.04	0.09	
			Logistic	0.03	0.03	0.10	
			PM	0.03	0.04	0.11	

DFC of Critical Approach	=	AM	0.09
		Logistic	0.10
		PM	0.11

Roundabout Junction Calculation

Junction :	(RA8) Tsing Yi Road / Ching Hong Road	Job No.:	24101HK
Scenario :	2025 Observed Traffic Flow		

Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)		4.5	7.3	7
E	= Entry width (m)		9	8.5	8.5
L	= Effective length of flare (m)		25	4	16
R	= Entry radius		24.5	30	100
D	= Inscribed circle diameter (m)		30	30	30
A	= Entry angle (degree)		44	40	27
Q	= Entry flow (pcu/hr)	AM	393	726	130
		Logistic	314	538	107
		PM	318	508	61
Qc	= Circulating flow across entry (pcu/hr)	AM	69	299	89
		Logistic	58	237	66
		PM	92	234	83

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = 1.6 (E-V)/L		0.29	0.48	0.15
K	= 1-0.00347 (A-30)-0.978 (1/R-0.05)		0.96	0.98	1.05
λ_2	= $V + ((E-V)/(1+2 S))$		7.36	7.91	8.15
M	= $E p((D-60)/10)$		0.05	0.05	0.05
F	= $303 \lambda_2$		2229	2397	2471
Td	= $1 + (0.5/(1+M))$		1.48	1.48	1.48
Fc	= $0.21 Td (1+0.2 \lambda_2)$		0.77	0.80	0.82
Qe	= Capacity = K (F-Fc Qc)	AM	2090	2119	2517
		Logistic	2098	2167	2537
		PM	2073	2170	2522
DFC	= Entry Flow/Capacity = Q/Qe	AM	0.19	0.34	0.05
		Logistic	0.15	0.25	0.04
		PM	0.15	0.23	0.02

DFC of Critical Approach	=	AM	0.34
		Logistic	0.25
		PM	0.23

Roundabout Junction Calculation

Junction :	(RA9) Tam Kon Shan Road	Job No.: 24101HK
Scenario :	2025 Observed Traffic Flow	

Arm 4 Development Access		
7	2	115
<10>	<3.25>	<61>
(7)	(2.5)	(17.5)

Arm 1 Tam Kon Shan Road		
3	<0>	(0)
5	<12.5>	(5)
123	<94>	(56.25)

Arm 3 Tam Kon Shan Road		
0	<0>	(0)
152	<177>	(105.5)
0	<0>	(0)

Arm 2 Tsing Yi North Coastal Road		
0	31	16
<0>	<75.5>	<11.5>
(0)	(76)	(1)

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	3.3	4	3.4	4.2
E	=	Entry width (m)	6.7	4.9	5.8	5.4
L	=	Effective length of flare (m)	10	10	10	10
R	=	Entry radius	32	97	52	34
D	=	Inscribed circle diameter (m)	30	30	30	30
A	=	Entry angle (degree)	34	32	31	46
Q	=	Entry flow (pcu/hr)				
		AM	130	47	152	123
		Logistic	107	87	177	74
		PM	61	77	106	27
Qc	=	Circulating flow across entry (pcu/hr)				
		AM	9	139	61	170
		Logistic	13	120	110	189
		PM	10	71	89	107

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L	0.54	0.14	0.38	0.19
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)	1.00	1.03	1.03	0.96
$\frac{2}{2}$	=	$V + ((E-V)/(1+2 S))$	4.93	4.70	4.76	5.07
M	=	$E p((D-60)/10)$	0.05	0.05	0.05	0.05
F	=	$303 \frac{2}{2}$	1493	1424	1442	1535
Td	=	$1 + (0.5/(1+M))$	1.48	1.48	1.48	1.48
Fc	=	$0.21 Td (1+0.2 \frac{2}{2})$	0.62	0.60	0.61	0.62
Qe	=	Capacity = K (F-Fc Qc)				
		AM	1495	1383	1442	1379
		Logistic	1492	1395	1412	1367
		PM	1494	1425	1425	1417
DFC	=	Entry Flow/Capacity = Q/Qe				
		AM	0.09	0.03	0.11	0.09
		Logistic	0.07	0.06	0.13	0.05
		PM	0.04	0.05	0.07	0.02

DFC of Critical Approach	=	AM	0.11	Logistic	0.13	PM	0.07
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Roundabout Junction Calculation

Junction :	(RA10) Tsing Sheung Road / Tsing Ko Road	Job No.: 24101HK
Scenario :	2025 Observed Traffic Flow	

Arm 4 Tsing Ko Road

15	107	29
<16.38>	<80.64>	<28.98>
(4.875)	(61.75)	(14.625)

Arm 1 Tsing Sheung Road WB

9	<0>	(0)
82	<110.6>	(86.24)
58	<40.91>	(109.76)

Arm 3 Tsing Sheung Road EB

106	<127>	(91.115)
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Arm 2

287	<318.8>	(289.24)
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Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	6.6		5.6	6.4
E	=	Entry width (m)	12.9		5.1	11.6
L	=	Effective length of flare (m)	18		30	30
R	=	Entry radius	47		67.3	75
D	=	Inscribed circle diameter (m)	50		50	50
A	=	Entry angle (degree)	41		22	46
Q	=	Entry flow (pcu/hr)				
		AM	149		291	150
		Logistic	152		270	126
		PM	196		296	81
Qc	=	Circulating flow across entry (pcu/hr)				
		AM	139		106	70
		Logistic	167		127	84
		PM	93		91	47

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L	0.56		-0.03	0.28
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)	0.99		1.06	0.98
λ	=	$V + ((E-V)/(1+2 S))$	9.57		5.07	9.74
M	=	$E p((D-60)/10)$	0.37		0.37	0.37
F	=	$303 \lambda^2$	2900		1537	2953
Td	=	$1 + (0.5/(1+M))$	1.37		1.37	1.37
Fc	=	$0.21 Td (1+0.2 \lambda^2)$	0.84		0.58	0.85
Qe	=	Capacity = K (F-Fc Qc)				
		AM	2756		1567	2837
		Logistic	2733		1554	2825
		PM	2794		1576	2855
DFC	=	Entry Flow/Capacity = Q/Qe				
		AM	0.05		0.19	0.05
		Logistic	0.06		0.17	0.04
		PM	0.07		0.19	0.03

DFC of Critical Approach	=	AM	0.19	Logistic	0.17	PM	0.19
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Junction: (J1) Tsing Yi Road West / Cheung Tsing Highway																																			
Description: 2025 Observed Traffic Flow																																			
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak														
						Left	Right			A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y												
Tsing Yi Road West	S	↓	2	A	3.5	0	0	0	1	0%	0%	1965	6135	1965	1965	5880	5825	202	0.103	0.103	108	0.055	0.079												
	S	↔	2	A	3.3	0	20	0	0	59%	100%	2085	0	1995	1940	0	0	205	0.103		153	0.079													
	S	↵	2	A	3.3	0	17.5	0	0	100%	100%	2085	0	1920	1920	0	0	197	0.103		151	0.079													
Cheung Tsing Highway	E	↑	3	A,B	3.4	20	0	0	1	100%	100%	1955	1955	1820	1820	1820	1820	420	0.231		381	0.209													
	E	↔	4	B	3.5	0	30	0	0	100%	100%	2105	4210	2005	2005	3990	3990	232	0.116		125	0.062													
	E	↵	4	B	3.5	0	25	0	0	100%	100%	2105	0	1985	1985	0	0	230	0.116	0.116	124	0.062	0.062												
Tsing Yi Road West	N	↔	1	C	3.6	20	0	6.5	1	100%	100%	1702	3544	1585	1585	3425	3425	471	0.297	0.297	258	0.163	0.163												
	N	↑	1	C	3.6	0	0	6.5	0	0%	0%	1842	0	1840	1840	0	0	193	0.105		218	0.119													
Pedestrian crossing			5P	C	Min. Green time = 5GM + 10FG = 15s																														
			6P	C	Min. Green time = 5GM + 6FG = 11s																														
			7P	A,B	Min. Green time = 5GM + 9FG = 14s																														
			8P	B	Min. Green time = 5GM + 10FG = 15s																														
Notes:										Traffic Flow (pcu / hr)										A.M. Check Phase			P.M. Check Phase												
																				cy		0.516	0.528	cy		0.304	0.372								
																				L (sec)		13	9	L (sec)		13	9								
																				C (sec)		100	100	C (sec)		105	105								
																				y pract.		0.783	0.819	y pract.		0.789	0.823								
																				R.C. (%)		52%	55%	R.C. (%)		160%	121%								
Stage / Phase Diagrams																																			
I/G = 5				I/G = 5				I/G = 6																											

Junction: (J1) Cheung Tsing Highway / Tsing Yi Road West																							
Description: 2025 Observed Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak						
						Left	Right						Logistic Peak			Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road West	S	↕	2	A	3.5	0	0	0	1	0%	1965	6135	1965		5895		150	0.076	0.077				
	S	↙	2	A	3.3	0	20	0	0	49%	2085	0	2010		0		154	0.077					
	S	↘	2	A	3.3	0	17.5	0	0	100%	2085	0	1920		0		147	0.076					
Cheung Tsing Highway	E	↗	3	A,B	3.4	20	0	0	1	100%	1955	1955	1820		1820		306	0.168					
	E	↘	4	B	3.5	0	30	0	0	100%	2105	4070	2005		3860		252	0.126					
	E	↙	4	B	3.5	0	25	0	1	100%	1965	0	1855		0		234	0.126	0.126				
Tsing Yi Road West	N	↙	1	C	3.6	20	0	6.5	1	100%	1702	3544	1585		3425		532	0.335	0.335				
	N	↘	1	C	3.6	0	0	6.5	0	0%	1842	0	1840		0		333	0.181					
Pedestrian crossing		↔	5P	C		Min. Green time = 5GM + 10FG = 15s																	
		↕	6P	C		Min. Green time = 5GM + 6FG = 11s																	
		↔	7P	A,B		Min. Green time = 5GM + 9FG = 14s																	
		↕	8P	B		Min. Green time = 5GM + 10FG = 15s																	
Notes:											Traffic Flow (pcu / hr)						A,B,C		AB,C				
											306 486 532 333 222 230						Logistic Peak Check Phase		εy 0.538 0.503				
																	L (sec) 13 9						
																	C (sec) 100 100						
																	y pract. 0.783 0.819						
																	R.C. (%) 46% 63%						
Stage / Phase Diagrams																							
A B C																							
I/G = 5					I/G = 5					I/G = 6													

Junction: (J2) Tsing Hung Road / Tsing Yi Road																										
Description: 2025 Observed Traffic Flow																										
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak						
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y				
Tsing Yi Road	S	↓	1	A	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	423	0.215		259	0.132					
	S	↓	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	453	0.215		277	0.132					
	S	↙	1	A	3.6	0.0	18	0	100%	100%	2115	2115	1950	1950	1950	1950	306	0.157		174	0.089	0.132				
Tsing Yi Road	N	↑	4	C	4.0	30.0	0	1	100%	100%	2015	2015	1920	1920	1920	1920	14	0.007		23	0.012					
	N	↑	4	C	3.5	0.0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	289	0.137	0.137	227	0.108					
	N	↑	4	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	289	0.137		227	0.108	0.108				
Tsing Hung Road	E	→	2	A,B	3.3	25.0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	343	0.187	0.187	226	0.123					
	E	→	3	B	4.0	0.0	22	0	100%	100%	2155	2155	2015	2015	2015	2015	10	0.005		15	0.007					
Pedestrian Crossing		↕	5P	D	Min. Green time = 5GM + 7FG = 12s																					
		↕	6P	A,B,D	Min. Green time = 5GM + 5FG = 10s																					
		↕	7P	C,D	Min. Green time = 5GM + 10FG = 15s																					
		↕	8P	C,D	Min. Green time = 5GM + 5FG = 10s																					
Notes:											Traffic Flow (pcu / hr)		Weekday AM Peak				A,B,C,D		AB,C,D		A,B,C,D		AB,C,D			
																	AM Peak Check Phase		PM Peak Check Phase		AM Peak Check Phase		PM Peak Check Phase			
																	E _y		E _y		E _y		E _y			
																	L (sec)		L (sec)		L (sec)		L (sec)			
																	C (sec)		C (sec)		C (sec)		C (sec)			
																	y pract.		y pract.		y pract.		y pract.			
																	R.C. (%)		83%		127%		206%		204%	
Stage / Phase Diagrams																										
I/G = 2						I/G = 5			I/G = 5 + 12																	
I/G = 2			I/G = 6 + Min. G 5			I/G = 5			I/G = 5 + 12																	

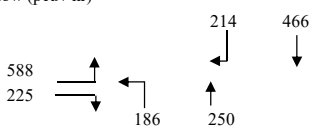
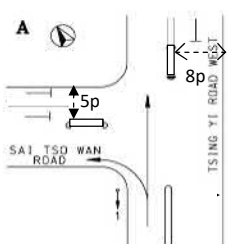
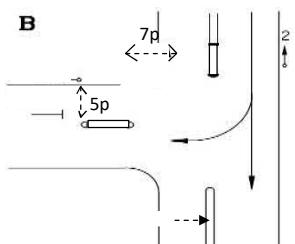
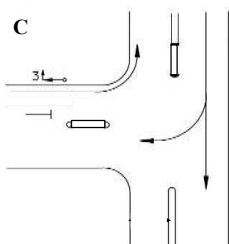
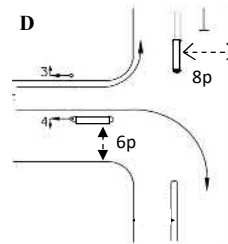
Junction: (J2) Tsing Hung Road / Tsing Yi Road																																					
Description: 2025 Observed Traffic Flow																																					
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak			Flow (pcu/hr)			y Value	Critical y														
						Left	Right					Logistic Peak	Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value						Critical y													
Tsing Yi Road	S	↓	1	A	3.5	0.0	0	1	0%	1965	4070	1965		4070		305	0.155																				
	S	↓	1	A	3.5	0.0	0	0	0%	2105	0	2105		0		327	0.155																				
	S	↙	1	A	3.6	0.0	18	0	100%	2115	2115	1950		1950		216	0.111	0.155																			
Tsing Yi Road	N	↑	4	C	4.0	30.0	0	1	100%	2015	2015	1920		1920		29	0.015																				
	N	↑	4	C	3.5	0.0	0	0	0%	2105	4210	2105		4210		317	0.150																				
	N	↑	4	C	3.5	0.0	0	0	0%	2105	0	2105		0		317	0.150	0.150																			
Tsing Hung Road	E	→	2	A,B	3.3	25.0	0	1	100%	1945	1945	1835		1835		274	0.149																				
	E	→	3	B	4.0	0.0	22	0	100%	2155	2155	2015		2015		26	0.013																				
Pedestrian Crossing		↔	5P	D	Min. Green time = 5GM + 7FG = 12s																																
		↔	6P	A,B,D	Min. Green time = 5GM + 5FG = 10s																																
		↔	7P	C,D	Min. Green time = 5GM + 10FG = 15s																																
		↔	8P	C,D	Min. Green time = 5GM + 5FG = 10s																																
Notes:										Traffic Flow (pcu / hr) Weekday AM Peak					A,B,C,D AB,C,D																						
															<table><tr><td>Logistic Peak</td><td>0.306</td><td>0.300</td></tr><tr><td>Exy</td><td></td><td></td></tr><tr><td>L (sec)</td><td>33</td><td>22</td></tr><tr><td>C (sec)</td><td>100</td><td>100</td></tr><tr><td>y pract.</td><td>0.603</td><td>0.702</td></tr><tr><td>R.C. (%)</td><td>97%</td><td>134%</td></tr></table>					Logistic Peak	0.306	0.300	Exy			L (sec)	33	22	C (sec)	100	100	y pract.	0.603	0.702	R.C. (%)	97%	134%
Logistic Peak	0.306	0.300																																			
Exy																																					
L (sec)	33	22																																			
C (sec)	100	100																																			
y pract.	0.603	0.702																																			
R.C. (%)	97%	134%																																			
Stage / Phase Diagrams																																					
I/G = 2				I/G = 6 + Min. G 5				I/G = 5				I/G = 5 + 12																									

TRAFFIC SIGNALS CALCULATION													Job No: 24101HK				CTA Consultants Ltd.						
Junction: (J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road																							
Description: 2025 Observed Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		uphill Gradient (%)	Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak				
						Left	Right			A.M.	P.M.			A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y		
Tsing Yi Road	NE	↶	1	A	4.5	15	0	6.5	1	100%	100%	1792	1792	1630	1630	235	0.144	0.153	178	0.109	0.109		
	NE	↷	1	A	3.4	0	0	6.5	0	0%	0%	1822	1822	1820	1820	279	0.153		153	0.084			
Sai Tso Wan Road	NW	↷	3	C,D	3.8	15	0	0	1	100%	100%	1995	1995	1815	1815	411	0.226		328	0.181			
	NW	↶	4	D	3.8	0	25	0	0	100%	100%	2135	2135	2015	2015	181	0.090	0.090	121	0.060	0.060		
Tsing Yi Road West	SE	↷	2	B,C	3.4	0	0	0	1	0%	0%	1955	1955	1955	1955	484	0.247		219	0.112			
	SE	↶	2	B,C	3.7	0	25	0	0	100%	100%	2125	2125	2005	2005	255	0.127	0.247	133	0.066	0.112		
Pedestrian crossing		↕	5p	A,B	Min. Green time = 5GM + 8FG = 13s																		
		↕	6p	D	Min. Green time = 5GM + 10FG = 15s																		
		↔	7p	B,C	Min. Green time = 5GM + 9FG = 14s																		
		↔	8p	A,D	Min. Green time = 5GM + 7FG = 12s																		
Notes:												Traffic Flow (pcu / hr)				A.M. Check Phase				P.M. Check Phase			
												410.75(328.25) 181(121.25) 235.25(177.75) 254.75(133) 178.75(153)				L (sec) 0.490 C (sec) 120 y pract. 0.758 R.C. (%) 54%				L (sec) 0.379 C (sec) 120 y pract. 0.675 R.C. (%) 78%			
Stage / Phase Diagrams																							
I/G = 7												I/G = 10											
I/G = 5																							

TRAFFIC SIGNALS CALCULATION

Job No: 24101HK

CTA Consultants Ltd.

