Appendix V
Traffic Impact Assessment

Asphalt Plant at Tsing Yi
- Renewal Application A/TY/144

Traffic Impact Assessment

Final Report

April 2025

CTA Consultants Limited
志達顧問有限公司

LIST OF CONTENT

1. INTRODUCTION

1.1 Background

1.1.1 The asphalt 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/144) 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 2010.

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), 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.

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 asphalt 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 CONCLUCION**, 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**. Two existing concrete batching plants (A/TY/149) and (A/TY/143) are adjacent to the Application Site.

2.1.3 A marshalling area located at the southeast of the Site with about 2,000m^2 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 asphalt plant is scheduled to extend is 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/144) 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 daily production capacity is 1,200 tonnes. The hourly maximum production capacity of the asphalt plant is 100 tonnes/hr. 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 for the asphalt plant is about 900m^2. Reference to HKPSG, for industrial use, 1 no. of PC parking space is required for every 1,000 to 1,200m^2 GFA. Therefore, 1 no. of PC parking space is provided.

2.3.2 The following types of parking spaces are provided within the plant to facilitate the operation of the proposed Asphalt Plant:

- 1 no. of private car parking space;
- 8 nos. of waiting/parking spaces within the plant; and
- 8 nos. of Loading/ Unloading Spaces

2.3.3 A marshalling area (share use with A/TY/143) located at the southeast of the Site with about 2,000m^2 will be provided for trucks marshalling and holding trucks

- 7 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	**13%**	**5%**	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 are 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/143	Concrete Batching Plant	240 m^3/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 asphalt 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/143, 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/hr

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.

2030 Reference Flows (without the Plant) = **2025 Observed Flows** x **Adopted Growth Factor (i.e. +1% p.a. for 5 years)** + **Traffic Flows of Proposed Developments at Tsing Yi**

4.4 Development Traffic Flows

4.4.1 It is revealed that this is a renewal application, the asphalt 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/144) 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.
Dump Truck	17 (43)	14 (35)	19 (48)	16 (40)	13 (33)	20 (50)

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

(2) Delivery of raw materials will be carried out during off-peak hours.
The Bitumen tanker will only be required twice a day.
The waste disposal truck and fuel tanker will only be required once per 2-3 days during off peak hours.
Aggregates will be delivered by barge.

5.1.2 The daily max vehicle (PCU) per hour entering the site is 48 pcu/hr, while exiting the site is 50 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 asphalt 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/144) 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.

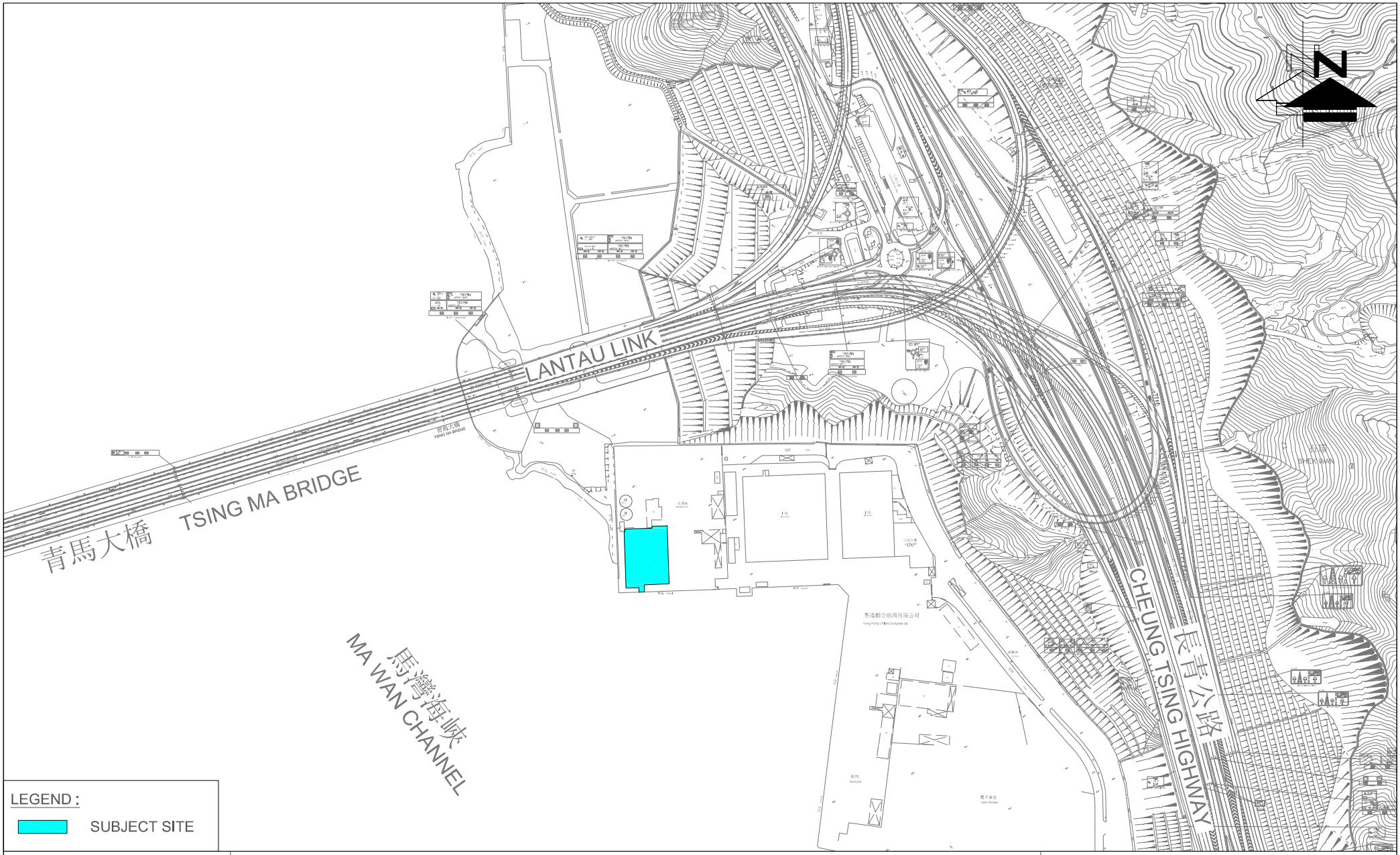
6.1.6 It is noted that the asphalt plant is already operating currently, thus **no additional traffic** would be added to the road network by this plant under this application and 2030 design flows are the same as reference flows. It is noted that growth rate is also applied to the existing trips of 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 asphalt plant at the Application Site is acceptable from traffic engineering view point.



LEGEND :

SUBJECT SITE

FIGURE NO.: 1.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: SITE LOCATION PLAN
SCALE: 1 : 5000 @A4	DATE: 07 FEB 2025

CTA Consultants Limited
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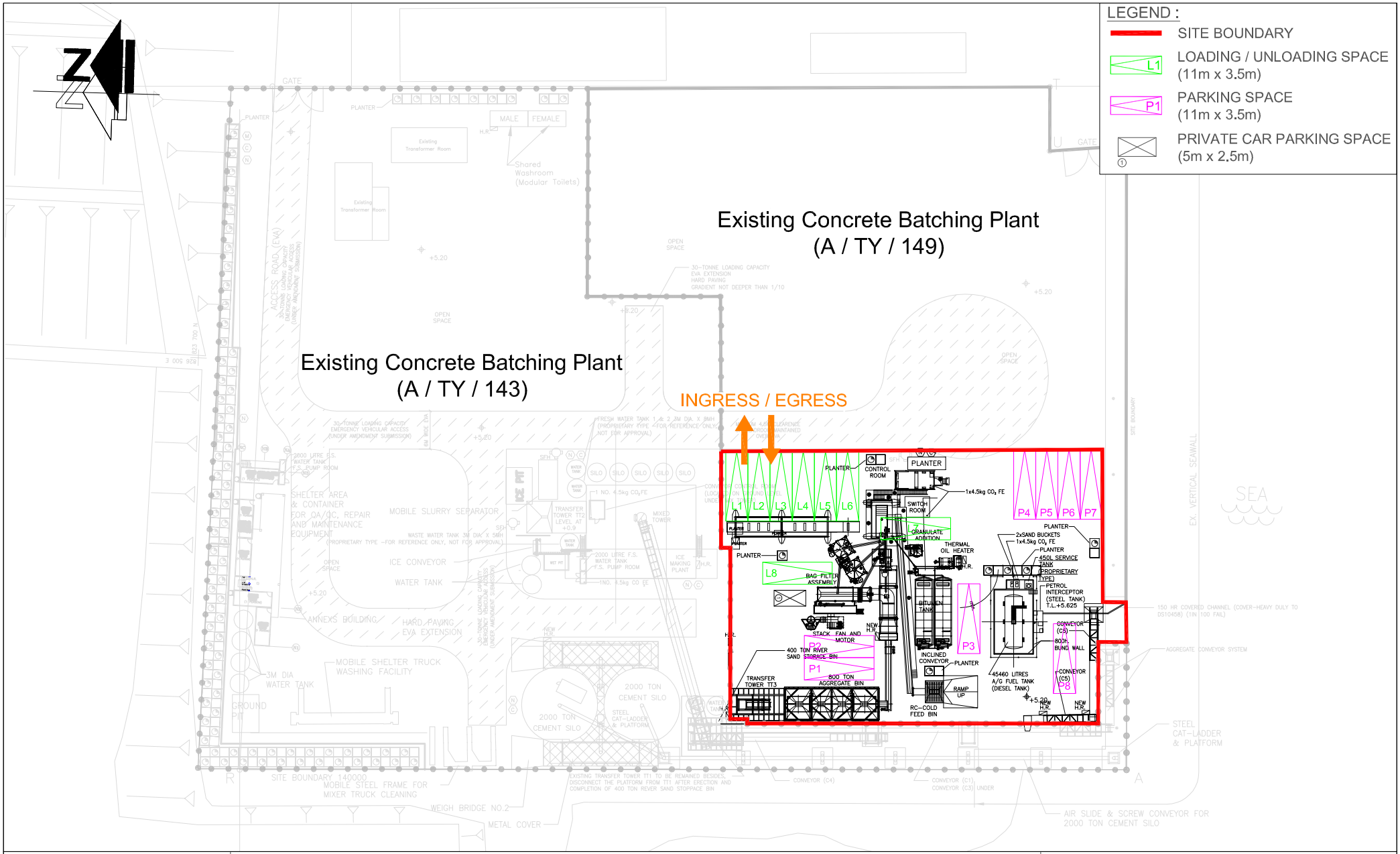

FIGURE NO.: 2.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: LAYOUT PLAN FOR EXISTING ASPHALT PLANT	
SCALE: 1 : 800 @A4	DATE: 08 APR 2025	

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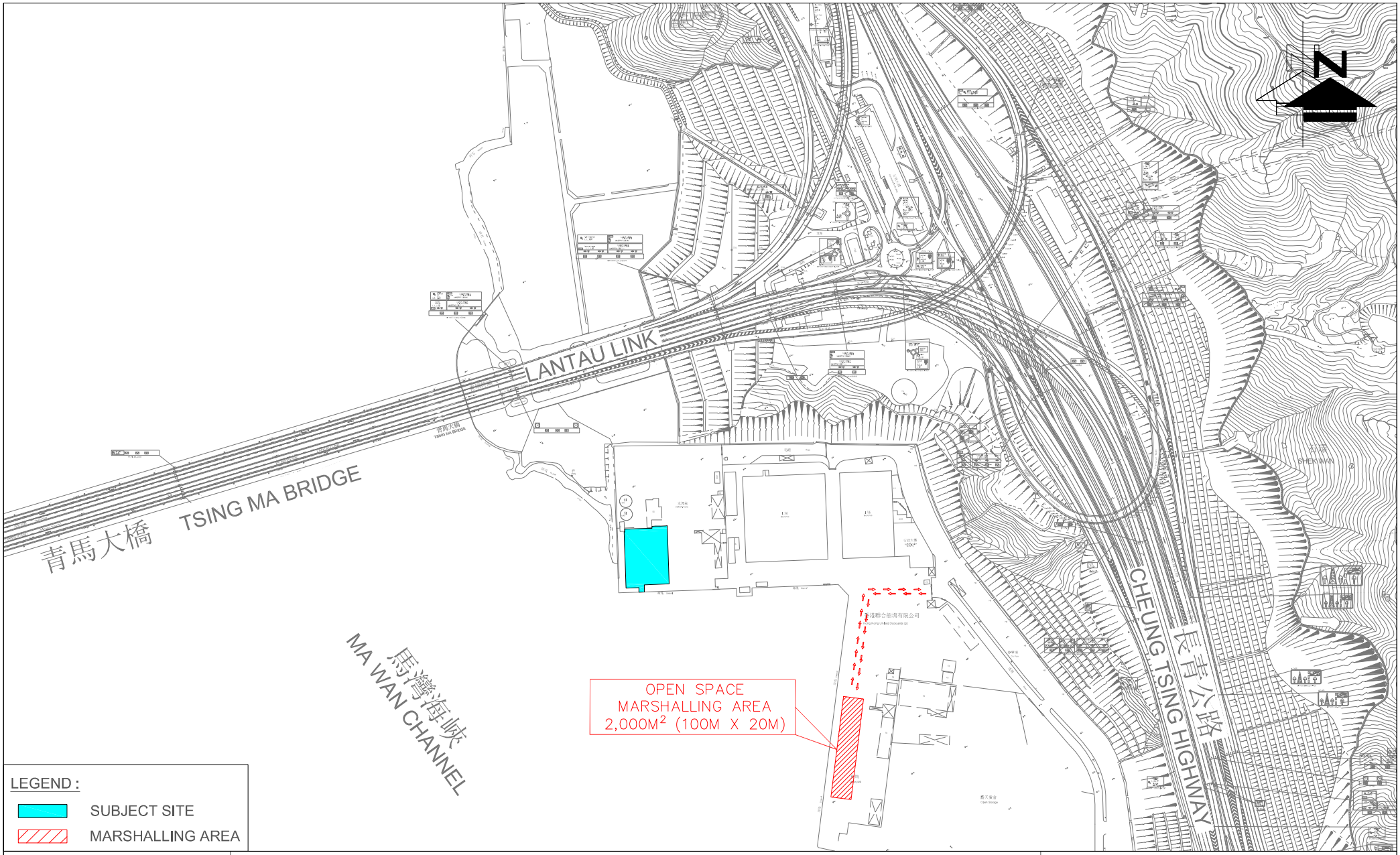

FIGURE NO.: 2.2	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: MARSHALLING AREA
SCALE: 1 : 5000 @A4	DATE: 07 FEB 2025

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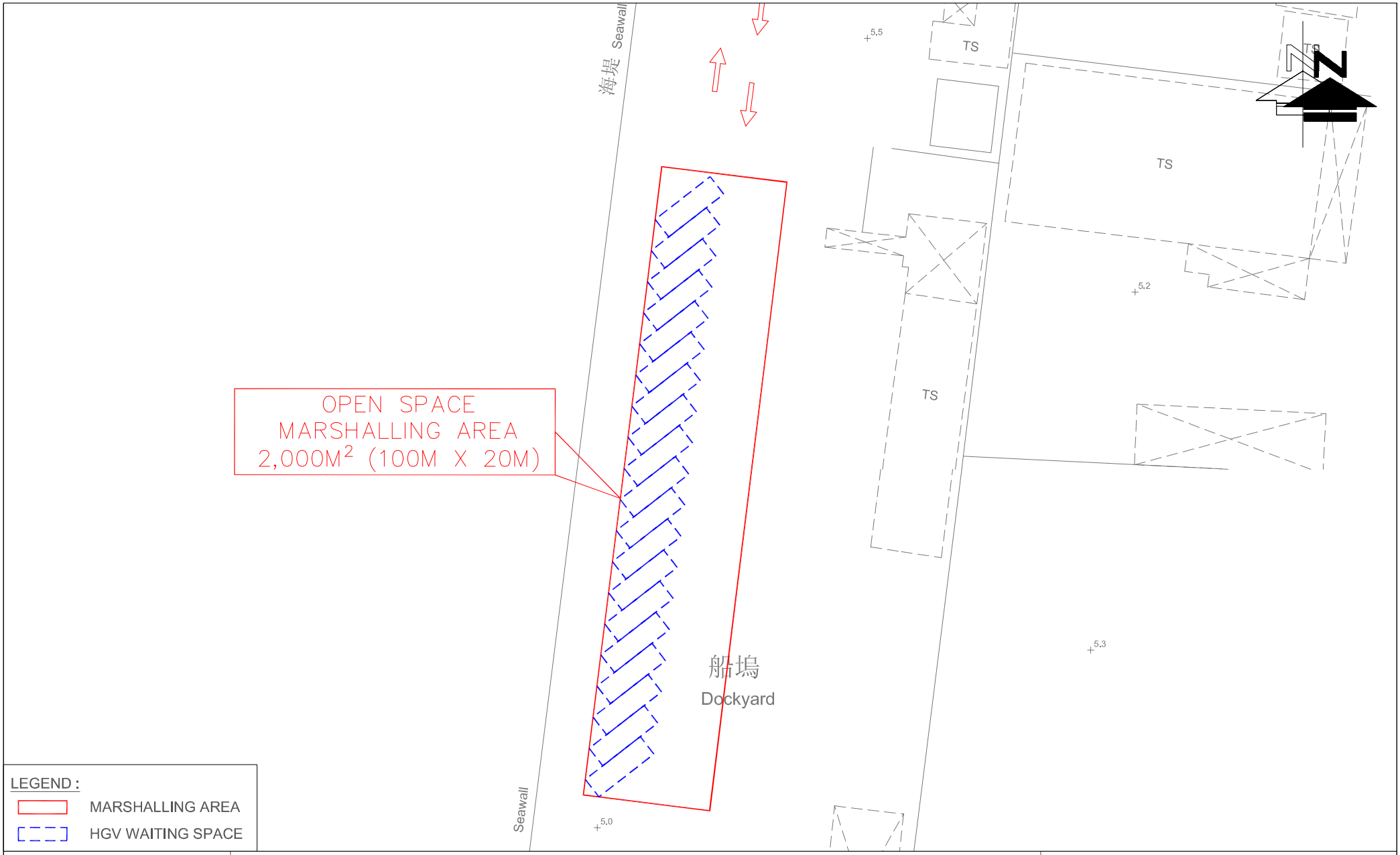

LEGEND :

- MARSHALLING AREA
- HGV WAITING SPACE

FIGURE NO.: 2.3	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: PROPOSED PARKING ARRANGEMENT WITHIN MARSHALLING AREA
SCALE: 1 : 800 @A4	DATE: 14 FEB 2025

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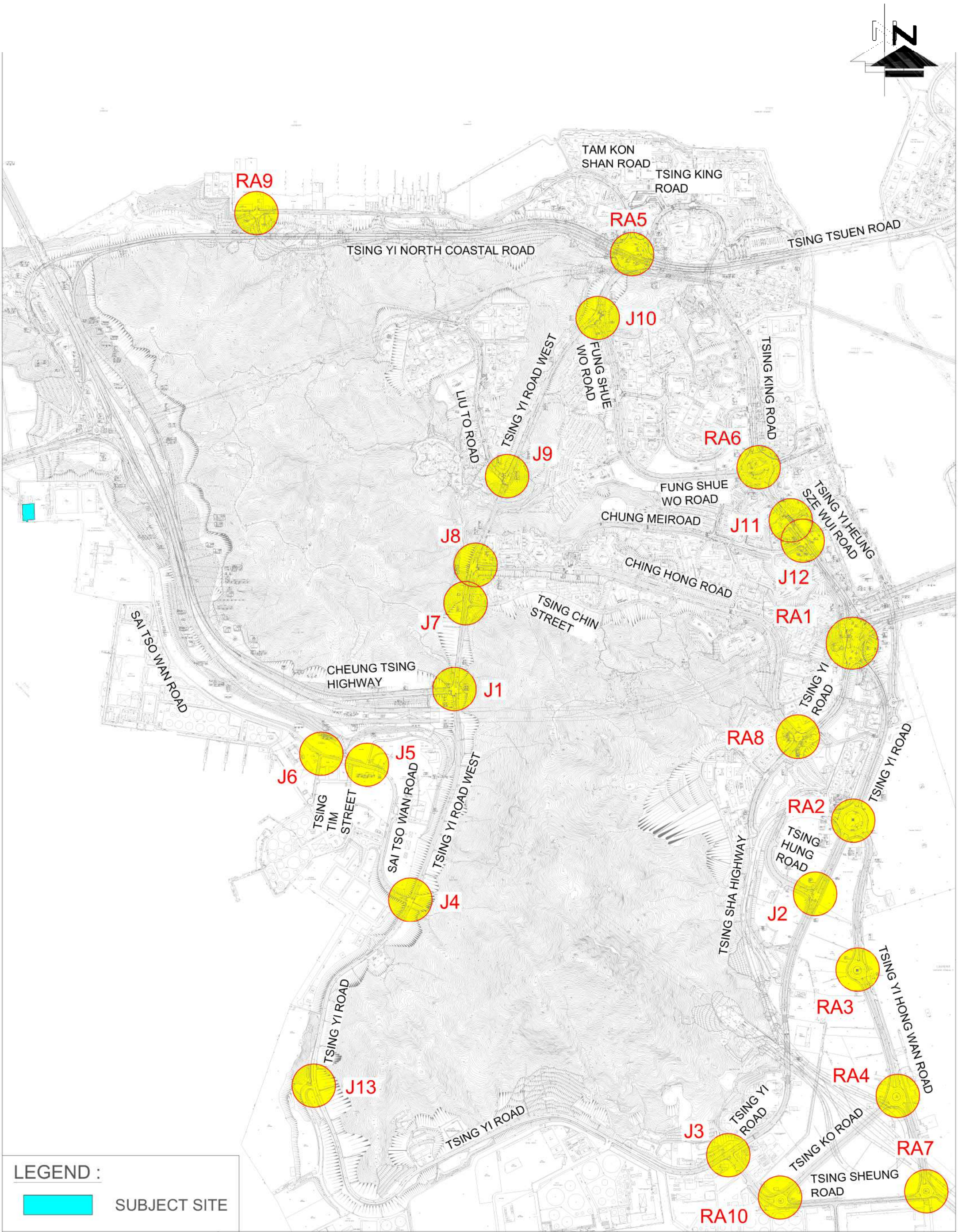

LEGEND :

SUBJECT SITE

FIGURE NO.: 3.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: CRITICAL JUNCTION
SCALE: 1 : 12000 @A3	DATE: 07 FEB 2025

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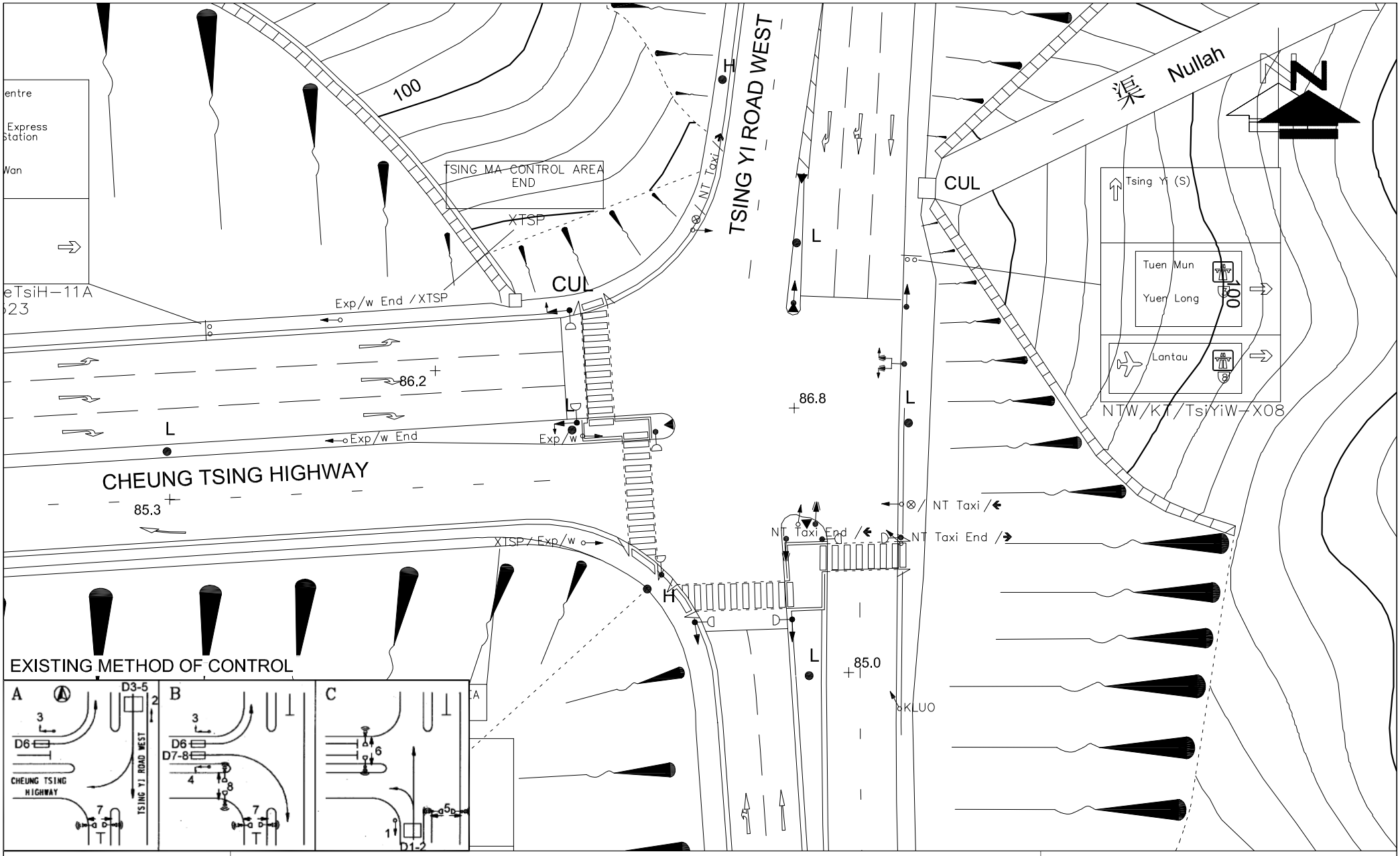

FIGURE NO.: 3.2	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / CHEUNG TSING HIGHWAY (J1)
SCALE: 1 : 500 @A4	DATE: 07 FEB 2025

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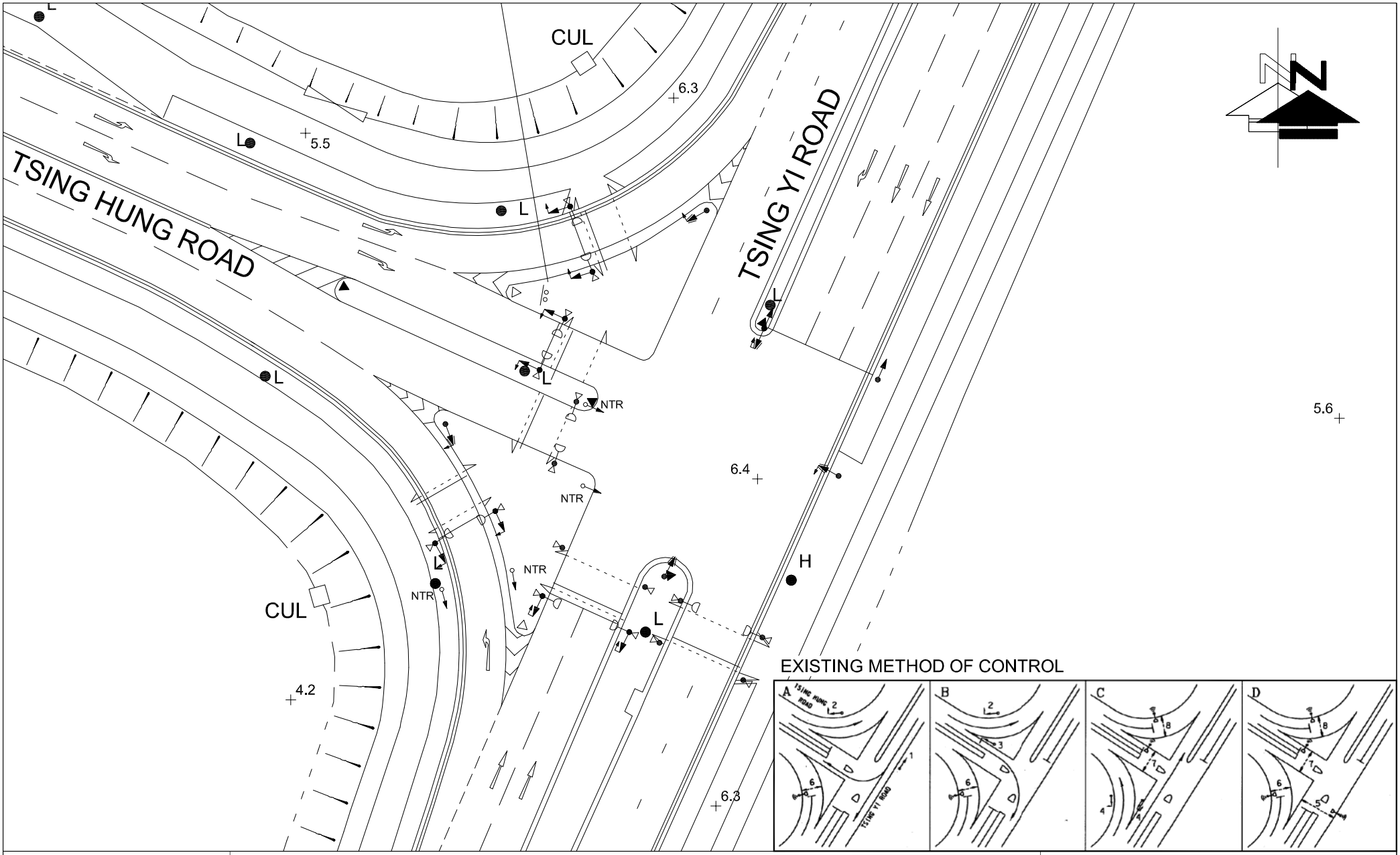

FIGURE NO.: 3.3	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING HUNG ROAD / TSING YI ROAD (J2)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025

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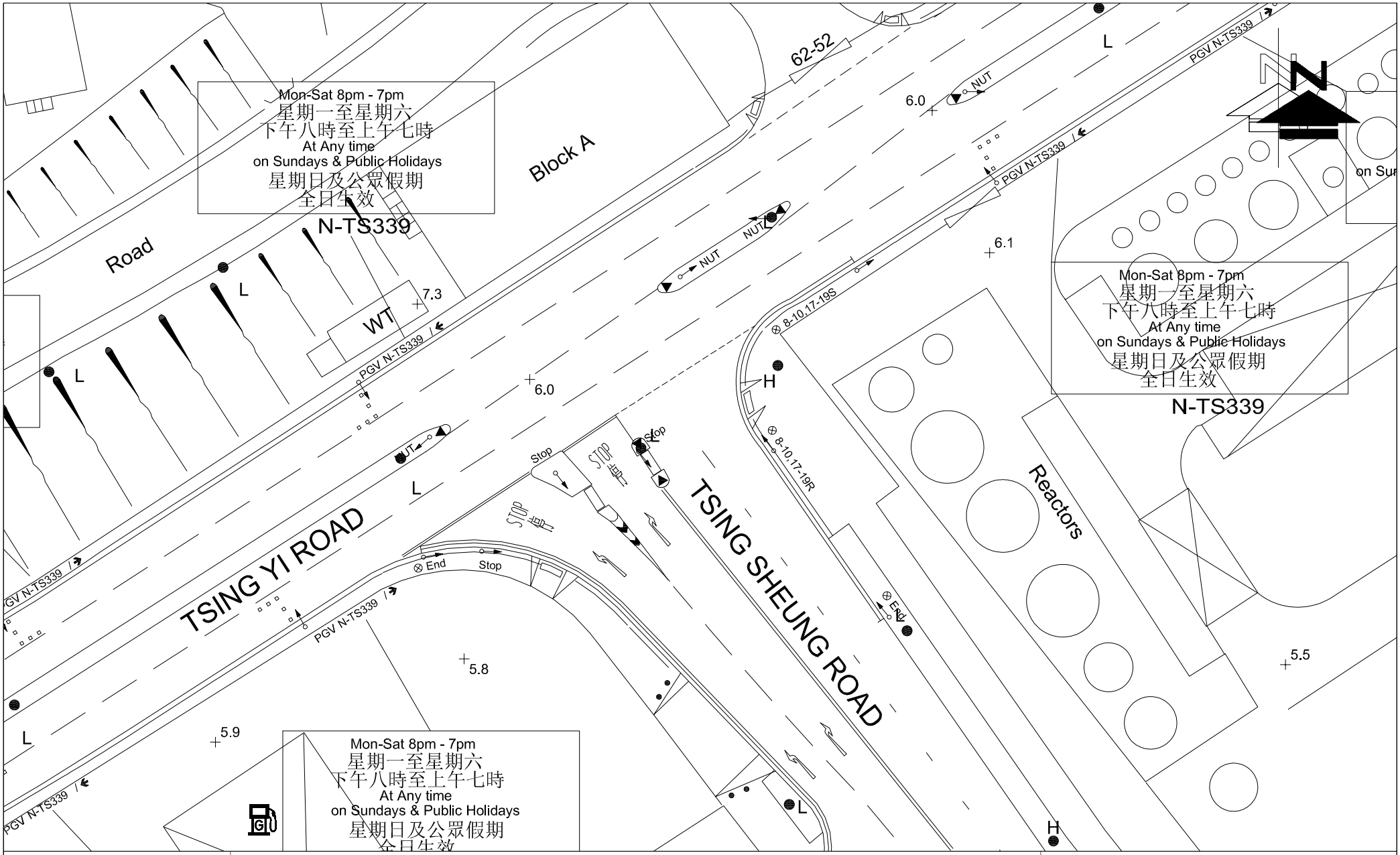

FIGURE NO.: 3.4	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING SHEUNG ROAD / TSING YI ROAD (J3)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025

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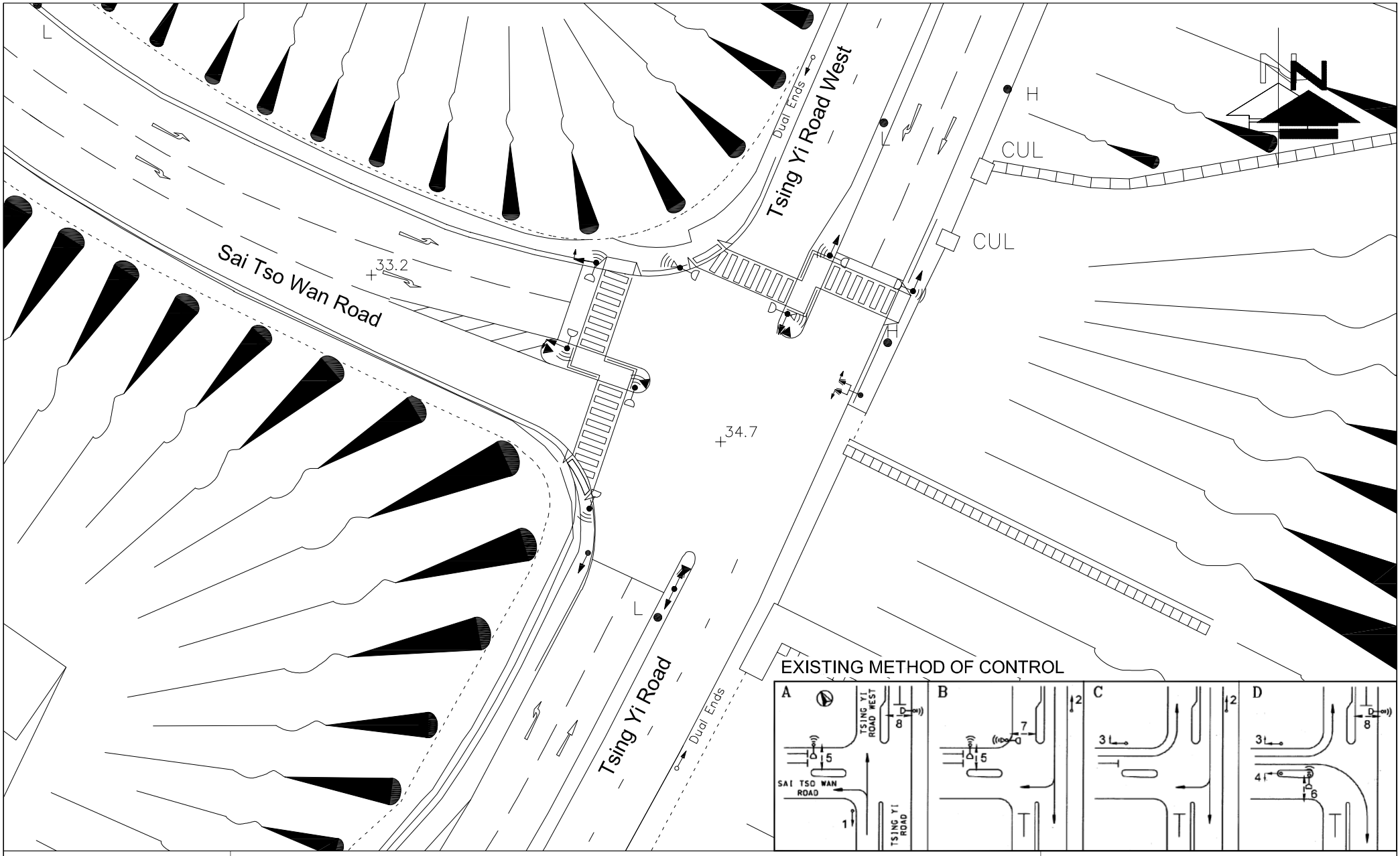

FIGURE NO.: 3.5	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SAI TSO WAN ROAD / TSING YI ROAD WEST / TSING YI ROAD (J4)
SCALE: 1 : 500 @A4	DATE: 07 FEB 2025

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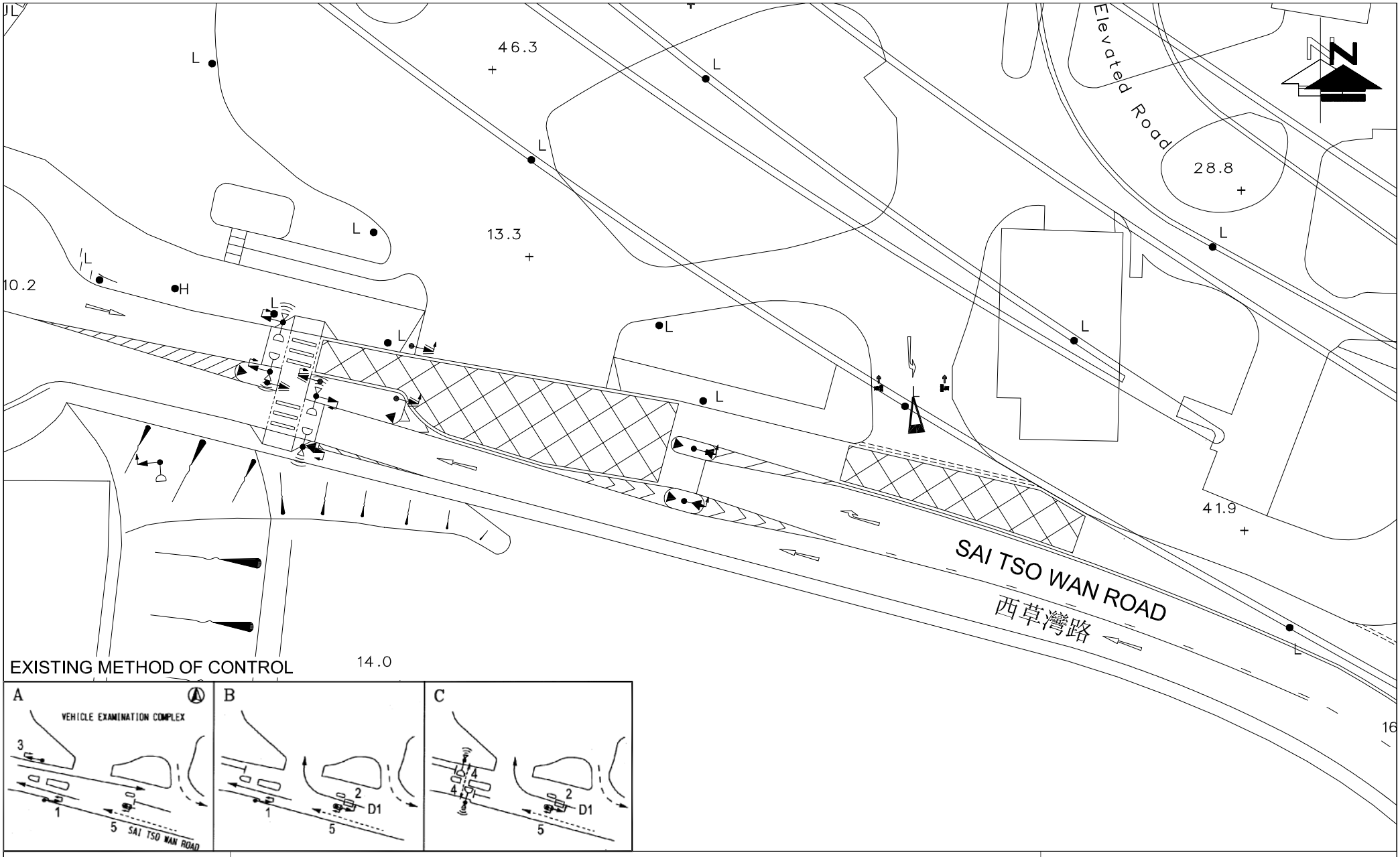

EXISTING METHOD OF CONTROL

FIGURE NO.: 3.6	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF ENTRANCE OF VEC / SAI TSO ROAD (J5)
SCALE: 1 : 500 @A4	DATE: 07 FEB 2025

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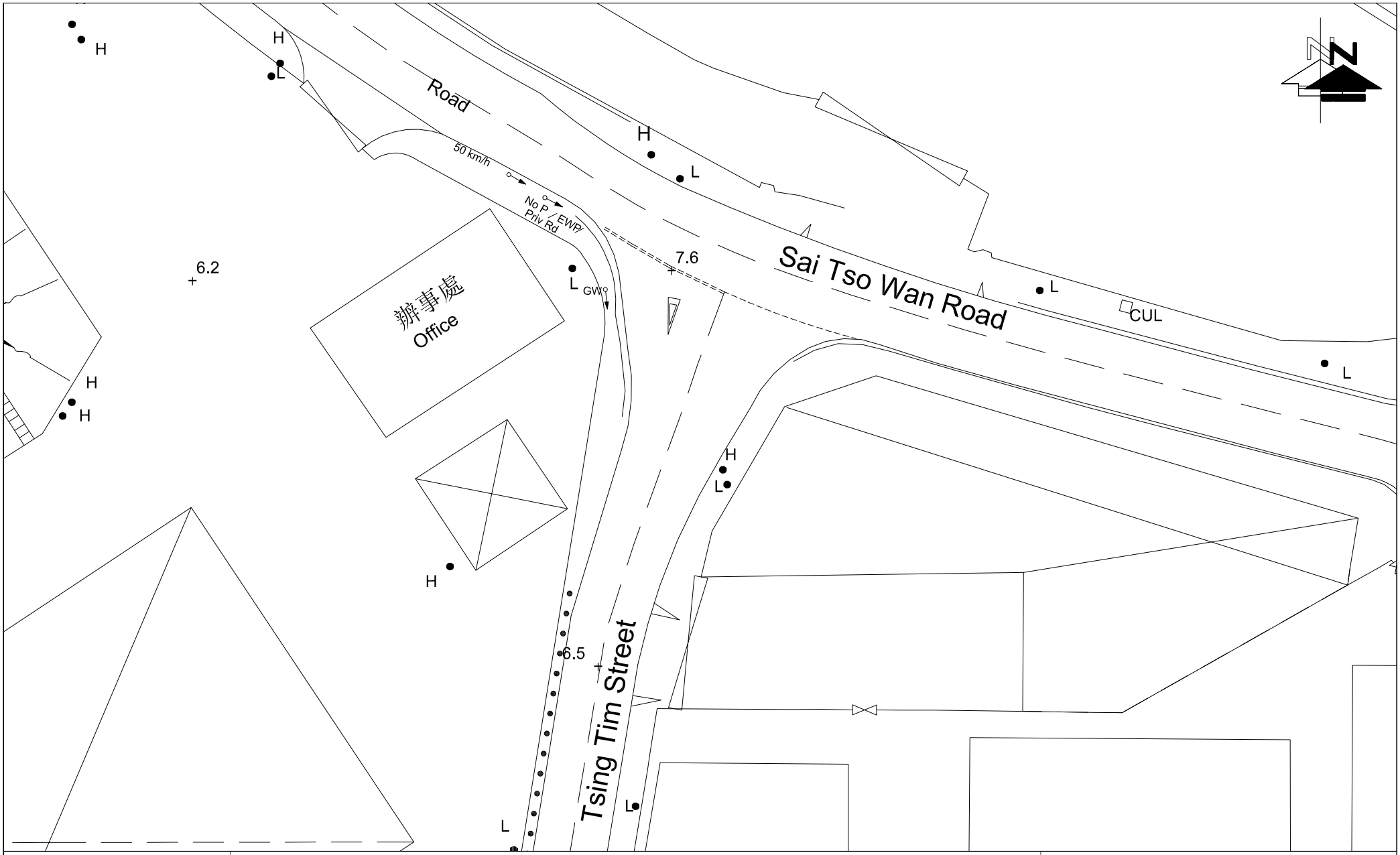

FIGURE NO.: 3.7	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING TIM STREET / SAI TSO WAN ROAD (J6)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025

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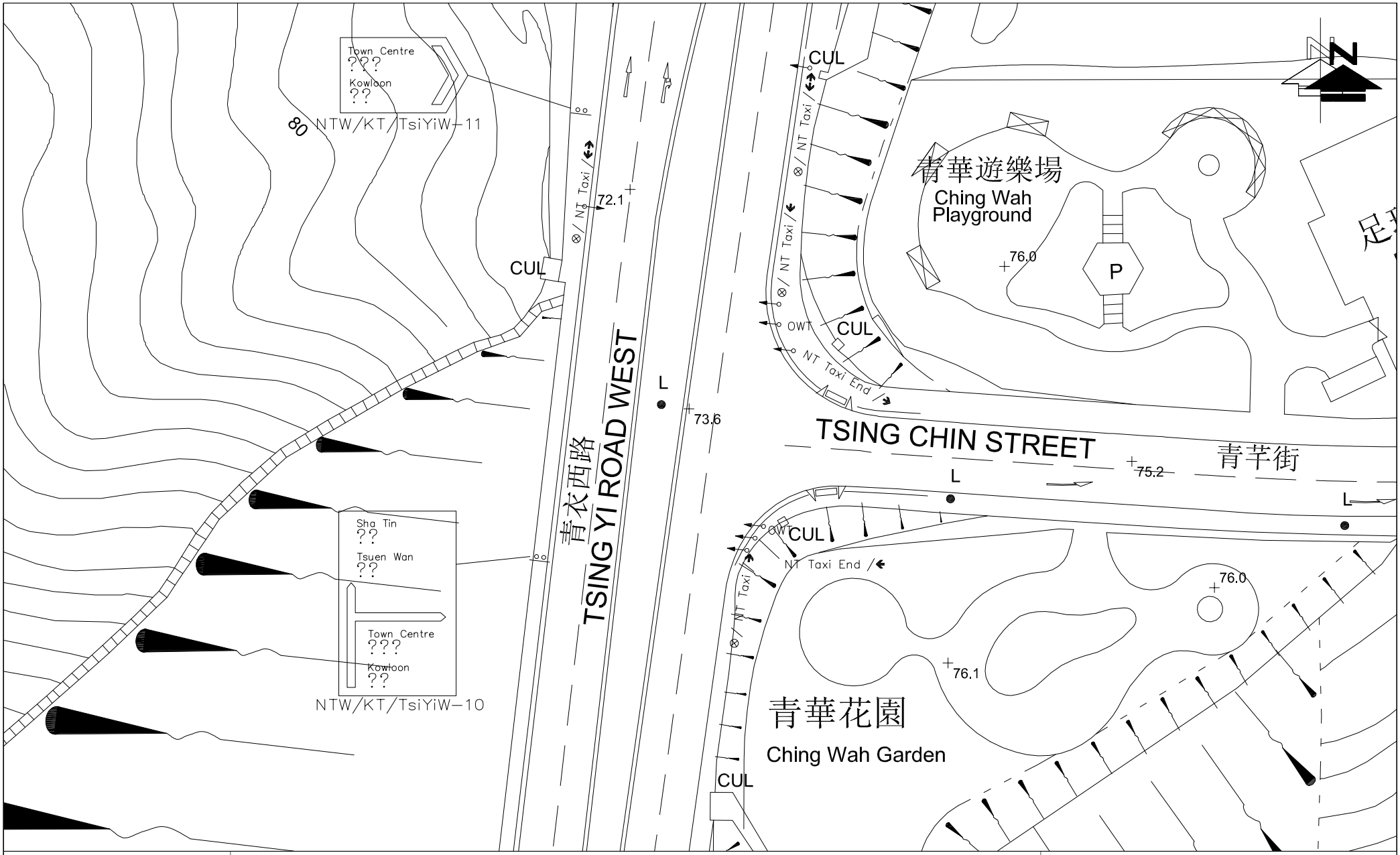

FIGURE NO.: 3.8	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YI ROAD WEST / TSING CHIN STREET (J7)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025	

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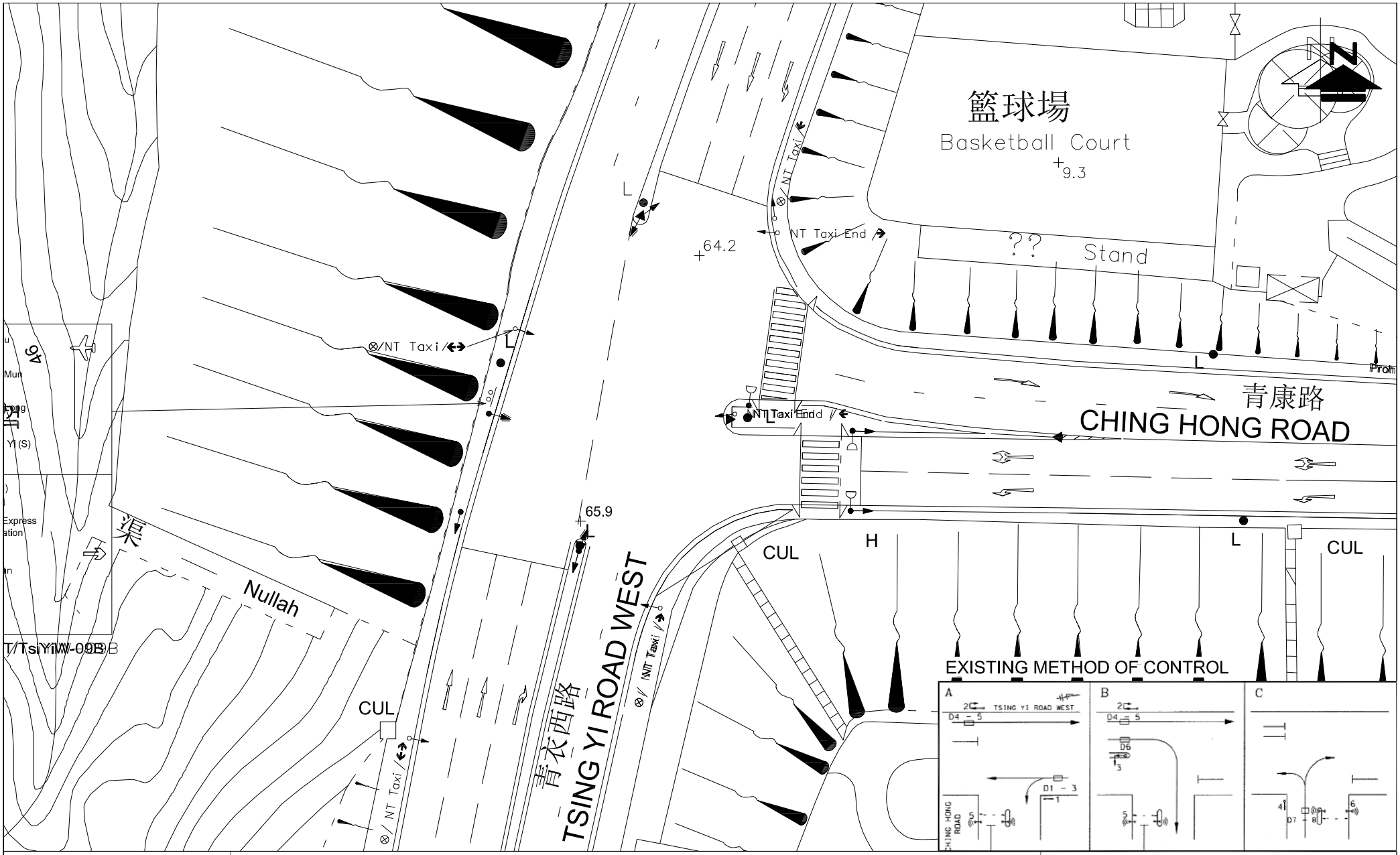

FIGURE NO.: 3.9	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / CHING HONG ROAD (J8)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025

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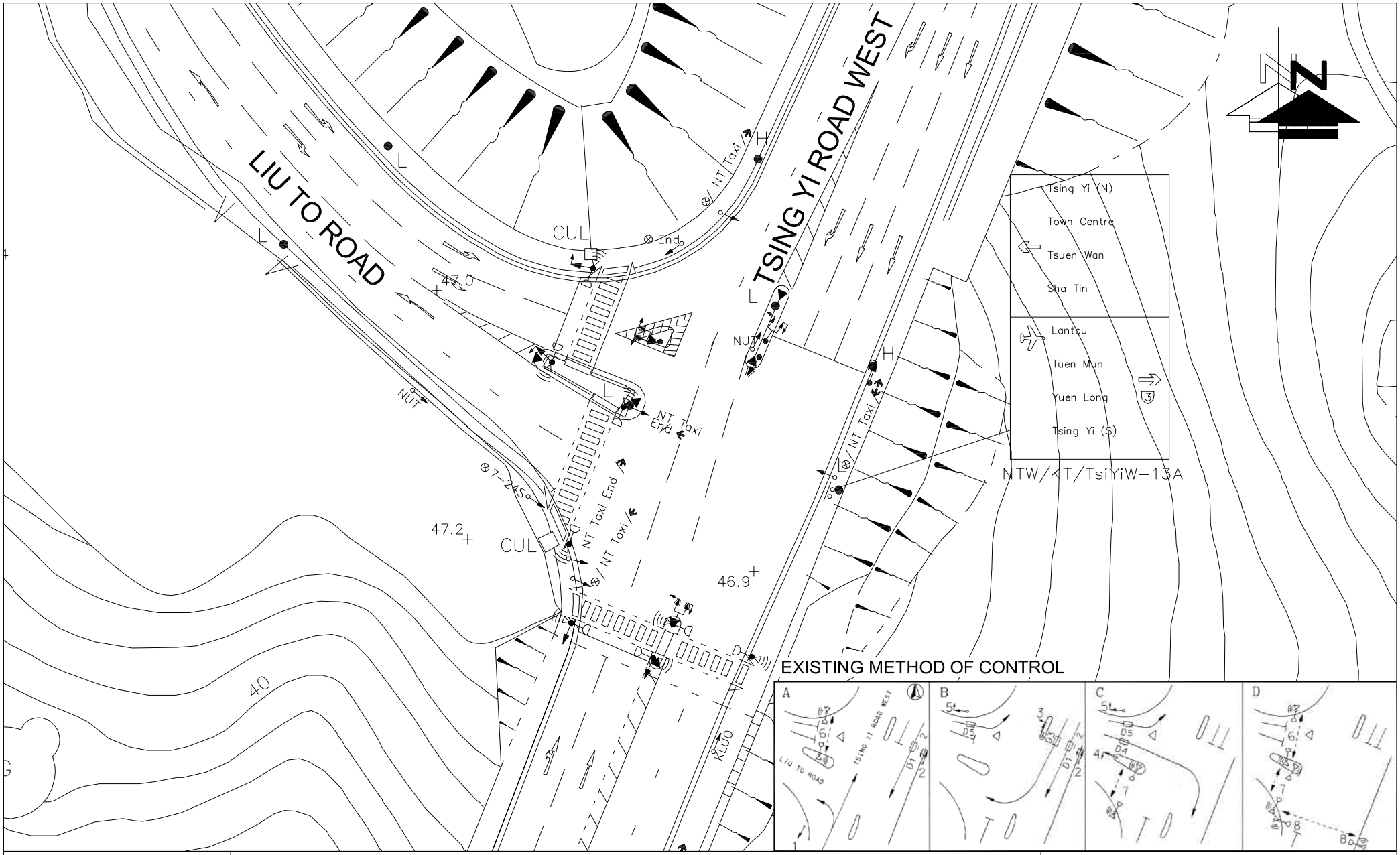

FIGURE NO.: 3.10	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / LIU TO ROAD (J9)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025	

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EXISTING METHOD OF CONTROL

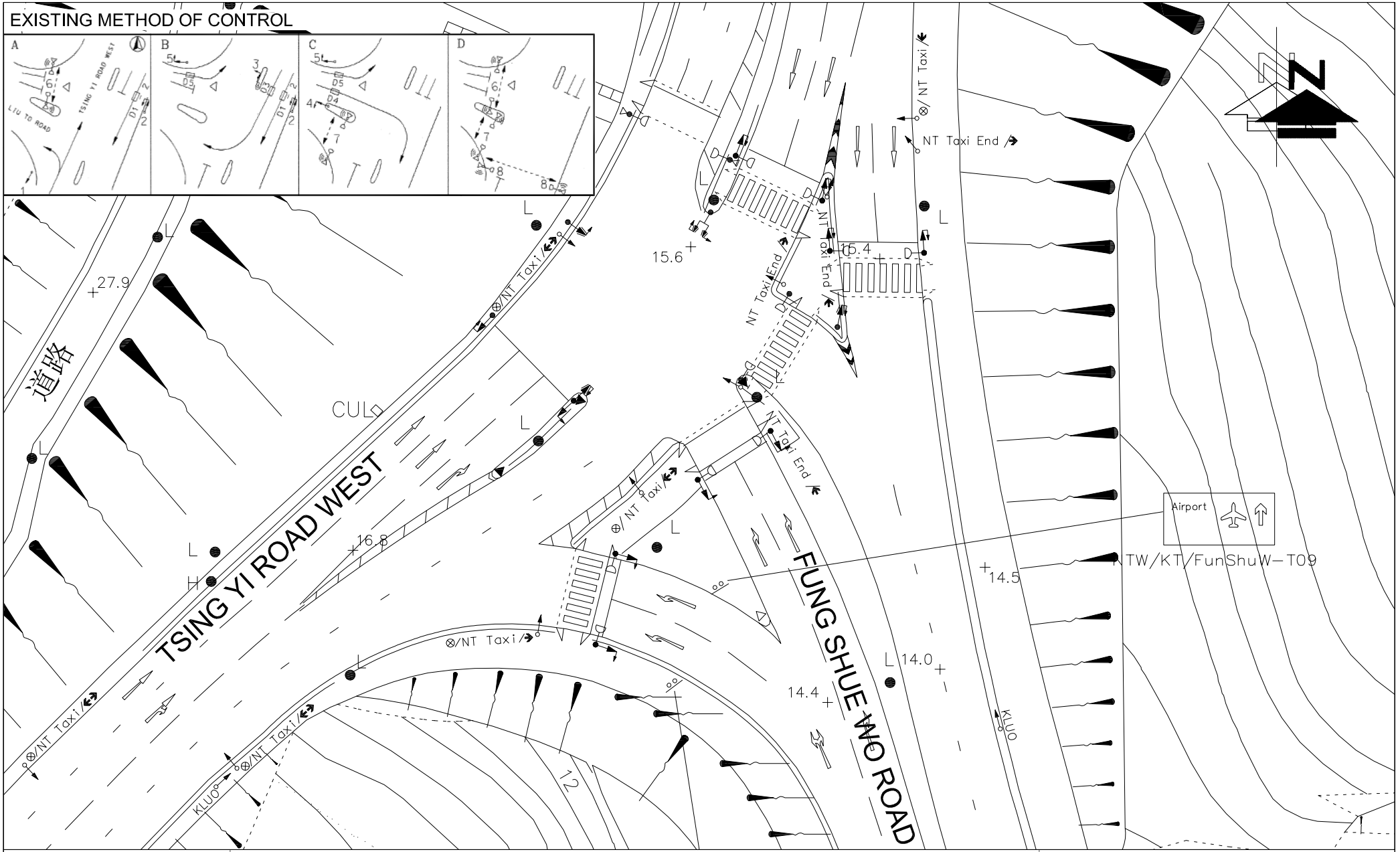

FIGURE NO.: 3.11	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144		
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (J10)		
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025		