Junction: (J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road																										
Description: 2025 Observed Traffic Flow																										
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		uphill Gradient (%)	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Logistic Peak			Flow (pcu/hr)			y Value			Critical y		
						Left	Right			Logistic Peak			Logistic Peak	Flow (pcu/hr)	y Value	Critical y										
Tsing Yi Road	NE		1	A	4.5	15	0	6.5	1	100%	1792	1792	1630		186	0.114	0.137									
	NE		1	A	3.4	0	0	6.5	0	0%	1822	1822	1820		250	0.137										
Sai Tso Wan Road	NW		3	C,D	3.8	15	0	0	1	100%	1995	1995	1815		588	0.324										
	NW		4	D	3.8	0	25	0	0	100%	2135	2135	2015		225	0.112	0.112									
Tsing Yi Road West	SE		2	B,C	3.4	0	0	0	1	0%	1955	1955	1955		466	0.238										
	SE		2	B,C	3.7	0	25	0	0	100%	2125	2125	2005		214	0.106	0.238									
Pedestrian crossing			5p	A,B	Min. Green time = 5GM + 8FG = 13s																					
			6p	D	Min. Green time = 5GM + 10FG = 15s																					
			7p	B,C	Min. Green time = 5GM + 9FG = 14s																					
			8p	A,D	Min. Green time = 5GM + 7FG = 12s																					
Notes:										Traffic Flow (pcu / hr)					Logistic Peak Check Phase											
															E _y 0.487 0.461 L (sec) 19 30 C (sec) 110 110 y pract. 0.745 0.655 R.C. (%) 53% 42%											
Stage / Phase Diagrams																										
																										
I/G = 5			I/G = 5						I/G = 5																	
I/G = 5			I/G = 8+12			I/G = 2																				

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I/G = 3		I/G = 5 + Ped 18s	
I/G = 2	I/G = 3+ Stage Time 61s		

Job No: 24101HK

Junction: (J5) Sai Tso Wan Road Near VEC
Description: 2025 Observed Traffic Flow

Pedestrian Crossing		4P	C	Green time = 13Gm + 5 FGm = 18s
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Traffic Flow (pcu / hr)	AM (PM) Peak
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455 →

110
225

A,BC AB,C

Logistic Peak Check Phase

ϵ_V	0.284	0.221
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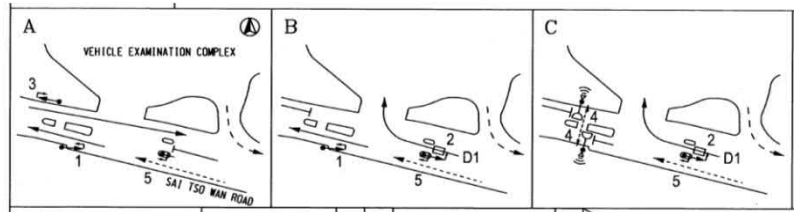
L (sec)	11	25
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C (sec)	91	91
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y pract.	0.791	0.653
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R.C. (%)	178%	196%
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Stage / Phase Diagrams

 $I/G = 6$

I/G = 7

 $I/G = 3$

	I/G = 7
--	---------

I/G = 5 + Ped 18s

Junction: (J8) Tsing Yi Road West / Ching Hong Road																							
Description: 2025 Observed Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road West	S	↓	1	A	3.0	0.0	0	5.5	0	0%	0%	1824	3698	1824	1824	3698	3698	209	0.115	0.148	128	0.070	0.104
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	0%	1874	0	1874	1874	0	0	215	0.115		131	0.070	
	S	↘	1	A	3.7	10.0	0	5.5	1	100%	100%	1754	1754	1525	1525	1525	1525	225	0.148		158	0.104	
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	179	0.091		174	0.088	
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	191	0.091		186	0.088	
	N	↗	3	B	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	252	0.131	0.131	248	0.129	0.129
Ching Hong Road	W	↔	4	C	3.4	18.0	20	0	0	16% / 84%	6% / 94%	2095	0	1945	1950	0	0	281	0.145	0.145	241	0.124	0.124
	W	↙	4	C	3.4	15.0	0	0	1	100%	100%	1955	4050	1775	1775	3720	3725	256	0.145		220	0.124	
Pedestrian crossing		↕	5P	A,B	Min. Green time = 11GM + 8FG = 19s																		
		↕	6P	C	Min. Green time = 5GM + 12FG = 17s																		
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak						AM Peak Check Phase			PM Peak Check Phase		
												370(360) 52.25(247.5) ↑ ↗ 424(211.2) 25.25(158) ↓ ↘ 235(227.5) 302.75(233.7)						E _y 0.423 L (sec) 14 C (sec) 100 y pract. 0.774 R.C. (%) 83%			E _y 0.356 L (sec) 14 C (sec) 100 y pract. 0.774 R.C. (%) 117%		
Stage / Phase Diagrams																							
I/G = 5						I/G = 5						I/G = 7											

Junction: (J8) Tsing Yi Road West / Ching Hong Road																								
Description: 2025 Observed Traffic Flow																								
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak							
						Left	Right						Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y		
Tsing Yi Road West	S	↓	1	A	3.0	0.0	0	5.5	0	0%	1824	3698	1824		3698		109	0.060	0.114					
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	1874	0	1874		0		112	0.060						
	S	↘	1	A	3.7	10.0	0	5.5	1	100%	1754	1754	1525		1525		173	0.114						
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070		170	0.087						
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0		182	0.087						
	N	↗	3	B	3.3	0.0	18	0	0	100%	2085	2085	1925		1925		285	0.148	0.148					
Ching Hong Road	W	↔	4	C	3.4	18.0	20	0	0	17% / 83%	2095	0	1945		0		268	0.138	0.138					
	W	↘	4	C	3.4	15.0	0	0	1	100%	1955	4050	1775		3720		245	0.138						
Pedestrian crossing		↕	5P	A,B	Min. Green time = 11GM + 8FG = 19s																			
		↕	6P	C	Min. Green time = 5GM + 12FG = 17s																			
Notes:											Traffic Flow (pcu / hr) Weekday AM Peak					Logistic Peak Check Phase								
											353 285 222 173 223 290					E _y 0.400 L (sec) 12 C (sec) 71 y pract. 0.748 R.C. (%) 87%								
Stage / Phase Diagrams																								
I/G = 5					I/G = 5					I/G = 7														

TRAFFIC SIGNALS CALCULATION

Job No: 24101HK

CTA Consultants Ltd.

Junction: (J9) Tsing Yi Road West / Liu To Road																									
Description: 2025 Observed Traffic Flow																									
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak				
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y		
Tsing Yi Road West	S	↓	2	A,B	3.3	0.0	0	5	1	0%	0%	1735	3610	1735	1735	3610	3610	211	0.122		139	0.080			
	S	↓	2	A,B	3.3	0.0	0	5	0	0%	0%	1875	0	1875	1875	0	0	229	0.122		150	0.080			
	S	↙	3	B	3.3	0.0	22	5	0	100%	100%	1875	1875	1755	1755	1755	1755	396	0.225	0.225	352	0.201	0.201		
Tsing Yi Road West	N	↕	1	A	3.2	10.0	0	0	1	67%	68%	1935	4100	1760	1755	3925	3920	295	0.168	0.168	239	0.136	0.136		
	N	↑	1	A	4.1	0.0	0	0	0	0%	0%	2165	0	2165	2165	0	0	363	0.168		294	0.136			
Liu To Road	E	↗	5	B,C	3.2	10.0	0	0	1	100%	100%	1935	1935	1685	1685	1685	1685	478	0.284		343	0.203			
	E	↘	4	C	4.1	0.0	18	0	0	100%	100%	2165	2165	2000	2000	2000	2000	210	0.105	0.105	127	0.063	0.063		
Pedestrian crossing		↕	6P	A,D						AM: Green time = 49GM + 9FG = 58s, PM: Green time = 46GM + 9FG = 55s															
		↕	7P	C,D						AM: Green time = 51GM + 13FG = 64s, PM: Green time = 28GM + 13FG = 41s															
		↔	8P	D						Green time = 10GM + 8FG = 18s															
Pedestrian Crossing																									
																		A,BC,D		A,B,C,D		A,BC,D		A,B,C,D	
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak					AM Peak Check Phase			PM Peak Check Phase					
																	εy 0.452 0.498			εy 0.339 0.400					
												L (sec) 39 43			L (sec) 39 43			C (sec) 130 130			C (sec) 110 110				
												y pract. 0.630 0.602			y pract. 0.581 0.548			R.C. (%) 40% 21%			R.C. (%) 71% 37%				
Stage / Phase Diagrams																									
L/G = 5					L/G = 7					L/G = 5					L/G = 11 + Ped 18										

TRAFFIC SIGNALS CALCULATION

Job No: 24101HK

CTA Consultants Ltd.

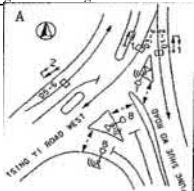
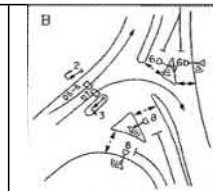
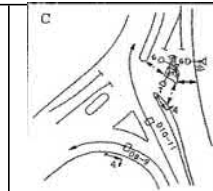
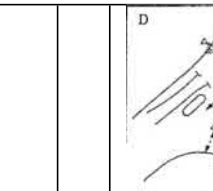
Junction: J9 - Tsing Yi Road West / Liu To Road																								
Description: 2025 Observed Traffic Flow																								
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak			Flow (pcu/hr) y Value Critical y				
						Left	Right						Logistic Peak			Logistic Peak		Flow (pcu/hr)	y Value				Critical y	
Tsing Yi Road West	S	↓	2	A,B	3.3	0.0	0	5	1	0%	1735	3610	1735		3610		124	0.071						
	S	↓	2	A,B	3.3	0.0	0	5	0	0%	1875	0	1875		0		134	0.071						
	S	↙	3	B	3.3	0.0	22	5	0	100%	1875	1875	1755		1755		286	0.163	0.163					
Tsing Yi Road West	N	↖	1	A	3.2	10.0	0	0	1	58%	1935	4100	1780		3945		253	0.142	0.142					
	N	↑	1	A	4.1	0.0	0	0	0	0%	2165	0	2165		0		308	0.142						
Liu To Road	E	↗	5	B,C	3.2	10.0	0	0	1	100%	1935	1935	1685		1685		350	0.207						
	E	↘	4	C	4.1	0.0	18	0	0	100%	2165	2165	2000		2000		133	0.067	0.067					
Pedestrian crossing		↕	6P	A,D		Green time = 46GM + 9FG = 55s																		
		↕	7P	C,D		Green time = 31GM + 13FG = 44s																		
		↔	8P	D		Green time = 10GM + 8FG = 18s																		
Pedestrian Crossing																								
												A,BC,D A,B,C,D												
Notes:										Traffic Flow (pcu / hr) Weekday AM Peak						Logistic Peak Check Phase								
										350 ↗ 286 ↖ 257 ↓ 133 ↘ 146 ↙ 414 ↗						øy 0.350 0.372 L (sec) 39 43 C (sec) 130 130 y pract. 0.630 0.602 R.C. (%) 80% 62%								
Stage / Phase Diagrams																								
A					B					C					D									
I/G = 5					I/G = 7					I/G = 5					I/G = 11 + Ped 18									

TRAFFIC SIGNALS CALCULATION												Job No: 24101HK												CTA Consultants Ltd.											
Junction: (J10) Tsing Yi Road West / Fung Shue Wo Road																																			
Description: 2025 Observed Traffic Flow																																			
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Pro. Turning (%)	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak																
						Left	Right					AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y																
Fung Shue Wo Road (To Tsing Yi Road West)	S	↓	1	A,D	4.1	0.0	0	3	0	0%	0%	1	2039	4058	2039	2039	4058	4058	325	0.160	0.229	177	0.087	0.175											
	S	↓	1	A,D	3.9	0.0	0	3	0	0%	0%	1	2019	0	2019	2019	0	0	322	0.160		175	0.087												
Fung Shue Wo Road (To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	1	0%	0%	1	1889	2294.8	1889	1889	2294.8	2294.8	433	0.229		330	0.175												
	S	↓	1	A,D	4.0	0.0	0	3	0	0%	0%	0.2	405.8	0	405.8	405.8	0	0	93	0.229		71	0.175												
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1	1965	2491.3	1965	1965	2491.25	2491.25	512	0.260		468	0.238												
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	0.25	526.25	0	526.25	526.25	0	0	137	0.260		125	0.238												
	N	↗	3	B	3.6	0.0	18	0	0	100%	100%	1	2115	2115	1950	1950	1950	1950	220	0.113	0.113	136	0.070	0.070											
Fung Shue Wo Road	N	↖	4	C	3.8	35.0	0	3	1	100%	100%	1	1869	2193.6	1790	1790	2100	2100	127	0.071		138	0.077												
	N	↖	4	C	4.0	38.0	0	3	0	100%	100%	0.16	324.64	0	310	310	0	0	22	0.071		24	0.077												
Fung Shue Wo Road	N	↗	4	C	3.6	0.0	43	3	0	100%	100%	0.23	457.47	2446.5	440	440	2355	2355	90	0.205	0.205	80	0.181	0.181											
	N	↗	4	C	3.6	0.0	40	3	0	100%	100%	1	1989	0	1915	1915	0	0	393	0.205		347	0.181												
Pedestrian crossing		←---→	5p	D	Min. Green time = 5GM + 8FG = 13s																														
		←---→	6P	B,C	Min. Green time = 5GM + 8FG = 13s																														
		↑	7P	A,C,D	Min. Green time = 5GM + 7FG = 12s																														
		↓	8P	A,B,D	Min. Green time = 5GM + 8FG = 13s																														
Notes:												Traffic Flow (pcu / hr)												AD,B,C AB,C,D					AD,B,C AB,C,D						
												Weekday AM Peak 0.9 × 526.5(401) = 473.85 0.1 × 526.5(401) = 42.65(401) 648.5(593.25) 19.75(136) 149.25(161.483.75(426.25))												AM Peak Check Phase E_y 0.548 0.466 L (sec) 12 28 C (sec) 100 100 y pract. 0.792 0.648 R.C. (%) 45% 39%					PM Peak Check Phase E_y 0.425 0.419 L (sec) 12 28 C (sec) 100 100 y pract. 0.792 0.648 R.C. (%) 86% 55%						
Stage / Phase Diagrams																																			
I/G = 5					I/G = 5					I/G = 5																									

TRAFFIC SIGNALS CALCULATION

Job No: 24101HK

CTA Consultants Ltd.

Junction: J10 - Tsing Yi Road West / Fung Shue Wo Road																							
Description: 2025 Observed Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Pro. Turning (%)	Neurside 0/1	Site Factor	Satumtion Flow (pcu/hr)	Total Satumtion Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak			Flow (pcu/hr)	y Value	Critical y	
						Left	Right						(%) uphill Gradient	Logistic Peak	Logistic Peak	Logistic Peak	Logistic Peak	Flow (pcu/hr)	y Value				Critical y
Fung Shue Wo Road	S	↓	1	A,D	4.1	0.0	0	3	0	0%	1	2039	4058	2039	4058	218	0.107	0.167					
(To Tsing Yi Road West)	S	↓	1	A,D	3.9	0.0	0	3	0	0%	1	2019	0	2019	0	216	0.107						
Fung Shue Wo Road	S	↓	1	A,D	4.0	0.0	0	3	1	0%	1	1889	2294.8	1889	2294.8	316	0.167						
(To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	0	0%	0.2	405.8	0	405.8	0	68	0.167						
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1	1965	2491.3	1965	2491.25	463	0.236						
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0.25	526.25	0	526.25	0	124	0.236						
	N	↗	3	B	3.6	0.0	18	0	0	100%	1	2115	2115	1950	1950	152	0.078	0.078					
Fung Shue Wo Road	N	↖	4	C	3.8	35.0	0	3	1	100%	1	1869	2193.6	1790	2100	100	0.056						
	N	↖	4	C	4.0	38.0	0	3	0	100%	0.16	324.64	0	310	0	17	0.056						
Fung Shue Wo Road	N	↗	4	C	3.6	0.0	43	3	0	100%	0.23	457.47	2446.5	440	2355	72	0.164	0.164					
	N	↗	4	C	3.6	0.0	40	3	0	100%	1	1989	0	1915	0	314	0.164						
Pedestrian crossing		←---→	5p	D		Min. Green time = 5s (G) + 8s (FS) = 13s																	
		←---→	6P	B,C		Min. Green time = 5s (G) + 8s (FS) = 13s																	
		↑	7P	A,C,D		Min. Green time = 5s (G) + 8s (FS) = 13s																	
		↓	8P	A,B,D		Min. Green time = 5s (G) + 7s (FS) = 12s																	
AD,B,C AB,C,D																							
Notes:										Traffic Flow (pcu / hr) Weekday AM Peak										Logistic Peak Check Phase			
										435 384 ↑ ↗ ↓ ↘ 587 152 117 387										Ey 0.409 0.400 L (sec) 12 28 C (sec) 90 100 y pract. 0.780 0.648 R.C. (%) 91% 62%			
Stage / Phase Diagrams																							
																							
I/G = 5					I/G = 5					I/G = 5													

Junction: (J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street																											
Description: 2025 Observed Traffic Flow																											
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		uphill Gradient (%)	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak						
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y				
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	573	0.292		554	0.282	0.282				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	614	0.292		593	0.282					
Cheung Wan Street	W	↙	3	C	3.5	18.0	20	0	0	52% / 48%	43% / 57%	2105	0	1950	1950	0	0	327	0.168	0.168	278	0.143	0.143				
	W	↘	3	C	3.5	15.0	0	0	1	100%	100%	1965	4070	1785	1785	3735	3735	299	0.168		255	0.143					
Tsing Yi Heung Sze Wui Road	S	↘	1	A,D	3.5	10.0	0	0	1	100%	100%	1965	6175	1710	1710	5920	5920	632	0.370	0.370	417	0.244					
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	545	0.259		355	0.169					
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	545	0.259		355	0.169					
Pedestrian crossing		↔	4P	B	AM: Green time = 12GM + 11FG = 23s, PM: Green time = 12GM + 11FG = 23s																						
		↑	5P	D	AM: Green time = 6GM + 8FG = 14s, PM: Green time = 10GM + 8FG = 18s																						
		↓	6P	B,C	AM: Green time = 45GM + 10FG = 55s, AM: Green time = 41GM + 10FG = 51s																						
Notes:												Traffic Flow (pcu / hr)				Weekday AM Peak				AM Peak Check Phase				PM Peak Check Phase			
												1187.25(1146.5)				632(417.25)				Eγ 0.459 0.537				Eγ 0.424 0.387			
																157(159.5)				L (sec) 31 37				L (sec) 35 37			
																469(373.5)				C (sec) 114 114				C (sec) 100 100			
																				y pract. 0.655 0.608				y pract. 0.585 0.567			
																				R.C. (%) 43% 13%				R.C. (%) 38% 47%			
Stage / Phase Diagrams																											
A B C D I/G = 2 I/G = 8 + Ped 23 I/G = 3 I/G = 5 I/G = 12 + Ped 18																											

TRAFFIC SIGNALS CALCULATION

Job No: 24101HK

CTA Consultants Ltd.