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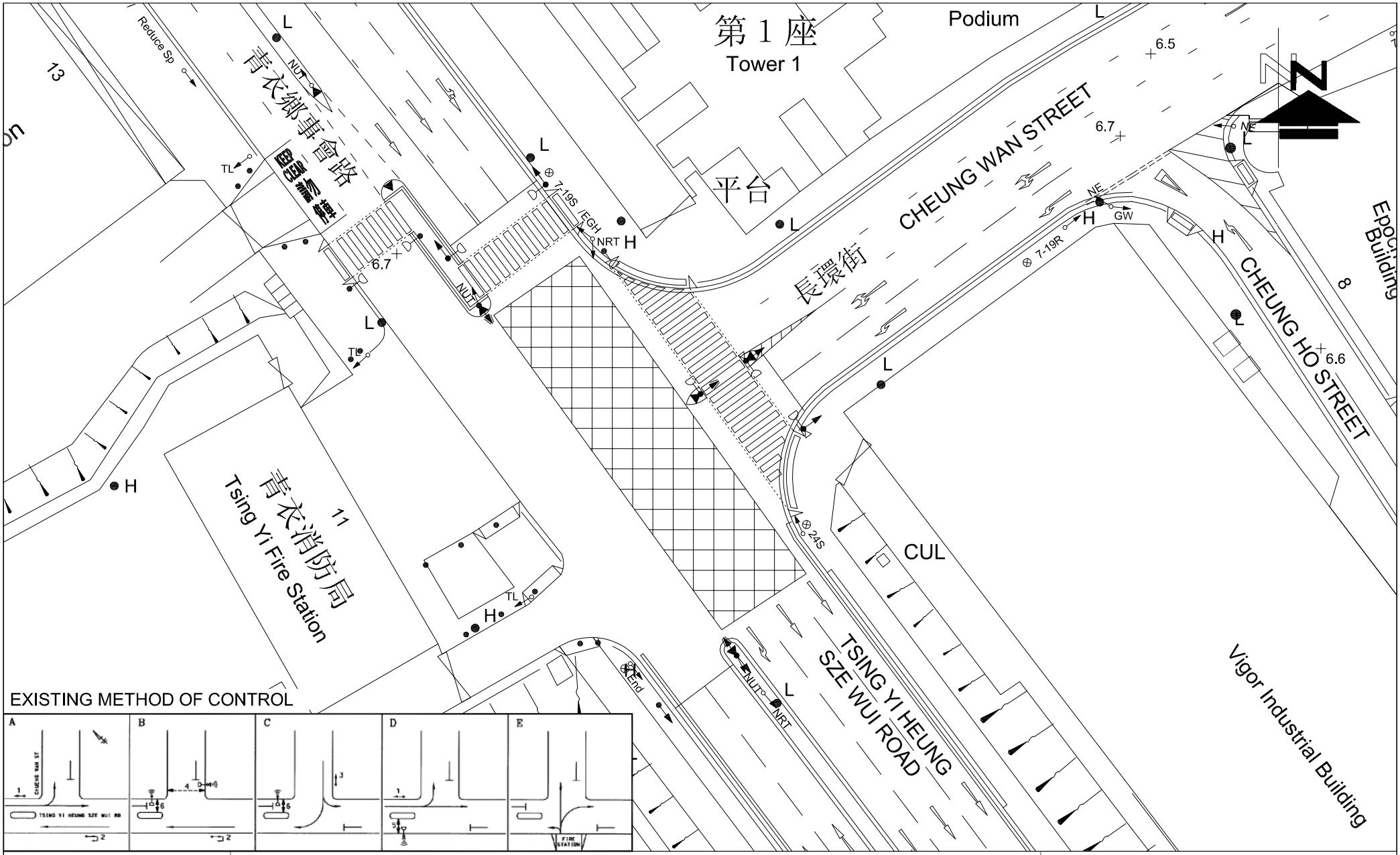

FIGURE NO.: 3.12	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HEUNG SZE WUI ROAD / CHEUNG WAN STREET (J11)
SCALE: 1 : 500 @A4	DATE: 07 FEB 2025

CTA Consultants Limited
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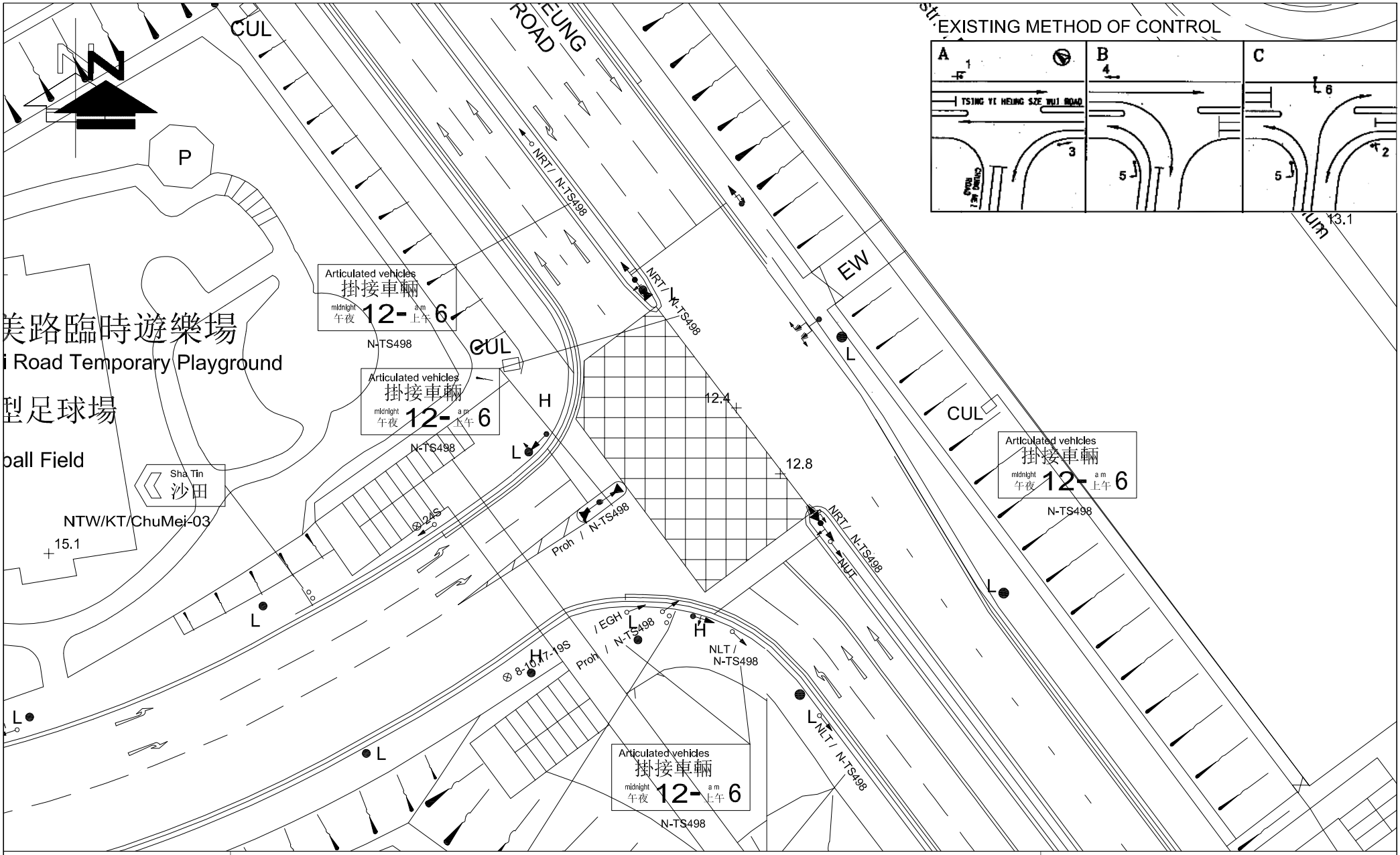

FIGURE NO.: 3.13	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HEUNG SZE WUI ROAD / CHUNG MEI STREET (J12)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 500 @A4 / DATE: 07 FEB 2025		

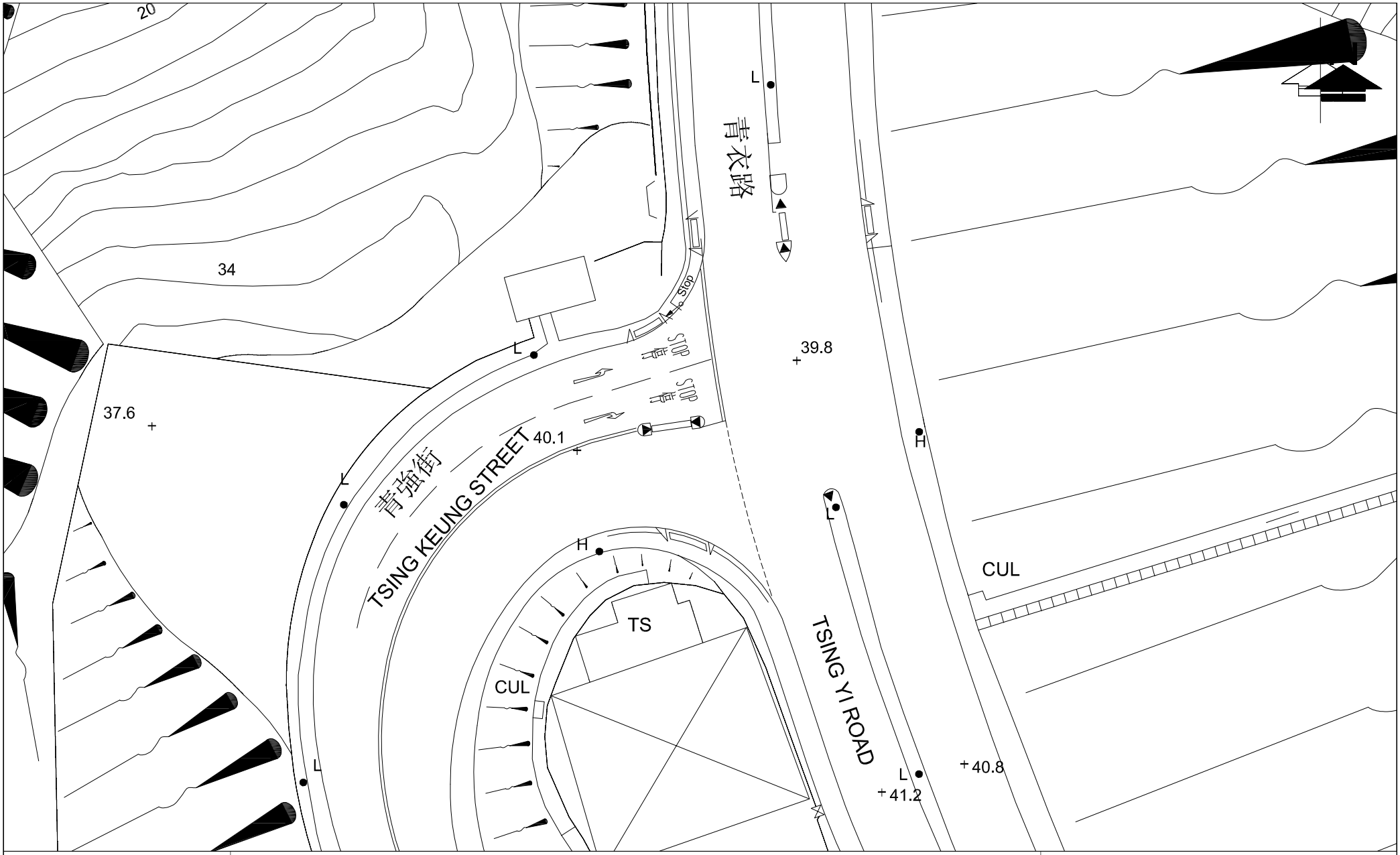

FIGURE NO.: 3.14	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YIP ROAD / TSING KEUNG STREET (J13)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025	

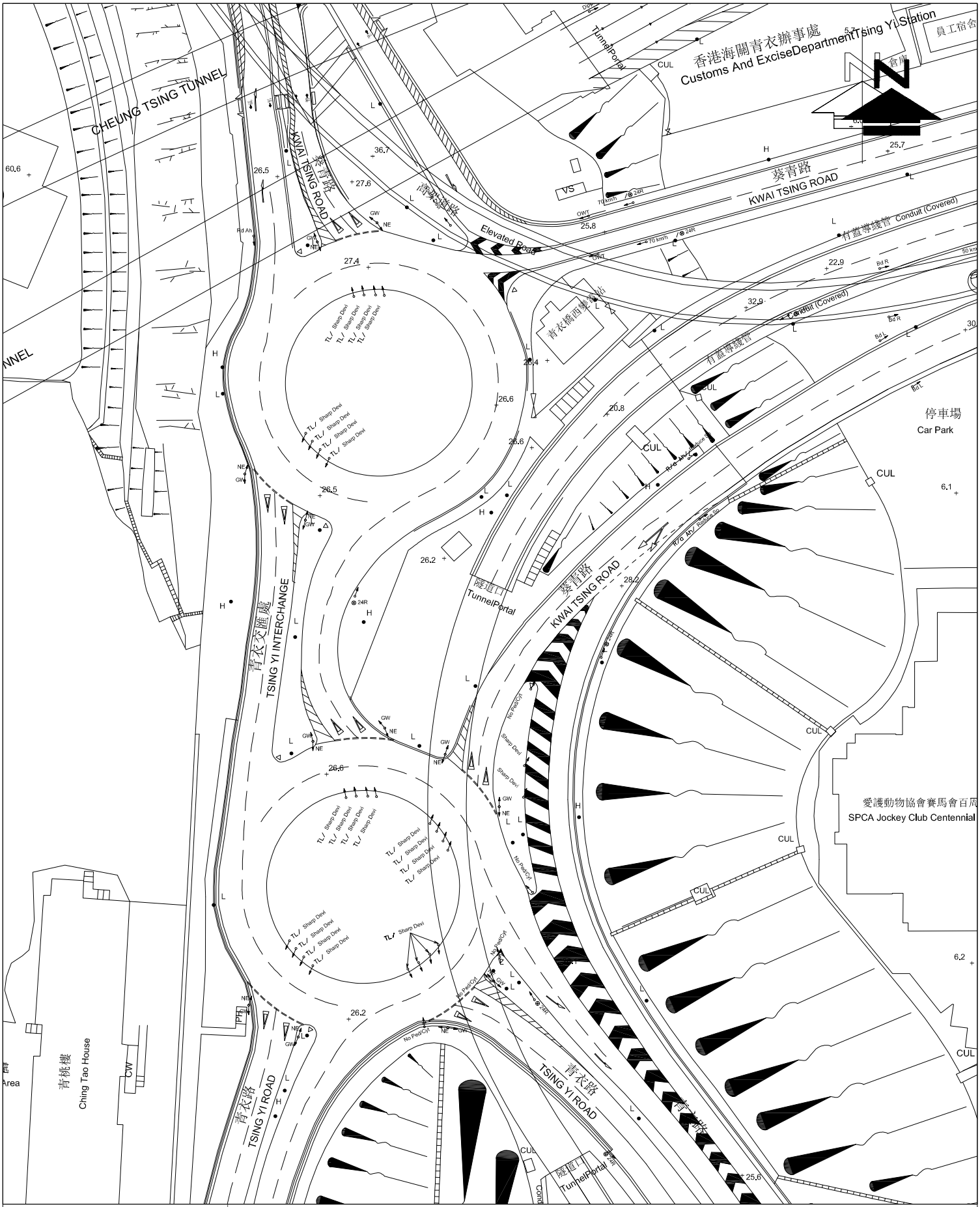

FIGURE NO.: 3.15	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SING YI INTERCHANGE (RA1)
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 07 FEB 2025

CTA Consultants Limited
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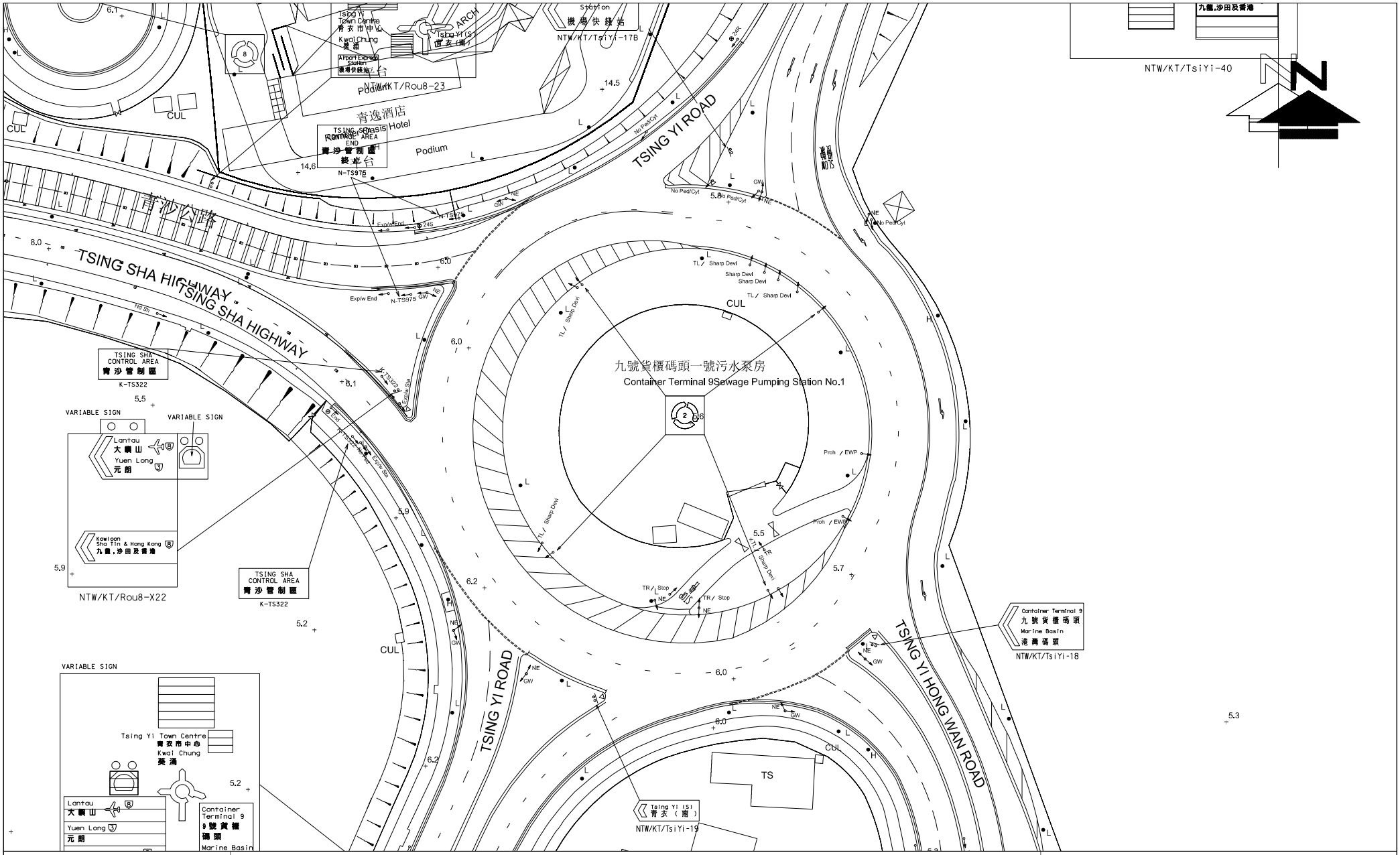

FIGURE NO.: 3.16	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / TSING YI HONG WAN ROAD / TSING SHA HIGHWAY (RA2)
SCALE: 1 ; 1000 (IN A4 SIZE)	DATE: 07 FEB 2025

CTA Consultants Limited
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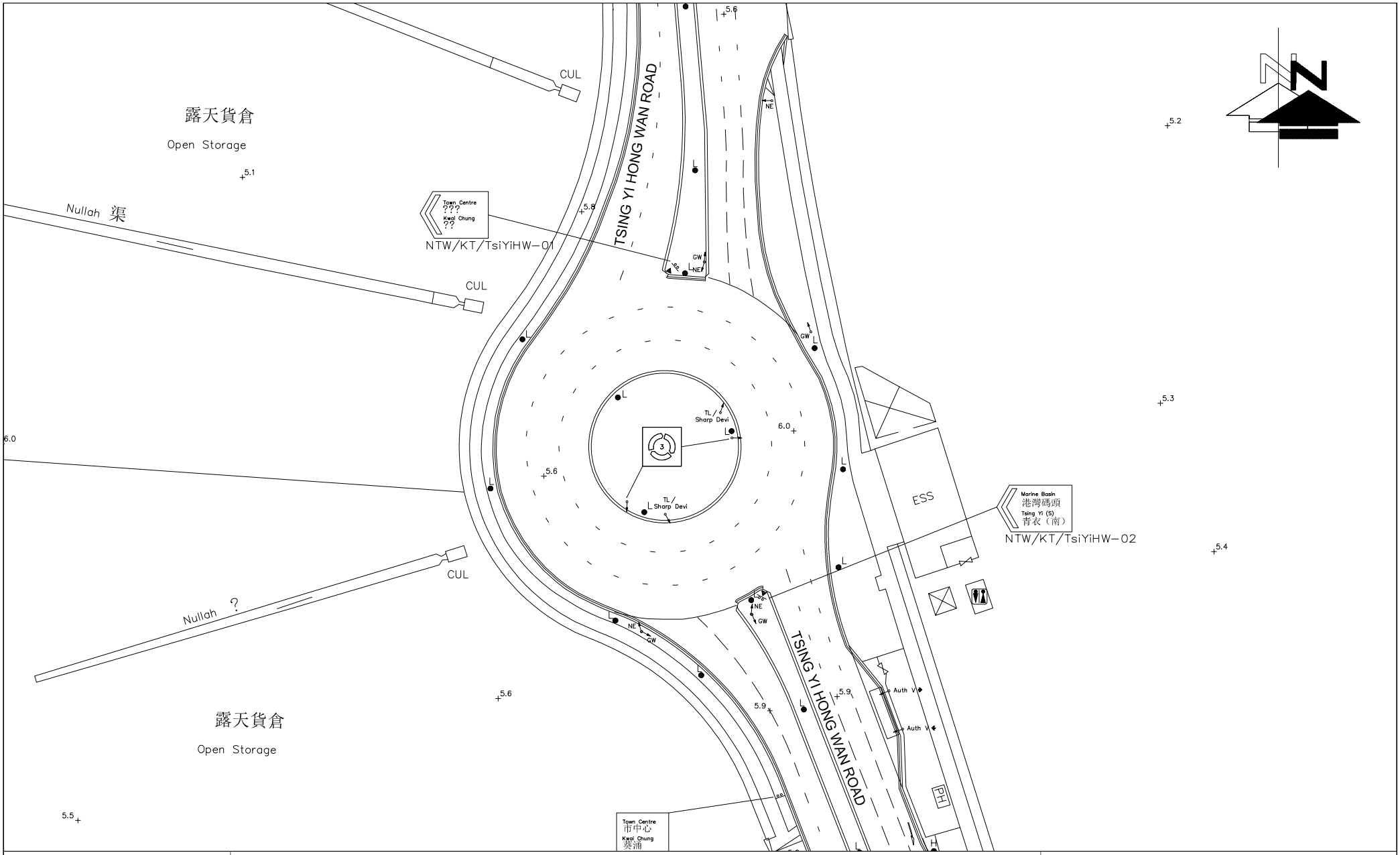

FIGURE NO.: 3.17	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (RA3)	
SCALE: 1 : 1000 (IN A4 SIZE) / DATE: 07 FEB 2025		

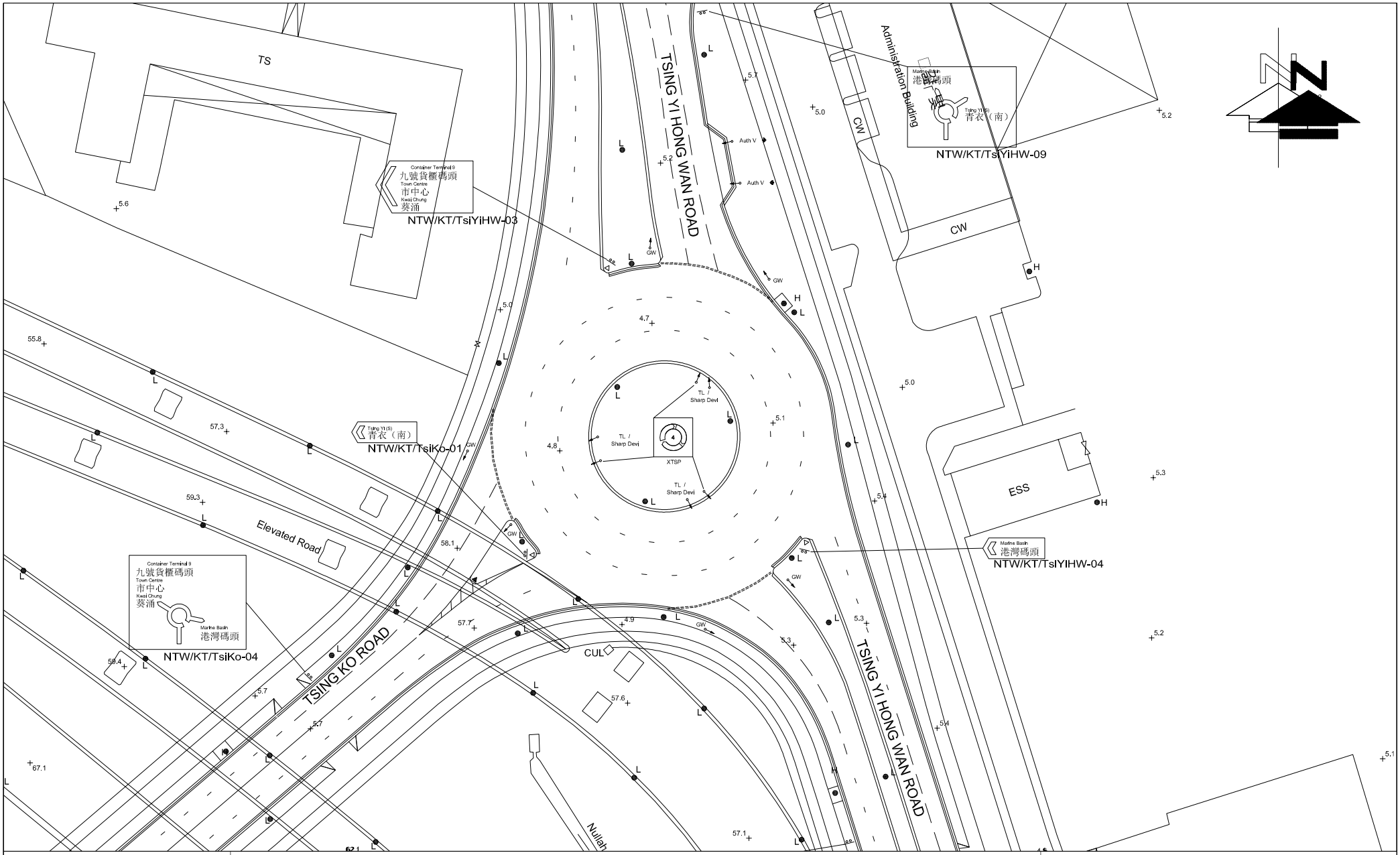

FIGURE NO.: 3.18	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HONG WAN ROAD / TSING KO ROAD (RA4)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 07 FEB 2025	

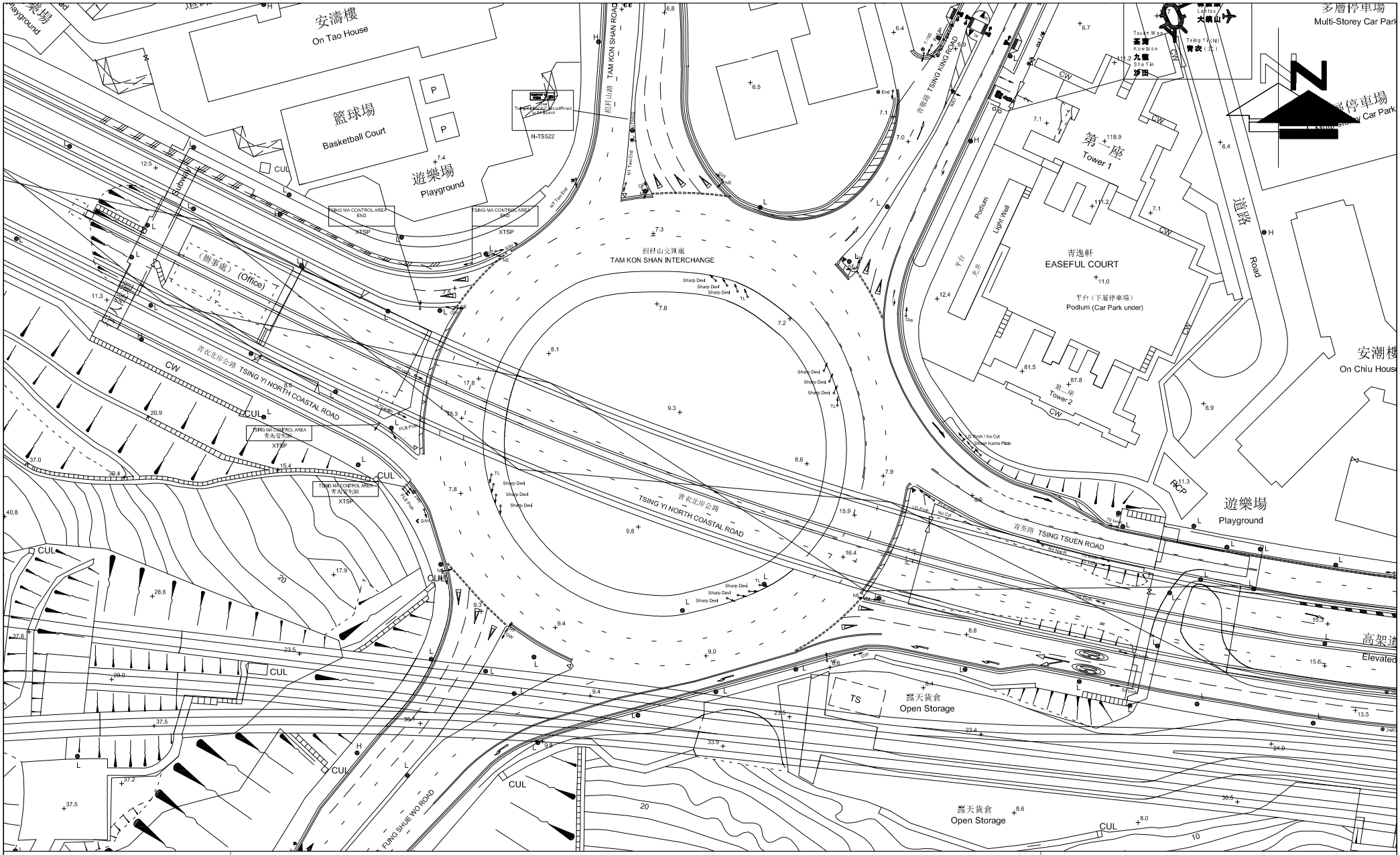

FIGURE NO.: 3.19	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TAM KON SHAN INTERCHANGE (RA5)	
SCALE: 1 : 1200 (IN A4 SIZE)	DATE: 07 FEB 2025	