Junction: (J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street																									
Description: 2025 Observed Traffic Flow																									
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak								
						Left	Right			Logistic Peak				Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y				
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070		459	0.233							
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0		491	0.233							
Cheung Wan Street	W	↶	3	C	3.5	18.0	20	0	0	55% / 45%	2105	0	1950		0		303	0.155	0.155						
	W	↷	3	C	3.5	15.0	0	0	1	100%	1965	4070	1785		3735		277	0.155							
Tsing Yi Heung Sze Wui Road	S	↘	1	A,D	3.0	10.0	0	0	1	100%	1915	6025	1665		5775		581	0.349	0.349						
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0		355	0.173							
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0		355	0.173							
Pedestrian crossing		↔	4P	B		Green time = 12GM + 11FG = 23s																			
		↑	5P	D		Green time = 8GM + 8FG = 16s																			
		↓	6P	B,C		Green time = 42GM + 10FG = 52s																			
AB,C,D AD,B,C																									
Notes:											Traffic Flow (pcu / hr) Weekday AM Peak												Logistic Peak Check Phase		
											709 581												Ey	0.389	0.504
											↓												L (sec)	33	37
											↘												C (sec)	90	90
											↗												y pract.	0.570	0.530
											↑												R.C. (%)	47%	5%
											950														
Stage / Phase Diagrams																									
I/G = 2						I/G = 5						I/G = 12 + Ped 16													

Junction: (J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road

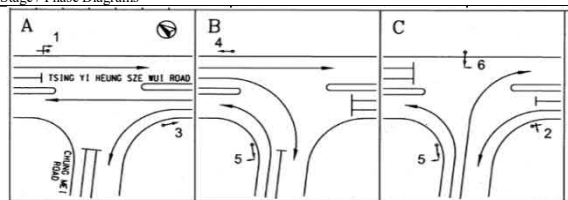
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(%) uphill Gradient	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Chung Mei Road	E		5	B,C	3.3	10.0	0	0	1	100%	100%	1945	1945	1690	1690	1690	1690	217	0.128		241	0.143	
	E		6	C	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	260	0.135	0.135	171	0.089	0.089
Tsing Yi Heung Sze Wui Road	N		2	A,C	3.3	25.0	0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	229	0.125		282	0.154	
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	485	0.231	0.231	453	0.215	0.215
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	485	0.231		453	0.215	
Tsing Yi Heung Sze Wui Road	S		1	A,B	3.5	0.0	0	3	1	0%	0%	1839	3818	1839	1839	3818	3818	588	0.320		399	0.217	
	S		1	A,B	3.5	0.0	0	3	0	0%	0%	1979	0	1979	1979	0	0	633	0.320		430	0.217	
	S		4	B	3.5	0.0	22	3	0	100%	100%	1979	1979	1855	1855	1855	1855	269	0.145	0.145	252	0.136	0.136

Notes:

Traffic Flow (pcu / hr)	Weekday AM Peak	AM Peak Check Phase	PM Peak Check Phase
	269.25(252.25) 1221.5(829) 229.25(282) 970.5(905.25)	E/y 0.510 L (sec) 15 C (sec) 114 y pract. 0.782 R.C. (%) 53%	E/y 0.440 L (sec) 15 C (sec) 100 y pract. 0.765 R.C. (%) 74%

Stage / Phase Diagrams

 $1/G = 5$ $V/G = 5$ $I/G = 8$

Junction: (J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road																							
Description: 2025 Observed Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak						
						Left	Right						Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
Chung Mei Road	E	↗	5	B,C	3.3	10.0	0	0	1	100%	1945	1945	1690		1690		221	0.131					
	E	↘	6	C	3.3	0.0	18	0	0	100%	2085	2085	1925		1925		205	0.106	0.106				
Tsing Yi Heung Sze Wui Road	N	↖	2	A,C	3.3	25.0	0	0	1	100%	1945	1945	1835		1835		190	0.104					
	N	↑	3	A	3.5	0.0	0	0	0	0%	2105	4210	2105		4210		172	0.082	0.082				
	N	↑	3	A	3.5	0.0	0	0	0	0%	2105	0	2105		0		172	0.082					
Tsing Yi Heung Sze Wui Road	S	↘	1	A,B	3.5	0.0	0	3	1	0%	1839	3818	1839		3818		164	0.089					
	S	↘	1	A,B	3.5	0.0	0	3	0	0%	1979	0	1979		0		177	0.089					
	S	↖	4	B	3.5	0.0	22	3	0	100%	1979	1979	1855		1855		279	0.150	0.150				
Pedestrian crossing																							
Notes:											Traffic Flow (pcu / hr) Weekday AM Peak						Logistic Peak Check Phase						
											221 ↗ 205 ↘ 190 ↖ 729 ↑ 279 ↖ 837.25 ↘						ey 0.338 L (sec) 15 C (sec) 114 y pract. 0.782 R.C. (%) 131%						
Stage / Phase Diagrams																							
A 1 TSING YI HEUNG SZE WUI ROAD Chung Mei Road						B 4 5						C 6 5 2											
I/G = 5						I/G = 5						I/G = 8											

Priority Junction Calculation

Junction :	(J3) Tsing Yi Road / Tsing Sheung Road	Job No.:	24101HK
Scenario :	2030 Design Traffic Flow		

405	<445>	(290)
95	<90>	(110)

510	<435>	(325)
250	<215>	(250)

135	160
<125>	<145>
(115)	(185)

Arm B Tsing Sheung Road

AM	[Logistic]	(PM)
[Logistic]		
(PM)		

The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input	Calculated
W	14	D 0.933
W-CR	0	E 1.012
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	F 0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	0	Y 0.517
V-rBA	30	
V-IBA	50	
V-rBC	50	
V-rCB	50	
w-BA	4.5	
w-BC	4.5	
w-CB	0	

Analysis :	Traffic Flow pcu/hr	AM	Logistic	PM	Capacity pcu/hr	AM	Logistic	PM	
q-CA	405	445	290	Q-BA	409	422	451		
q-CB	95	90	110	Q-BC	638	655	673		
q-AB	250	215	250	Q-CB	371	383	392		
q-AC	510	435	325	Q-CA	N/A	N/A	N/A		(If C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0))
q-BA	160	145	185	Q-BAC	N/A	N/A	N/A		(If Minor Road Share LT&RT)
q-BC	135	125	115						
f	0.458	0.463	0.383						

Results :	Ratio of Flow-to-Capacity	AM	Logistic	PM
	B-A	0.39	0.34	0.41
	B-C	0.21	0.19	0.17
	C-B	0.26	0.23	0.28
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A

Critical DFC	0.39	0.34	0.41
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CTA Consultants Ltd.

Priority Junction Calculation

Junction :	(J6) Sai Tso Wan Road / Tsing Tim Street	Job No.:	24101HK
Scenario :	2030 Design Traffic Flow		

Arm C Sai Tso Wan Road

340	<395>	(230)
25	<15>	(5)

Arm A Sai Tso Wan Road

320	<370>	(185)
95	<85>	(45)

Arm B Tsing Tim Street

30	100
<10>	<80>
(0)	(70)

AM	[Logistic]	(PM)
[Logistic]		
(PM)		

The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input	Calculated
W	7	D 0.877
W-CR	0	E 0.933
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	F 0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	Y 0.759
V-rBA	50	
V-IBA	50	
V-rBC	50	
V-rCB	50	
w-BA	3.6	
w-BC	3.6	
w-CB	0	

Analysis :	Traffic Flow pcu/hr	AM	Logistic	PM	Capacity pcu/hr	AM	Logistic	PM	
q-CA	340	395	230	Q-BA	403	387	464		
q-CB	25	15	5	Q-BC	603	591	643		
q-AB	95	85	45	Q-CB	388	381	419		
q-AC	320	370	185	Q-CA	N/A	N/A	N/A		
q-BA	100	80	70	Q-BAC	436	402	464		
q-BC	30	10	0						(If C-B blocked C- (If Minor Road Share LT&RT))
f	0.231	0.111	0.000						

Results :	Ratio of Flow-to-Capacity	AM	Logistic	PM
	B-A	N/A	N/A	N/A
	B-C	N/A	N/A	N/A
	C-B	0.06	0.04	0.01
	C-A	N/A	N/A	N/A
	B-AC	0.30	0.22	0.15

Critical DFC	0.30	0.22	0.15
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CTA Consultants Ltd.

Priority Junction Calculation

Junction :	(J13) Tsing Yi Road / Tsing Keung Street	Job No.: 24101HK
Scenario :	2030 Design Traffic Flow	

Arm C Tsing Yi Road	Arm A Tsing Yi Road	Arm B Tsing Keung Street	AM [Logistic] (PM)
365 85 (235) (35)	430 105 (275) (70)	95 <100> (40) 150 <110> (70)	AM [Logistic] (PM)

The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input	Calculated
W	15	D 0.910
W-CR	0	E 0.968
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	F 0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	0	Y 0.483

Analysis :	Traffic Flow pcu/hr	AM	Logistic	PM	Capacity pcu/hr	AM	Logistic	PM
q-CA	365	355	235	Q-BA	439	443	490	(If C-B blocked C- (If Minor Road Share LT&RT)
q-CB	85	120	35	Q-BC	641	652	670	
q-AB	105	100	70	Q-CB	401	408	421	
q-AC	430	365	275	Q-CA	N/A	N/A	N/A	
q-BA	150	110	70	Q-BAC	N/A	N/A	N/A	
q-BC	95	100	40					
f	0.388	0.476	0.364					

Results :	Ratio of Flow-to-Capacity	AM	Logistic	PM
	B-A	0.34	0.25	0.14
	B-C	0.15	0.15	0.06
	C-B	0.21	0.29	0.08
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A

Critical DFC	0.34	0.29	0.14
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CTA Consultants Ltd.

Roundabout Junction Calculation

Junction :	(RA1) Tsing Yi Interchange (North)	Job No.:	24101HK
Scenario :	2030 Design Traffic Flow		

0	435	
<0>	<320>	
(0)	(305)	

435	<320>	(305)
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0	<0>	(0)
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1690	<1295>	(1230)
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1410	<1085>	(1065)
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280	1410	0
<210>	<1085>	<0>
(165)	(1065)	(0)

AM	Logistic	(PM)
Logistic		
(PM)		

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		6		6
E	=	Entry width (m)		7		7
L	=	Effective length of flare (m)		5		5
R	=	Entry radius		62		41
D	=	Inscribed circle diameter (m)		60		60
A	=	Entry angle (degree)		27		60
Q	=	Entry flow (pcu/hr)	AM	1690		435
			Logistic	1295		320
			PM	1230		305
Qc	=	Circulating flow across entry (pcu/hr)	AM	0		1410
			Logistic	0		1085
			PM	0		1065

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.32		0.32
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		1.04		0.92
V_2	=	$V + ((E-V)/(1+2 S))$		6.61		6.61
M	=	$E p((D-60)/10)$		1.00		1.00
F	=	$303 V_2$		2003		2003
Td	=	$1 + (0.5/(1+M))$		1.25		1.25
Fc	=	$0.21 Td (1+0.2 V_2)$		0.61		0.61
Qe	=	Capacity = K (F-Fc Qc)	AM	2090		1053
			Logistic	2090		1235
			PM	2090		1247
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.81		0.41
			Logistic	0.62		0.26
			PM	0.59		0.24

DFC of Critical Approach	=	AM	0.81
		Logistic	0.62
		PM	0.59

Roundabout Junction Calculation

Junction :	(RA1) Tsing Yi Interchange (South)	Job No.: 24101HK
Scenario :	2030 Design Traffic Flow (Planned Improvement)	

10	645	0
<5>	<530>	<0>
(15)	(660)	(0)

545	<415>	(510)
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410	<315>	(295)
10	<10>	(10)
0	<0>	(0)

125	<90>	(205)
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125	0
<90>	<0>
(205)	(0)

650	<535>	(1115)
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665	<545>	(685)
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0	0	0
640	530	440
190	160	160

AM	Logistic	(PM)
Logistic		
(PM)		

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	7	7.3	7	6
E	=	Entry width (m)	7.2	10.6	7.3	6.3
L	=	Effective length of flare (m)	5	17	5	5
R	=	Entry radius	23	60	24	44
D	=	Inscribed circle diameter (m)	60	60	60	60
A	=	Entry angle (degree)	43	55	27	23
Q	=	Entry flow (pcu/hr)	AM 830	125	420	655
			Logistic 690	90	325	535
			PM 600	205	305	675
Qc	=	Circulating flow across entry (pcu/hr)	AM 665	650	125	545
			Logistic 545	535	90	415
			PM 685	1115	205	510

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L	0.06	0.31	0.10	0.10
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)	0.96	0.95	1.02	1.05
λ^2	=	$V + ((E-V)/(1+2 S))$	7.18	9.34	7.25	6.25
M	=	$E p((D-60)/10)$	1.00	1.00	1.00	1.00
F	=	$303 \lambda^2$	2175	2829	2197	1894
Td	=	$1 + (0.5/(1+M))$	1.25	1.25	1.25	1.25
Fc	=	$0.21 Td (1+0.2 \lambda^2)$	0.64	0.75	0.64	0.59
Qe	=	Capacity = K (F-Fc Qc)	AM 1682	2213	2156	1652
			Logistic 1756	2295	2179	1733
			PM 1670	1882	2104	1674
DFC	=	Entry Flow/Capacity = Q/Qe	AM 0.49	0.06	0.19	0.40
			Logistic 0.39	0.04	0.15	0.31
			PM 0.36	0.11	0.14	0.40

DFC of Critical Approach	=	AM	0.49
		Logistic	0.39
		PM	0.40

Roundabout Junction Calculation

Junction :	(RA2) Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Hig Job No.: 24101HK		
Scenario :	2030 Design Traffic Flow		

Arm 4 Tsing Yi Road SB

0	440	620
<0>	<330>	<470>
(0)	(250)	(510)

Arm 1 Tsing Yi Hong Wan Road

0	<0>	(0)
630	<505>	(575)
445	<355>	(520)
30	<25>	(60)

Arm 3 Tsing Sha Highway

1215	<1085>	(955)	
385	520	65	0
<380>	<515>	<65>	<0>
(335)	(325)	(55)	(0)

Arm 2 Tsing Yi Road NB

1515	<1190>	(1855)
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Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)	7.3	7.1	7.3	7.3
E	= Entry width (m)	13.5	12	9.5	10
L	= Effective length of flare (m)	30	15	30	15
R	= Entry radius	45	97	52	34
D	= Inscribed circle diameter (m)	100	100	100	100
A	= Entry angle (degree)	29	32	31	46
Q	= Entry flow (pcu/hr)	AM 1105 Logistic 885 PM 1155	970 960 715	735 675 630	1060 800 760
Qc	= Circulating flow across entry (pcu/hr)	AM 1270 Logistic 995 PM 925	1515 1190 1855	1215 1085 955	760 700 620

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = 1.6 (E-V)/L	0.33	0.52	0.12	0.29
K	= 1-0.00347 (A-30)-0.978 (1/R-0.05)	1.03	1.03	1.03	0.96
2	= $V+((E-V)/(1+2 S))$	11.03	9.50	9.08	9.01
M	= $E p((D-60)/10)$	54.60	54.60	54.60	54.60
F	= $303 2$	3343	2877	2752	2731
Td	= $1+(0.5/(1+M))$	1.01	1.01	1.01	1.01
Fc	= $0.21 Td (1+0.2 2)$	0.68	0.61	0.60	0.59
Qe	= Capacity = K (F-Fc Qc)	AM 2556 Logistic 2748 PM 2797	2009 2215 1793	2081 2160 2240	2199 2233 2279
DFC	= Entry Flow/Capacity = Q/Qe	AM 0.43 Logistic 0.32 PM 0.41	0.48 0.43 0.40	0.35 0.31 0.28	0.48 0.36 0.33

DFC of Critical Approach	=	AM 0.48 Logistic 0.43 PM 0.41
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Roundabout Junction Calculation

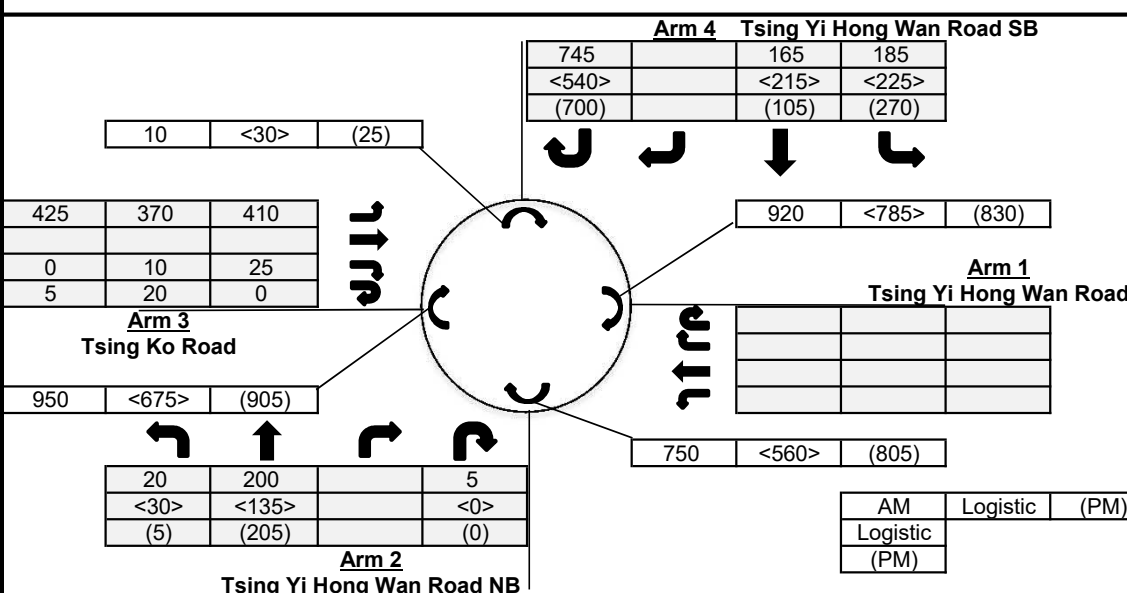
Junction :	(RA3) Tsing Yi Hong Wan Road	Job No.:	24101HK
Scenario :	2030 Design Traffic Flow (With Planned New Road)		

	Arm 1	Arm 2	Arm 3	Arm 4
Input Parameters				
V = Approach half width (m)		7	7.3	7.3
E = Entry width (m)		14	13	12
L = Effective length of flare (m)		20	10	2
R = Entry radius		65	25	75
D = Inscribed circle diameter (m)		68	68	68
A = Entry angle (degree)		53	60	46
Q = Entry flow (pcu/hr)		1205	105	1180
		Logistic	975	105
		PM	1195	105
Qc = Circulating flow across entry (pcu/hr)		70	1170	115
		Logistic	75	945
		PM	1040	1160
				95
Output Parameters				
S = Sharpness of flare = 1.6 (E-V)/L		0.56	0.91	3.76
K = 1-0.00347 (A-30)-0.978 (1/R-0.05)		0.95	0.91	0.98
$V_2 = V + ((E-V)/(1+2 S))$		10.30	9.32	7.85
M = $E p((D-60)/10)$		2.23	2.23	2.23
F = $303 V_2$		3121	2823	2379
Td = $1 + (0.5/(1+M))$		1.16	1.16	1.16
Fc = $0.21 Td (1 + 0.2 V_2)$		0.74	0.69	0.62
Qe = Capacity = K (F-Fc Qc)		2928	1821	2262
		Logistic	2925	1963
		PM	2242	1827
DFC = Entry Flow/Capacity = Q/Qe		0.41	0.06	0.52
		Logistic	0.33	0.05
		PM	0.53	0.46
DFC of Critical Approach				
	AM	0.52		
	Logistic	0.46		
	PM	0.53		

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Roundabout Junction Calculation

Junction :	(RA4) Tsing Yi Hong Wan Road / Tsing Ko Road	Job No.: 24101HK
Scenario :	2030 Design Traffic Flow	



Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)		6.7	6.3	7.3
E	= Entry width (m)		13.5	12.5	15
L	= Effective length of flare (m)		18	30	30
R	= Entry radius		47	100	75
D	= Inscribed circle diameter (m)		68	68	68
A	= Entry angle (degree)		41	22	46
Q	= Entry flow (pcu/hr)		225	430	1095
		AM			
		Logistic	165	400	980
		PM	210	435	1075
Qc	= Circulating flow across entry (pcu/hr)		750	950	10
		AM			
		Logistic	560	675	30
		PM	805	905	25

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = 1.6 (E-V)/L		0.60	0.33	0.41
K	= 1-0.00347 (A-30)-0.978 (1/R-0.05)		0.99	1.07	0.98
z	= $V + ((E-V)/(1+2 S))$		9.78	10.03	11.53
M	= $E p((D-60)/10)$		2.23	2.23	2.23
F	= $303 z^2$		2963	3040	3493
Td	= $1 + (0.5/(1+M))$		1.16	1.16	1.16
Fc	= $0.21 Td (1+0.2 z)$		0.72	0.73	0.80
Qe	= Capacity = K (F-Fc Qc)		2401	2504	3416
		AM			
		Logistic	2536	2718	3401
		PM	2362	2539	3405
DFC	= Entry Flow/Capacity = Q/Qe		0.09	0.17	0.32
		AM			
		Logistic	0.07	0.15	0.29
		PM	0.09	0.17	0.32

DFC of Critical Approach	=	AM	0.32
		Logistic	0.29
		PM	0.32

Roundabout Junction Calculation

Junction : (RA5) Tam Kon Shan Interchange		Job No.: 24101HK	
Scenario : 2030 Design Traffic Flow			

Arm 4 Tam Kon Shan Road

0	55	250	525	10
<0>	<40>	<430>	<430>	<5>
(0)	(85)	(30)	(30)	(365)

1715 <1630> (705)

1980 <1655> (1800)

75	<55>	(55)
235	<170>	(250)
0	<0>	(0)
85	<60>	(15)
70	<45>	(25)

Arm 3
Tsing Yi North Coastal Road EB

1785	<1550>	(1770)
20	95	345
<15>	<80>	<300>
(15)	(95)	(435)

Arm 2
Fung Shue Wo Road

Arm 5 Tsing King Road

0	5	70	70	0
<0>	<5>	<45>	<55>	<0>
(30)	(15)	(65)	(65)	(0)

605 <680> (330)

Arm 1
Tsing Yi North Coastal Road WB

0	<0>	(0)
515	<455>	(525)
95	<85>	(150)
0	<0>	(0)
0	<0>	(0)

810 <675> (895)

AM	Logistic	(PM)
Logistic		
(PM)		

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4	Arm 5
V	=	Approach half width (m)	7	7.3	5.5	7.3	7
E	=	Entry width (m)	9	13.5	7.5	13.5	11
L	=	Effective length of flare (m)	9	20	11	50	10
R	=	Entry radius	100	35	45	35	45
D	=	Inscribed circle diameter (m)	100	100	100	100	100
A	=	Entry angle (degree)	30	25	25	45	45
Q	=	Entry flow (pcu/hr)	AM 610	1190	465	840	145
			Logistic 540	1020	330	905	105
			PM 675	1065	345	510	175
Qc	=	Circulating flow across entry (pcu/hr)	AM 605	810	1785	1980	1715
			Logistic 680	675	1550	1655	1630
			PM 330	895	1770	1800	705

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4	Arm 5
S	=	Sharpness of flare = 1.6 (E-V)/L	0.36	0.50	0.29	0.20	0.64
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)	1.04	1.04	1.04	0.97	0.98
α	=	$V + ((E-V)/(1+2 S))$	8.17	10.41	6.76	11.74	8.75
M	=	$E p((D-60)/10)$	54.60	54.60	54.60	54.60	54.60
F	=	$303 \alpha^2$	2475	3155	2050	3557	2653
Td	=	$1 + (0.5/(1+M))$	1.01	1.01	1.01	1.01	1.01
Fc	=	$0.21 Td (1 + 0.2 \alpha^2)$	0.56	0.65	0.50	0.71	0.58
Qe	=	Capacity = K (F-Fc Qc)	AM 2221	2727	1211	2085	1612
			Logistic 2178	2818	1334	2309	1660
			PM 2381	2669	1219	2209	2186
DFC	=	Entry Flow/Capacity = Q/Qe	AM 0.27	0.44	0.38	0.40	0.09
			Logistic 0.25	0.36	0.25	0.39	0.06
			PM 0.28	0.40	0.28	0.23	0.08

DFC of Critical Approach	=	AM 0.44
		Logistic 0.39
		PM 0.40

Roundabout Junction Calculation

Junction :	(RA6) Tsing King Road / Fung Shue Wo Road	Job No.: 24101HK
Scenario :	2030 Design Traffic Flow	

Arm 4 Tsing King Road

70	5	705	80
<45>	<5>	<505>	<55>
(115)	(5)	(510)	(75)

Arm 1 Fung Shue Wo Road WB

0	<0>	(0)
35	<20>	(20)
100	<70>	(105)
250	<165>	(170)

Arm 3 Fung Shue Wo Road EB

1140	<905>	(1070)	
375	550	135	350
<300>	<445>	<110>	<285>
(430)	(500)	(290)	(145)

Arm 2 Tsing Yi Heung Sze Wui Road

210	<140>	(755)
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Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	6.7	7.3	7.3	6.9
E	=	Entry width (m)	9.7	10	9.2	8.9
L	=	Effective length of flare (m)	16	20	14	16
R	=	Entry radius	55	71	60	62
D	=	Inscribed circle diameter (m)	100	100	100	100
A	=	Entry angle (degree)	36	30	18	25
Q	=	Entry flow (pcu/hr)	AM 385	1410	640	860
			Logistic 255	1140	455	610
			PM 295	1365	420	705
Qc	=	Circulating flow across entry (pcu/hr)	AM 1570	210	1140	1090
			Logistic 1155	140	905	825
			PM 1030	755	1070	855

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L	0.30	0.22	0.22	0.20
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)	1.01	1.04	1.07	1.05
z^2	=	$V + ((E-V)/(1+2 S))$	8.58	9.19	8.62	8.33
M	=	$E p((D-60)/10)$	54.60	54.60	54.60	54.60
F	=	$303 z^2$	2598	2783	2613	2524
Td	=	$1 + (0.5/(1+M))$	1.01	1.01	1.01	1.01
Fc	=	$0.21 Td (1+0.2 z^2)$	0.58	0.60	0.58	0.56
Qe	=	Capacity = K (F-Fc Qc)	AM 1712	2750	2100	2004
			Logistic 1954	2794	2246	2161
			PM 2026	2411	2144	2144
DFC	=	Entry Flow/Capacity = Q/Qe	AM 0.22	0.51	0.30	0.43
			Logistic 0.13	0.41	0.20	0.28
			PM 0.15	0.57	0.20	0.33

DFC of Critical Approach	=	AM	0.51
		Logistic	0.41
		PM	0.57

Roundabout Junction Calculation

Junction :	(RA7) Tsing Yi Hong Wan Road / Tsing Sheung Road	Job No.: 24101HK
Scenario :	2030 Design Traffic Flow	

Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)		5.2	3	6.7
E	= Entry width (m)		9	8.4	12
L	= Effective length of flare (m)		25	15	23
R	= Entry radius		63	55	11.6
D	= Inscribed circle diameter (m)		53	53	53
A	= Entry angle (degree)		33	48	38
Q	= Entry flow (pcu/hr)		100	75	270
		AM			
		Logistic	85	55	280
		PM	80	75	330
Qc	= Circulating flow across entry (pcu/hr)		220	150	15
		AM			
		Logistic	230	145	35
		PM	340	135	15

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = 1.6 (E-V)/L		0.24	0.58	0.37
K	= 1-0.00347 (A-30)-0.978 (1/R-0.05)		1.02	0.97	0.94
V_2	= $V + ((E-V)/(1+2 S))$		7.76	5.51	9.75
M	= $E p((D-60)/10)$		0.50	0.50	0.50
F	= $303 V_2$		2350	1669	2954
Td	= $1 + (0.5/(1+M))$		1.33	1.33	1.33
Fc	= $0.21 Td (1+0.2 V_2)$		0.71	0.59	0.83
Qe	= Capacity = K (F-Fc Qc)		2243	1531	2756
		AM			
		Logistic	2236	1534	2741
		PM	2156	1540	2756
DFC	= Entry Flow/Capacity = Q/Qe		0.04	0.05	0.10
		AM			
		Logistic	0.04	0.04	0.10
		PM	0.04	0.05	0.12

DFC of Critical Approach	=	AM	0.10		
		Logistic	0.10		
		PM	0.12		

Roundabout Junction Calculation

Junction : (RA8) Tsing Yi Road / Ching Hong Road	Job No.: 24101HK
Scenario : 2030 Design Traffic Flow	

5	5	130
<0>	<15>	<100>
(0)	(5)	(60)

90	<65>	(85)
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690	<520>	(460)
25	<20>	(55)
65	<45>	(30)

315	<245>	(245)
100	310	0
<80>	<245>	<0>
(90)	(245)	(0)

230	<180>	(150)
75	<60>	(95)

AM	Logistic	(PM)
Logistic		
(PM)		

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		4.5	7.3	7
E	=	Entry width (m)		9	8.5	8.5
L	=	Effective length of flare (m)		25	4	16
R	=	Entry radius		24.5	30	100
D	=	Inscribed circle diameter (m)		30	30	30
A	=	Entry angle (degree)		44	40	27
Q	=	Entry flow (pcu/hr)	AM	410	780	140
			Logistic	325	585	115
			PM	335	545	65
Qc	=	Circulating flow across entry (pcu/hr)	AM	75	315	90
			Logistic	60	245	65
			PM	95	245	85

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.29	0.48	0.15
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		0.96	0.98	1.05
$\frac{2}{2}$	=	$V + ((E-V)/(1+2 S))$		7.36	7.91	8.15
M	=	$E p((D-60)/10)$		0.05	0.05	0.05
F	=	$303 \frac{2}{2}$		2229	2397	2471
Td	=	$1 + (0.5/(1+M))$		1.48	1.48	1.48
Fc	=	$0.21 Td (1+0.2 \frac{2}{2})$		0.77	0.80	0.82
Qe	=	Capacity = K (F-Fc Qc)	AM	2085	2106	2516
			Logistic	2096	2161	2537
			PM	2071	2161	2520
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.20	0.37	0.06
			Logistic	0.16	0.27	0.05
			PM	0.16	0.25	0.03

DFC of Critical Approach	=	AM	0.37
		Logistic	0.27
		PM	0.25

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Roundabout Junction Calculation

Junction : (RA9) Tam Kon Shan Road	Job No.: 24101HK
Scenario : 2030 Design Traffic Flow	

Arm 4 Development Access

5	0	120
<10>	<5>	<65>
(5)	(5)	(20)

Arm 1 Tam Kon Shan Road

5	<0>	(0)
5	<15>	(5)
130	<100>	(60)

Arm 3 Tam Kon Shan Road

0	<0>	(0)
160	<185>	(110)
0	<0>	(0)

Arm 2 Tsing Yi North Coastal Road

0	30	15
<0>	<80>	<10>
(0)	(80)	(0)

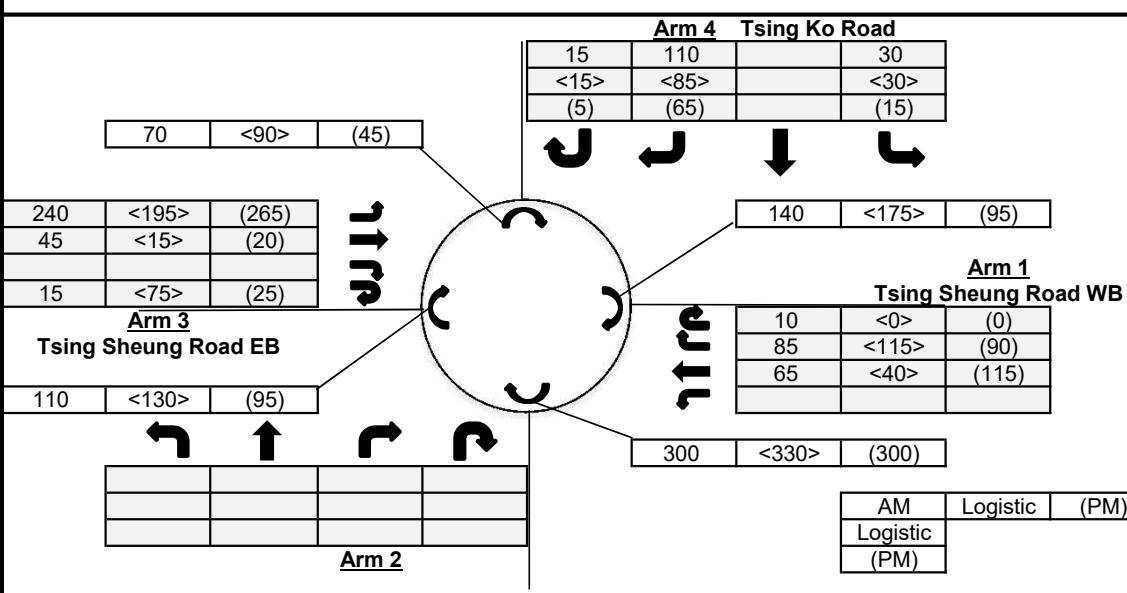
Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	3.3	4	3.4	4.2
E	=	Entry width (m)	6.7	4.9	5.8	5.4
L	=	Effective length of flare (m)	10	10	10	10
R	=	Entry radius	32	97	52	34
D	=	Inscribed circle diameter (m)	30	30	30	30
A	=	Entry angle (degree)	34	32	31	46
Q	=	Entry flow (pcu/hr)	AM 140	45	160	125
			Logistic 115	90	185	80
			PM 65	80	110	30
Qc	=	Circulating flow across entry (pcu/hr)	AM 5	145	60	180
			Logistic 15	130	115	195
			PM 10	75	90	110

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L	0.54	0.14	0.38	0.19
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)	1.00	1.03	1.03	0.96
$\frac{2}{2}$	=	$V + ((E-V)/(1+2 S))$	4.93	4.70	4.76	5.07
M	=	$E p((D-60)/10)$	0.05	0.05	0.05	0.05
F	=	$303 \frac{2}{2}$	1493	1424	1442	1535
Td	=	$1 + (0.5/(1+M))$	1.48	1.48	1.48	1.48
Fc	=	$0.21 Td (1+0.2 \frac{2}{2})$	0.62	0.60	0.61	0.62
Qe	=	Capacity = K (F-Fc Qc)	AM 1497	1379	1443	1373
			Logistic 1491	1388	1408	1364
			PM 1494	1423	1424	1415
DFC	=	Entry Flow/Capacity = Q/Qe	AM 0.09	0.03	0.11	0.09
			Logistic 0.08	0.06	0.13	0.06
			PM 0.04	0.06	0.08	0.02

DFC of Critical Approach	=	AM	0.11
		Logistic	0.13
		PM	0.08

Roundabout Junction Calculation

Junction :	(RA10) Tsing Sheung Road / Tsing Ko Road	Job No.: 24101HK
Scenario :	2030 Design Traffic Flow	



Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)	6.6		5.6	6.4
E	= Entry width (m)	12.9		5.1	11.6
L	= Effective length of flare (m)	18		30	30
R	= Entry radius	47		67.3	75
D	= Inscribed circle diameter (m)	50		50	50
A	= Entry angle (degree)	41		22	46
Q	= Entry flow (pcu/hr)				
		AM	160	300	155
		Logistic	155	285	130
		PM	205	310	85
Qc	= Circulating flow across entry (pcu/hr)				
		AM	140	110	70
		Logistic	175	130	90
		PM	95	95	45

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = 1.6 (E-V)/L	0.56		-0.03	0.28
K	= 1-0.00347 (A-30)-0.978 (1/R-0.05)	0.99		1.06	0.98
Σ	= $V + ((E-V)/(1+2 S))$	9.57		5.07	9.74
M	= $E p((D-60)/10)$	0.37		0.37	0.37
F	= $303 \Sigma^2$	2900		1537	2953
Td	= $1 + (0.5/(1+M))$	1.37		1.37	1.37
Fc	= $0.21 Td (1+0.2 \Sigma^2)$	0.84		0.58	0.85
Qe	= Capacity = K (F-Fc Qc)				
		AM	2755	1565	2837
		Logistic	2726	1552	2820
		PM	2792	1574	2857
DFC	= Entry Flow/Capacity = Q/Qe				
		AM	0.06	0.19	0.05
		Logistic	0.06	0.18	0.05
		PM	0.07	0.20	0.03

DFC of Critical Approach	=	AM	0.19
		Logistic	0.18
		PM	0.20

Junction: (J1) Tsing Yi Road West / Cheung Tsing Highway																												
Description: 2030 Design Traffic Flow																												
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak							
						Left	Right			A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y					
Tsing Yi Road West	S	↓	2	A	3.5	0	0	0	1	0%	0%	1965	6135	1965	1965	5870	5825	226	0.115	0.115	115	0.059	0.091					
	S	↖	2	A	3.3	0	20	0	0	68%	100%	2085	0	1985	1940	0	0	228	0.115		176	0.091						
	S	↗	2	A	3.3	0	17.5	0	0	100%	100%	2085	0	1920	1920	0	0	221	0.115		174	0.091						
Cheung Tsing Highway	E	↑	3	A,B	3.4	20	0	0	1	100%	100%	1955	1955	1820	1820	1820	1820	470	0.258		430	0.236						
	E	↖	4	B	3.5	0	30	0	0	100%	100%	2105	4210	2005	2005	3990	3990	251	0.125		141	0.070						
	E	↗	4	B	3.5	0	25	0	0	100%	100%	2105	0	1985	1985	0	0	249	0.125	0.125	139	0.070	0.070					
Tsing Yi Road West	N	↖	1	C	3.6	20	0	6.5	1	100%	100%	1702	3544	1585	1585	3425	3425	510	0.322	0.322	290	0.183	0.183					
	N	↑	1	C	3.6	0	0	6.5	0	0%	0%	1842	0	1840	1840	0	0	205	0.111		230	0.125						
Pedestrian crossing	↔		5P	C	Min. Green time = 5GM + 10FG = 15s																							
	↕		6P	C	Min. Green time = 5GM + 6FG = 11s																							
	↔		7P	A,B	Min. Green time = 5GM + 9FG = 14s																							
	↕		8P	B	Min. Green time = 5GM + 10FG = 15s																							
Notes:										Traffic Flow (pcu / hr)													A.M. Check Phase		P.M. Check Phase			
																							ey	0.562	0.580	ey	0.344	0.419
																							L (sec)	13	9	L (sec)	13	9
																							C (sec)	100	100	C (sec)	105	105
																							y pract.	0.783	0.819	y pract.	0.789	0.823
																							R.C. (%)	39%	41%	R.C. (%)	129%	96%
Stage / Phase Diagrams																												
I/G = 5				I/G = 5				I/G = 6																				

Junction: (J1) Cheung Tsing Highway / Tsing Yi Road West																								
Description: 2030 Design Traffic Flow																								
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak							
						Left	Right						Logistic Peak			Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
Tsing Yi Road West	S	↕	2	A	3.5	0	0	0	1	0%	1965	6135	1965		5880		170	0.087	0.087					
	S	↙	2	A	3.3	0	20	0	0	60%	2085	0	1995		0		173	0.087						
	S	↘	2	A	3.3	0	17.5	0	0	100%	2085	0	1920		0		167	0.087						
Cheung Tsing Highway	E	↗	3	A,B	3.4	20	0	0	1	100%	1955	1955	1820		1820		350	0.192						
	E	↘	4	B	3.5	0	30	0	0	100%	2105	4070	2005		3860		273	0.136						
	E	↙	4	B	3.5	0	25	0	1	100%	1965	0	1855		0		252	0.136	0.136					
Tsing Yi Road West	N	↙	1	C	3.6	20	0	6.5	1	100%	1702	3544	1585		3425		570	0.360	0.360					
	N	↗	1	C	3.6	0	0	6.5	0	0%	1842	0	1840		0		350	0.190						
Pedestrian crossing		↔	5P	C		Min. Green time = 5GM + 10FG = 15s																		
		↕	6P	C		Min. Green time = 5GM + 6FG = 11s																		
		↔	7P	A,B		Min. Green time = 5GM + 9FG = 14s																		
		↕	8P	B		Min. Green time = 5GM + 10FG = 15s																		
Notes:											Traffic Flow (pcu / hr)						A,B,C		AB,C					
											350 ↗ 525 ↘ 570 ↙ 350 ↗ 270 ↘ 240 ↘						Logistic Peak Check Phase		εy 0.582 0.552 L (sec) 13 9 C (sec) 100 100 y pract. 0.783 0.819 R.C. (%) 34% 48%					
Stage / Phase Diagrams																								
A					B					C														
I/G = 5					I/G = 5					I/G = 6														