CTA Consultants Limited
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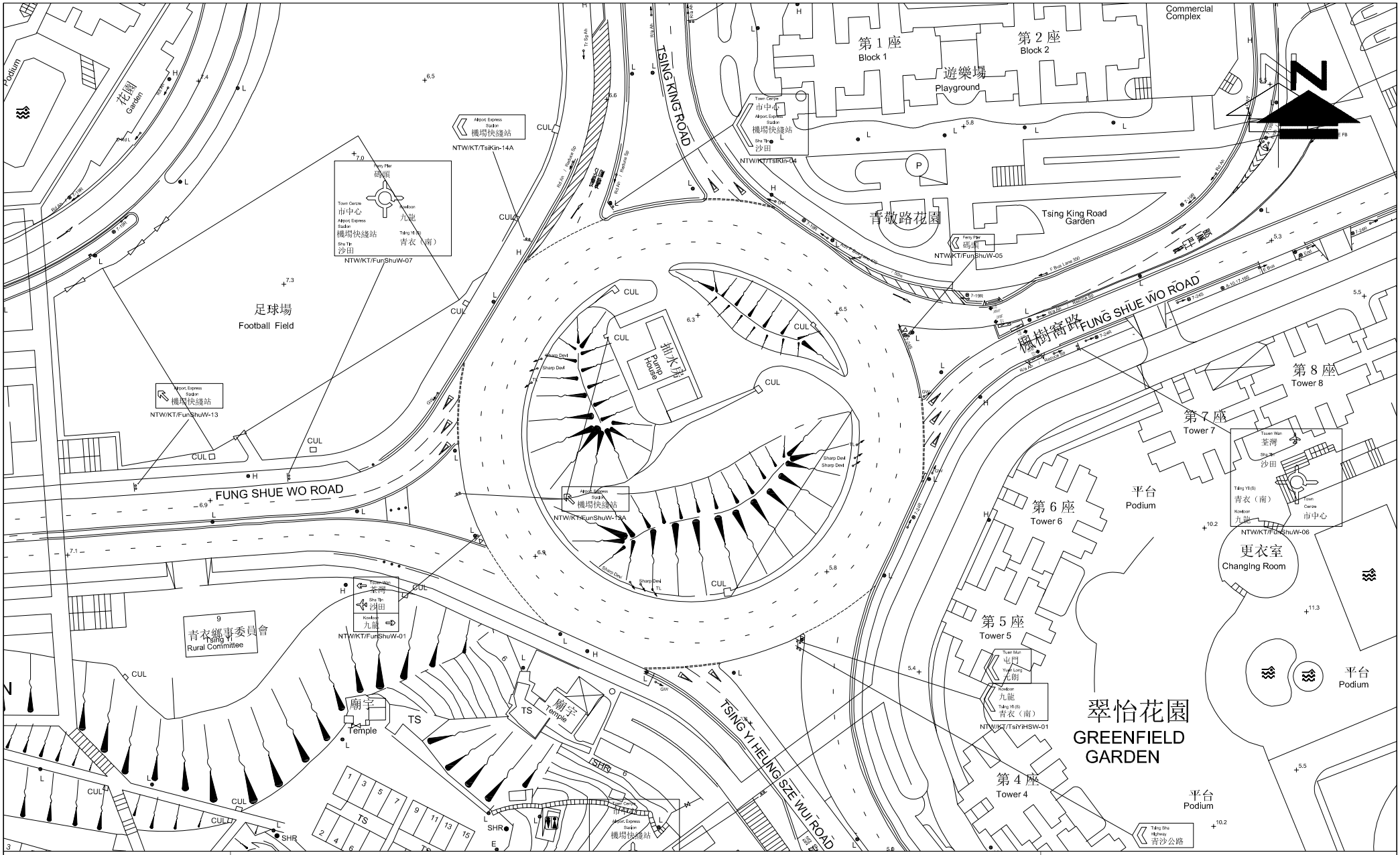

FIGURE NO.: 3.20	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HEUNG SZE WUI ROAD / FUNG SHUE WO ROAD / TSING KING ROAD (RA6)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 1200 (IN A4 SIZE)	DATE: 07 FEB 2025	

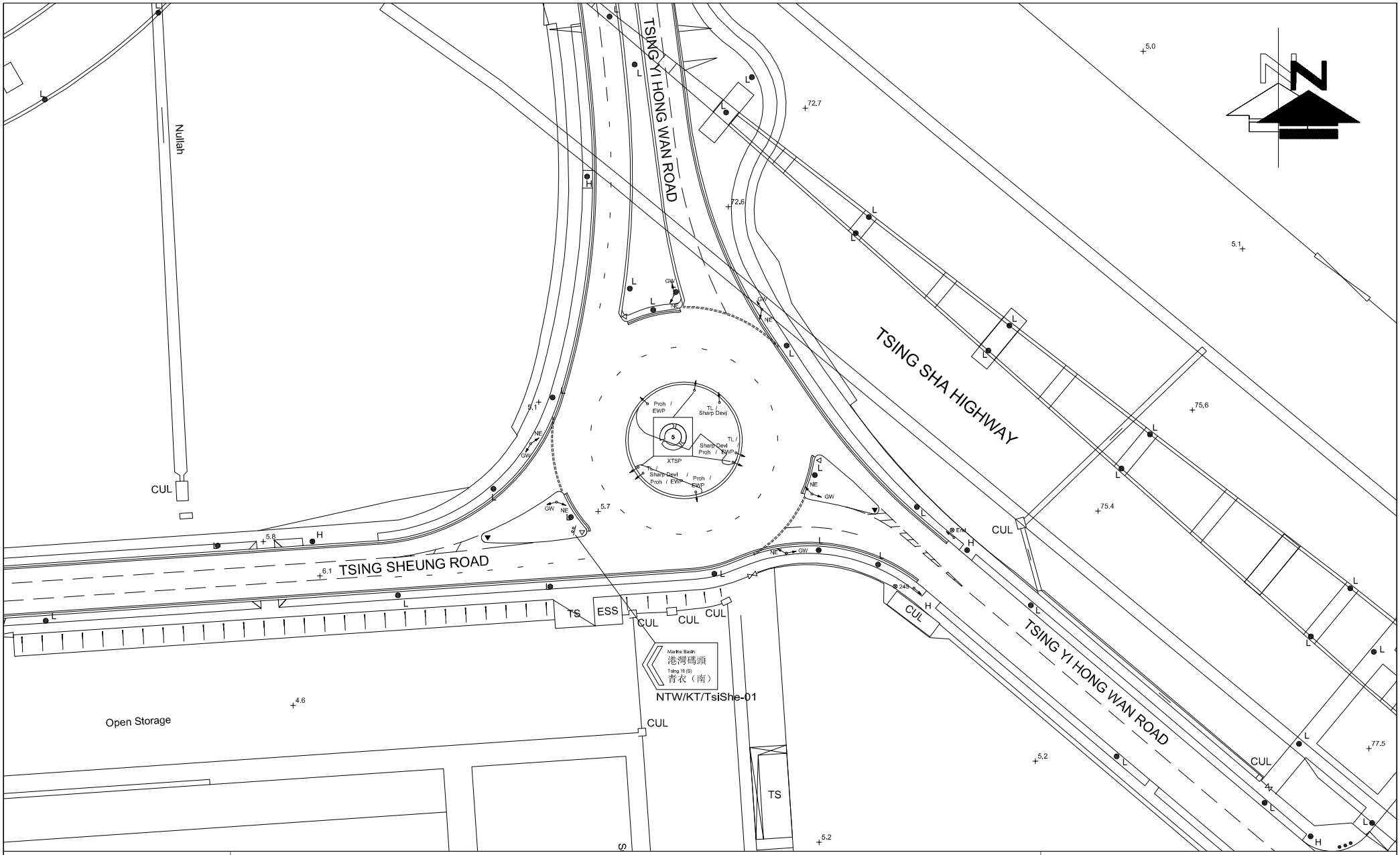

FIGURE NO.: 3.21	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING SHEUNG ROAD / TSING YI HONG WAN ROAD (RA7)	
SCALE: 1 : 1000 (IN A4 SIZE) / DATE: 07 FEB 2025		

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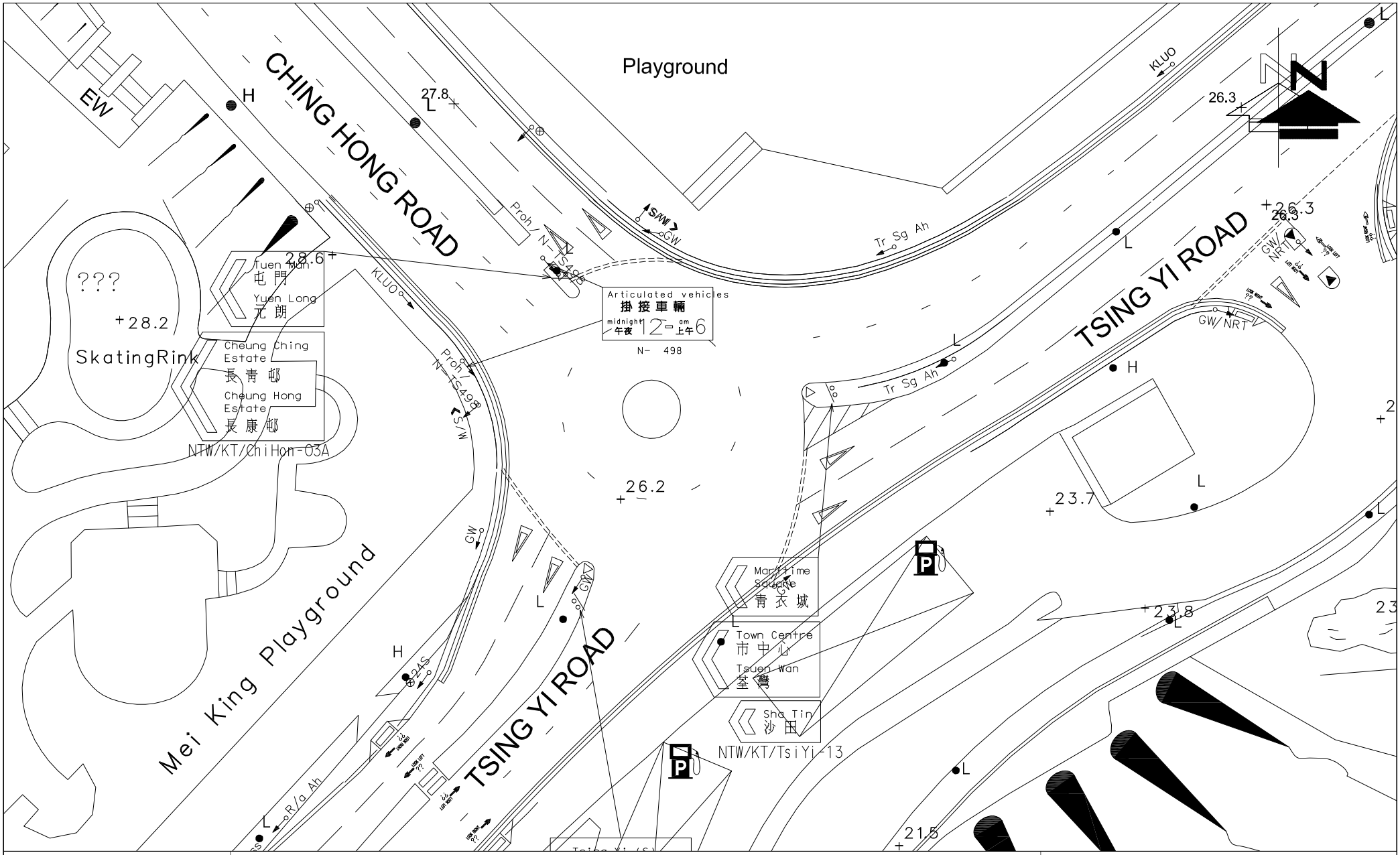

FIGURE NO.: 3.22	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144		
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF CHING HONG ROAD / TSING YI ROAD (RA8)		
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025		

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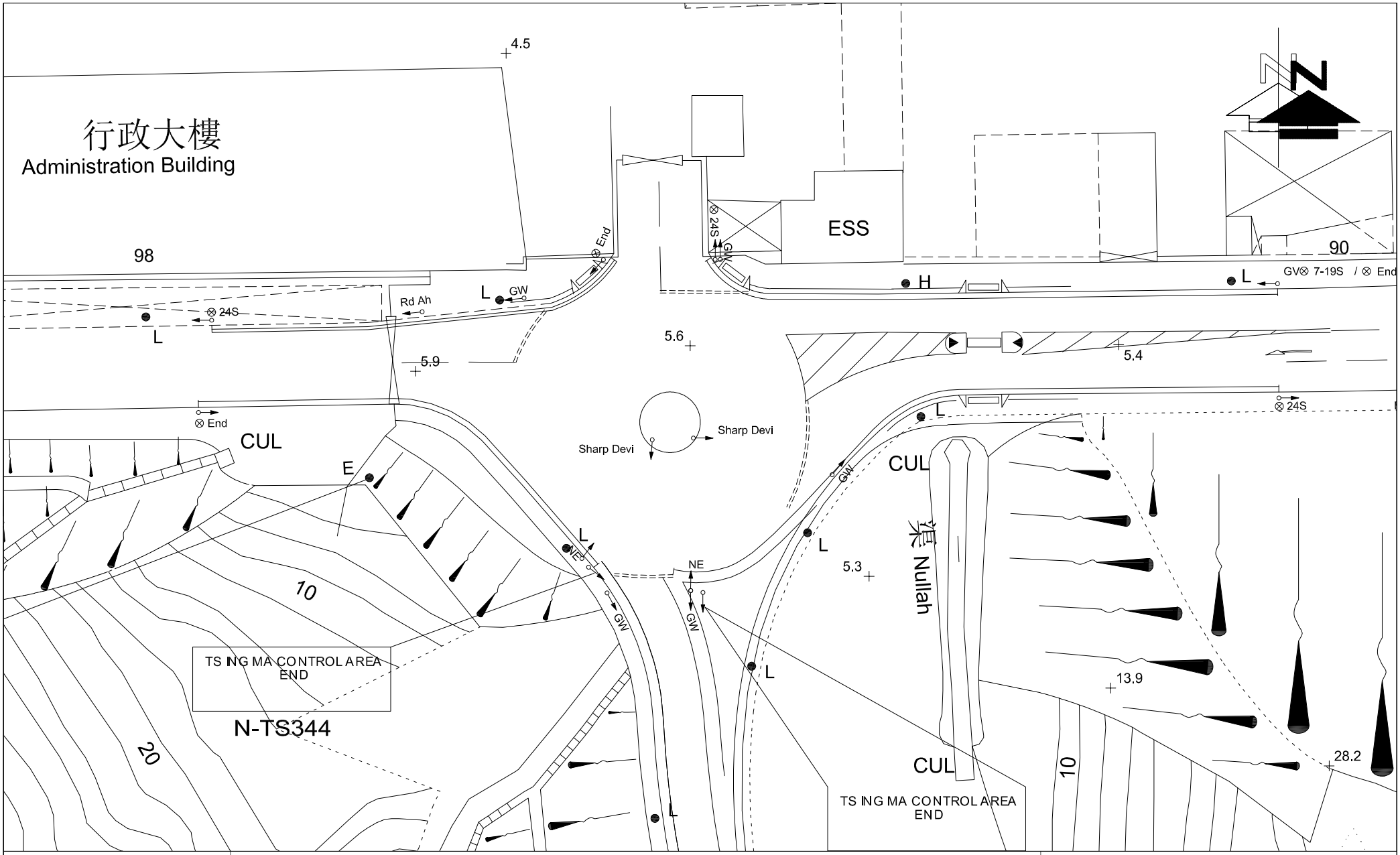

FIGURE NO.: 3.23	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TAM KON SHAN ROAD / TSING YI NORTH COSTAL ROAD (RA9)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025

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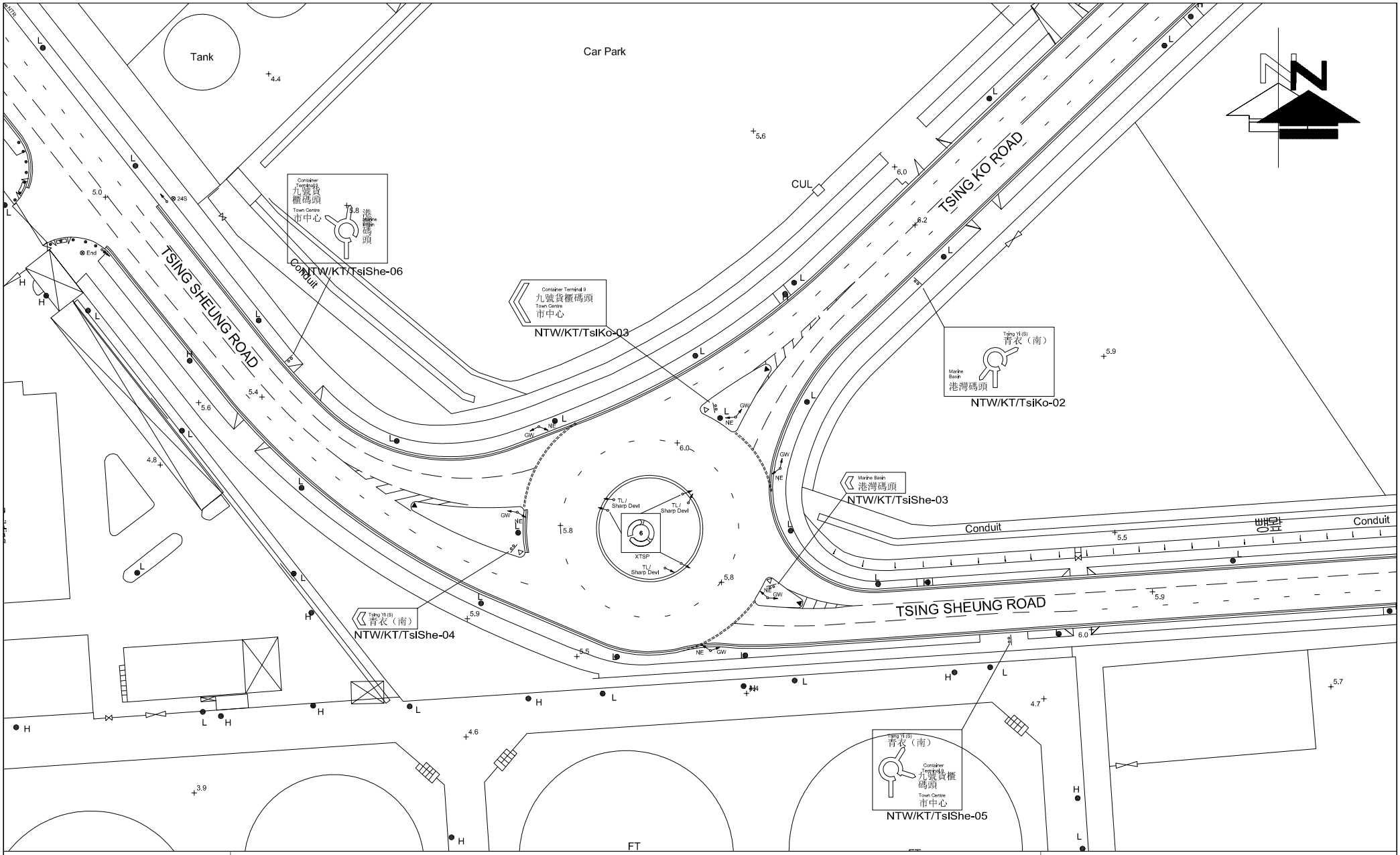
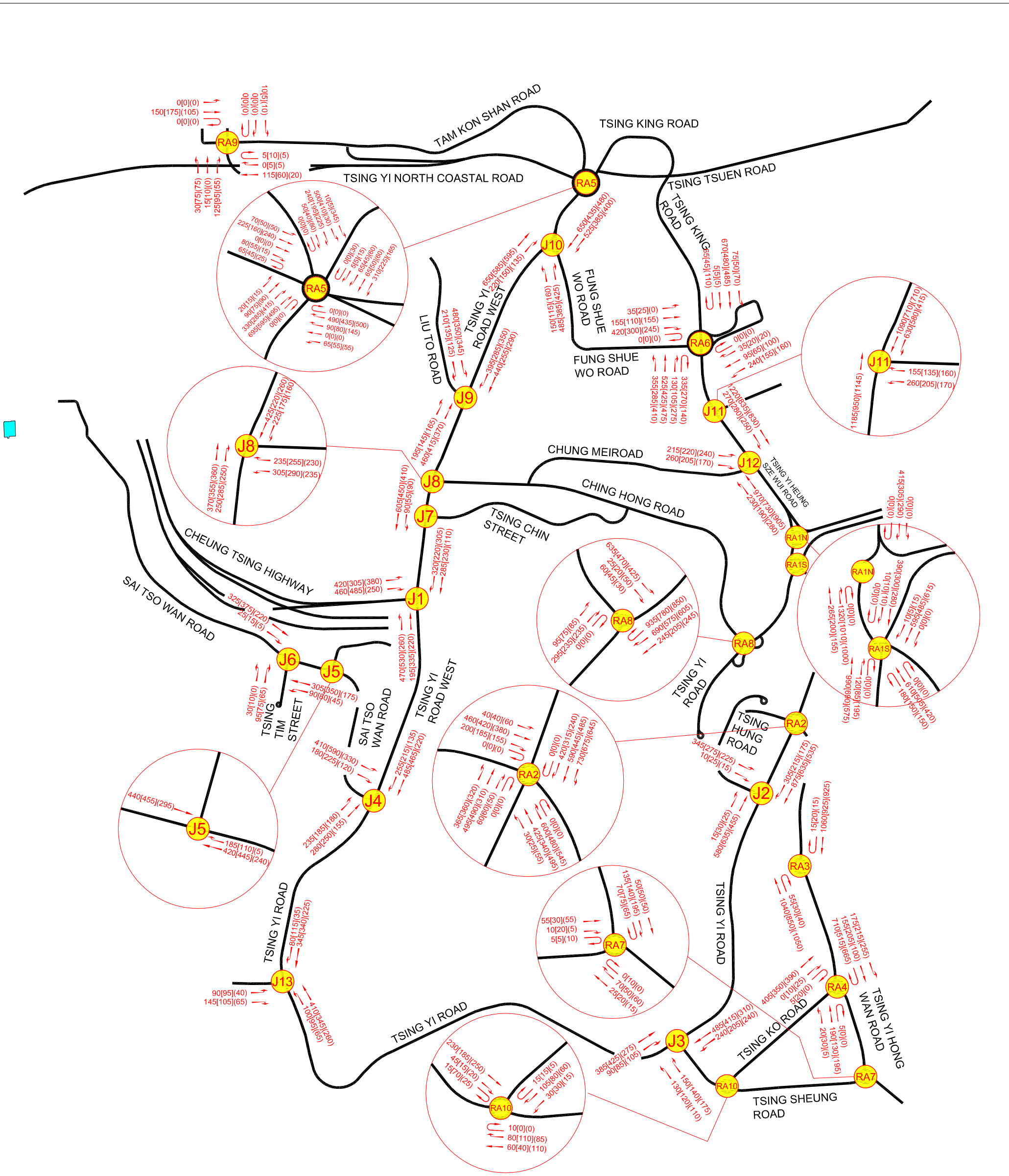


FIGURE NO.: 3.24	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING KO ROAD / TSING SHEUNG ROAD (RA10)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 1000 (IN A4 SIZE) / DATE: 07 FEB 2025		



LEGEND :	
	SUBJECT SITE
530(500)[455]	AM [LOGISTIC](PM) TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 3.25	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/1 44
PROJECT NO.: 24102HK	DRAWING TITLE: 2025 OBSERVED TRAFFIC FLOW
SCALE: 1 : 13750 @ A3	DATE: 14 APR 2025

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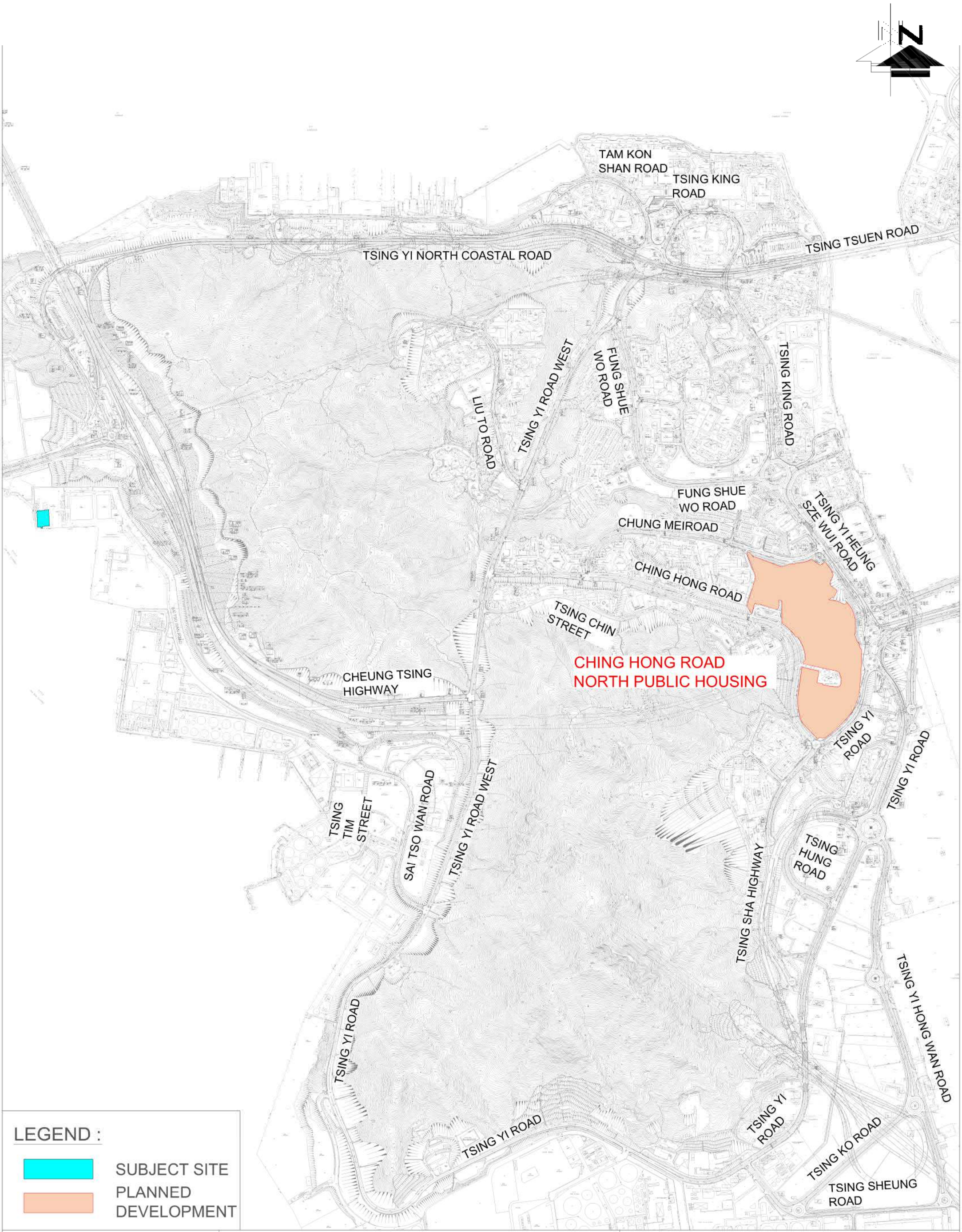

LEGEND :

SUBJECT SITE

PLANNED DEVELOPMENT

FIGURE NO.: 4.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: PLANNED DEVELOPMENT IN VICINITY
SCALE: 1 : 11000 @A3	DATE: 07 FEB 2025

CTA Consultants Limited
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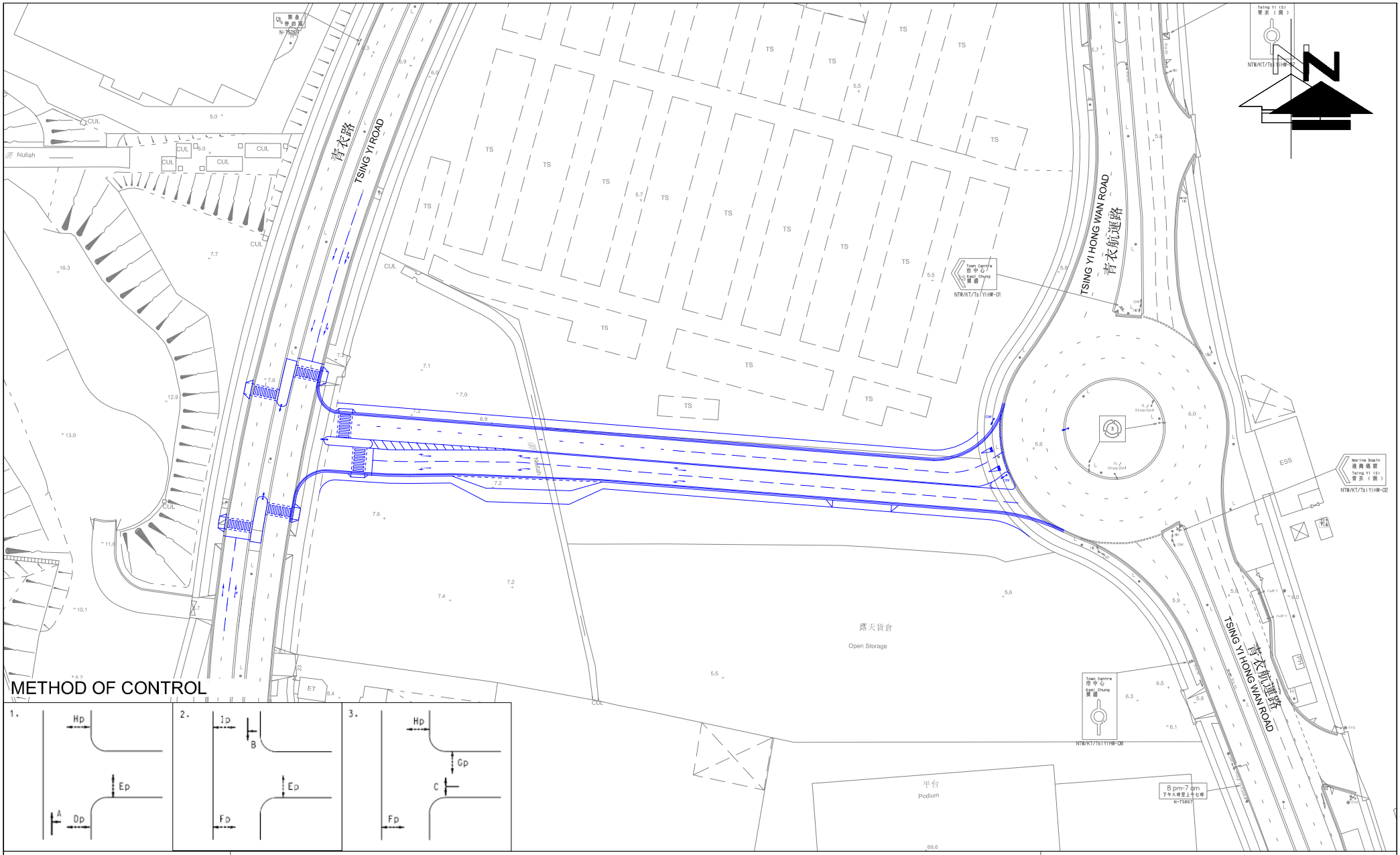


FIGURE NO.: 4.2	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF NEW ROAD CONNECTING TSING YI HONG WAN ROAD AND TSING YI ROAD (J14 & RA3)
SCALE: 1 : 1500 (IN A4 SIZE)	DATE: 07 FEB 2025

CTA Consultants Limited
志達顧問有限公司

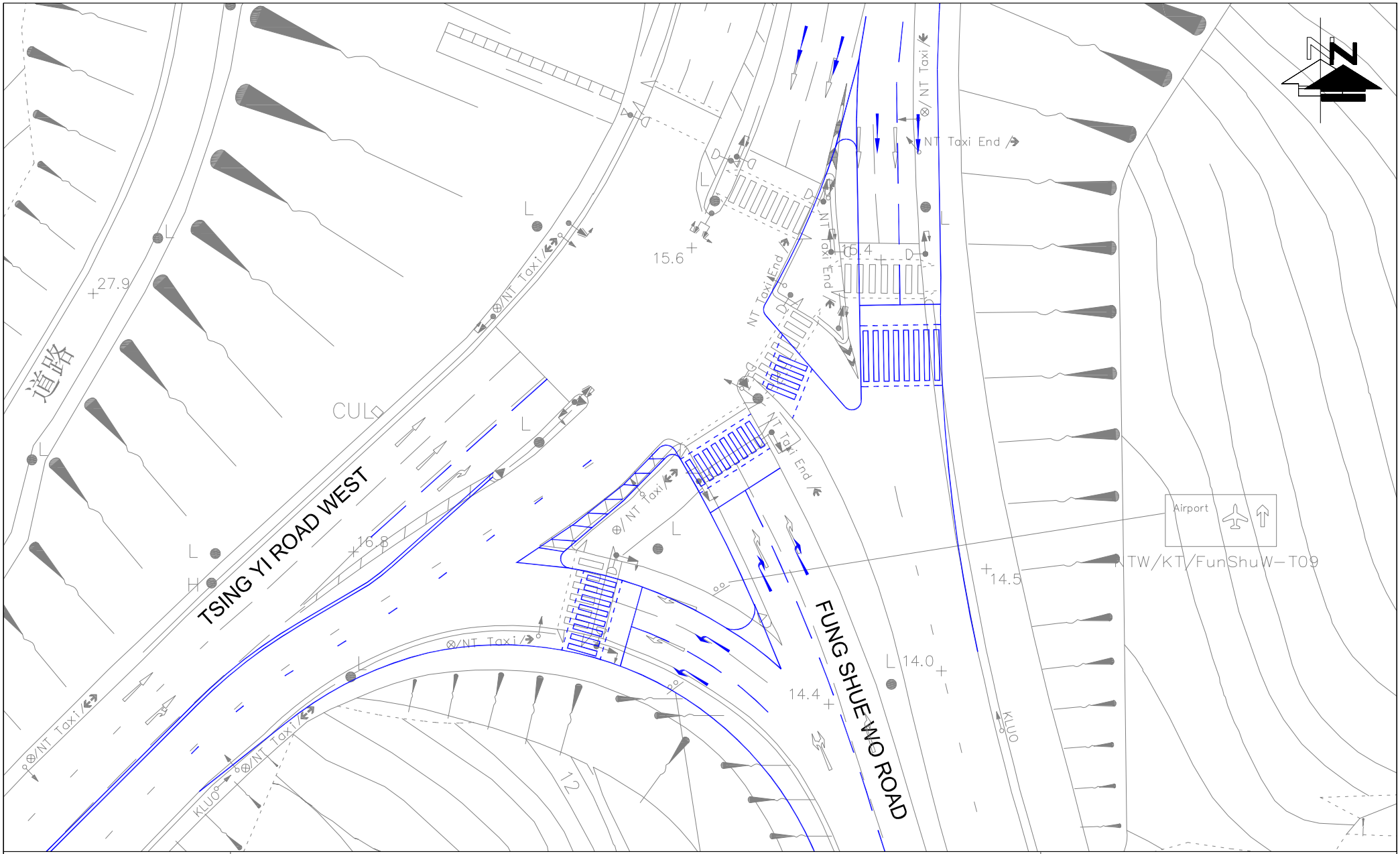


FIGURE NO.: 4.3	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: PLANNED JUNCTION IMPROVEMENT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (J10)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 14 FEB 2025

CTA Consultants Limited
志達顧問有限公司

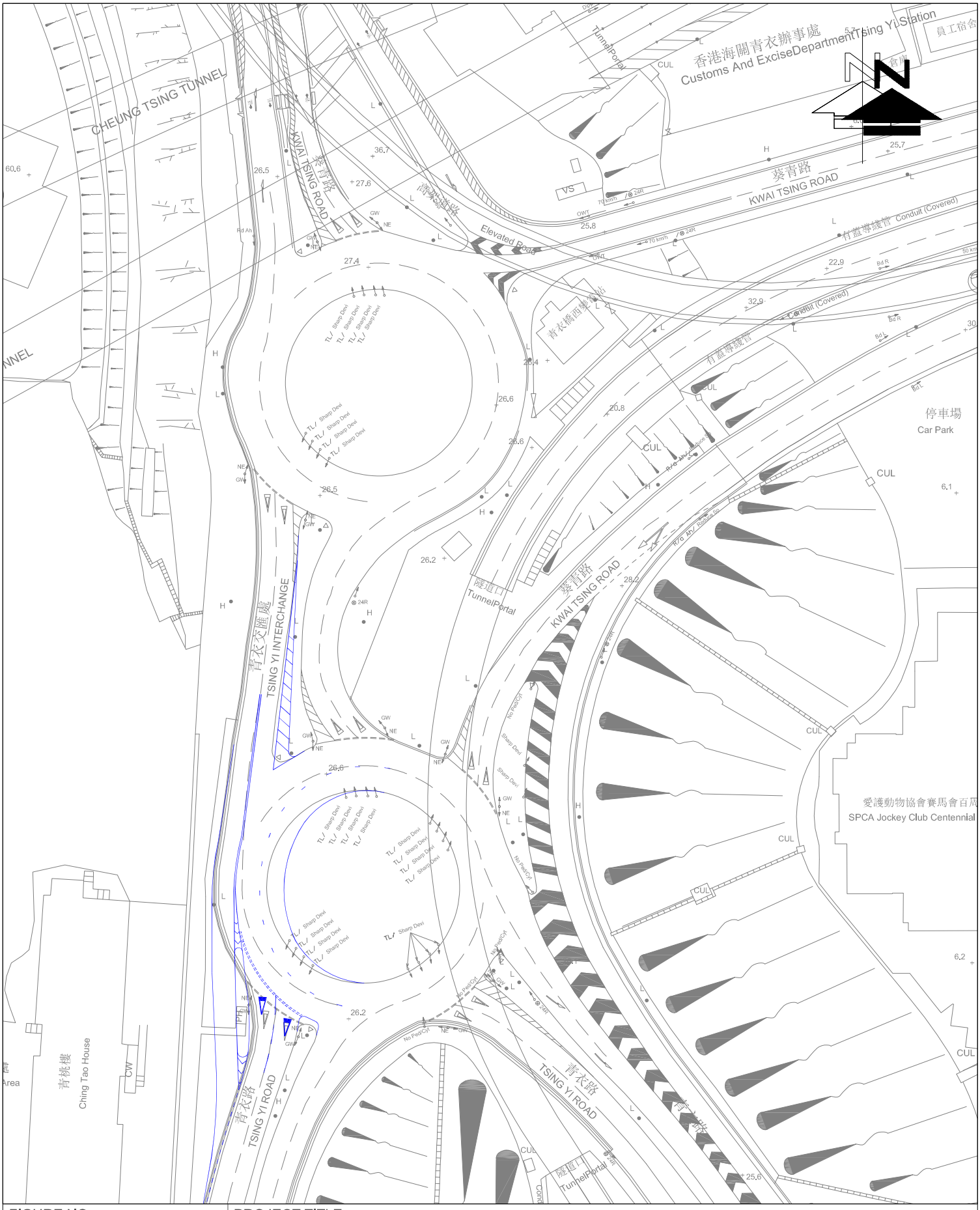
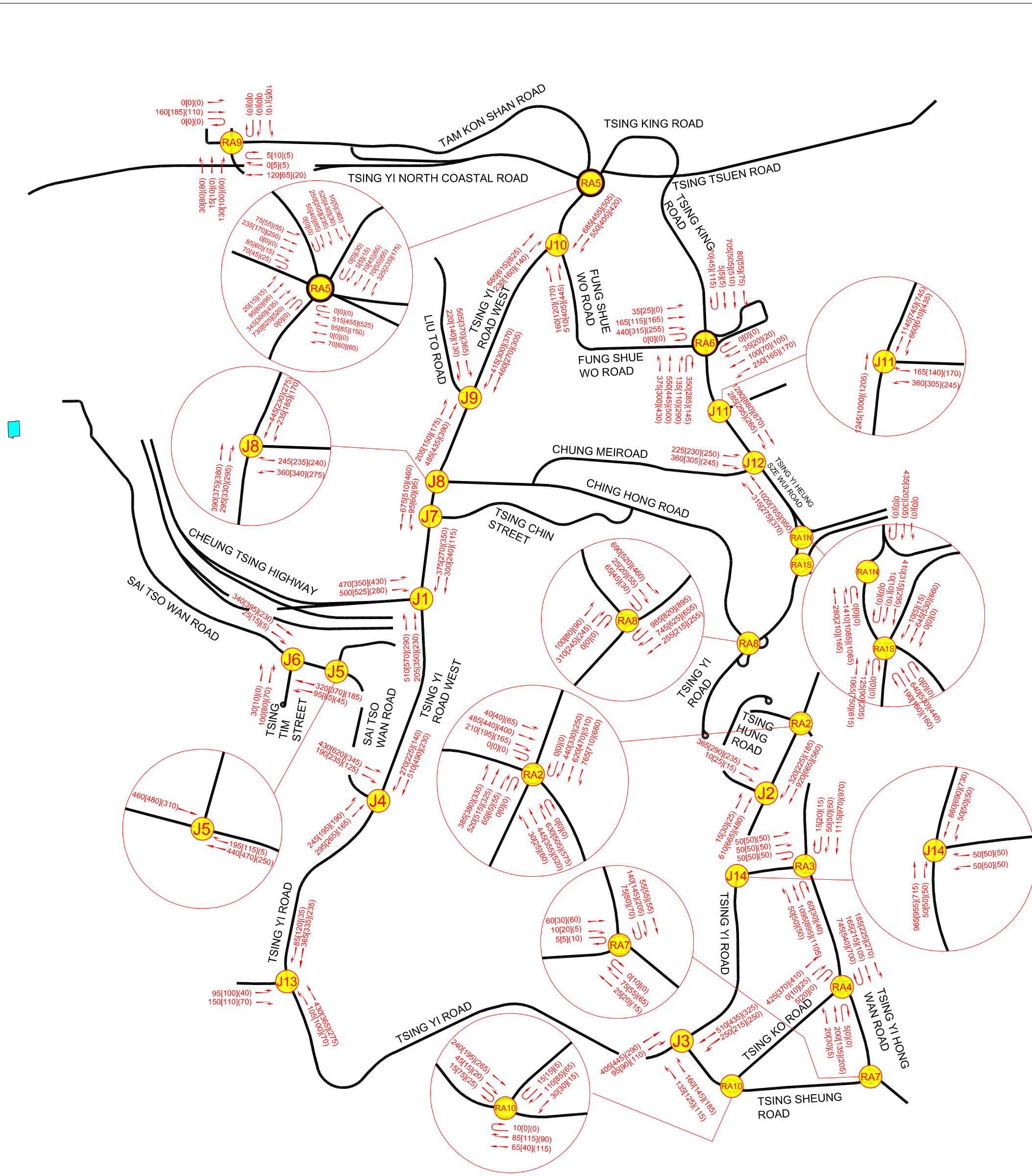


FIGURE NO.: 4.4	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: PLANNED JUNCTION IMPROVEMENT OF TSING YI INTERCHANGE (RA1)
SCALE: 1 : 1000 (IN A4 SIZE) / DATE: 14 FEB 2025	CTA Consultants Limited 志達顧問有限公司

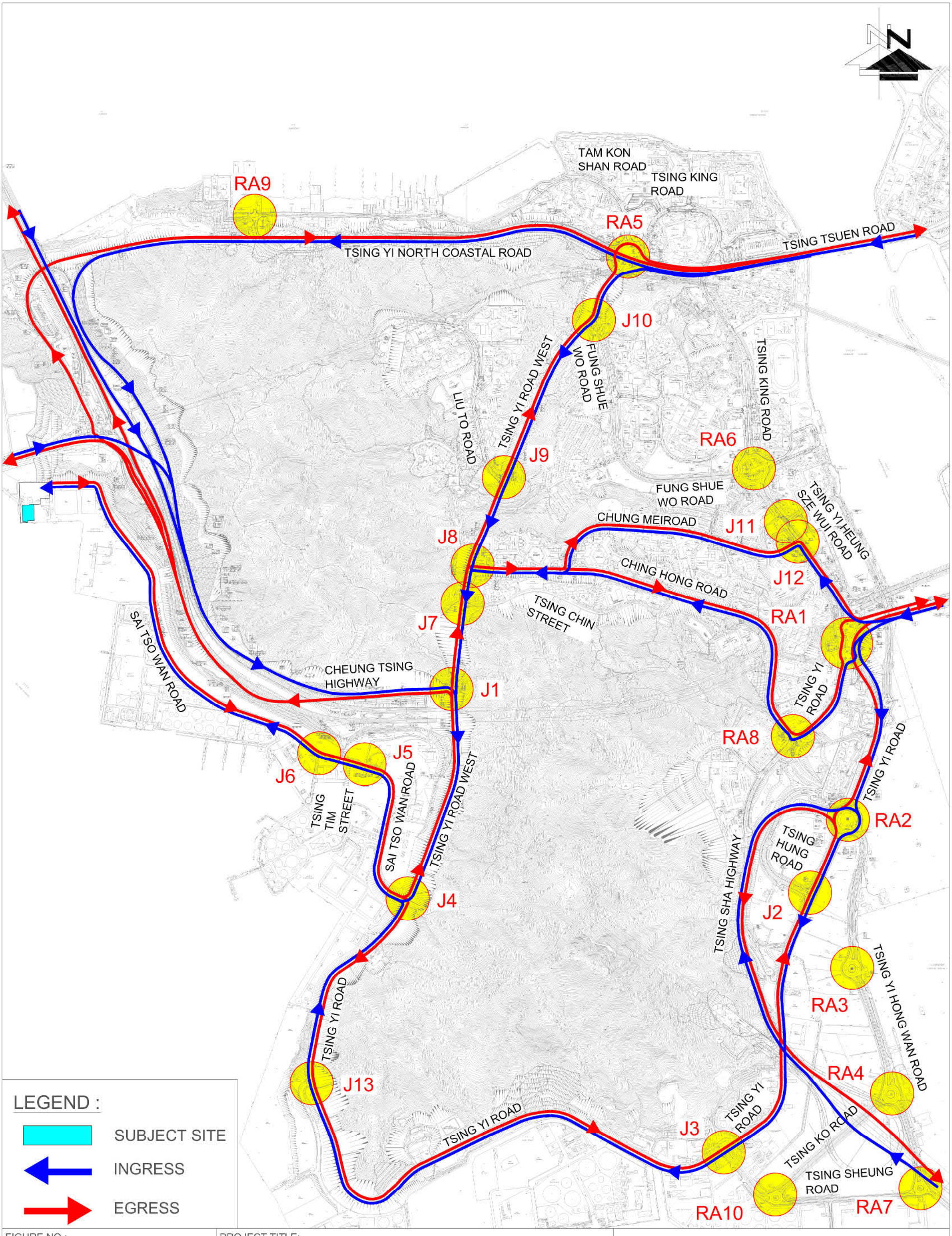


LEGEND :

SUBJECT SITE

530(500)[455] AM [LOGISTIC](PM) TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 5.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/1 44
PROJECT NO.: 24102HK	DRAWING TITLE: 2030 DESIGN TRAFFIC FLOW
SCALE: N.T.S. @ A3 / DATE: 14 APR 2025	CTA Consultants Limited 志達顧問有限公司



LEGEND :

- SUBJECT SITE
- INGRESS
- EGRESS

FIGURE NO.: 5.2	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/1 44
PROJECT NO.: 24102HK	DRAWING TITLE: TRAFFIC ROUTINGS
SCALE: 1 : 12000 @A3	DATE: 08 APR 2025

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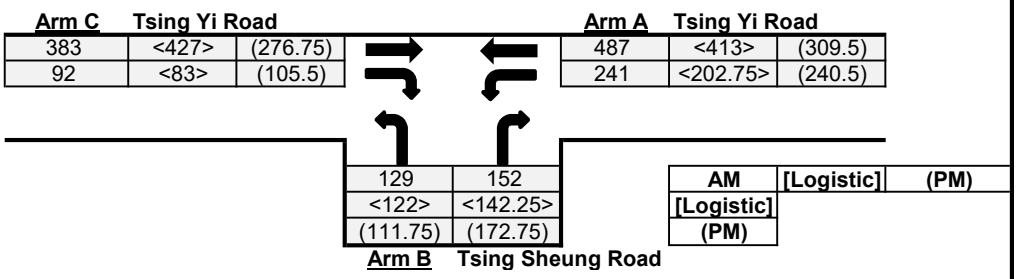
Appendix 1

Junction Calculation Sheets

Priority Junction Calculation

Junction :	(J3) Tsing Yi Road / Tsing Sheung Road	Job No.:	24102HK
Scenario :	2025 Observed Traffic Flow		



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

Analysis :	**Traffic Flow pcu/hr**	**AM**	**Logistic**	**PM**	**Capacity pcu/hr**	**AM**	**Logistic**	**PM**	
	q-CA	383	427	277	Q-BA	417	430	457	
	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	(If C-B blocked C-
	q-BA	152	142.25	172.75	Q-BAC	N/A	N/A	N/A	(If Minor Road Share LT&RT)
	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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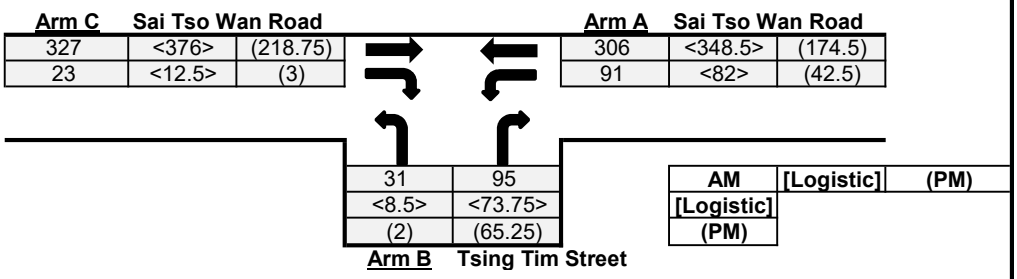
Priority Junction Calculation

Junction :	(J6) Sai Tso Wan Road / Tsing Tim Street	Job No.:	24102HK
Scenario :	2025 Observed Traffic Flow		



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

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	(If C-B blocked C-
	q-BA	95	73.75	65.25	Q-BAC	445	410	473	(If Minor Road Share LT&RT)
	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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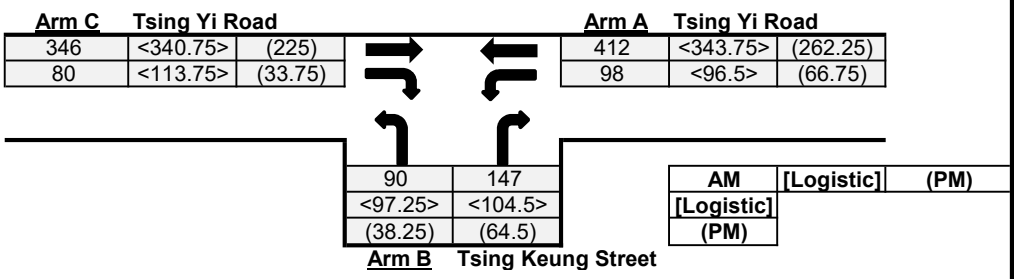
Priority Junction Calculation

Junction :	(J13) Tsing Yi Road / Tsing Keung Street	Job No.:	24102HK
Scenario :	2025 Observed Traffic Flow		



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

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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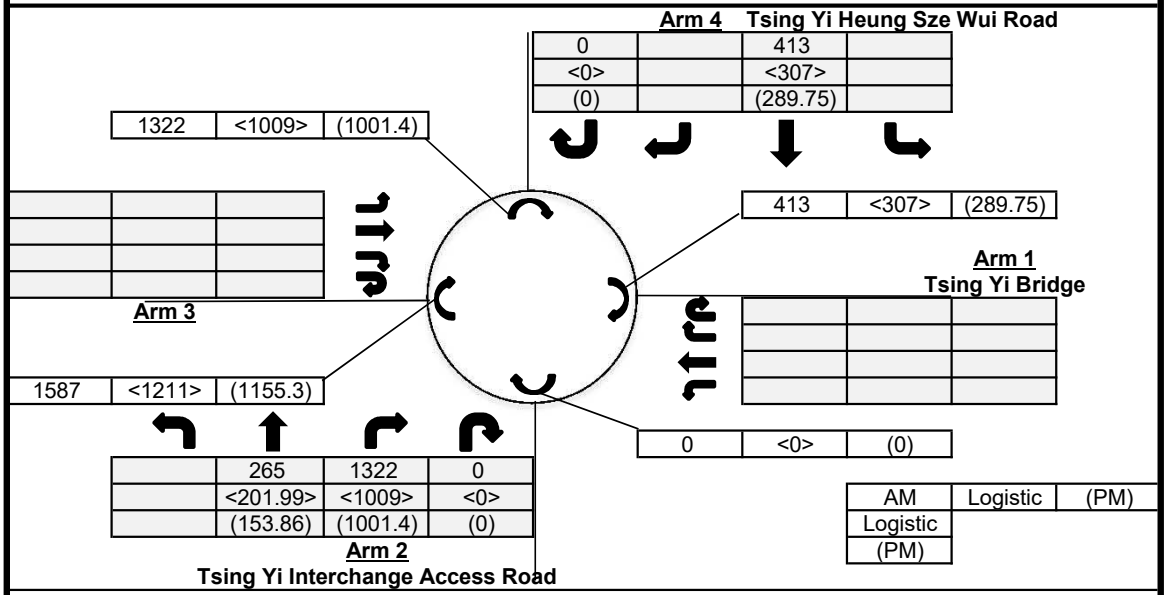
Roundabout Junction Calculation

Junction : (RA1) Tsing Yi Interchange (North) Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



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	AM		0		1322
		across entry (pcu/hr)	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
2	=	V+((E-V)/(1+2 S))			6.61		6.61
M	=	E p((D-60)/10)			1.00		1.00
F	=	303 2			2003		2003
Td	=	1+(0.5/(1+M))			1.25		1.25
Fc	=	0.21 Td (1+0.2 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

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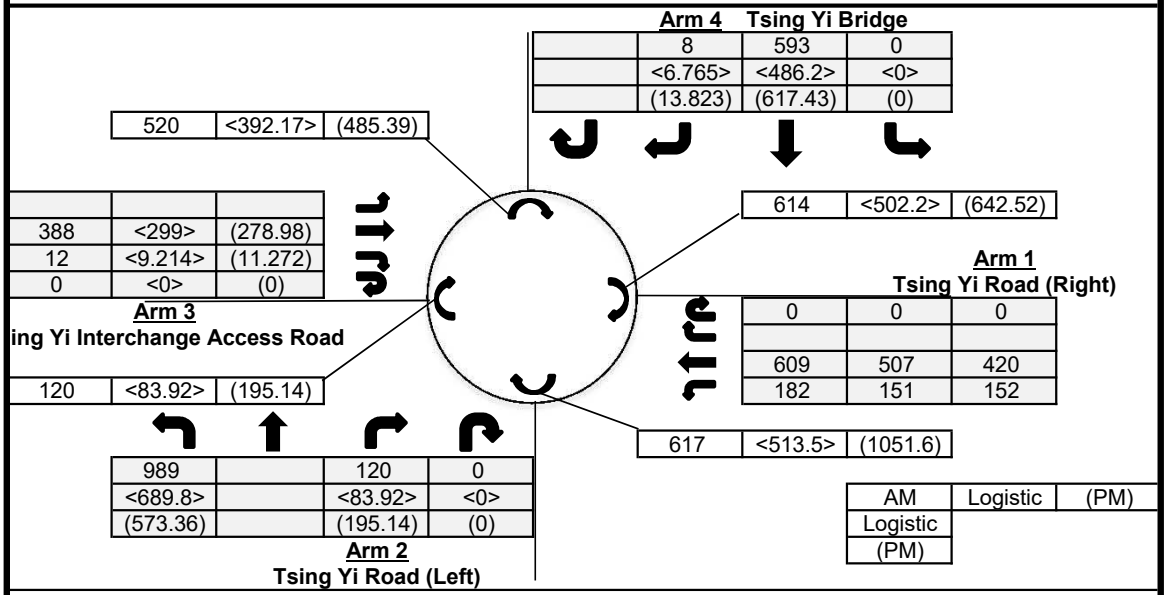
Roundabout Junction Calculation

Junction : (RA1) Tsing Yi Interchange (South) Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



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	AM	614	617	120	520
		across entry (pcu/hr)	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
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 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 2)		0.64	0.63	0.64	0.59
Qe	=	Capacity = K (F-Fc Qc)	AM	1713	1599	2159	1668
			Logistic	1782	1660	2183	1747
			PM	1696	1346	2110	1689
DFC	=	Entry Flow/Capacity = Q/Qe	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**

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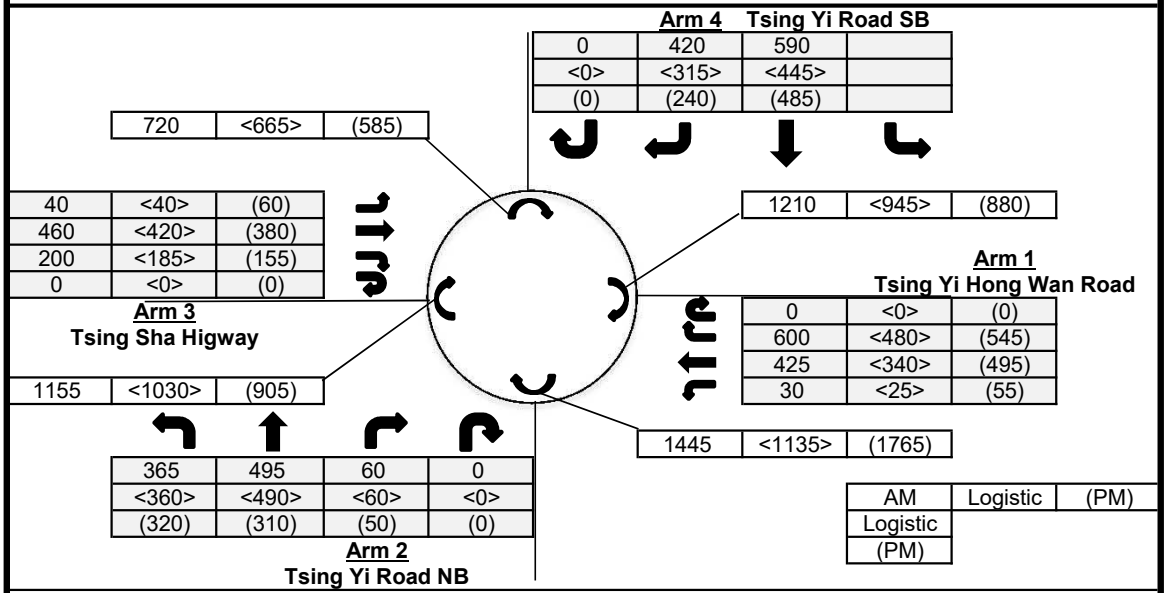
Roundabout Junction Calculation