Job No: 24101HK

Junction: (J2) Tsing Hung Road / Tsing Yi Road
Description: 2030 Design Traffic Flow

Notes:		A,B,C,D		A,B,C,D		A,B,C,D		A,B,C,D	
		AM Peak Check Phase				PM Peak Check Phase			
		Ëy	0.376	0.344	Ëy	0.209	0.242		
		L (sec)	33	22	L (sec)	33	22		
		C (sec)	120	120	C (sec)	100	100		
		y pract.	0.653	0.735	y pract.	0.603	0.702		
		R.C. (%)	74%	114%	R.C. (%)	189%	190%		

I/G = 2		I/G = 5	I/G = 5 + 12			
I/G = 2	I/G = 6 + Min. G 5	I/G = 5	I/G = 5 + 12			

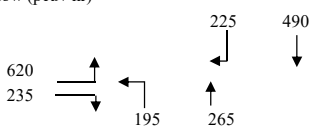
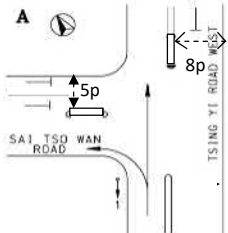
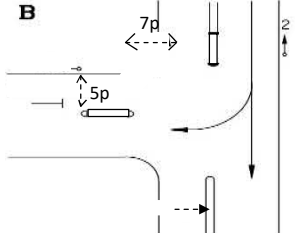
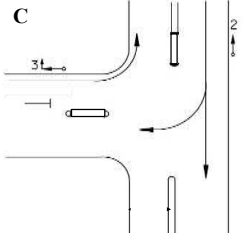
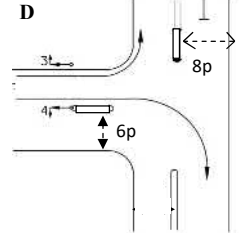
Junction: (J2) Tsing Hung Road / Tsing Yi Road																																					
Description: 2030 Design Traffic Flow																																					
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak																					
						Left	Right					Logistic Peak	Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y															
Tsing Yi Road	S	↓	1	A	3.5	0.0	0	1	0%	1965	4070	1965		4070		321	0.163																				
	S	↓	1	A	3.5	0.0	0	0	0%	2105	0	2105		0		344	0.163																				
	S	↙	1	A	3.6	0.0	18	0	100%	2115	2115	1950		1950		225	0.115	0.163																			
Tsing Yi Road	N	↑	4	C	4.0	30.0	0	1	100%	2015	2015	1920		1920		30	0.016																				
	N	↑	4	C	3.5	0.0	0	0	0%	2105	4210	2105		4210		333	0.158																				
	N	↑	4	C	3.5	0.0	0	0	0%	2105	0	2105		0		333	0.158	0.158																			
Tsing Hung Road	E	→	2	A,B	3.3	25.0	0	1	100%	1945	1945	1835		1835		290	0.158																				
	E	→	3	B	4.0	0.0	22	0	100%	2155	2155	2015		2015		25	0.012																				
Pedestrian Crossing		↔	5P	D	Min. Green time = 5GM + 7FG = 12s																																
		↔	6P	A,B,D	Min. Green time = 5GM + 5FG = 10s																																
		↔	7P	C,D	Min. Green time = 5GM + 10FG = 15s																																
		↔	8P	C,D	Min. Green time = 5GM + 5FG = 10s																																
Notes:										Traffic Flow (pcu / hr) Weekday AM Peak					A,B,C,D AB,C,D																						
															<table><tr><td>Logistic Peak</td><td>0.321</td><td>0.316</td></tr><tr><td>8y</td><td></td><td></td></tr><tr><td>L (sec)</td><td>33</td><td>22</td></tr><tr><td>C (sec)</td><td>100</td><td>100</td></tr><tr><td>y pract.</td><td>0.603</td><td>0.702</td></tr><tr><td>R.C. (%)</td><td>88%</td><td>122%</td></tr></table>					Logistic Peak	0.321	0.316	8y			L (sec)	33	22	C (sec)	100	100	y pract.	0.603	0.702	R.C. (%)	88%	122%
Logistic Peak	0.321	0.316																																			
8y																																					
L (sec)	33	22																																			
C (sec)	100	100																																			
y pract.	0.603	0.702																																			
R.C. (%)	88%	122%																																			
Stage / Phase Diagrams																																					
I/G = 2				I/G = 6 + Min. G 5				I/G = 5				I/G = 5 + 12																									

TRAFFIC SIGNALS CALCULATION													Job No: 24101HK				CTA Consultants Ltd.						
Junction: (J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road																							
Description: 2030 Design Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		uphill Gradient (%)	Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak				
						Left	Right			A.M.	P.M.			A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y		
Tsing Yi Road	NE	↶	1	A	4.5	15	0	6.5	1	100%	100%	1792	1792	1630	1630	245	0.150	0.162	190	0.117	0.117		
	NE	↷	1	A	3.4	0	0	6.5	0	0%	0%	1822	1822	1820	1820	295	0.162		165	0.091			
Sai Tso Wan Road	NW	↷	3	C,D	3.8	15	0	0	1	100%	100%	1995	1995	1815	1815	430	0.237		345	0.190			
	NW	↶	4	D	3.8	0	25	0	0	100%	100%	2135	2135	2015	2015	190	0.094	0.094	125	0.062	0.062		
Tsing Yi Road West	SE	↷	2	B,C	3.4	0	0	0	1	0%	0%	1955	1955	1955	1955	510	0.261		230	0.118			
	SE	↶	2	B,C	3.7	0	25	0	0	100%	100%	2125	2125	2005	2005	270	0.135	0.261	140	0.070	0.118		
Pedestrian crossing		↕	5p	A,B	Min. Green time = 5GM + 8FG = 13s																		
		↕	6p	D	Min. Green time = 5GM + 10FG = 15s																		
		↔	7p	B,C	Min. Green time = 5GM + 9FG = 14s																		
		↔	8p	A,D	Min. Green time = 5GM + 7FG = 12s																		
Notes:												Traffic Flow (pcu / hr)				A.M. Check Phase				P.M. Check Phase			
																Ey 0.517 0.399 Ey 0.296 0.307				L (sec) 19 30 L (sec) 19 30			
																C (sec) 120 120 C (sec) 110 110				y pract. 0.758 0.675 y pract. 0.745 0.655			
																R.C. (%) 46% 69% R.C. (%) 151% 113%							
Stage / Phase Diagrams																							
I/G = 7						I/G = 10						I/G = 5											

TRAFFIC SIGNALS CALCULATION

Job No: 24101HK

CTA Consultants Ltd.

Junction: (J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road																																				
Description: 2030 Design Traffic Flow																																				
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		% uphill Gradient	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Logistic Peak			Flow (pcu/hr)			y Value	Critical y														
						Left	Right			Logistic Peak			Logistic Peak	Flow (pcu/hr)	y Value	Critical y																				
Tsing Yi Road	NE		1	A	4.5	15	0	6.5	1	100%	1792	1792	1630		195	0.120	0.146																			
	NE		1	A	3.4	0	0	6.5	0	0%	1822	1822	1820		265	0.146																				
Sai Tso Wan Road	NW		3	C,D	3.8	15	0	0	1	100%	1995	1995	1815		620	0.342																				
	NW		4	D	3.8	0	25	0	0	100%	2135	2135	2015		235	0.117	0.117																			
Tsing Yi Road West	SE		2	B,C	3.4	0	0	0	1	0%	1955	1955	1955		490	0.251																				
	SE		2	B,C	3.7	0	25	0	0	100%	2125	2125	2005		225	0.112	0.251																			
Pedestrian crossing			5p	A,B	Min. Green time = 5GM + 8FG = 13s																															
			6p	D	Min. Green time = 5GM + 10FG = 15s																															
			7p	B,C	Min. Green time = 5GM + 9FG = 14s																															
			8p	A,D	Min. Green time = 5GM + 7FG = 12s																															
Notes:										Traffic Flow (pcu / hr)				Logistic Peak Check Phase																						
														<table><tr><td>εy</td><td>0.513</td><td>0.487</td></tr><tr><td>L (sec)</td><td>19</td><td>30</td></tr><tr><td>C (sec)</td><td>110</td><td>110</td></tr><tr><td>y pract.</td><td>0.745</td><td>0.655</td></tr><tr><td>R.C. (%)</td><td>45%</td><td>34%</td></tr></table>				εy	0.513	0.487	L (sec)	19	30	C (sec)	110	110	y pract.	0.745	0.655	R.C. (%)	45%	34%				
εy	0.513	0.487																																		
L (sec)	19	30																																		
C (sec)	110	110																																		
y pract.	0.745	0.655																																		
R.C. (%)	45%	34%																																		
Stage / Phase Diagrams																																				
																																				
I/G = 5					I/G = 5										I/G = 5																					
I/G = 5					I/G = 8+12					I/G = 2																										

CTA Consultants Ltd.Description: **2030 Design Traffic Flow**

Pedestrian Crossing

4P C

Green time = 13Gm + 5 FGm = 18s

A.BC A.BC A.BC A.BC

67%

I/G = 3+ Stage Time 61s

Job No: 24101HK

Job No: 24101HK

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak					
						Left	Right					Logistic Peak			Logis tic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value
Sai Tso Wan Road	EB	→	3	A	4.0	0.0	0	1	0%	2015	2015	2015		2015		480	0.238	0.238			
Sai Tso Wan Road	WB	↖	2	B,C	4.0	0.0	10	0	100%	2155	2155	1875		1875		115	0.061				
Sai Tso Wan Road	WB	←	1	A,B	4.0	0.0	0	1	0%	2015	2015	2015		2015		470	0.233	0.233			
Pedestrian Crossing		↕	4P	C	Green time = 13Gm + 5 FGm = 18s																
Notes: (None)									Traffic Flow (pcu / hr) AM (PM) Peak 480 → ↖ 115 ← 235						Logistic Peak Check Phase E _y 0.300 0.233 L (sec) 11 25 C (sec) 91 91 y pract. 0.791 0.653 R.C. (%) 164% 180%						
Stage / Phase Diagrams																					
A VEHICLE EXAMINATION COMPLEX B C																					
I/G = 6				I/G = 7				I/G = 7				I/G = 5 + Ped 18s									
I/G = 3				I/G = 7				I/G = 7				I/G = 5 + Ped 18s									

Junction: (J8) Tsing Yi Road West / Ching Hong Road																							
Description: 2030 Design Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road West	S	↓	1	A	3.0	0.0	0	5.5	0	0%	0%	1824	3698	1824	1824	3698	3698	219	0.120	0.154	136	0.074	0.111
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	0%	1874	0	1874	1874	0	0	226	0.120		139	0.074	
	S	↘	1	A	3.7	10.0	0	5.5	1	100%	100%	1754	1754	1525	1525	1525	1525	235	0.154		170	0.111	
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	188	0.096		183	0.093	
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	202	0.096		197	0.093	
	N	↗	3	B	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	295	0.153	0.153	295	0.153	0.153
Ching Hong Road	W	↔	4	C	3.4	18.0	20	0	0	23% / 77%	11% / 89%	2095	0	1945	1945	0	0	316	0.163	0.163	269	0.139	0.139
	W	↘	4	C	3.4	15.0	0	0	1	100%	100%	1955	4050	1775	1775	3720	3720	289	0.163		246	0.138	
Pedestrian crossing		↕	5P	A,B	Min. Green time = 11GM + 8FG = 19s																		
		↕	6P	C	Min. Green time = 5GM + 12FG = 17s																		
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak						AM Peak Check Phase			PM Peak Check Phase		
												445(275) 235(170)						εy	0.470		εy	0.403	
												↓ ↘						L (sec)	14		L (sec)	14	
												↗ ↘						C (sec)	100		C (sec)	100	
												390(380) 295(295)						y pract.	0.774		y pract.	0.774	
												245(240) 360(275)						R.C. (%)	65%		R.C. (%)	92%	
Stage / Phase Diagrams																							
I/G = 5						I/G = 5						I/G = 7											

TRAFFIC SIGNALS CALCULATION

Job No: 24101HK

CTA Consultants Ltd.

Junction: (J8) Tsing Yi Road West / Ching Hong Road																								
Description: 2030 Design Traffic Flow																								
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak							
						Left	Right						Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y		
Tsing Yi Road West	S	↓	1	A	3.0	0.0	0	5.5	0	0%	1824	3698	1824		3698		113	0.062	0.121					
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	1874	0	1874		0		117	0.062						
	S	↘	1	A	3.7	10.0	0	5.5	1	100%	1754	1754	1525		1525		185	0.121						
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070		181	0.092						
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0		194	0.092						
	N	↗	3	B	3.3	0.0	18	0	0	100%	2085	2085	1925		1925		330	0.171	0.171					
Ching Hong Road	W	↔	4	C	3.4	18.0	20	0	0	22% / 78%	2095	0	1945		0		301	0.155	0.155					
	W	↙	4	C	3.4	15.0	0	0	1	100%	1955	4050	1775		3720		274	0.155						
Pedestrian crossing		↕	5P	A,B	Min. Green time = 11GM + 8FG = 19s																			
		↕	6P	C	Min. Green time = 5GM + 12FG = 17s																			
Notes:											Traffic Flow (pcu / hr) Weekday AM Peak					Logistic Peak Check Phase								
											375330230185235340					ϵy0.447L (sec)12C (sec)71y pract.0.748R.C. (%)67%								
Stage / Phase Diagrams																								
A					B					C														
I/G = 5					I/G = 5					I/G = 7														

Junction: (J9) Tsing Yi Road West / Liu To Road																															
Description: 2030 Design Traffic Flow																															
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak										
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y								
Tsing Yi Road West	S	↓	2	A,B	3.3	0.0	0	5	1	0%	0%	1735	3610	1735	1735	3610	3610	221	0.127		147	0.084									
	S	↓	2	A,B	3.3	0.0	0	5	0	0%	0%	1875	0	1875	1875	0	0	239	0.127		158	0.084									
	S	↙	3	B	3.3	0.0	22	5	0	100%	100%	1875	1875	1755	1755	1755	1755	415	0.236	0.236	370	0.211	0.211								
Tsing Yi Road West	N	↕	1	A	3.2	10.0	0	0	1	66%	69%	1935	4100	1760	1755	3925	3920	309	0.176	0.176	253	0.144	0.144								
	N	↑	1	A	4.1	0.0	0	0	0	0%	0%	2165	0	2165	2165	0	0	381	0.176		312	0.144									
Liu To Road	E	↗	5	B,C	3.2	10.0	0	0	1	100%	100%	1935	1935	1685	1685	1685	1685	505	0.300		365	0.217									
	E	↘	4	C	4.1	0.0	18	0	0	100%	100%	2165	2165	2000	2000	2000	2000	220	0.110	0.110	130	0.065	0.065								
Pedestrian crossing		↕	6P	A,D						AM: Green time = 49GM + 9FG = 58s, PM: Green time = 46GM + 9FG = 55s																					
		↕	7P	C,D						AM: Green time = 51GM + 13FG = 64s, PM: Green time = 28GM + 13FG = 41s																					
		↔	8P	D						Green time = 10GM + 8FG = 18s																					
Pedestrian Crossing																															
													A,B,C,D			A,B,C,D			A,B,C,D			A,B,C,D									
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak					AM Peak Check Phase					PM Peak Check Phase									
												505(365) ↗ 220(130) ↘ 205(175) ↗ 485(390) ↖					415(370) ↖ 460(305) ↘					εy 0.476 0.522 L (sec) 39 43 C (sec) 130 130 y pract. 0.630 0.602 R.C. (%) 32% 15%					εy 0.361 0.420 L (sec) 39 43 C (sec) 110 110 y pract. 0.581 0.548 R.C. (%) 61% 31%				
Stage / Phase Diagrams																															
L/G = 5					L/G = 7					L/G = 5					L/G = 11 + Ped 18																

Junction: J9 - Tsing Yi Road West / Liu To Road																												
Description: 2030 Design Traffic Flow																												
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak			Flow (pcu/hr)			y Value	Critical y				
						Left	Right			Logistic Peak			Logistic Peak	Logistic Peak	Logistic Peak	Flow (pcu/hr)	y Value	Critical y										
Tsing Yi Road West	S	↓	2	A,B	3.3	0.0	0	5	1	0%	1735	3610	1735		3610		130	0.075										
	S	↓	2	A,B	3.3	0.0	0	5	0	0%	1875	0	1875		0		140	0.075										
	S	↙	3	B	3.3	0.0	22	5	0	100%	1875	1875	1755		1755		300	0.171	0.171									
Tsing Yi Road West	N	↖	1	A	3.2	10.0	0	0	1	57%	1935	4100	1785		3950		264	0.148	0.148									
	N	↑	1	A	4.1	0.0	0	0	0	0%	2165	0	2165		0		321	0.148										
Liu To Road	E	↗	5	B,C	3.2	10.0	0	0	1	100%	1935	1935	1685		1685		370	0.220										
	E	↘	4	C	4.1	0.0	18	0	0	100%	2165	2165	2000		2000		140	0.070	0.070									
Pedestrian crossing		↕	6P	A,D		Green time = 46GM + 9FG = 55s																						
		↕	7P	C,D		Green time = 31GM + 13FG = 44s																						
		↔	8P	D		Green time = 10GM + 8FG = 18s																						
Pedestrian Crossing																												
												A,B,C,D A,B,C,D																
Notes:										Traffic Flow (pcu / hr) Weekday AM Peak						Logistic Peak Check Phase												
										370 140 150 300 270 435						ey 0.368 0.389 L (sec) 39 43 C (sec) 130 130 y pract. 0.630 0.602 R.C. (%) 71% 55%												
Stage / Phase Diagrams																												
I/G = 5					I/G = 7					I/G = 5					I/G = 11 + Ped 18													

Junction: (J10) Tsing Yi Road West / Fung Shue Wo Road																								
Description: 2030 Design Traffic Flow																								
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)		Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM				AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Fung Shue Wo Road	S	↓	1	A,D	4.1	0.0	0	3	0	0%	0%	1	2039	4058	2039	2039	4058	4058	344	0.169	0.169	186	0.091	0.107
(To Tsing Yi Road West)	S	↓	1	A,D	3.9	0.0	0	3	0	0%	0%	1	2019	0	2019	2019	0	0	341	0.169		184	0.091	
Fung Shue Wo Road	S	↓	1	A,D	4.0	0.0	0	3	1	0%	0%	1	1889	3918	1889	1889	3918	3918	265	0.140		202	0.107	
(To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	0	0%	0%	1	2029	0	2029	2029	0	0	285	0.140		218	0.107	
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1	1965	2722.8	1965	1965	2722.8	2722.8	494	0.252		451	0.230	
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	0.36	757.8	0	757.8	757.8	0	0	191	0.252		174	0.230	
	N	↗	3	B	3.6	0.0	18	0	0	100%	100%	1	2115	2115	1950	1950	1950	1950	230	0.118	0.118	140	0.072	0.072
Fung Shue Wo Road	N	↖	4	C	4.0	35.0	0	3	1	100%	100%	1	1889	2213.6	1810	1810	2120	2120	137	0.075		145	0.080	
	N	↖	4	C	4.0	38.0	0	3	0	100%	100%	0.16	324.64	0	310	310	0	0	23	0.075		25	0.080	
Fung Shue Wo Road	N	↗	4	C	4.0	0.0	43	3	0	100%	100%	1	2029	4058	1960	1960	3915	3915	255	0.130	0.130	223	0.114	0.114
	N	↗	4	C	4.0	0.0	40	3	0	100%	100%	1	2029	0	1955	1955	0	0	255	0.130		222	0.114	
Pedestrian crossing		↔	5p	D	Min. Green time = 5GM + 8FG = 13s																			
		↔	6P	B,C	Min. Green time = 5GM + 8FG = 13s																			
		↑	7P	A,C,D	Min. Green time = 5GM + 7FG = 12s																			
		↑	8P	A,B,D	Min. Green time = 5GM + 8FG = 13s																			
Notes:												Traffic Flow (pcu / hr)						AD,B,C AB,C,D			AD,B,C AB,C,D			
												Weekday AM Peak						AM Peak Check Phase			PM Peak Check Phase			
												685(505) 550(420)						Eg 0.417 0.382			Eg 0.293 0.343			
												↑ ↗						L (sec) 12 28			L (sec) 12 28			
												685(625) 230(140)						C (sec) 100 100			C (sec) 100 100			
												160(170) 510(445)						y pract. 0.792 0.648			y pract. 0.792 0.648			
																		R.C. (%) 90% 70%			R.C. (%) 171% 89%			
Stage / Phase Diagrams																								
I/G = 5						I/G = 5						I/G = 5												

TRAFFIC SIGNALS CALCULATION

Job No: 24101HK

CTA Consultants Ltd.

Junction: J10 - Tsing Yi Road West / Fung Shue Wo Road																													
Description: 2030 Design Traffic Flow																													
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside 0/1	Pro. Turning (%)	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak											
						Left	Right			Logistic Peak				Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y						
Fung Shue Wo Road (To Tsing Yi Road West)	S	↓	1	A,D	4.1	0.0	0	3	0	0%	1	2039	4058	2039		4058		229	0.112	0.112									
	S	↓	1	A,D	3.9	0.0	0	3	0	0%	1	2019	0	2019		0		226	0.112										
Fung Shue Wo Road (To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	1	0%	1	1889	3918	1889		3918		195	0.103										
	S	↓	1	A,D	4.0	0.0	0	3	0	0%	1	2029	0	2029		0		210	0.103										
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1	1965	2722.8	1965		2722.8		444	0.226										
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0.36	757.8	0	757.8		0		171	0.226										
	N	↗	3	B	3.6	0.0	18	0	0	100%	1	2115	2115	1950		1950		160	0.082	0.082									
Fung Shue Wo Road	N	↖	4	C	4.0	35.0	0	3	1	100%	1	1889	2213.6	1810		2120		102	0.057										
	N	↖	4	C	4.0	38.0	0	3	0	100%	0.16	324.64	0	310		0		18	0.057										
Fung Shue Wo Road	N	↗	4	C	4.0	0.0	43	3	0	100%	1	2029	4058	1960		3915		203	0.103	0.103									
	N	↗	4	C	4.0	0.0	40	3	0	100%	1	2029	0	1955		0		202	0.103										
Pedestrian crossing		←---→	5p	D	Min. Green time = 5s (G) + 8s (FS) = 13s																								
		←---→	6P	B,C	Min. Green time = 5s (G) + 8s (FS) = 13s																								
		↑	7P	A,C,D	Min. Green time = 5s (G) + 8s (FS) = 13s																								
		↓	8P	A,B,D	Min. Green time = 5s (G) + 7s (FS) = 12s																								
Notes:												Traffic Flow (pcu / hr)						Weekday AM Peak				AD,B,C AB,C,D				Logistic Peak Check Phase			
																		455 405 ↑ ↗ ↘ ↖ 615 160 120 405				by 0.298 0.329 L (sec) 12 28 C (sec) 90 100 y pract. 0.780 0.648 R.C. (%) 162% 97%							
Stage / Phase Diagrams																													
A					B					C					D														
I/G = 5					I/G = 5					I/G = 5																			

Junction: (J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street																							
Description: 2030 Design Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		uphill Gradient (%)	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	601	0.306		582	0.296	0.296
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	644	0.306		623	0.296	
Cheung Wan Street	W	↙	3	C	3.5	18.0	20	0	0	52% / 48%	42% / 58%	2105	0	1950	1950	0	0	345	0.177	0.177	295	0.151	0.151
	W	↘	3	C	3.5	15.0	0	0	1	100%	100%	1965	4070	1785	1785	3735	3735	315	0.177		270	0.151	
Tsing Yi Heung Sze Wui Road	S	↘	1	A,D	3.5	10.0	0	0	1	100%	100%	1965	6175	1710	1710	5920	5920	660	0.386	0.386	435	0.254	
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	573	0.272		373	0.177	
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	573	0.272		373	0.177	
Pedestrian crossing		↔	4P	B	AM: Green time = 12GM + 11FG = 23s, PM: Green time = 12GM + 11FG = 23s																		
		↑	5P	D	AM: Green time = 6GM + 8FG = 14s, PM: Green time = 10GM + 8FG = 18s																		
		↓	6P	B,C	AM: Green time = 45GM + 10FG = 55s, AM: Green time = 41GM + 10FG = 51s																		
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak				AB,C,D AD,B,C				AB,C,D AD,B,C			
												1145(745) 660(435)				AM Peak Check Phase				PM Peak Check Phase			
												↓ ↘ ↙				Eγ 0.483 0.563				Eγ 0.447 0.406			
												165(170)				L (sec) 31 37				L (sec) 35 37			
												495(395)				C (sec) 114 114				C (sec) 100 100			
												↑				y pract. 0.655 0.608				y pract. 0.585 0.567			
												1245(1205)				R.C. (%) 36% 8%				R.C. (%) 31% 40%			
Stage / Phase Diagrams																							
I/G = 8 + Ped 23						I/G = 3						I/G = 5											
I/G = 2						I/G = 5						I/G = 12 + Ped 18											

TRAFFIC SIGNALS CALCULATION

Job No: 24101HK

CTA Consultants Ltd.

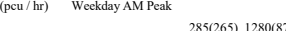
Junction: (J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street																								
Description: 2030 Design Traffic Flow																								
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Pro. Turning (%)	Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak								
						Left	Right					(%) uphill Gradient	Nearside 0/1	Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070	483	0.246							
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0	517	0.246							
Cheung Wan Street	W	↶	3	C	3.5	18.0	20	0	0	56% / 44%	2105	0	1950		0	318	0.163	0.163						
	W	↷	3	C	3.5	15.0	0	0	1	100%	1965	4070	1785		3735	292	0.163							
Tsing Yi Heung Sze Wui Road	S	↘	1	A,D	3.0	10.0	0	0	1	100%	1915	6025	1665		5775	610	0.366	0.366						
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0	373	0.181							
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0	373	0.181							
Pedestrian crossing		↔	4P	B						Green time = 12GM + 11FG = 23s														
		↑	5P	D						Green time = 8GM + 8FG = 16s														
		↓	6P	B,C						Green time = 42GM + 10FG = 52s														
AB,C,D AD,B,C																								
Notes:										Traffic Flow (pcu / hr) Weekday AM Peak										Logistic Peak Check Phase				
										745 610										Ey 0.409 0.530				
										↓										L (sec) 33 37				
										↘										C (sec) 90 90				
										↗										y pract. 0.570 0.530				
										↖										R.C. (%) 39% 0%				
										↑														
										1000														
Stage / Phase Diagrams																								
I/G = 2					I/G = 5					I/G = 12 + Ped 16														

Junction: (J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road

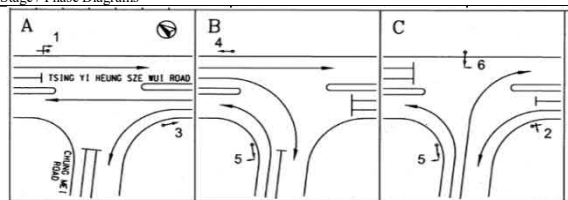
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Chung Mei Road	E		5	B,C	3.3	10.0	0	0	1	100%	100%	1945	1945	1690	1690	1690	1690	225	0.133		250	0.148	
	E		6	C	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	360	0.187	0.187	245	0.127	0.127
Tsing Yi Heung Sze Wui Road	N		2	A,C	3.3	25.0	0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	315	0.172		370	0.202	
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	510	0.242	0.242	475	0.226	0.226
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	510	0.242		475	0.226	
Tsing Yi Heung Sze Wui Road	S		1	A,B	3.5	0.0	0	3	1	0%	0%	1839	3818	1839	1839	3818	3818	617	0.335		419	0.228	
	S		1	A,B	3.5	0.0	0	3	0	0%	0%	1979	0	1979	1979	0	0	663	0.335		451	0.228	
	S		4	B	3.5	0.0	22	3	0	100%	100%	1979	1979	1855	1855	1855	1855	285	0.154	0.154	265	0.143	0.143

Notes:

Traffic Flow (pcu / hr)	Weekday AM Peak				AM Peak Check Phase		PM Peak Check Phase	
225(250)		285(265)	1280(870)	Ey	0.583	Ey	0.496	
360(245)				L (sec)	15	L (sec)	15	
			C (sec)	114	C (sec)	100		
			y pract.	0.782	y pract.	0.765		
			R.C. (%)	34%	R.C. (%)	54%		

Stage / Phase Diagrams

 $I/G = 5$ $I/G = 5$ $I/G = 8$

Junction: (J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road																							
Description: 2030 Design Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak						
						Left	Right						Logistic Peak			Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Chung Mei Road	E	↗	5	B,C	3.3	10.0	0	0	1	100%	1945	1945	1690		1690		230	0.136					
	E	↘	6	C	3.3	0.0	18	0	0	100%	2085	2085	1925		1925		305	0.158		0.158			
Tsing Yi Heung Sze Wui Road	N	↖	2	A,C	3.3	25.0	0	0	1	100%	1945	1945	1835		1835		275	0.150					
	N	↑	3	A	3.5	0.0	0	0	0	0%	2105	4210	2105		4210		183	0.087		0.087			
	N	↑	3	A	3.5	0.0	0	0	0	0%	2105	0	2105		0		183	0.087					
Tsing Yi Heung Sze Wui Road	S	↘	1	A,B	3.5	0.0	0	3	1	0%	1839	3818	1839		3818		171	0.093					
	S	↘	1	A,B	3.5	0.0	0	3	0	0%	1979	0	1979		0		184	0.093					
	S	↖	4	B	3.5	0.0	22	3	0	100%	1979	1979	1855		1855		295	0.159		0.159			
Pedestrian crossing																							
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak				Logistic Peak Check Phase							
												230 ↗ 305 ↘ 275 ↖ 765 ↑ 295 ↖ 880.00 ↘				Ey 0.404 L (sec) 15 C (sec) 114 y pract. 0.782 R.C. (%) 93%							
Stage / Phase Diagrams																							
I/G = 5						I/G = 5						I/G = 8											

TRAFFIC SIGNALS CALCULATION Job No: 24101HK

Job No: 24101HK

CTA Consultants Ltd.

Junction: (J14) Tsing Yi Road / Planned New Road																													
Description: 2030 Design Traffic Flow (With Planned New Road)																													
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak								
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y						
Tsing Yi Road	N	↑	A	1	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4060	4060	491	0.250	0.250	370	0.188	0.188						
	N	↗	A	1	3.5	0.0	40	0	0	10%	13%	2105	0	2095	2095	0	0	524	0.250		395	0.188							
Planned New Road	W	↖	C	3	3.5	0.0	18	0	0	100%	100%	2105	2105	1945	1945	1945	1945	50	0.026		50	0.026							
	W	↙	C	3	3.5	10.0	0	0	1	100%	100%	1965	1965	1710	1710	1710	1710	50	0.029	0.029	50	0.029	0.029						
Tsing Yi Road	S	↖	B	2	3.5	10.0	0	0	1	11%	13%	1965	4070	1930	1925	4035	4030	435	0.226	0.226	373	0.194	0.194						
	S	↙	B	2	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	475	0.225		407	0.193							
Pedestrian crossing		↔	Dp	1		AM: Green time = 26GM + 7FG = 33s, PM: Green time = 32GM + 7FG = 39s																							
		↕	EP	1,2		AM: Green time = 76GM + 7FG = 83s, PM: Green time = 82GM + 7FG = 89s																							
		↔	Fp	2,3		AM: Green time = 70GM + 7FG = 77s, PM: Green time = 64GM + 7FG = 71s																							
		↕	Gp	3		AM: Green time = 22GM + 7FG = 29s, PM: Green time = 16GM + 7FG = 23s																							
		↔	Hp	1,3		AM: Green time = 66GM + 7FG = 73s, PM: Green time = 66GM + 7FG = 73s																							
		↕	Ip	2		AM: Green time = 32GM + 7FG = 39s, PM: Green time = 32GM + 7FG = 39s																							
Notes:									Traffic Flow (pcu / hr) Weekday AM Peak								AM Peak Check Phase				PM Peak Check Phase								
									860(730) 50(50) ↑ 965(715) 50(50) ↗								Ey 0.505 L (sec) 18 C (sec) 120 y pract. 0.765 50(50) R.C. (%) 51%				Ey 0.411 L (sec) 18 C (sec) 120 y pract. 0.765 50(50) R.C. (%) 86%								
Stage / Phase Diagrams																													
1. 2. 3.																													
I/G = 5						I/G = 10						I/G = 6																	

Junction: (J14) Tsing Yi Road / Planned New Road																													
Description: 2030 Design Traffic Flow (With Planned New Road)																													
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Pro. Turning (%)	Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak			Flow (pcu/hr)	y Value	Critical y								
						Left	Right					(%) uphill Gradient	Nearside 0/1	Logistic Peak	Logistic Peak	Logistic Peak	Flow (pcu/hr)	y Value				Critical y							
Tsing Yi Road	N	↑	A	1	3.5	0.0	0	0	1	0%	1965	4070	1965	4060	486	0.247	0.248												
	N	↗	A	1	3.5	0.0	40	0	0	10%	2105	0	2095	0	519	0.248													
Planned New Road	W	↖	C	3	3.5	0.0	18	0	0	100%	2105	2105	1945	1945	50	0.026													
	W	↙	C	3	3.5	10.0	0	0	1	100%	1965	1965	1710	1710	50	0.029	0.029												
Tsing Yi Road	S	↘	B	2	3.5	10.0	0	0	1	14%	1965	4070	1925	4030	353	0.184	0.184												
	S	↓	B	2	3.5	0.0	0	0	0	0%	2105	0	2105	0	387	0.184													
Pedestrian crossing		↔	Dp	1		Green time = 28GM + 7FG = 35s																							
		↕	EP	1,2		Green time = 78GM + 7FG = 85s																							
		↔	Fp	2,3		Green time = 68GM + 7FG = 75s																							
		↕	Gp	3		Green time = 20GM + 7FG = 27s																							
		↔	Hp	1,3		Green time = 66GM + 7FG = 73s																							
		↔	Ip	2		Green time = 32GM + 7FG = 39s																							
Notes:										Traffic Flow (pcu / hr) Weekday AM Peak										AM Peak Check Phase									
										↑ 955 ↗ 50 ↓ 690 ↘ 50 ↖ 50.00 ↙ 50.00										Ey 0.461 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 66%									
Stage / Phase Diagrams																													
1.					2.					3.																			
I/G = 5					I/G = 10					I/G = 6																			



Appendix 2

Tsing Yi School Schedules

2024至2025年度校曆表(學生版)

備註：	13 紅字為學校假期		
	15 為評估日		
	△2 為教師發展日，學生不用回校上課		
	1 為學校自決假期		

保良局陳百強伉儷青衣學校
二零二四至二零二五年度學校校曆表

2024年7月2日編訂

	週次	日	一	二	三	四	五	六	摘 要
九 月	1	1	2	3	4	5	6	7	18/9 中秋節翌日，放假1天 27/9 教職發展日，學生不用上課
	2	8	9	10	11	12	13	14	
	3	15	16	17	△	19	20	21	
	4	22	23	24	25	26	△	27	
	5	29	30						
十 月	6			△	2	3	4	5	1/10 國慶日，放假1天 11/10 重陽節，放假1天
	7	6	7	8	9	10	△	12	
	8	13	14	15	16	17	18	19	
	9	20	21	22	23	24	25	26	
	10	27	28	29	30	31			
十一 月	11						1	2	22/11 保良局特殊學校聯校運動會
	12	3	4	5	6	7	8	9	
	13	10	11	12	13	14	15	16	
	14	17	18	19	20	21	22	23	
	15	24	25	26	27	28	29	30	
十二 月	16	1	2	3	4	5	6	7	20/12-1/1 聖誕節及新年假期， 放假13天
	17	8	9	10	11	12	13	14	
	18	15	16	17	18	19	△	△	
	19	△	△	△	△	△	△	△	
	20	△	△	△	△	△	△	△	
一 月	21				△	2	3	4	24/1-5/2 農曆新年假期，放假13天
	22	5	6	7	8	9	10	11	
	23	12	13	14	15	16	17	18	
	24	19	20	21	22	23	△	△	
	25	△	△	△	△	△	△	△	
二 月	26	△	△	△	△	△	△	△	
	27	△	△	△	△	△	△	△	
	28	△	△	△	△	△	△	△	
	29	△	△	△	△	△	△	△	
	30	△	△	△	△	△	△	△	
三 月	31	1	2	3	4	5	6	7	17/3 嚴重智障學校聯校運動會 21/3 學校自決假期，放假1天
	32	8	9	10	11	12	13	14	
	33	15	16	17	18	19	20	△	
	34	21	22	23	24	25	26	27	
	35	28	29	30	31				
四 月	36			1	2	3	△	5	4/4 清明節，放假1天 11/4-21/4 復活節假期，放假11天
	37	6	7	8	9	10	△	△	
	38	△	△	△	△	△	△	△	
	39	△	△	△	△	△	△	△	
	40	△	△	△	△	△	△	△	
五 月	41	27	28	29	30				1/5 勞動節，放假1天 2/5 學校自決假期，放假1天 5/5 佛誕，放假1天 12/5 教職發展日，學生不用上課 31/5 端午節
	42	1	2	3	4	5	6	7	
	43	8	9	10	11	12	13	14	
	44	15	16	17	18	19	△	20	
	45	21	22	23	24	25	26	27	
六 月	46	28	29	30	31				6/6 保良局特殊學校聯校畢業禮 20/6 保良局特殊學校研討會， 學生不用上課 30/6 學校自決假期，放假1天
	47	1	2	3	4	5	6	7	
	48	8	9	10	11	12	13	14	
	49	15	16	17	18	19	△	20	
	50	21	22	23	24	25	26	27	
七 月	51	28	29	30					1/7 香港特區成立紀念日，放假1天 17/7-30/8 暑假，放假45天
	52	1	2	3	4	5	6	7	
	53	8	9	10	11	12	13	14	
	54	15	16	17	18	19	△	△	
	55	△	△	△	△	△	△	△	
八 月	56	△	△	△	△	△	△	△	
	57	△	△	△	△	△	△	△	
	58	△	△	△	△	△	△	△	
	59	△	△	△	△	△	△	△	
	60	△	△	△	△	△	△	△	

公眾假期 學校自決假期 △教職發展日 ×學校假期
學生全年上課日：190日 本學年擬訂學校假期合計：93日（包括3日學校自決假期）
教職發展日，學生不用上課：3日

東華三院小學2024/2025年度校曆表 (學生版)