Junction : (RA2) Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Hig Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



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	AM	1210	1445	1155	720
		across entry (pcu/hr)	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
^{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	2598	2053	2117	2222
			Logistic	2783	2249	2194	2253
			PM	2829	1850	2271	2299
DFC	=	Entry Flow/Capacity = Q/Qe	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

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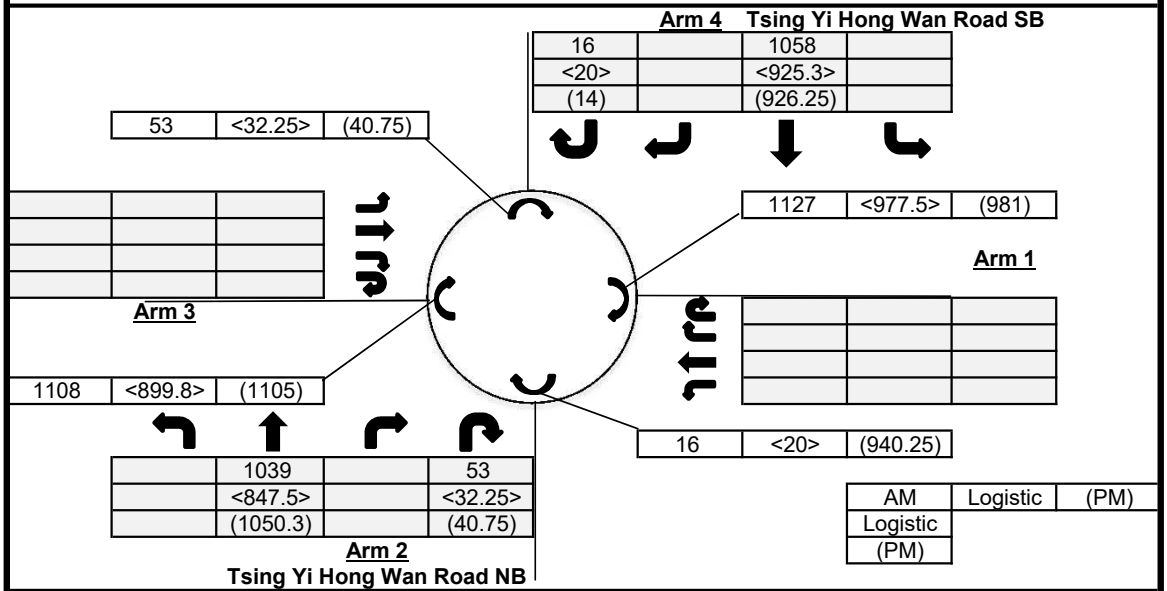
Roundabout Junction Calculation

Junction : (RA3) Tsing Yi Hong Wan Road Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



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	AM		16		53
		across entry (pcu/hr)	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
^{2}	=	V+((E-V)/(1+2 S))			10.30		7.85
M	=	E p((D-60)/10)			2.23		2.23
F	=	303 ^{2}			3121		2379
Td	=	1+(0.5/(1+M))			1.16		1.16
Fc	=	0.21 Td (1+0.2 ^{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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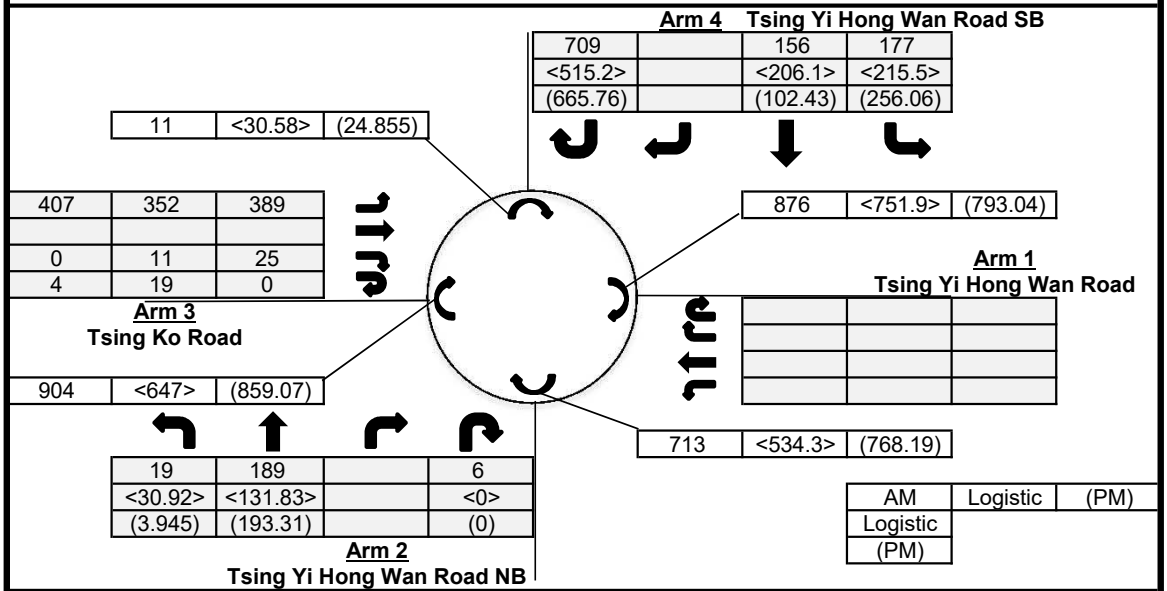
Roundabout Junction Calculation

Junction : (RA4) Tsing Yi Hong Wan Road / Tsing Ko Road Job No.: 24102HK

Scenario : 2025 Observed 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)	AM		215	412	1043
			Logistic		163	382	937
			PM		197	414	1024
Qc	=	Circulating flow	AM		713	904	11
		across entry (pcu/hr)	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
^{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 ^{2}			2963	3040	3493
Td	=	1+(0.5/(1+M))			1.16	1.16	1.16
Fc	=	0.21 Td (1+0.2 ^{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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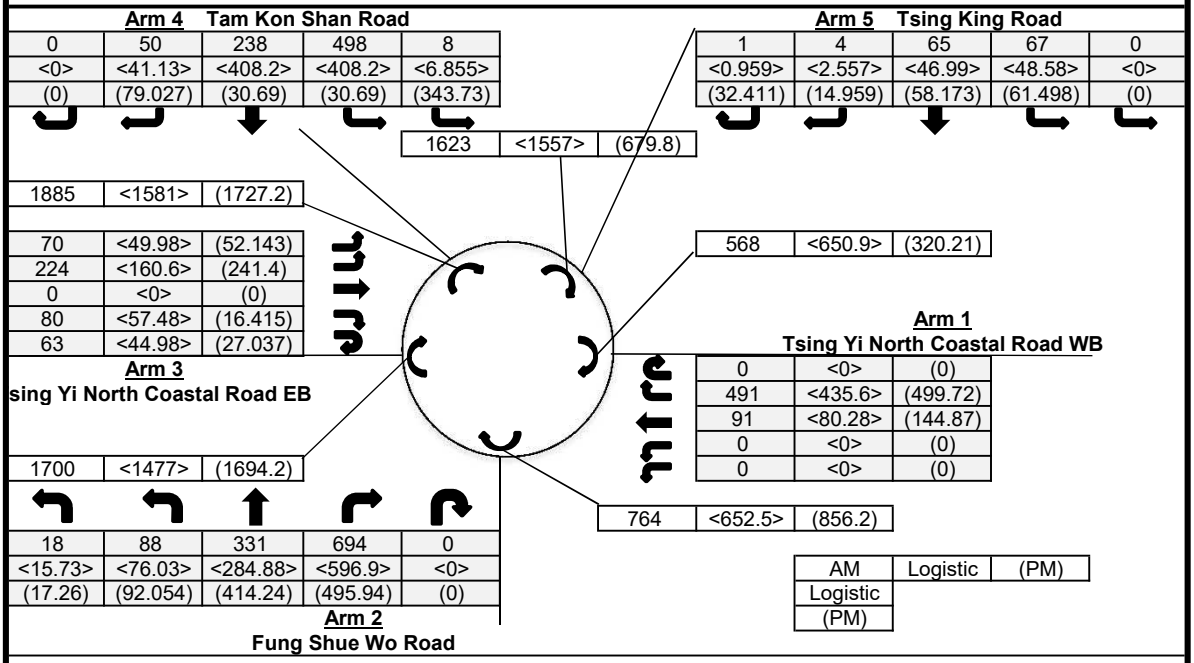
Roundabout Junction Calculation

Junction : (RA5) Tam Kon Shan Interchange Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



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	AM	568	764	1700	1885	1623
		across entry (pcu/hr)	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
$_2$	=	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 $_2$		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 $_2$)		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

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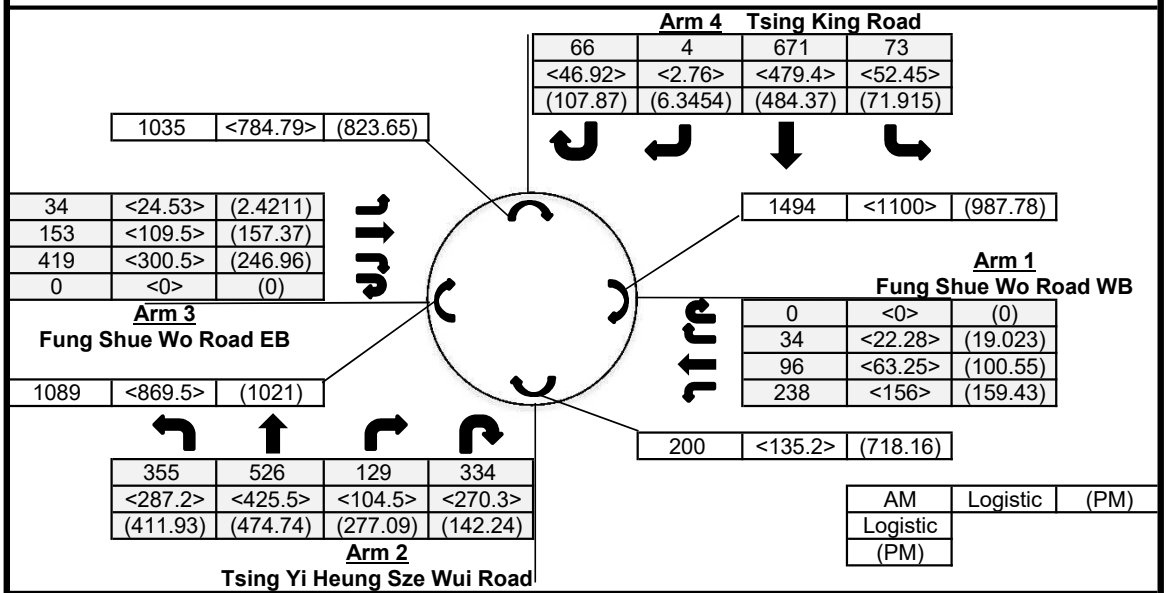
Roundabout Junction Calculation

Junction : (RA6) Tsing King Road / Fung Shue Wo Road Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



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	AM	1494	200	1089	1035
		across entry (pcu/hr)	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
^{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 ^{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 ^{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

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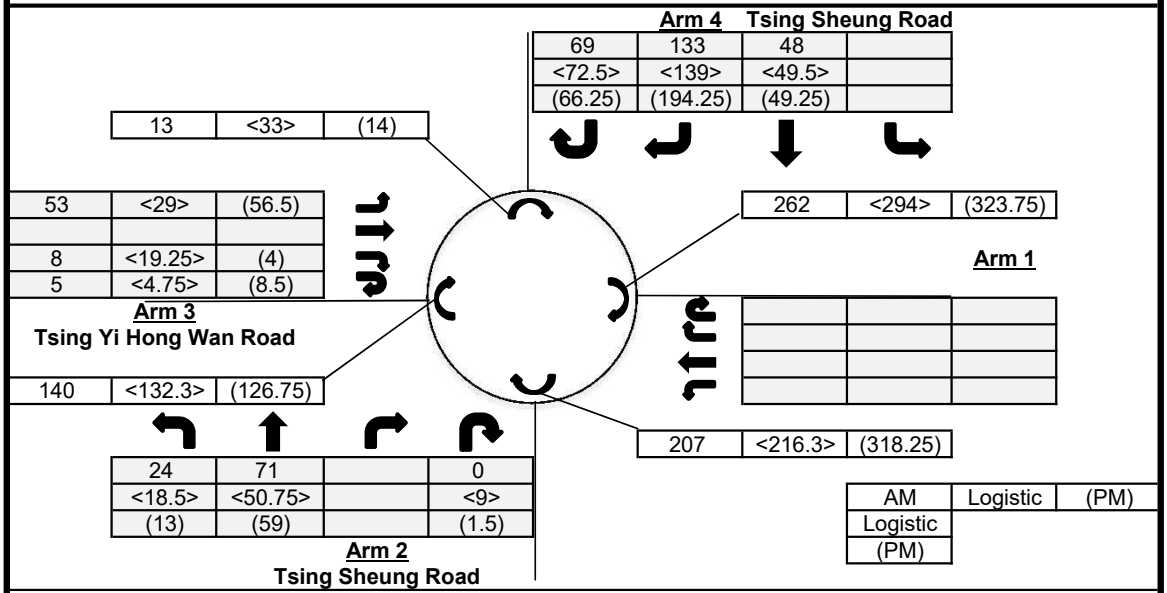
Roundabout Junction Calculation

Junction : (RA7) Tsing Yi Hong Wan Road / Tsing Sheung Road Job No.: 24102HK

Scenario : 2025 Observed 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)	AM		95	66	249
			Logistic		78	53	261
			PM		74	69	310
Qc	=	Circulating flow	AM		207	140	13
		across entry (pcu/hr)	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
^{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 ^{2}			2350	1669	2954
Td	=	1+(0.5/(1+M))			1.33	1.33	1.33
Fc	=	0.21 Td (1+0.2 ^{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

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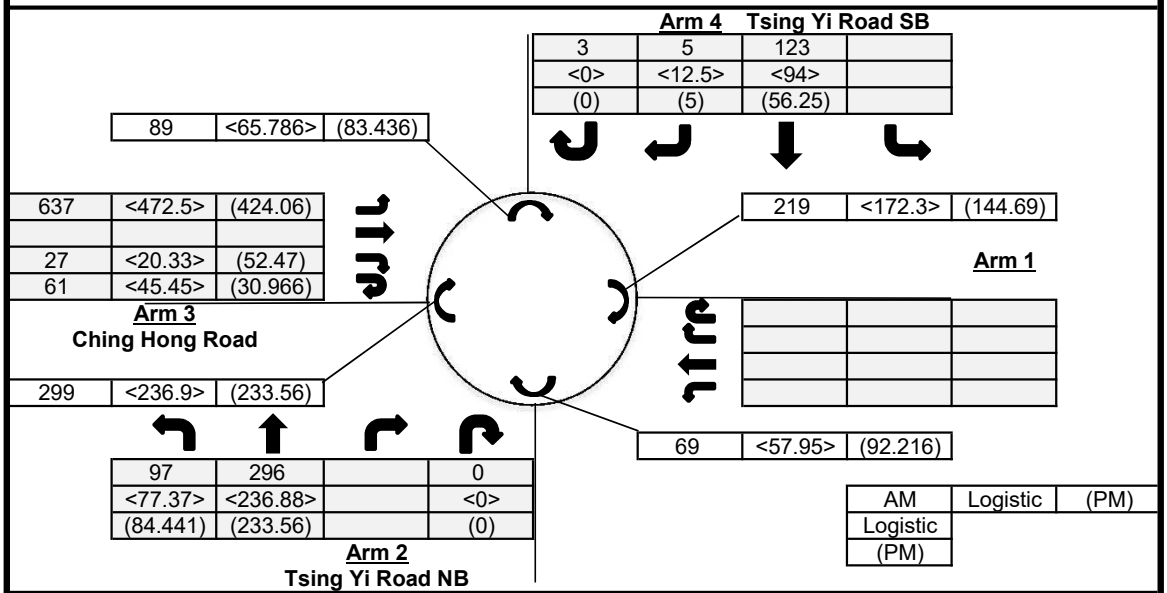
Roundabout Junction Calculation

Junction : (RA8) Tsing Yi Road / Ching Hong Road Job No.: 24102HK

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	AM		69	299	89
		across entry (pcu/hr)	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
^{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 ^{2}			2229	2397	2471
Td	=	1+(0.5/(1+M))			1.48	1.48	1.48
Fc	=	0.21 Td (1+0.2 ^{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

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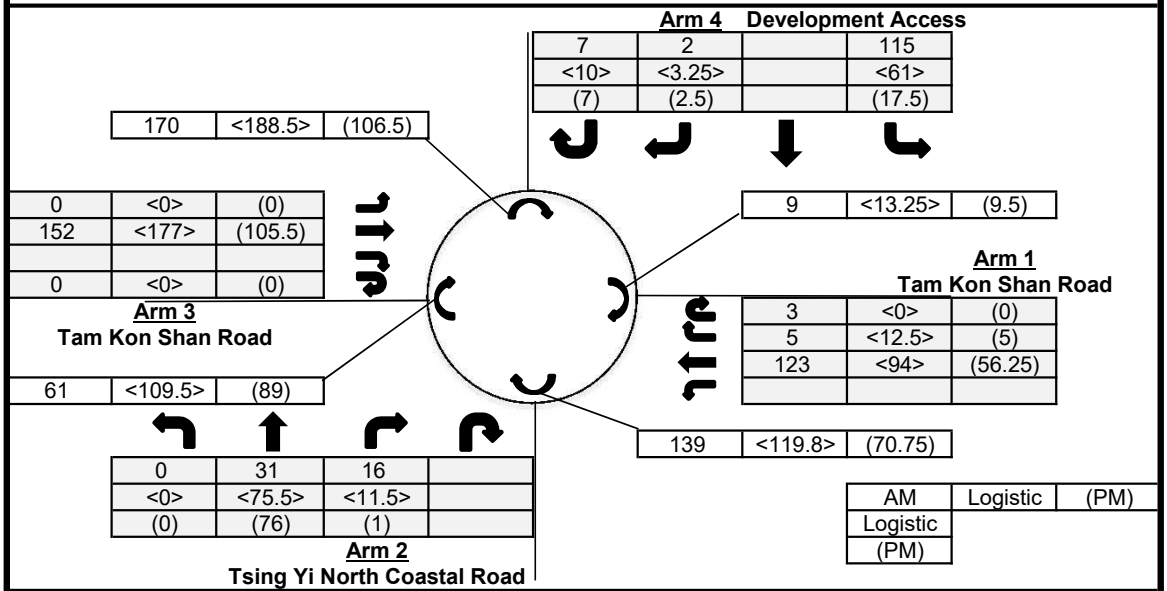
Roundabout Junction Calculation

Junction : (RA9) Tam Kon Shan Road Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



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	AM	9	139	61	170
		across entry (pcu/hr)	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
^{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 ^{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 ^{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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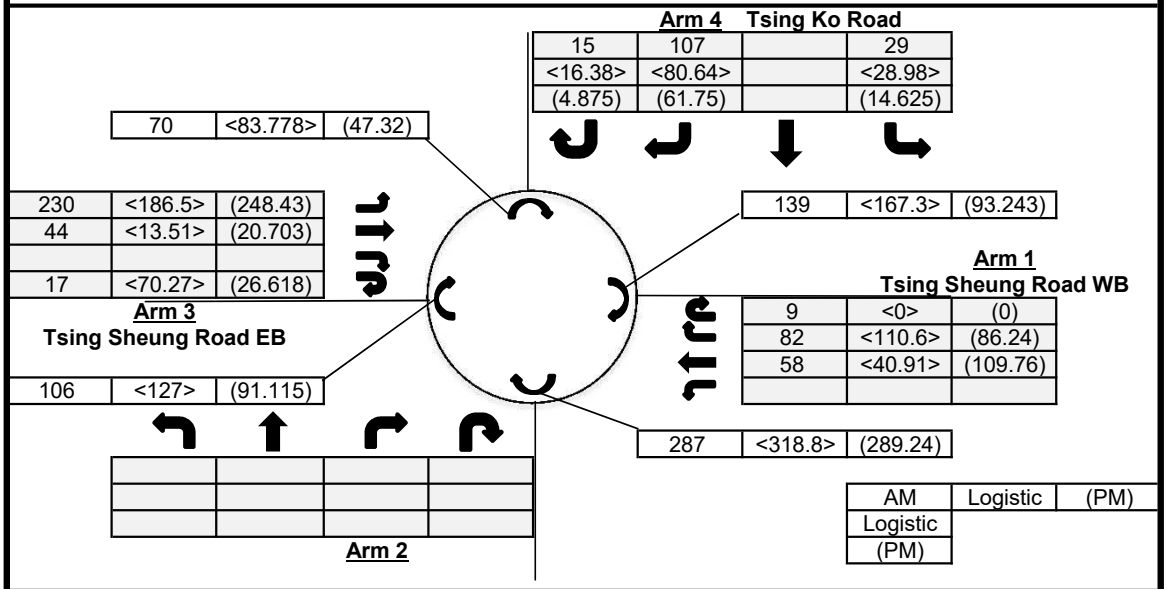
Roundabout Junction Calculation

Junction : (RA10) Tsing Sheung Road / Tsing Ko Road Job No.: 24102HK

Scenario : 2025 Observed 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	149		291	150
			Logistic	152		270	126
			PM	196		296	81
Qc	=	Circulating flow	AM	139		106	70
		across entry (pcu/hr)	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
^{2}	=	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 ^{2}		2900		1537	2953
Td	=	1+(0.5/(1+M))		1.37		1.37	1.37
Fc	=	0.21 Td (1+0.2 ^{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

CTA Consultants Ltd.

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

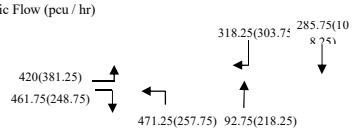
Junction: **(J1) Tsing Yi Road West / Cheung Tsing Highway**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak 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	
			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:

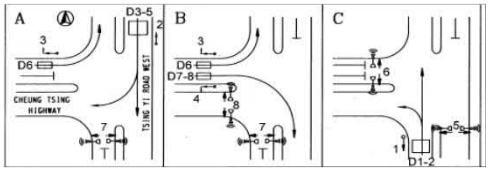
Traffic Flow (pcu / hr)



A.M. Check Phase	A,B,C	AB,C
ey	0.516	0.528
L (sec)	13	9
C (sec)	100	100
y pract.	0.783	0.819
R.C. (%)	**52%**	**55%**

P.M. Check Phase	A,B,C	AB,C
ey	0.304	0.372
L (sec)	13	9
C (sec)	105	105
y pract.	0.789	0.823
R.C. (%)	**160%**	**121%**

Stage / Phase Diagrams



I/G = 5	I/G = 5	I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J1) Cheung Tsing Highway / Tsing Yi Road West**

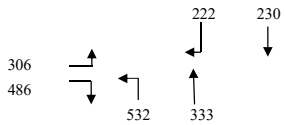
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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

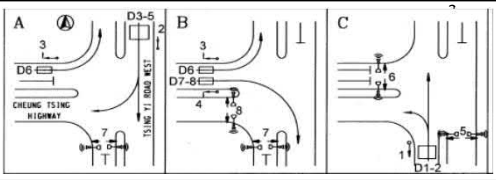
Notes:

Traffic Flow (pcu / hr)



Logistic Peak Check Phase	A,B,C	AB,C
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



I/G = 5	I/G = 5	I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J2) Tsing Hung Road / Tsing Yi Road**

Description: **2025 Observed Traffic Flow**

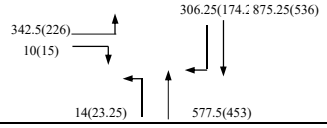
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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:

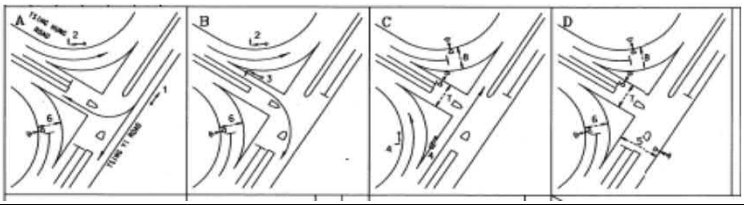
Traffic Flow (pcu / hr) Weekday AM Peak



AM Peak Check Phase	A,B,C,D	AB,C,D
εy	0.357	0.324
L (sec)	33	22
C (sec)	120	120
y pract.	0.653	0.735
R.C. (%)	**83%**	**127%**

PM Peak Check Phase	A,B,C,D	AB,C,D
εy	0.197	0.231
L (sec)	33	22
C (sec)	100	100
y pract.	0.603	0.702
R.C. (%)	**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	

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J2) Tsing Hung Road / Tsing Yi Road**

Description: **2025 Observed Traffic Flow**

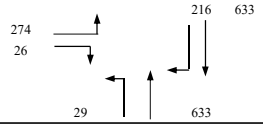
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak	Revised Saturation Flow (pcu/hr)	Total Revised Saturation Flow (pcu/hr) Logistic Peak	Total Revised Saturation Flow (pcu/hr)	Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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		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

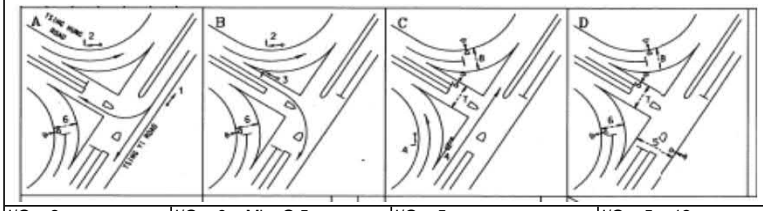
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase	A,B,C,D	AB,C,D
εy	0.306	0.300
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: 24102HK **CTA Consultants Ltd.**

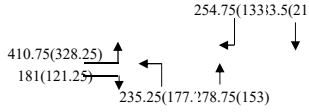
Junction: **(J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak 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															

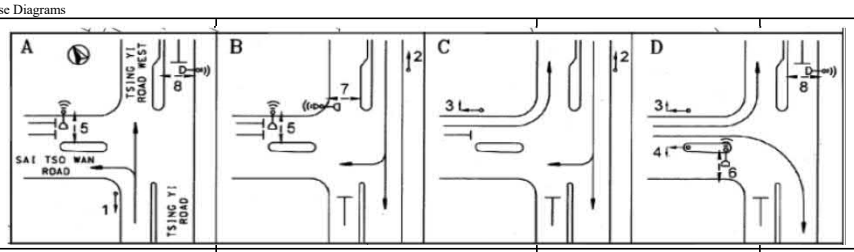
Notes:

Traffic Flow (pcu / hr)



A.M. Check Phase	A,BC,D	A,B,CD	P.M. Check Phase	A,BC,D	A,B,CD
εy	0.490	0.379	εy	0.281	0.290
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. (%)	**54%**	**78%**	R.C. (%)	**165%**	**126%**

Stage / Phase Diagrams



I/G = 7	I/G = 10		I/G = 5	

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road**

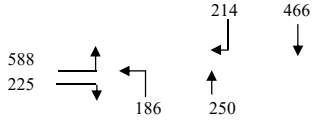
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	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	

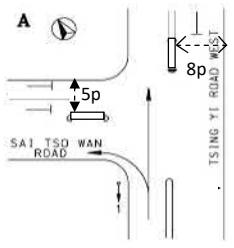
Notes:

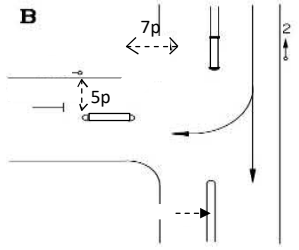
Traffic Flow (pcu / hr)

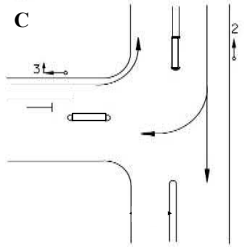


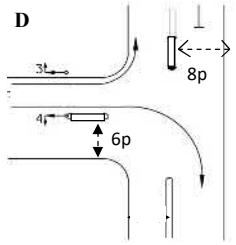
Logistic Peak Check Phase		
εy	0.487	0.461
L (sec)	19	30
C (sec)	110	110
y pract.	0.745	0.655
R.C. (%)	53%	42%

Stage / Phase Diagrams









I/G = 5	I/G =5		I/G = 5	
I/G = 5	I/G =8+12	I/G = 2		

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

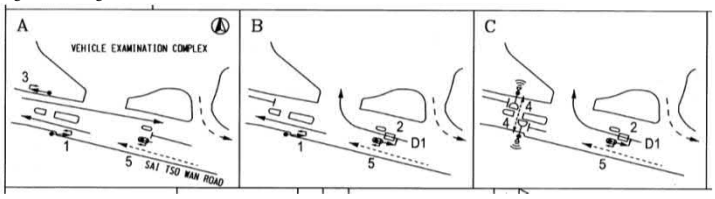
Junction: **(J5) Sai Tso Wan Road Near VEC**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Sai Tso Wan Road	EB	→	3	A	4.0	0.0	0	1	0%	0%	2015	2015	2015	2015	2015	2015	440	0.218	0.218	295	0.146	
Sai Tso Wan Road	WB	↰	2	B,C	4.0	0.0	10	0	100%	100%	2155	2155	1875	1875	1875	1875	185	0.099	0.099	5	0.003	
	WB	←	1	A,B	4.0	0.0	0	1	0%	0%	2015	2015	2015	2015	2015	2015	420	0.208		240	0.119	0.119
Pedestrian Crossing		↕	4P	C		Green time = 13Gm + 5 FGm = 18s																

			A,BC	AB,C		A,BC	AB,C
Notes: (None)	Traffic Flow (pcu / hr) AM (PM) Peak: 440(295) →; 185(5) ↰; 325(220) ←	AM Peak Check Phase	εy	0.317	0.208	PM Peak Check Phase	εy	0.146	0.119
			L (sec)	11	25		L (sec)	65	25
			C (sec)	91	91		C (sec)	91	91
			y pract.	0.791	0.653		y pract.	0.257	0.653
			R.C. (%)	**150%**	**213%**		R.C. (%)	**76%**	**448%**

Stage / Phase Diagrams



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

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

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

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y			
Sai Tso Wan Road	EB	→	3	A	4.0	0.0	0	1	0%	2015	2015	2015		2015		455	0.226	0.226			
Sai Tso Wan Road	WB	↰	2	B,C	4.0	0.0	10	0	100%	2155	2155	1875		1875		110	0.059				
Sai Tso Wan Road	WB	←	1	A,B	4.0	0.0	0	1	0%	2015	2015	2015		2015		445	0.221	0.221			
Pedestrian Crossing		↕	4P	C																	

Green time = 13Gm + 5 FGm = 18s

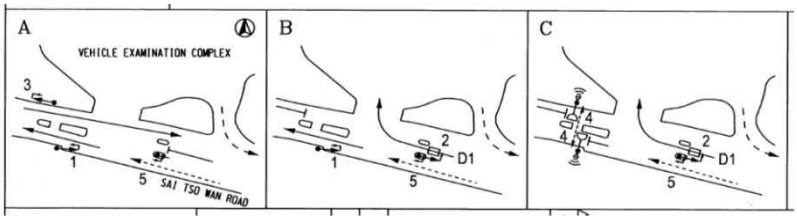
	A,BC	AB,C
Logistic Peak Check Phase		
εy	0.284	0.221
L (sec)	11	25
C (sec)	91	91
y pract.	0.791	0.653
R.C. (%)	**178%**	**196%**

Notes:
(None)

Traffic Flow (pcu / hr) AM (PM) Peak

455 →
110 ↰
225 ←

Stage / Phase Diagrams



I/G = 6	I/G = 7		
I/G = 3	I/G = 7	I/G = 5 + Ped 18s	

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

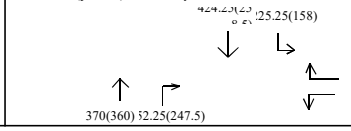
Junction: **(J8) Tsing Yi Road West / Ching Hong Road**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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:

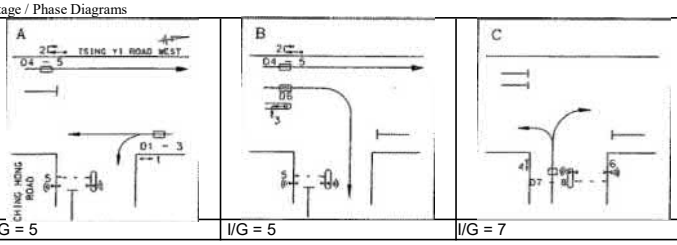
Traffic Flow (pcu / hr) Weekday AM Peak



AM Peak Check Phase	
εy	0.423
L (sec)	14
C (sec)	100
y pract.	0.774
R.C. (%)	**83%**

PM Peak Check Phase	
εy	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

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

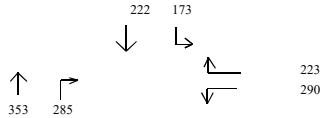
Junction: **(J8) Tsing Yi Road West / Ching Hong Road**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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																

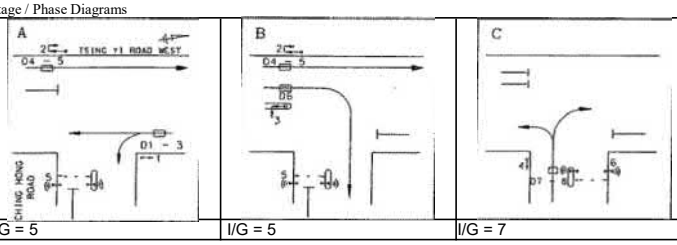
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase	
εy	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: 24102HK **CTA Consultants Ltd.**

Junction: **(J9) Tsing Yi Road West / Liu To Road**

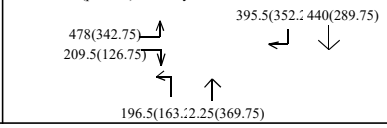
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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:

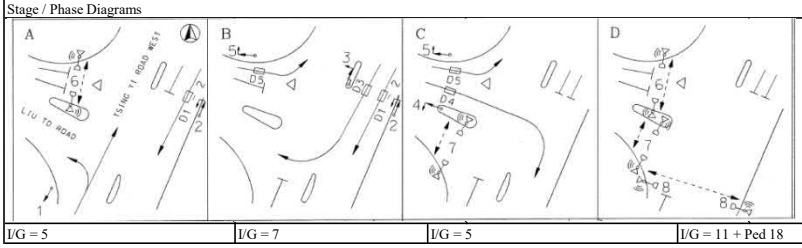
Traffic Flow (pcu / hr) Weekday AM Peak



AM Peak Check Phase	A,BC,D	A,B,C,D
εy	0.452	0.498
L (sec)	39	43
C (sec)	130	130
y pract.	0.630	0.602
R.C. (%)	**40%**	**21%**

PM Peak Check Phase	A,BC,D	A,B,C,D
εy	0.339	0.400
L (sec)	39	43
C (sec)	110	110
y pract.	0.581	0.548
R.C. (%)	**71%**	**37%**

Stage / Phase Diagrams



I/G = 5	I/G = 7	I/G = 5	I/G = 11 + Ped 18

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **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) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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%	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

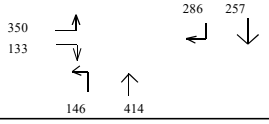
↕	6P	A,D	Green time = 46GM + 9FG = 55s
↕	7P	C,D	Green time = 31GM + 13FG = 44s
↔	8P	D	Green time = 10GM + 8FG = 18s

Pedestrian Crossing

A,BC,D A,B,C,D

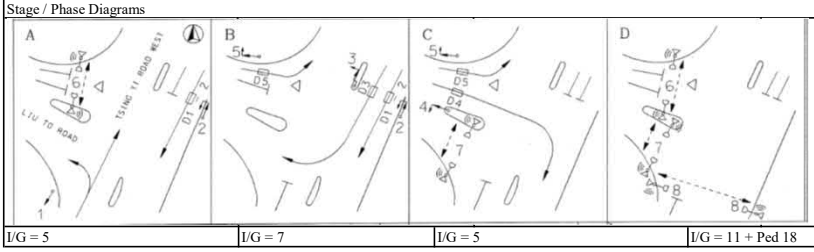
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase		
εy	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



I/G = 5	I/G = 7	I/G = 5	I/G = 11 + Ped 18

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J10) Tsing Yi Road West / Fung Shue Wo Road**

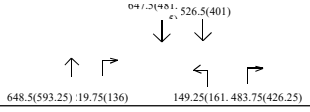
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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	325	0.160	0.229	177	0.087	0.175
(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	322	0.160		175	0.087	
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	
(To Fung Shue Wo Road)	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:

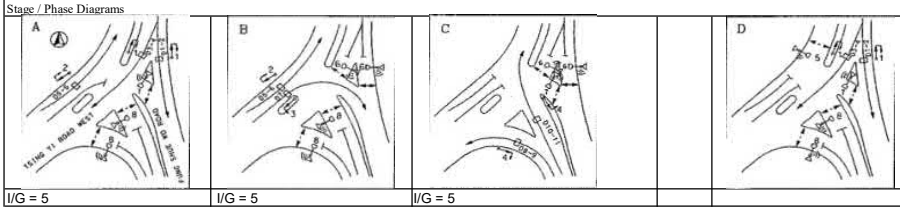
Traffic Flow (pcu / hr) Weekday AM Peak



	AD,B,C	AB,C,D
AM Peak Check Phase		
εy	0.548	0.466
L (sec)	12	28
C (sec)	100	100
y pract.	0.792	0.648
R.C. (%)	**45%**	**39%**

	AD,B,C	AB,C,D
PM Peak Check Phase		
εy	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: 24102HK **CTA Consultants Ltd.**

Junction: **J10 - Tsing Yi Road West / Fung Shue Wo Road**

Description: **2025 Observed Traffic Flow**

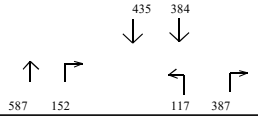
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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%	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

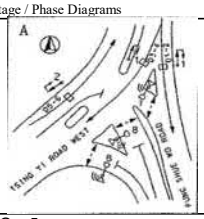
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak

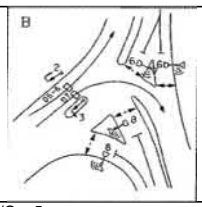


Logistic Peak Check Phase		
εy	0.409	0.400
L (sec)	12	28
C (sec)	90	100
y pract.	0.780	0.648
R.C. (%)	91%	62%

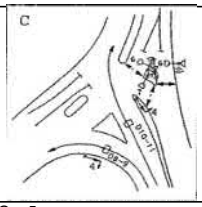
Stage / Phase Diagrams



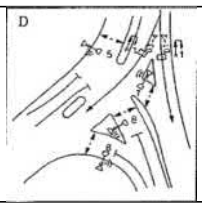
I/G = 5



I/G = 5



I/G = 5



TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

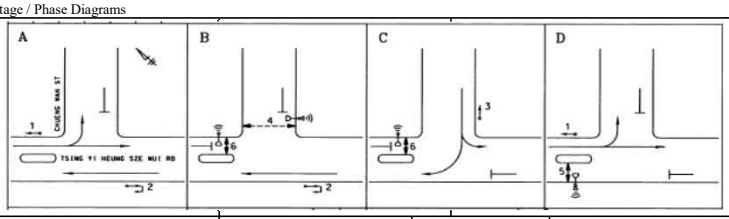
Junction: **(J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street**
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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													

	AB,C,D	AD,B,C		AB,C,D	AD,B,C
Notes:			Traffic Flow (pcu / hr) Weekday AM Peak		
			632(417.25)		
			157(159.5)		
			469(373.5)		
			1187.25(1146.5)		

AM Peak Check Phase			PM Peak Check Phase		
εy	0.459	0.537	εy	0.424	0.387
L (sec)	31	37	L (sec)	35	37
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



	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: 24102HK **CTA Consultants Ltd.**

Junction: **(J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street**

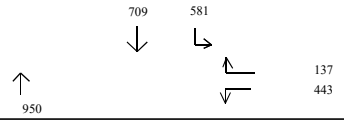
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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

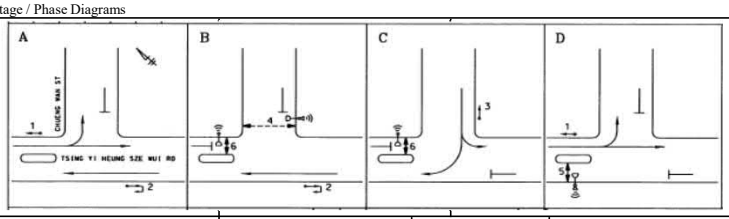
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase		
εy	0.389	0.504
L (sec)	33	37
C (sec)	90	90
y pract.	0.570	0.530
R.C. (%)	**47%**	**5%**

Stage / Phase Diagrams



I/G = 2		I/G = 5	I/G = 12 + Ped 16				

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

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) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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

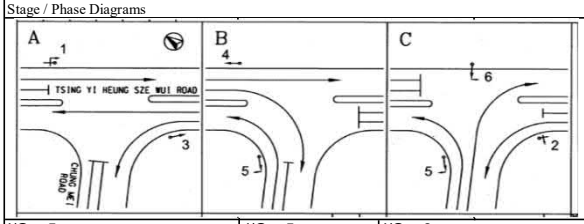
269.25(252.25) 1221.5(829)

229.25(282) 970.5(905.25)

AM Peak Check Phase	
εy	0.510
L (sec)	15
C (sec)	114
y pract.	0.782
R.C. (%)	**53%**

PM Peak Check Phase	
εy	0.440
L (sec)	15
C (sec)	100
y pract.	0.765
R.C. (%)	**74%**

Stage / Phase Diagrams



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

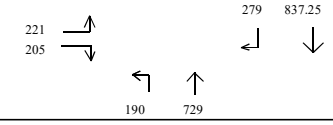
TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

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) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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																						

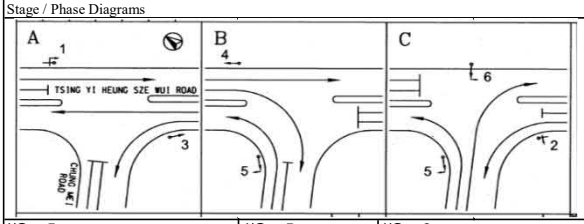
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase	
εy	0.338
L (sec)	15
C (sec)	114
y pract.	0.782
R.C. (%)	**131%**

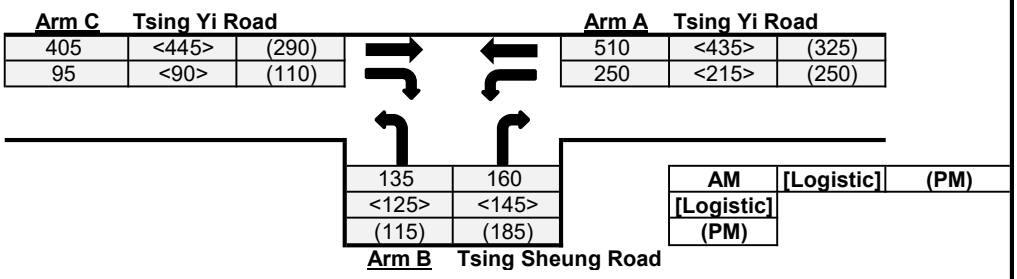
Stage / Phase Diagrams



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

Priority Junction Calculation

Junction :	(J3) Tsing Yi Road / Tsing Sheung Road	Job No.:	24102HK
Scenario :	2030 Design Traffic Flow		



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

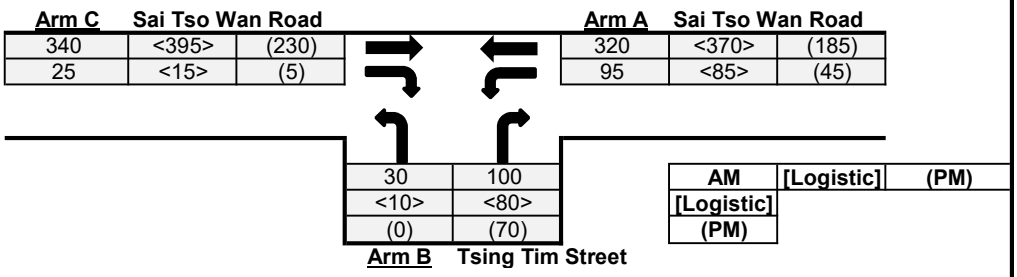
Analysis :	**Traffic Flow pcu/hr**	**AM**	**Logistic**	**PM**	**Capacity pcu/hr**	**AM**	**Logistic**	**PM**	
	q-CA	405	445	290	Q-BA	409	422	451	
	q-CB	95	90	110	Q-BC	638	655	673	
	q-AB	250	215	250	Q-CB	371	383	392	
	q-AC	510	435	325	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	160	145	185	Q-BAC	N/A	N/A	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**

CTA Consultants Ltd.

Priority Junction Calculation

Junction :	(J6) Sai Tso Wan Road / Tsing Tim Street	Job No.:	24102HK
Scenario :	2030 Design Traffic Flow		



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

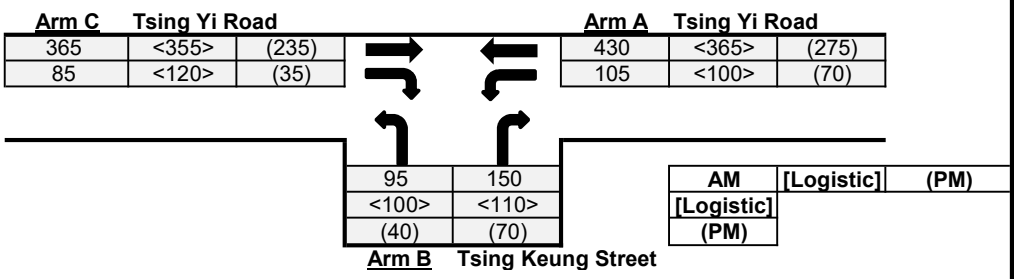
Analysis :	**Traffic Flow pcu/hr**	**AM**	**Logistic**	**PM**	**Capacity pcu/hr**	**AM**	**Logistic**	**PM**	
	q-CA	340	395	230	Q-BA	403	387	464	
	q-CB	25	15	5	Q-BC	603	591	643	
	q-AB	95	85	45	Q-CB	388	381	419	
	q-AC	320	370	185	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	100	80	70	Q-BAC	436	402	464	(If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

CTA Consultants Ltd.

Priority Junction Calculation

Junction :	(J13) Tsing Yi Road / Tsing Keung Street	Job No.:	24102HK
Scenario :	2030 Design Traffic Flow		



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	V-rBA	50	w-BA	4	D	0.910
W-CR	0	V-IBA	50	w-BC	4	E	0.968
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	0	F	0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	0	V-rCB	50			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	
	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	(If C-B blocked C-
	q-BA	150	110	70	Q-BAC	N/A	N/A	N/A	(If Minor Road Share LT&RT)
	q-BC	95	100	40					
	f	0.388	0.476	0.364					

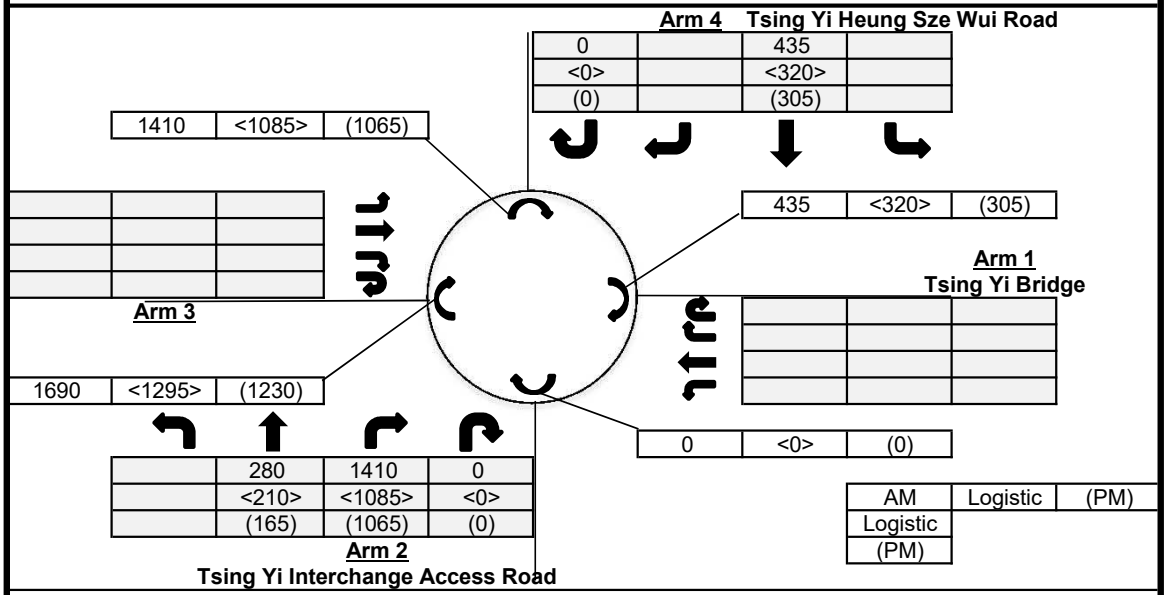
Results :	**Ratio of Flow-to-Capacity**	**AM**	**Logistic**	**PM**
	B-A	0.34	0.25	0.14
	B-C	0.15	0.15	0.06
	C-B	0.21	0.29	0.08
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A
	Critical DFC	**0.34**	**0.29**	**0.14**

CTA Consultants Ltd.

Roundabout Junction Calculation

Junction : (RA1) Tsing Yi Interchange (North) Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



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	AM		0		1410
		across entry (pcu/hr)	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+((E-V)/(1+2 S))			6.61		6.61
M	=	E p((D-60)/10)			1.00		1.00
F	=	303			2003		2003
Td	=	1+(0.5/(1+M))			1.25		1.25
Fc	=	0.21 Td (1+0.2	)		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

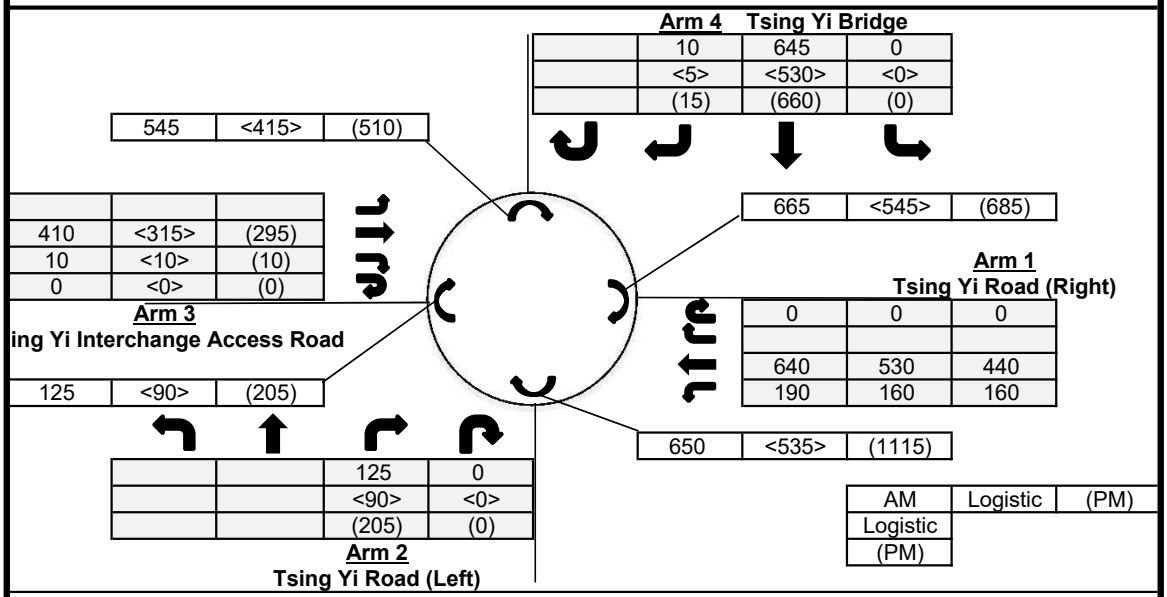
DFC of Critical Approach	**=**	**AM**	**0.81**
		Logistic	**0.62**
		PM	**0.59**

CTA Consultants Ltd.

Roundabout Junction Calculation

Junction : (RA1) Tsing Yi Interchange (South) Job No.: 24102HK

Scenario : 2030 Design Traffic Flow (Planned Improvement)



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	AM	665	650	125	545
		across entry (pcu/hr)	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
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 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 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 =

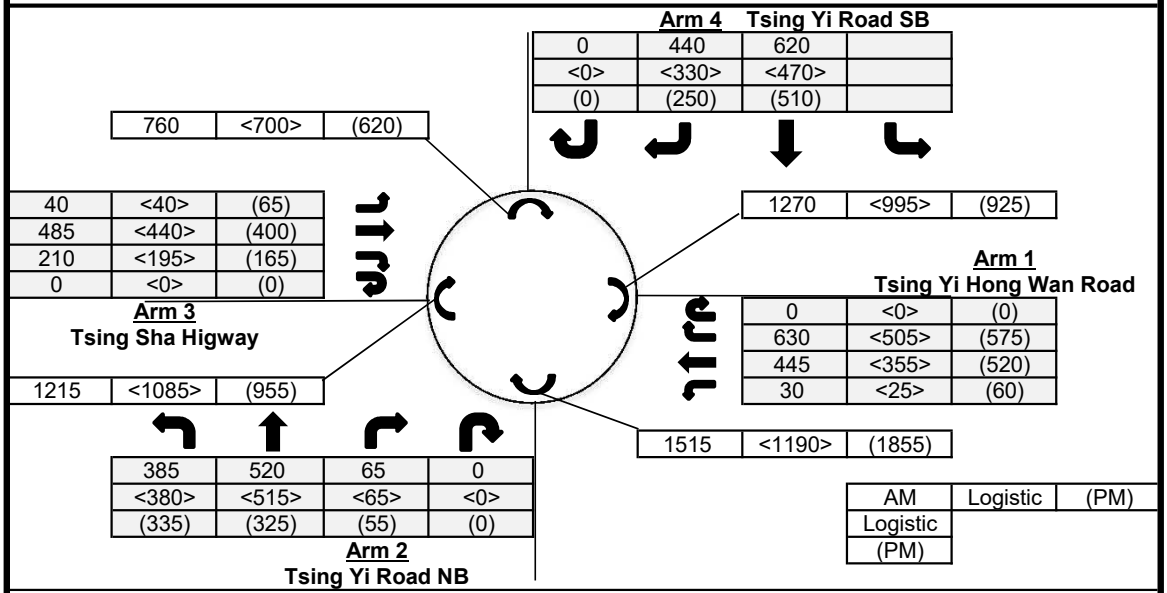
AM	**0.49**
Logistic	**0.39**
PM	**0.40**

CTA Consultants Ltd.

Roundabout Junction Calculation

Junction : (RA2) Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Hig Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



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	970	735	1060
			Logistic	885	960	675	800
			PM	1155	715	630	760
Qc	=	Circulating flow	AM	1270	1515	1215	760
		across entry (pcu/hr)	Logistic	995	1190	1085	700
			PM	925	1855	955	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	2009	2081	2199
			Logistic	2748	2215	2160	2233
			PM	2797	1793	2240	2279
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.43	0.48	0.35	0.48
			Logistic	0.32	0.43	0.31	0.36
			PM	0.41	0.40	0.28	0.33

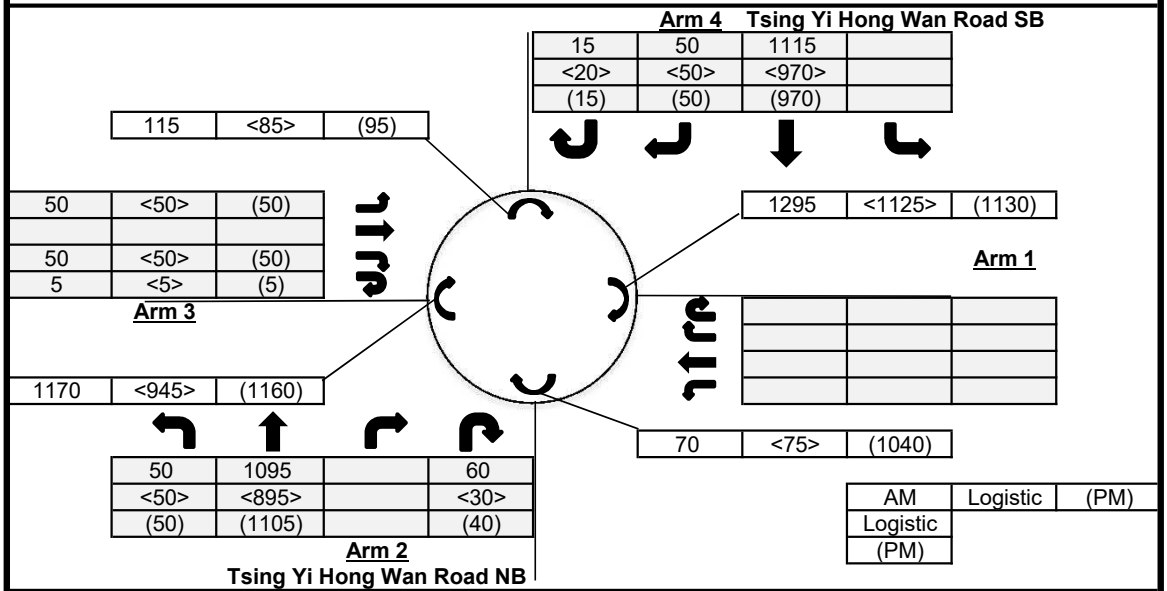
DFC of Critical Approach = AM 0.48
Logistic 0.43
PM 0.41

CTA Consultants Ltd.

Roundabout Junction Calculation

Junction : (RA3) Tsing Yi Hong Wan Road Job No.: 24102HK

Scenario : 2030 Design Traffic Flow (With Planned New Road)



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
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)	AM		1205	105	1180
			Logistic		975	105	1040
			PM		1195	105	1035
Qc	=	Circulating flow	AM		70	1170	115
		across entry (pcu/hr)	Logistic		75	945	85
			PM		1040	1160	95

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
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
^{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 ^{2}			3121	2823	2379
Td	=	1+(0.5/(1+M))			1.16	1.16	1.16
Fc	=	0.21 Td (1+0.2 ^{2})			0.74	0.69	0.62
Qe	=	Capacity = K (F-Fc Qc)	AM		2928	1821	2262
			Logistic		2925	1963	2280
			PM		2242	1827	2274
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.41	0.06	0.52
			Logistic		0.33	0.05	0.46
			PM		0.53	0.06	0.46

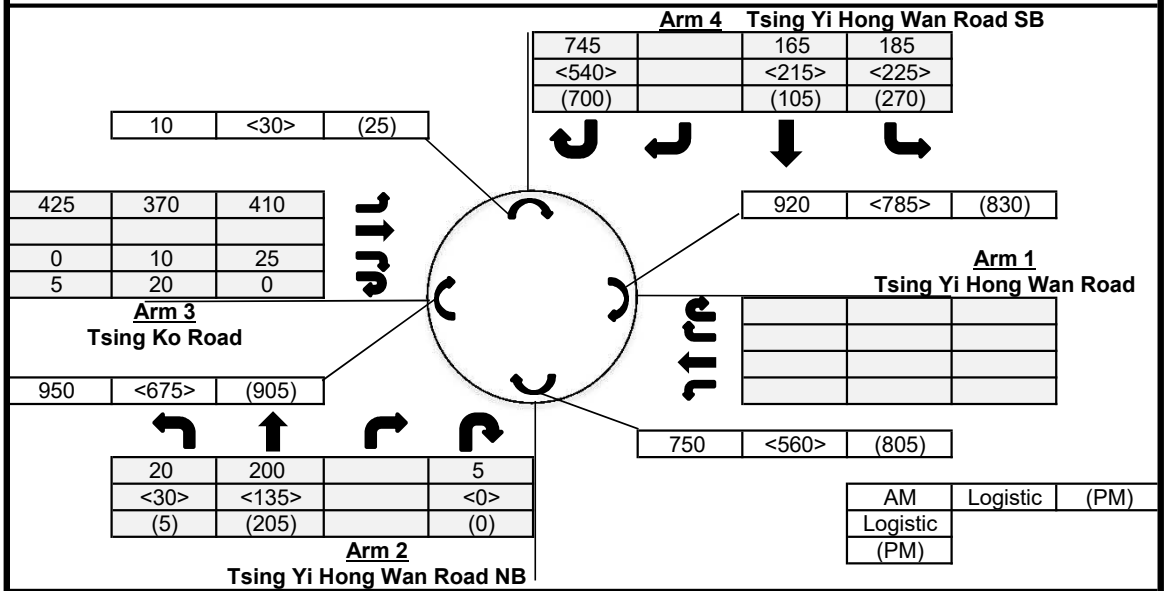
DFC of Critical Approach = AM 0.52
Logistic 0.46
PM 0.53

CTA Consultants Ltd.