二零二四年度（由二零二四年九月至二零二五年八月）

月份	週次	星期							行事要目
		日	一	二	三	四	五	六	
2024 九月	一	1	2△	3	4	5	6	7	2/9 開學日
	二	8	9	10	11	12	13	14	
	三	15△	16	17	18*	19	20	21	15/9開放日 16/9開放日翌日假期 18/9 中秋節翌日假期1天
	四	22	23	24	25	26	27	28	
	五	29	30						
十月	五			1*	2	3	4△	5	1/10 國慶日假期1天 4/10家教會周年大會暨家長會
	六	6	7	8	9	10	11*	12	11/10 重陽節假期1天
	七	13	14	15	16△	17	18	19	16/10季節性流感疫苗接種(第一場)
	八	20	21	22	23	24△	25	26	24/10東華三院小學聯校運動會 25/10東華三院小學聯校運動會翌日假期
	九	27	28	29	30△	31△			30/10-31/10及4/11-5/11(下午)溫習周(一)
十一月	九						1	2	
	十	3	4△	5△	6	7#	8#	9	7/11-12/11總評周一(P.2-6)
	十一	10	11#	12#	13	14	15	16	
	十二	17	18	19	20△	21	22	23	20/11季節性流感疫苗接種(第二場) 22/11青衣區教師發展日
	十三	24	25	26	27	28	29	30△	30/11家教會旅行
十二月	十四	1	2	3	4	5	6	7△	7/12演森嘉年華暨服務學習日
	十五	8	9	10	11	12	13	14	
	十六	15	16	17	18△	19△	20△	21	18/12學校旅行 19/12 家長日(一) 20/12聯歡會暨頒獎禮
	十七	22	23	24	25*	26*	27	28	23/12-1/1 聖誕及新年假期共10天
	十八	29	30	31					
2025 一月	十八				1*	2	3	4	
	十九	5	6	7	8	9	10	11	
	二十	12	13	14	15	16	17	18	
	廿一	19	20	21	22	23△	24	25	20/1東華三院聯校專業發展日 23/1華服日暨演森年宵市場
	廿二	26	27	28	29*	30*	31*		24/1-4/2 農曆新年假期共12天
附註	1. 除本校曆表規定外，學校如因特別事故而放假或停課，必會事先以書面通知家長及學生。								
	2. 本校曆表中" X "表示學校假期，" * "表示公眾假期，" △ " 表示特別事項，" # "表示考試日。								
	3. 如有更新版，本校將透過學校網頁發放。								

月份	週次	星期							行事要目
		日	一	二	三	四	五	六	
2025 二月	一							1	
	二	2	3	4	5△	6	7	8	5/2 下學期開始
	三	9	10	11	12	13	14	15△	15/2足球同樂日
	四	16	17	18△	19△	20△	21	22	18/2-20/2及24/2(下午)溫習周(二)
	五	23	24△	25	26#	27#	28#		26/2-3/3總評周二(P.1-6)
三月	五							1	
	六	2	3#	4	5△	6△	7△	8△	5/3-7/3小六畢業教育營 8/3家教會步行籌款
	七	9	10	11	12	13	14	15	
	八	16	17	18	19	20	21	22	
	九	23	24	25	26	27	28	29	
四月	十	30	31						
	十			1	2	3△	4*	5	3/4家長日(二) 4/4 清明節假期1天
	十一	6	7	8	9△	10△	11	12	9/4頒獎禮(二) 10/4校本運動會 11/4校本運動會翌日假期
	十二	13	14	15	16	17△	18*	19*	17/4世界閱讀日暨復活節活動 18/4-26/4 復活節假期9天
	十三	20	21*	22	23	24	25	26	
五月	十四	27	28	29	30				
	十四					1*	2	3	1/5 勞動節假期1天
	十五	4	5*	6	7	8△	9△	10	5/5 佛誕假期1天 8/5或9/5小三TSA(視訊及說話)
	十六	11	12	13△	14	15△	16△	17	13/5小三TSA後備日 15/5或16/5小六TSA(視訊及說話)
	十七	18	19	20△	21	22	23	24	20/5小六TSA後備日
六月	十八	25	26	27	28	29△	30△	31*	29/5及2/6-4/6(下午)溫習周(三) 30/5端午節活動 31/5 端午節假期1天
	十九	1	2△	3△	4△	5△	6	7	5/6東華三院小學聯校畢業典禮
	二十	8	9#	10#	11#	12#	13	14	9/6-12/6 總評周三(P.1-6)
	廿一	15	16△	17△	18	19	20△	21	16/6-17/6小三、小六TSA數學及中英紙筆 20/6 Party Day
	廿二	22	23△	24△	25	26	27△	28	23/6小三、小六TSA後備日 23/6 STEAM Day 24/6起試後活動(半日上課) 27/6 頒親恩晚會 27/6才藝表演暨POWER-up「森」動課程成果分享會
七月	廿三	29	30						
	廿三			1*	2	3	4△	5	1/7 香港特別行政區成立紀念日假期1天 4/7小六畢業禮暨小一至五結業禮
	廿四	6	7	8△	9	10△	11△	12	8/7中學學位分配結果公佈 10/7散學禮 10/7-11/7中一註冊
	廿五	13	14	15△	16	17	18	19	11/7-30/8 暑假共51日
		20	21	22	23	24	25	26	15/7中一入學前學科測驗
八月		27	28	29	30	31			
							1	2	
		3	4	5	6	7	8	9	
		10	11	12	13	14	15	16	
		17	18	19	20	21	22	23	
		24	25	26	27	28	29	30	
		31							

二零二四至二零二五年度校曆

月份	日 一 二 三 四 五 六	周次	假 期	學術周 / 學科活動	訓育主題	學校活動
2024 九 月	1 2 [3] 4 5 6 7 8 9 10 11 [12] 13 14 15 16 17 *18 19 20 21 22 23 [24] 25 26 27 28 29 @30	1 2 3	18/9 中秋節翌日	英文日 (26/9) 數學科學術周 (30/9-4/10)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 知止有定 砥節勵行 訓導組 級會	2/9 開學禮 3-6/9 新學年適應周 6/9 Fun! Fun! Fun! 課外活動巡禮 14/9 中六級星期六學堂開始 17/9 敬師日 23/9 四社會員大會 26/9 LSTLCW 領袖訓練啟動禮 30/9 班際壁報比賽完成日
十 月	*1 2 3 [4] 5 6 7 8 #9 #10 *11 12 13 14 15 [16] 17 18 19 20 (21) (22) 23 24 25 26 27 28 29 [30] 31	4 5 6	1/10 國慶日 11/10 重陽節 23/10 陸運會後假期	普通話科： 中二級粵普對譯比賽 經濟科學術周 (8-10/10) 物理、化學、生物及 科學科學術周 (15-18/10) 中文科學術周 (28-31/10)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 知止有定 砥節勵行 訓導組 級會	3/10 領袖生就職典禮 4/10 活動課開始 9-10/10 社際排球比賽(高級組) 14-16/10 上學期統測(中一及中二級) 14-17/10 上學期統測(中三級) 21,22/10 陸運會初賽及決賽 24/10 精神健康日 24-29/10 健康生活周
十一月	1 2 3 4 5 6 7 [8] 9 10 11 12 13 14 15 16 17 18 [19] 20 21 22 23 24 25 26 27 [28] 29 30	7 8 9		圖書館科活動：上學期作家講座 圖書館科活動：書展 普通話科：中三級標語創作比賽 歷史科學術周(4-6/11) 音樂科學術周(7-11/11) 英文科學術周(25-28/11)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 明德惟馨 存眷顧念 輔導組	12/11 候選學生會諮詢大會 14/11 上學期家長座談會 18/11 學生會周年大會 29/11 上學期活動完結
十二月	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 (20) 21 22 23 24 *25 *26 27 28 29 30 31		23/12-1/1 聖誕節及新年假期	普通話科： 中一級拼音字卡設計比賽	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 明德惟馨 存眷顧念 輔導組	2/12 上學期三好學生獎勵計劃頒獎禮 4-6/12 考試前特別上課時間表 (2:30 p.m.放學) 9-19/12 上學期考試 (中一至中六級) 20/12 聖誕聯歡
2025 一 月	*1 [2] 3 4 5 6 7 8 9 (10) 11 12 13 [14] 15 #16 17 (18) 19 (20) 21 22 23 (24) 25 26 27 28 *29 *30 *31	10 11	1/1 一月一日 27/1-5/2 農曆新年假期	普通話科學術周 (7-9/1) 中國歷史科學術周 (13-15/1) 視覺藝術科學術周 (21-23/1)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 志在千里 奮發有為 生涯規劃教育組	2-6/1 生涯規劃教育周 7/1 拍攝班照 10/1 周年旅行 16/1 社際音樂比賽 18,20/1 家長日暨學習成果展示日 24/1 聯校教師發展日
二 月	1 2 3 4 5 [6] 7 8 9 10 11 12 13 14 15 16 [17] 18 #19 20 21 22 23 24 25 [26] 27 (28)	12 13 14		普通話科： 中一級繞口令比賽 地理科學術周 (11-13/2) 英文日 (20/2) 公社系列學術周 (24-27/2)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 志在千里 奮發有為 生涯規劃教育組	11-21/2 中六級模擬考試 24/2-11/3 中六級試卷評講 19/2 社際戲劇比賽 28/2 聯校田徑運動會初賽
說明： [] 循環週第一天 * 公眾假期 — 學校假期 () 學校活動日 # 社際比賽 @ 班際比賽						

二零二四至二零二五年度校曆

月份	日 一 二 三 四 五 六	周次	假 期	學術周 / 學科活動	訓育主題	學校活動
2024 九 月	1 2 [3] 4 5 6 7 8 9 10 11 [12] 13 14 15 16 17 *18 19 20 21 22 23 [24] 25 26 27 28 29 @30	1 2 3	18/9 中秋節翌日	英文日 (26/9) 數學科學術周 (30/9-4/10)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 知止有定 砥節勵行 訓導組 級會	2/9 開學禮 3-6/9 新學年適應周 6/9 Fun! Fun! Fun! 課外活動巡禮 14/9 中六級星期六學堂開始 17/9 敬師日 23/9 四社會員大會 26/9 LSTLCW 領袖訓練啟動禮 30/9 班際壁報比賽完成日
十 月	*1 2 3 [4] 5 6 7 8 #9 #10 *11 12 13 14 15 [16] 17 18 19 20 (21) (22) 23 24 25 26 27 28 29 [30] 31	4 5 6	1/10 國慶日 11/10 重陽節 23/10 陸運會後假期	普通話科： 中二級粵普對譯比賽 經濟科學術周 (8-10/10) 物理、化學、生物及 科學科學術周 (15-18/10) 中文科學術周 (28-31/10)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 知止有定 砥節勵行 訓導組 級會	3/10 領袖生就職典禮 4/10 活動課開始 9-10/10 社際排球比賽(高級組) 14-16/10 上學期統測(中一及中二級) 14-17/10 上學期統測(中三級) 21,22/10 陸運會初賽及決賽 24/10 精神健康日 24-29/10 健康生活周
十一月	1 2 3 4 5 6 7 [8] 9 10 11 12 13 14 15 16 17 18 [19] 20 21 22 23 24 25 26 27 [28] 29 30	7 8 9		圖書館科活動：上學期作家講座 圖書館科活動：書展 普通話科：中三級標語創作比賽 歷史科學術周(4-6/11) 音樂科學術周(7-11/11) 英文科學術周(25-28/11)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 明德惟馨 存眷顧念 輔導組	12/11 候選學生會諮詢大會 14/11 上學期家長座談會 18/11 學生會周年大會 29/11 上學期活動完結
十二月	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 (20) 21 22 23 24 *25 *26 27 28 29 30 31		23/12-1/1 聖誕節及新年假期	普通話科： 中一級拼音字卡設計比賽	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 明德惟馨 存眷顧念 輔導組	2/12 上學期三好學生獎勵計劃頒獎禮 4-6/12 考試前特別上課時間表 (2:30 p.m.放學) 9-19/12 上學期考試 (中一至中六級) 20/12 聖誕聯歡
2025 一 月	*1 [2] 3 4 5 6 7 8 9 (10) 11 12 13 [14] 15 #16 17 (18) 19 (20) 21 22 23 (24) 25 26 27 28 *29 *30 *31	10 11	1/1 一月一日 27/1-5/2 農曆新年假期	普通話科學術周 (7-9/1) 中國歷史科學術周 (13-15/1) 視覺藝術科學術周 (21-23/1)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 志在千里 奮發有為 生涯規劃教育組	2-6/1 生涯規劃教育周 7/1 拍攝班照 10/1 周年旅行 16/1 社際音樂比賽 18,20/1 家長日暨學習成果展示日 24/1 聯校教師發展日
二 月	1 2 3 4 5 [6] 7 8 9 10 11 12 13 14 15 16 [17] 18 #19 20 21 22 23 24 25 [26] 27 (28)	12 13 14		普通話科： 中一級繞口令比賽 地理科學術周 (11-13/2) 英文日 (20/2) 公社系列學術周 (24-27/2)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 志在千里 奮發有為 生涯規劃教育組	11-21/2 中六級模擬考試 24/2-11/3 中六級試卷評講 19/2 社際戲劇比賽 28/2 聯校田徑運動會初賽
說明： [] 循環週第一天 * 公眾假期 — 學校假期 () 學校活動日 # 社際比賽 @ 班際比賽						

二零二四至二零二五年度校曆

月份	日 一 二 三 四 五 六	周次	假 期	學術周 / 學科活動	訓 育 主 題	學 校 活 動
三 月	2 3 4 (5) 6 7 8 9 10 [11] 12 13 14 15 16 17 18 19 [20] 21 22 23 24 25 26 #27#28 29 30 [31]	15 16 17		普通話科： 中一至中三級普通話閱讀報告比賽 科技教育領域學術周 (10-13/3) 英文日 (27/3)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 克己奉公 立己達人 輔導組 德育、公民及國民教育組	5/3 聯校田徑運動會決賽 10-11/3 誓師大會 17-19/3 下學期統測 (中一及中二級) 17-20/3 下學期統測 (中三級) 24-27/3 關愛共融周 27-28/3 社際排球比賽 (初級組)
四 月	1 2 3 *4 5 6 7 8 9 [10] #11 12 13 14 15 16 17 *18 *19 20 *21 22 23 24 25 26 27 28 [29] 30	18 19	4/4 清明節 18-26/4 復活節假期	圖書館科活動： 下學期作家講座	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 克己奉公 立己達人 輔導組 德育、公民及國民教育組	1/4 香港中學文憑考試第一科開考 11/4 社際烹飪比賽 11/4 中一級家長晚會 29或30/4 中三級全港性系統評估： 說話部分
五 月	*1 2 3 4 *5 6 7 8 9 10 11 [12] 13 14 15 16 17 18 19 20 [21] 22 23 24 25 26 27 28 29 [30] *31	20 21 22	1/5 勞動節 5/5 佛誕 31/5 端午節	體育科學術周 (9-11/4)	弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 剛毅果敢 眸光遼闊 活動組	23/5 下學期活動完結
六 月	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30		18/6 考試特別假期		弘毅寬厚，燃亮 梁中人 LSTLCW 光彩 剛毅果敢 眸光遼闊 活動組	3/6 下學期三好學生獎勵計劃暨 進步獎頒獎典禮 3-5/6 考試前特別上課時間表 (2:30 p.m. 放學) 5-17/6 期終考試 (中三級) 6-20/6 期終考試 (中一、二、四、五級) 14/6 中六級畢業典禮 19-20/6 中三級全港性系統評估： 紙筆部分 23-25/6 評講考試表現 26/6-10/7 試後活動及上課 26/6 升留級會議
七 月	*1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31		1/7 香港特別行政區 成立紀念日 14/7-30/8 暑假			7/7 中六級放榜前輔導日 9-11/7 派發成績表 11/7 結業頒獎禮 16/7 香港中學文憑考試放榜
八 月	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31					19/8 第一次校務會議 1/9/2025 (星期一) 開學禮
說明： [] 循環週第一天 * 公眾假期 — 學校假期 () 學校活動日 # 社際比賽 @ 班際比賽						

School Calendar 2024-2025

MONTH	S	M	T	W	T	F	S	Cycle No.	HOLIDAYS	ACADEMIC WEEKS / ACADEMIC ACTIVITIES	THEME OF THE YEAR (MORAL EDUCATION)	SCHOOL EVENTS				
2024 SEP	1	2	[3]	4	5	6	7	1	18/9 The day following the Chinese Mid-Autumn Festival	English Day (26/9) Mathematics Week (30/9-4/10)	Be Persevering and Broad-Minded; Ignite LSTLCW Individuals' Brilliance Know Your Limits and Act Accordingly Refine Yourself and Polish Your Behaviour Discipline Team Form Teachers Team	2/9 School Opening Ceremony 3-6/9 Adaptation Week 6/9 Fun, fun, fun ECA Parade 14/9 Saturday School (S.6) begins 17/9 Teachers' Day 23/9 House Meeting 26/9 LSTLCW Leadership Training Programme Kick-off Ceremony 30/9 Final Day of the Inter-class Board Display Competition				
	8	9	10	11	[12]	13	14	2								
	15	16	17	*18	19	20	21	3								
	22	23	[24]	25	26	27	28									
	29@30															
OCT			*1	2	3	[4]	5	4	1/10 National Day 11/10 Chung Yeung Festival	Putonghua: S.2 Putonghua-Cantonese Translation Competition Economics Week (8-10/10) STEM Week (15-18/10) Chinese Week (28-31/10)	Be Persevering and Broad-Minded; Ignite LSTLCW Individuals' Brilliance Know Your Limits and Act Accordingly Refine Yourself and Polish Your Behaviour Discipline Team Form Teachers Team	3/10 Prefects' Inauguration Ceremony 4/10 Guided Activity Lesson begins 9-10/10 Inter-House Volleyball Competition (Senior Section) 14-16/10 First Term Uniform Test (S.1-S.2) 14-17/10 First Term Uniform Test (S.3) 21 & 22/10 Athletics Meet (Heat and Final) 24/10 Mental Health Day 24-29/10 Healthy Living Week				
	6	7	8	#9	#10	*11	12	5	23/10 The day following the Athletics Meet							
	13	14	15	[16]	17	18	19									
	20	(21)	(22)	23	24	25	26									
	27	28	29	[30]	31								6			
NOV						1	2	7		Library Activity: First Term Author's Talk Library Activity: Book Exhibition Putonghua: S.3 Slogan Competition History Week (4-6/11) Music Week (7-11/11) English Week (25-28/11)	Be Persevering and Broad-Minded; Ignite LSTLCW Individuals' Brilliance Shine with Your Good Virtues Embrace a Caring Heart Guidance Team	12/11 Consultation Meeting of the Student Union Proposed Cabinet 14/11 First Term Parents' Seminar 18/11 Student Union A.G.M. 29/11 End of the First Term Extra-Curricular Activities				
	3	4	5	6	7	[8]	9									
	10	11	12	13	14	15	16						8			
	17	18	[19]	20	21	22	23									
	24	25	26	27	[28]	29	30							9		
DEC	1	2	3	4	5	6	7		23/12-1/1 Christmas and New Year Holidays	Putonghua: S.1 Pinyin Card Design Competition	Be Persevering and Broad-Minded; Ignite LSTLCW Individuals' Brilliance Shine with Your Good Virtues Embrace a Caring Heart Guidance Team	2/12 First Term Triple "A" Outstanding Students' Award Scheme Ceremony 4-6/12 Pre-Examination Special Timetable (Lessons end at 2:30 p.m.) 9-19/12 First Term Examination (S.1-S.6) 20/12 Christmas Gathering				
	8	9	10	11	12	13	14									
	15	16	17	18	19	(20)	21									
	22	23	24	*25	*26	27	28									
	29	30	31													
2025 JAN			*1	[2]	3	4		10	1/1 The first day of January	Putonghua Week (7-9/1) Chinese History Week (13-15/1) Visual Arts Week (21-23/1)	Be Persevering and Broad-Minded; Ignite LSTLCW Individuals' Brilliance Set High Aspirations Strive Hard to Succeed Life Planning Education Team	2-6/1 Life Planning Education Week 7/1 Class Photo-taking Session 10/1 Annual Outing 16/1 Inter-House Music Competition 18,20/1 Parents' Day and Learning Showcase Day 24/1 Joint School Staff Development Day				
	5	6	7	8	9	(10)	11	11	27/1-5/2 Lunar New Year Holidays							
	12	13	[14]	15	#16	17	(18)									
	19	(20)	21	22	23	(24)	25									
	26	27	28	*29	*30	*31										
FEB						1		12		Putonghua: S.1 Tongue Twister Competition Geography Week (11-13/2) English Day (20/2) Citizenship and Social Development Week (24-27/2)	Be Persevering and Broad-Minded; Ignite LSTLCW Individuals' Brilliance Set High Aspirations Strive Hard to Succeed Life Planning Education Team	11-21/2 S.6 Mock Examination 24/2-11/3 S.6 Mock Examination Feedback 19/2 Inter-House Drama Competition 28/2 Joint School Athletics Meet (Heat)				
	2	3	4	5	[6]	7	8	13								
	9	10	11	12	13	14	15									
	16	[17]	18	#19	20	21	22									
	23	24	25	[26]	27	(28)							14			
Key:	[]	Cycle Day 1							*	Public Holiday			—	School Holiday		
	()	School Activity							#	Inter-House Competition			@	Inter-Class Competition		

Key: [] Cycle Day 1 * Public Holiday — School Holiday
() School Activity # Inter-House Competition @ Inter-Class Competition

School Calendar 2024-2025

MONTH	S	M	T	W	T	F	S	Cycle No.	HOLIDAYS	ACADEMIC WEEKS / ACADEMIC ACTIVITIES	THEME OF THE YEAR (MORAL EDUCATION)	SCHOOL EVENTS
MAR	2	3	4	(5)	6	7	8	15		Putonghua: S.1-S.3 Putonghua Book Report Competition Technology Education Week: ICT, DAT & HE (10-13/3) English Day (27/3)	Be Persevering and Broad-Minded; Ignite LSTLCW Individuals' Brilliance Exercise Self-Restraint for the Public Good Build Yourself and Others Guidance Team Moral, Civic and National Education Team	5/3 Joint School Athletics Meet (Final) 10-11/3 Pledging Ceremony 17-19/3 Second Term Uniform Test (S.1-S.2) 17-20/3 Second Term Uniform Test (S.3) 24-27/3 Caring and Harmonious Week 27-28/3 Inter-House Volleyball Competition (Junior Section)
	9	10	[11]	12	13	14	15	16				
	16	17	18	19	[20]	21	22					
	23	24	25	26	#27	#28	29	17				
	30	[31]										
APR			1	2	3	*4	5	18	4/4 Ching Ming Festival	Library Activity: Second Term Author's Talk	Be Persevering and Broad-Minded; Ignite LSTLCW Individuals' Brilliance Exercise Self-Restraint for the Public Good Build Yourself and Others Guidance Team Moral, Civic and National Education Team	1/4 HKDSE Public Examination begins 11/4 Inter-House Cookery Competition 11/4 S.1 Parents' Evening 29 or 30/4 S.3 TSA (Speaking Assessments)
	6	7	8	9	[10]	#11	12		18-26/4 Easter Holidays			
	13	14	15	16	17	*18	*19	19				
	20	*21	22	23	24	25	26					
	27	28	[29]	30								
MAY					*1	2	3	20	1/5 Labour Day	Physical Education Week (9-11/4)	Be Persevering and Broad-Minded; Ignite LSTLCW Individuals' Brilliance Be Resolute and Courageous Broaden Your Horizons Activities Team	23/5 End of the Second Term Extra-Curricular Activities
	4	*5	6	7	8	9	10	21	5/5 The Birthday of the Buddha			
	11	[12]	13	14	15	16	17	22	31/5 Tuen Ng Festival			
	18	19	20	[21]	22	23	24					
	25	26	27	28	29	[30]	*31					
JUN	1	2	3	4	5	6	7				Be Persevering and Broad-Minded; Ignite LSTLCW Individuals' Brilliance Be Resolute and Courageous Broaden Your Horizons Activities Team	3/6 Second Term Triple 'A' Outstanding Students' Award Scheme cum Best Improvement Award Ceremony 3-5/6 Pre-Examination Special Timetable (Lessons end at 2:30 p.m.) 5-17/6 Final Examination (S.3) 6-20/6 Final Examination (S.1, S.2, S.4 & S.5) 14/6 Graduation Ceremony 19-20/6 S.3 TSA (Written Assessments) 23-25/6 Final Examination Feedback 26/6-10/7 Post-Examination Activities and Lessons Promotion Meeting
	8	9	10	11	12	13	14		18/6 Special Holiday for the Final Examination			
	15	16	17	18	19	20	21					
	22	23	24	25	26	27	28					
	29	30										
JUL			*1	2	3	4	5		1/7 HKSAR Establishment Day			7/7 Counselling Day for S.6 9-11/7 Issuing Report Cards 11/7 Prize-Giving Ceremony 16/7 HKDSE Public Examination Results are to be released
	6	7	8	9	10	11	12		14/7-30/8 Summer Holidays			
	13	14	15	16	17	18	19					
	20	21	22	23	24	25	26					
	27	28	29	30	31							
AUG						1	2					19/8 First Staff Meeting
	3	4	5	6	7	8	9					1/9/2025 School Opening (Monday) Ceremony
	10	11	12	13	14	15	16					
	17	18	19	20	21	22	23					
	24	25	26	27	28	29	30					
	31											
Key: [] Cycle Day 1 * Public Holiday — School Holiday () School Activity # Inter-House Competition @ Inter-Class Competition												

聖公會青衣主恩小學 2024 年度上學期校曆表

週次	月份	星 期						摘 要	
		日	一	二	三	四	五		六
1	2024 九 月	1	2	3	4	5	6	7	2/9 開學日 2-6/9 開學週
2		8	9	10	11	12	13	14	9/9 開始正常上課
3		15	16	17	18	19	20	21	18/9 中秋節翌日假期(1 天)
4		22	23	24	25	26	27	28	
5		29	30						
6	十 月			1	2	3	4	5	1/10 國慶日假期(1 天)；4/10 小一家長晚會
7		6	7	8	9	10	11	12	11/10 重陽節假期(1 天)
8		13	14	15	16	17	18	19	
9		20	21	22	23	24	25	26	
10		27	28	29	30	31			
11	十一 月						1	2	
12		3	4	5	6	7	8	9	
13		10	11	12	13	14	15	16	12-15/11 第一段考(小六呈分試)
14		17	18	19	20	21	22	23	22/11 教師發展日
15		24	25	26	27	28	29	30	28/11 校運會；29/11 校運會翌日假期
16	十二 月	1	2	3	4	5	6	7	
17		8	9	10	11	12	13	14	11/12 P1-6 家長日(派成績表)；P5 升中前瞻家長講座；P6 自行分配學位家長講座
18		15	16	17	18	19	20	21	19/12 English Fun Day；20/12 聖誕節崇拜及聖誕聯歡會
19		22	23	24	25	26	27	28	23/12-1/1 聖誕節及新年假期(10 天)
20		29	30	31					
21	2025 一 月				1	2	3	4	
22		5	6	7	8	9	10	11	6/1 學校旅行；7/1 學校旅行翌日假期 10/1 小四深圳之旅
23		12	13	14	15	16	17	18	18/1 家教會旅行
24		19	20	21	22	23	24	25	24/1-5/2 農曆新年假期(13 天)
25		26	27	28	29	30	31		

聖公會青衣主恩小學 2024 年度下學期校曆表

週次	月份	星 期						摘 要	
		日	一	二	三	四	五		六
	2025							1	
1	二 月	2	3	4	5	6	7	8	6/2 開學日
2		9	10	11	12	13	14	15	
3		16	17	18	19	20	21	22	
4		23	24	25	26	27	28		25-28/2 第二段考(小六呈分試)
5	三 月							1	
6		2	3	4	5	6	7	8	6/3 中華文化便服日
7		9	10	11	12	13	14	15	
8		16	17	18	19	20	21	22	
9		23	24	25	26	27	28	29	
10	四 月	30	31						
11				1	②	3	4	5	2/4 教師進修會 4/4 清明節假期(1 天)
12		6	7	8	9	10	11	12	11/4 P1-6 家長日(派成績表)；統一派位家長講座
13		13	14	15	16	17	18	19	17/4 復活節崇拜；18-26/4 復活節假期(9 天)
14		20	21	22	23	24	25	26	
15	五 月	27	⑳	29	30				28/4 教師發展日
16						1	2	3	1/5 勞動節假期(1 天)
17		4	5	6	7	8	9	10	5/5 佛誕假期(1 天)； 8/5 或 9/5 小三全港性系統評估(視訊及中英文說話評估)
18		11	12	13	14	15	16	17	15/5 或 16/5 小六全港性系統評估(視訊及中英文說話評估)
19		18	19	20	21	22	23	24	
20	六 月	25	26	27	28	29	30	31	31/5 端午節假期(1 天)
21		1	2	3	4	5	6	7	3-6/6 期終試(小五呈分試)
22		8	9	10	11	12	13	14	
23		15	16	17	18	19	20	21	16-17/6 小三及小六全港性系統評估(中英數紙筆評估)；16/6-10/7 試後活動
24		22	23	24	25	26	27	28	23-25/6 畢業宿營； 27/6 STEAM DAY
25	七 月	29	30						
26				1	2	3	4	5	1/7 香港特別行政區成立紀念日假期(1 天)； 2/7 校本國家安全教育日；3/7 畢業感恩崇拜； 4/7 畢業授憑禮
27		6	7	8	9	10	11	12	
28		13	14	15	16	17	18	19	14 /7-30/8 暑假(48 天)
29		20	21	22	23	24	25	26	
30		27	28	29	30	31			

△特別事項 紅字假期 __考試

初稿

週次	月份	星 期							假期及行事備忘	假期 日數	學術比賽 及活動	訓育 中心
		日	一	二	三	四	五	六				
	一 月				1	2	3	4	3/1 25周年感恩崇拜 4/1 校園體驗日暨嘉年華	1		感恩 及 讚 頌
		5	6	7	8	9	10	11	6/1 校園體驗日補假			
		12	13	14	15	16	17	18				
		19	20	21	22	23	24	25	20/1下學期開學日 23/1 中華薈萃日 24/1- 4/2 農曆新年假期	12		
		26	27	28	29	30	31					
	二 月							1				團 結 及 守 望
		2	3	4	5	6	7	8	4/2 教師發展日 6/2 跨學科研習日			
		9	10	11	12	13	14	15	14/2 參觀日			
		16	17	18	19	20	21	22	評估二			
		23	24	25	26	27	28					
	三 月							1				堅 韌 及 展 才
		2	3	4	5	6	7	8	3-6/3 考試二 六年級呈分試			
		9	10	11	12	13	14	15				
		16	17	18	19	20	21	22				
		23	24	25	26	27	28	29				
		30	31									
	四 月			1	2	3	4	5	2/4 聖公宗小學教師發展日 4/4 清明節	2		虛 懷 及 渴 慕
		6	7	8	9	10	11	12	12/4 家長日 (P.1-5)			
		13	14	15	16	17	18	19	15/4 復活節崇拜 17/4 -28/4 復活節假期	12		
		20	21	22	23	24	25	26				
		27	28	29	30							
	五 月					1	2	3	1/5 勞動節	1		睿 思 及 互 勉
		4	5	6	7	8	9	10	5/5 佛誕 8/5 或 9/5 TSA(P.3) 說話、視訊評估	1		
		11	12	13	14	15	16	17	15/5 或 16/5 TSA(P.6) 說話、視訊評估			
		18	19	20	21	22	23	24	評估三			
		25	26	27	28	29	30	31	31/5 端午節 聯校畢業禮 (待定)	1	數學比賽	
	六 月	1	2	3	4	5	6	7	3-6/6 考試三 五年級呈分試			敬 師 及 集 萃
		8	9	10	11	12	13	14	9-13/6 宗教週		資訊科技比賽	
		15	16	17	18	19	20	21	16/6及 17/6 TSA 紙筆評估 P.3及P.6			
		22	23	24	25	26	27	28	25-27/6 畢業營 26-27/6,30/6,3/7及8/7 試後活動日(半天)			
		29	30									
	七 月			1	2	3	4	5	1/7 香港特別行政區成立紀念日 2/7畢業崇拜及畢業聚餐 4/7 六年級畢業典禮綵排日 5/7 六年級畢業典禮	1		
		6	7	8	9	10	11	12	7/7 結業頒獎禮綵排日 8/7 公佈升中派位結果 9/7 結業頒獎禮 10/7 散學禮 11/7 全方位多元學習日			
		13	14	15	16	17	18	19	14/7 - 30/8 暑假	48		
		20	21	22	23	24	25	26				
		27	28	29	30	31						
	八 月						1	2				
		3	4	5	6	7	8	9				
		10	11	12	13	14	15	16				
		17	18	19	20	21	22	23				
		24	25	26	27	28	29	30				
		31										

2024-2025 學生行事曆 (9-2 月)

月份	循環週次	月訓	日	一	二	三	四	五	六	假期	評估 / 注意事項
九月	1	堅毅	1 X	② DS	③ DS	④ DS	⑤ DS	⑥ D1	7	9/9 怡雅 Fun+嘉年華補假 18/9 中秋節後翌日	2/9 開學日 5/9 開學祈禱會 7/9 怡雅 Fun+嘉年華 30/9 國慶升旗禮 30/9 滿月壽星
			8 X	9 X	⑩ D2	⑪ D3	12 D4	13 D5	14		
	2		15 X	16 D6	17 D1	18 X	19 D2	20 D3	21		
	3		22 X	23 D4	24 D5	25 D6	26 D1	27 D2	28		
			29 X	30 D3							
十月		國民身份認同			1 X	2 D4	3 D5	4 D6	5	1/10 國慶日 11/10 重陽節	4/10 課外活動開始 8/10 輔導課開始 19/10 家長會
	4		6 X	7 D1	8 D2	9 D3	10 D4	11 X	12		
	5		13 X	14 D5	15 D6	16 D1	17 D2	18 D3	19		
	6		20 X	21 D4	22 D5	23 D6	24 D1	25 D2	26		
			27 X	28 D3	29 D4	30 D5	31 D6				
十一月	7	自律守規						1 D1	2	22/11 教師發展日	7-8, 11-12/11 P.1 進展性評估 P.2-P.5 第一次考試 P.6 呈分試 13/11 試後活動 14/11 開心班房日 21/11 學校旅行
			3 X	4 D2	5 D3	6 D4	⑦ DS	⑧ DS	9		
			10 X	⑪ DS	⑫ DS	⑬ DS	⑭ DS	15 D5	16		
	8		17 X	18 D6	19 D1	20 D2	⑲ DS	22	23		
	9		24 X	25 D3	26 D4	27 D5	28 D6	29 D1	30		
十二月		仁愛	1 X	2 D2	3 D3	4 D4	5 D5	6 D6	7	23/12-1/1 聖誕節及新年假期	4/12 國家憲法日升旗禮 6/12 聖誕課室佈置 9/12 小六自行分配學位家長會 14/12 小六升中面談 20/12 聖誕祈禱禮暨聯歡會
	10		8 X	9 D1	10 D2	11 D3	12 D4	13 D5	14		
	11		15 X	16 D6	17 D1	18 D2	19 D3	⑳ DS	21		
			22 X	23 X	24 X	25 X	26 X	27 X	28		
			29 X	30 X	31 X						
一月		誠信				1 X	2 D4	3 D5	4	13/1 怡雅中華文化日補假 27/1-6/2 農曆新年假期	4/1 小一至小五家長日 11/1 中華文化學習日 24/1 下學期開始
	12		5 X	6 D6	7 D1	8 D2	9 D3	10 D4	11		
	13		12 X	13 X	14 D5	15 D6	16 D1	17 D2	18		
	1		19 X	20 D3	21 D4	22 D5	23 D6	24 D1	25		
			26 X	27 X	28 X	29 X	30 X	31 X			
二月		勤勞							1 X	7/2 教師發展日 24/2 家教會親子一天遊補假	15/2 家教會會員大會 23/2 家教會親子一天遊
			2 X	3 X	4 X	5 X	6 X	7	8		
			9 X	10 D2	11 D3	12 D4	13 D5	14 D6	15		
	2		16 X	17 D1	18 D2	19 D3	20 D4	21 D5	22		
	3		23 X	24 X	25 D6	26 D1	27 D2	28 D3			

2024-2025 學生行事曆 (3-7 月)

月份	循環週次	月訓	日	一	二	三	四	五	六	假期	評估 / 注意事項
三月		尊重他人							1		6-7, 10-11/3 P.1-P.5 第二次考試 P.6 呈分試 12/3 全方位活動日 13/3 試後活動 12/3-13/3 小四內地考察團 18/3 主保瞻禮日暨校慶日 19/3-23/3 姊妹學校跨境交流 19-21/3 小六教育營 24/3 四旬期活動及愛心午餐
			2	3 D4	4 D5	5 D6	⑥ DS	⑦ DS	8		
	4		9	⑩ DS	⑪ DS	⑫ DS	⑬ DS	14 D1	15		
			16	17 D2	⑱ DS	19 D3	20 D4	21 D5	22		
	5		23	24 D6	25 D1	26 D2	27 D3	28 D4	29		
			30	31 D5							
四月	6	團結			1 D6	2 D1	③ DS	4	5	4/4 清明節 16-26/4 復活節假期	3/4 校運會 10/4 小六升中選校家長會 12/4 小一至小五家長日 12/4 小六升中選校家長面談 15/4 English Reading Day 15/4 全民國家安全教育日活動暨升旗禮 30/4 小五呈分考試家長會
			6	7 D2	8 D3	9 D4	10 D5	11 D6	12		
	7		13	14 D1	15 DS	16	17	18	19		
			20	21	22	23	24	25	26		
			27	28 D2	29 D3	30 D4					
五月		孝親					1	2	3	1/5 勞動節 2/5 教師發展日 5/5 佛誕 31/5 端午節	29/5 輔導課最後一課 30/5 課外活動最後一課
	8		4	5	6 D5	7 D6	8 D1	9 D2	10		
	9		11	12 D3	13 D4	14 D5	15 D6	16 D1	17		
			18	19 D2	20 D3	21 D4	22 D5	23 D6	24		
	10		25	26 D1	27 D2	28 D3	29 D4	30 D5	31		
六月	11	承擔精神	1	2 D6	3 D1	4 D2	⑤ DS	⑥ DS	7		5-6, 9-10/6 P.1-P.4 第三次考試 P.5 呈分試 P.6 畢業評估 16/6-17/6 P.3、P.6TSA 紙筆評估 24/6-26/6 STREAM WEEK 26/6-10/7 試後活動 30/6 特區成立紀念日升旗禮
			8	⑨ DS	⑩ DS	11 D3	12 D4	13 D5	14		
	12		15	⑯ DS	⑰ DS	18 D6	19 D1	20 D2	21		
			22	⑳ DS	㉑ DS	㉒ DS	㉓ DS	㉔ DS	28		
			29	㉕ DS							
七月		感恩珍惜			1	② DS	③ DS	④ DS	5	1/7 特區成立紀念日 16/7-31/8 暑假開始	4/7 畢業綵排 5/7 畢業禮(12/7 後備) 5/7 校友會會員大會 8/7 升中放榜 10-11/7 升中註冊 11/7 才藝繽紛 Show 14/7 結業頒獎禮 15/7 中一入學前香港學科測驗
			6	⑦ DS	⑧ DS	⑨ DS	⑩ DS	⑪ DS	12		
			13	⑭ DS	⑮ DS	16	17	18	19		
			20	21	22	23	24	25	26		
			27	28	29	30	31				



學校假期



學校自決假期



教師發展日



① 半天上課：12：30 放學

DS: 特別日子，上課內容另有安排