Roundabout Junction Calculation

Junction : (RA4) Tsing Yi Hong Wan Road / Tsing Ko Road Job No.: 24102HK

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)	AM		225	430	1095
			Logistic		165	400	980
			PM		210	435	1075
Qc	=	Circulating flow	AM		750	950	10
		across entry (pcu/hr)	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
^{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 ^{2}			2963	3040	3493
Td	=	1+(0.5/(1+M))			1.16	1.16	1.16
Fc	=	0.21 Td (1+0.2 ^{2})			0.72	0.73	0.80
Qe	=	Capacity = K (F-Fc Qc)	AM		2401	2504	3416
			Logistic		2536	2718	3401
			PM		2362	2539	3405
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.09	0.17	0.32
			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

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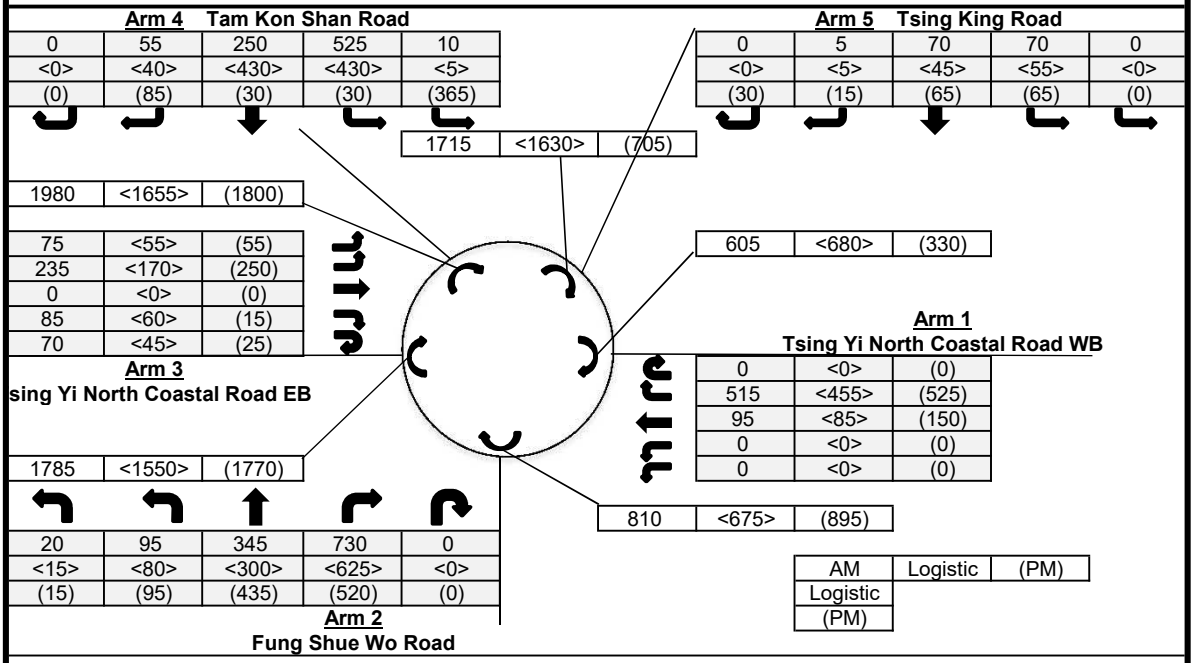
Roundabout Junction Calculation

Junction : (RA5) Tam Kon Shan Interchange Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



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	AM	605	810	1785	1980	1715
		across entry (pcu/hr)	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
2	=	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 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 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**

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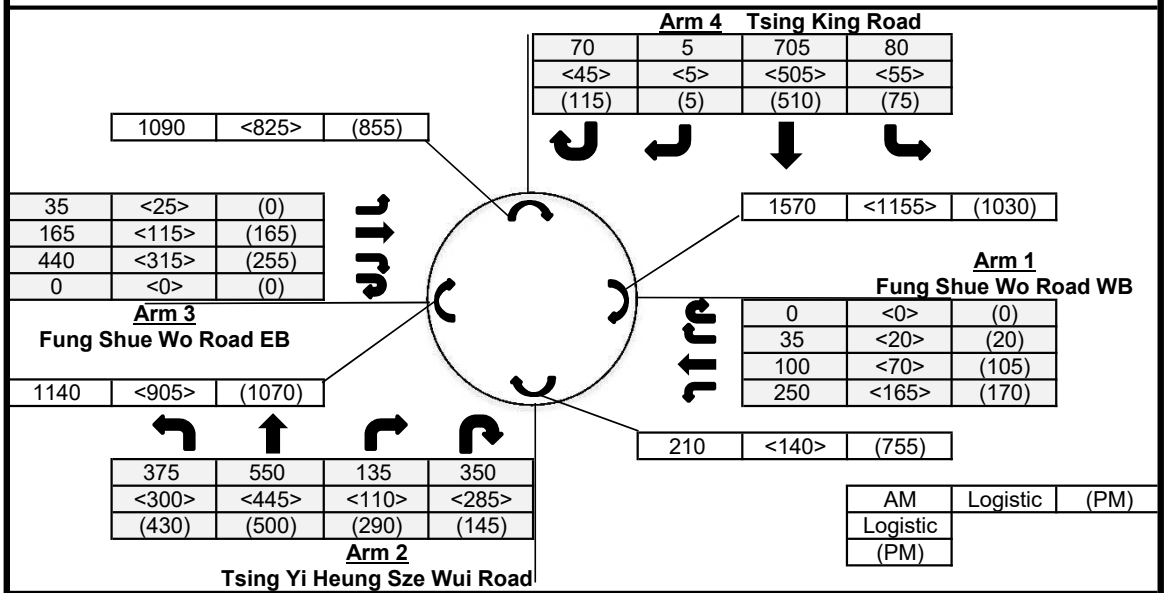
Roundabout Junction Calculation

Junction : (RA6) Tsing King Road / Fung Shue Wo Road Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



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	AM	1570	210	1140	1090
		across entry (pcu/hr)	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
^{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 ^{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 ^{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

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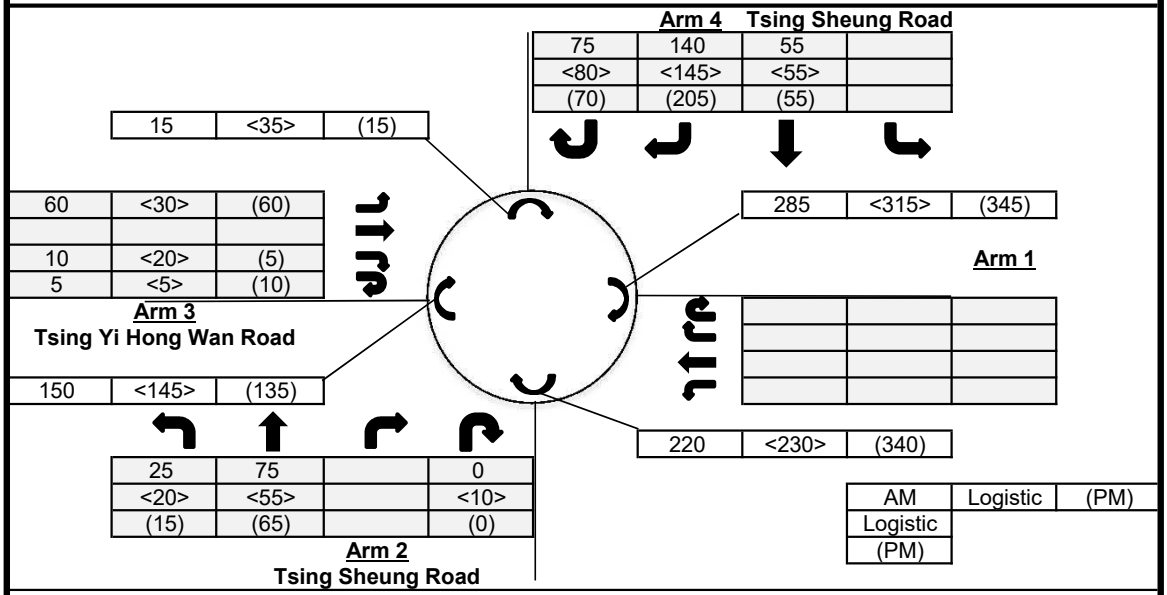
Roundabout Junction Calculation

Junction : (RA7) Tsing Yi Hong Wan Road / Tsing Sheung Road Job No.: 24102HK

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)	AM		100	75	270
			Logistic		85	55	280
			PM		80	75	330
Qc	=	Circulating flow	AM		220	150	15
		across entry (pcu/hr)	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
^{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 ^{2}			2350	1669	2954
Td	=	1+(0.5/(1+M))			1.33	1.33	1.33
Fc	=	0.21 Td (1+0.2 ^{2})			0.71	0.59	0.83
Qe	=	Capacity = K (F-Fc Qc)	AM		2243	1531	2756
			Logistic		2236	1534	2741
			PM		2156	1540	2756
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.04	0.05	0.10
			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

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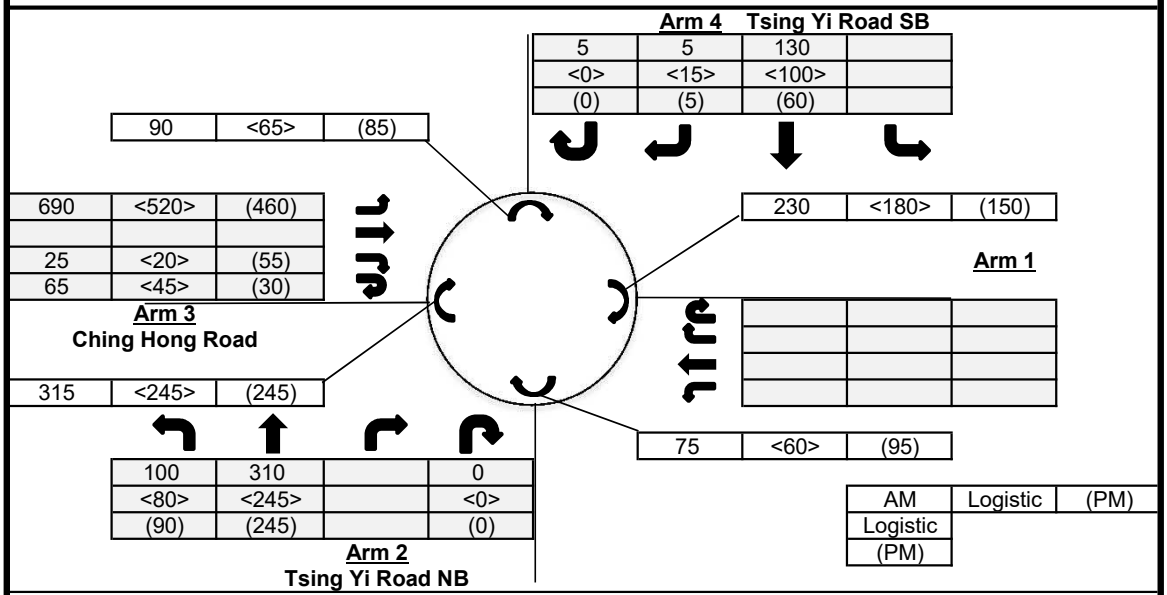
Roundabout Junction Calculation

Junction : (RA8) Tsing Yi Road / Ching Hong Road Job No.: 24102HK

Scenario : 2030 Design 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		410	780	140
			Logistic		325	585	115
			PM		335	545	65
Qc	=	Circulating flow	AM		75	315	90
		across entry (pcu/hr)	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
^{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 ^{2}			2229	2397	2471
Td	=	1+(0.5/(1+M))			1.48	1.48	1.48
Fc	=	0.21 Td (1+0.2 ^{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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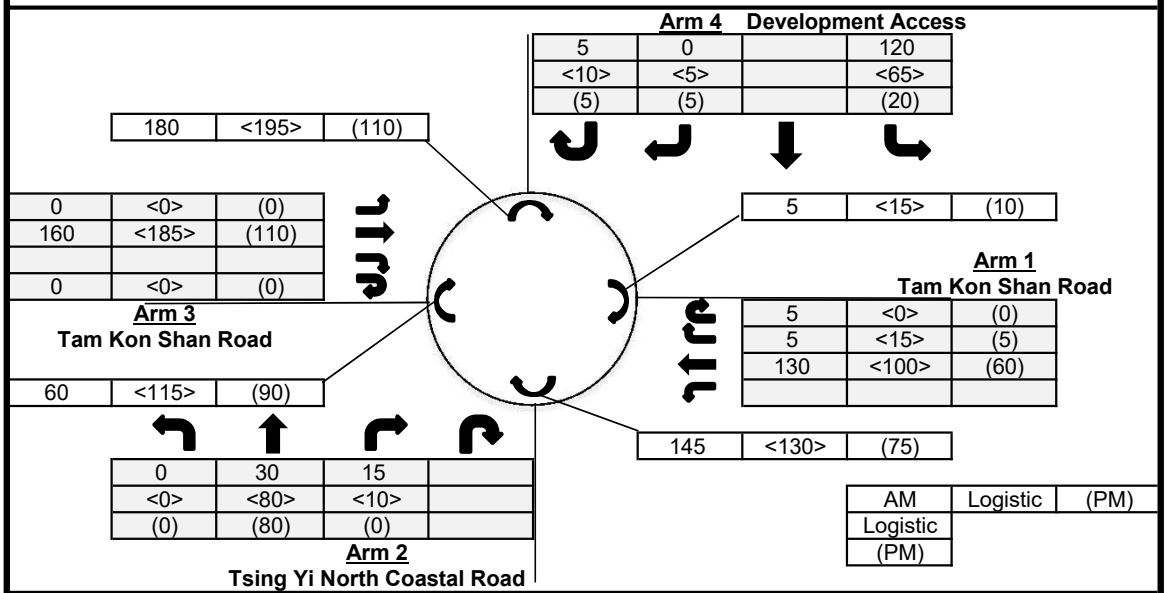
Roundabout Junction Calculation

Junction : (RA9) Tam Kon Shan Road Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



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	AM	5	145	60	180
		across entry (pcu/hr)	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
^{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 ^{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 ^{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

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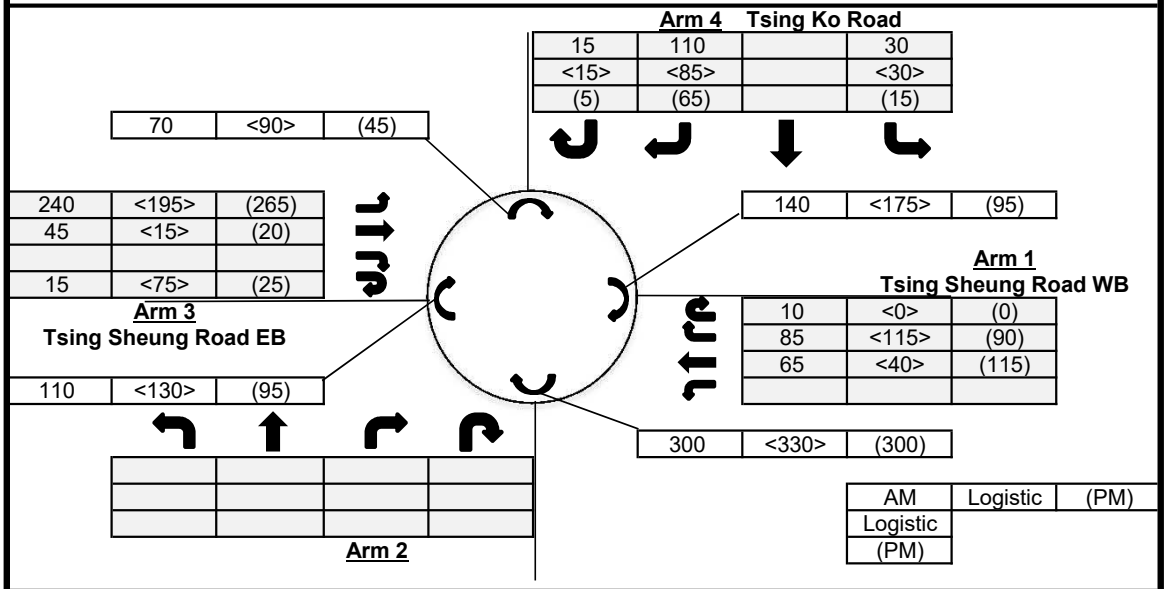
Roundabout Junction Calculation

Junction : (RA10) Tsing Sheung Road / Tsing Ko Road Job No.: 24102HK

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	AM	140		110	70
		across entry (pcu/hr)	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
^{2}	=	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 ^{2}		2900		1537	2953
Td	=	1+(0.5/(1+M))		1.37		1.37	1.37
Fc	=	0.21 Td (1+0.2 ^{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

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TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J1) Tsing Yi Road West / Cheung Tsing Highway**

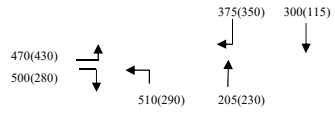
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak 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	
			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:

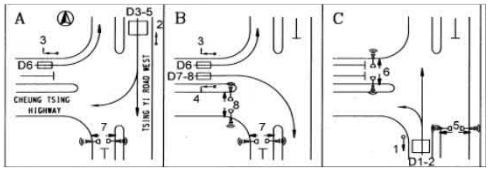
Traffic Flow (pcu / hr)



A.M. Check Phase	A,B,C	AB,C
ey	0.562	0.580
L (sec)	13	9
C (sec)	100	100
y pract.	0.783	0.819
R.C. (%)	**39%**	**41%**

P.M. Check Phase	A,B,C	AB,C
ey	0.344	0.419
L (sec)	13	9
C (sec)	105	105
y pract.	0.789	0.823
R.C. (%)	**129%**	**96%**

Stage / Phase Diagrams



I/G = 5	I/G = 5	I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J1) Cheung Tsing Highway / Tsing Yi Road West**

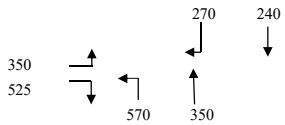
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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

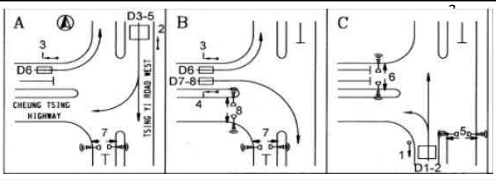
Notes:

Traffic Flow (pcu / hr)



Logistic Peak Check Phase	A,B,C	AB,C
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



I/G = 5	I/G = 5	I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J2) Tsing Hung Road / Tsing Yi Road**

Description: **2030 Design Traffic Flow**

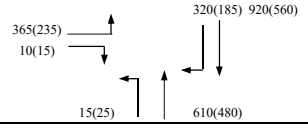
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsing Yi Road	S		1	A	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	444	0.226		270	0.138	
	S		1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	476	0.226		290	0.138	
	S		1	A	3.6	0.0	18	0	100%	100%	2115	2115	1950	1950	1950	1950	320	0.164		185	0.095	0.138
Tsing Yi Road	N		4	C	4.0	30.0	0	1	100%	100%	2015	2015	1920	1920	1920	1920	15	0.008		25	0.013	
	N		4	C	3.5	0.0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	305	0.145	0.145	240	0.114	
	N		4	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	305	0.145		240	0.114	0.114
Tsing Hung Road	E		2	A,B	3.3	25.0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	365	0.199	0.199	235	0.128	
	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:

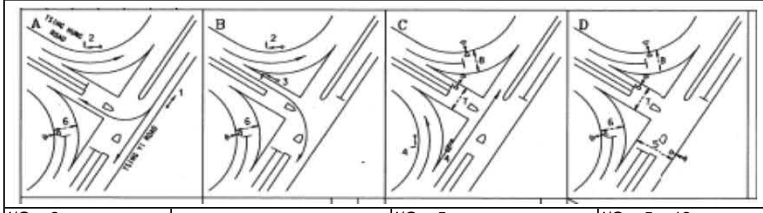
Traffic Flow (pcu / hr) Weekday AM Peak



	A,B,C,D	AB,C,D
AM Peak Check Phase		
εy	0.376	0.344
L (sec)	33	22
C (sec)	120	120
y pract.	0.653	0.735
R.C. (%)	**74%**	**114%**

	A,B,C,D	AB,C,D
PM Peak Check Phase		
εy	0.209	0.242
L (sec)	33	22
C (sec)	100	100
y pract.	0.603	0.702
R.C. (%)	**189%**	**190%**

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	

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J2) Tsing Hung Road / Tsing Yi Road**

Description: **2030 Design Traffic Flow**

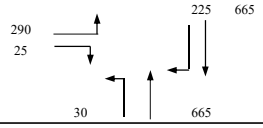
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak	Revised Saturation Flow (pcu/hr)	Total Revised Saturation Flow (pcu/hr) Logistic Peak	Total Revised Saturation Flow (pcu/hr)	Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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

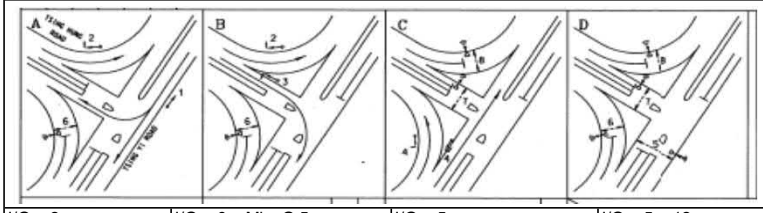
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase	A,B,C,D	AB,C,D
εy	0.321	0.316
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: 24102HK **CTA Consultants Ltd.**

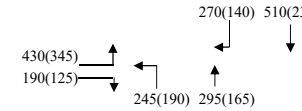
Junction: **(J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak 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																

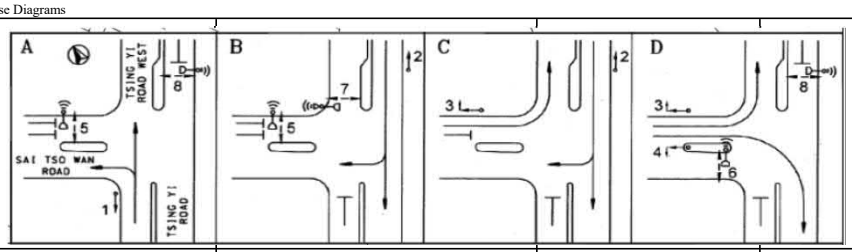
Notes:

Traffic Flow (pcu / hr)



	A,BC,D	A,B,CD		A,BC,D	A,B,CD
	A.M. Check Phase			P.M. Check Phase	
εy	0.517	0.399	εy	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: 24102HK **CTA Consultants Ltd.**

Junction: **(J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road**

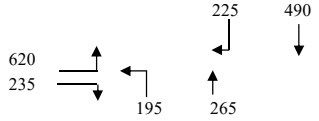
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	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

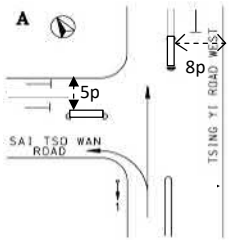
Notes:

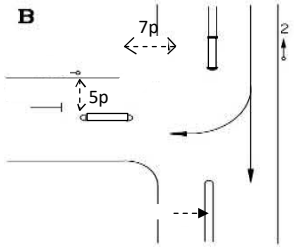
Traffic Flow (pcu / hr)

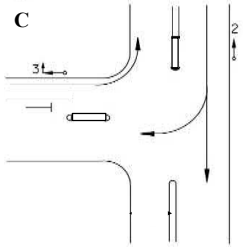


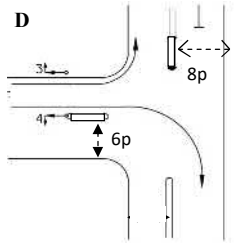
Logistic Peak Check Phase		
εy	0.513	0.487
L (sec)	19	30
C (sec)	110	110
y pract.	0.745	0.655
R.C. (%)	45%	34%

Stage / Phase Diagrams









I/G = 5	I/G =5		I/G = 5	
I/G = 5	I/G =8+12	I/G = 2		

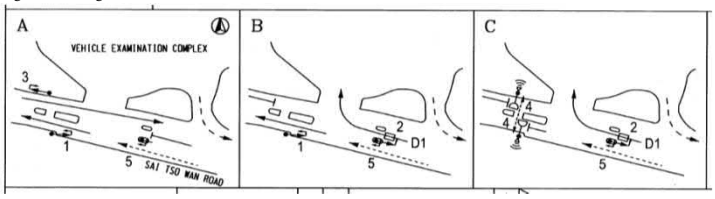
TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J5) Sai Tso Wan Road Near VEC**
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		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
Sai Tso Wan Road	EB	→	3	A	4.0	0.0	0	1	0%	0%	2015	2015	2015	2015	2015	2015	460	0.228	0.228	310	0.154	
Sai Tso Wan Road	WB	↰	2	B,C	4.0	0.0	10	0	100%	100%	2155	2155	1875	1875	1875	1875	195	0.104	0.104	5	0.003	
	WB	←	1	A,B	4.0	0.0	0	1	0%	0%	2015	2015	2015	2015	2015	2015	440	0.218		250	0.124	0.124
Pedestrian Crossing		↕	4P	C		Green time = 13Gm + 5 FGm = 18s																

			A,BC	AB,C		A,BC	AB,C
Notes:	Traffic Flow (pcu / hr) AM (PM) Peak	AM Peak Check Phase			PM Peak Check Phase		
(None)	460(310) →	εy	0.332	0.218	εy	0.154	0.124
		L (sec)	11	25	L (sec)	65	25
		C (sec)	91	91	C (sec)	91	91
	↰ 195(5)	y pract.	0.791	0.653	y pract.	0.257	0.653
	← 340(230)	R.C. (%)	**138%**	**199%**	R.C. (%)	**67%**	**426%**

Stage / Phase Diagrams



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

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J5) Sai Tso Wan Road Near VEC**
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
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

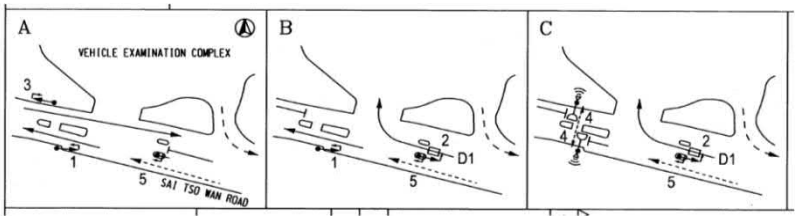
	A,BC	AB,C
Logistic Peak Check Phase		
εy	0.300	0.233
L (sec)	11	25
C (sec)	91	91
y pract.	0.791	0.653
R.C. (%)	**164%**	**180%**

Notes:
(None)

Traffic Flow (pcu / hr) AM (PM) Peak

480 →
115 ↰
235 ←

Stage / Phase Diagrams



I/G = 6	I/G = 7		
I/G = 3	I/G = 7	I/G = 5 + Ped 18s	

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

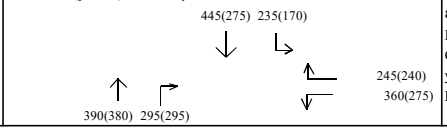
Junction: **(J8) Tsing Yi Road West / Ching Hong Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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:

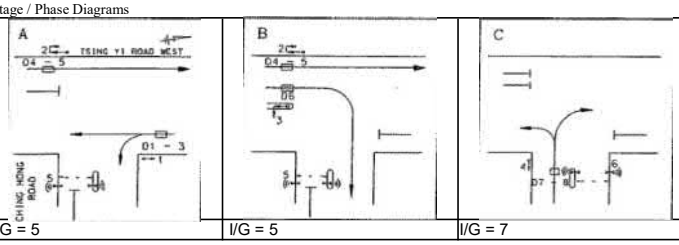
Traffic Flow (pcu / hr) Weekday AM Peak



AM Peak Check Phase	
εy	0.470
L (sec)	14
C (sec)	100
y pract.	0.774
R.C. (%)	**65%**

PM Peak Check Phase	
εy	0.403
L (sec)	14
C (sec)	100
y pract.	0.774
R.C. (%)	**92%**

Stage / Phase Diagrams



I/G = 5 I/G = 5 I/G = 7

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

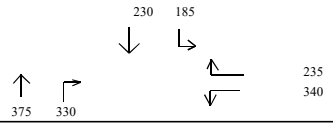
Junction: **(J8) Tsing Yi Road West / Ching Hong Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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																	

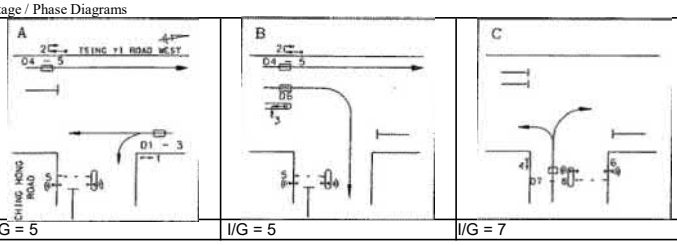
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase	
εy	0.447
L (sec)	12
C (sec)	71
y pract.	0.748
R.C. (%)	**67%**

Stage / Phase Diagrams



I/G = 5 I/G = 5 I/G = 7

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

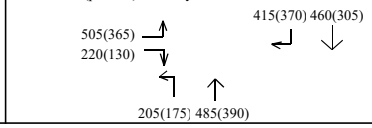
Junction: **(J9) Tsing Yi Road West / Liu To Road**
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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,BC,D	A,B,C,D		A,BC,D	A,B,C,D

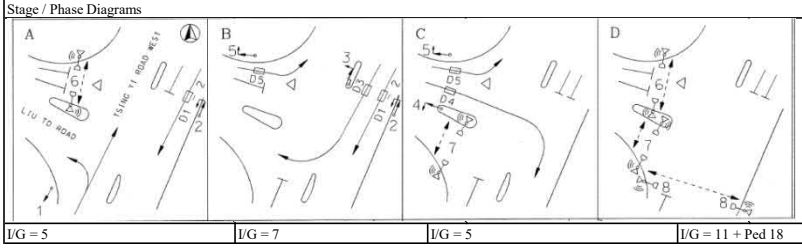
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



AM Peak Check Phase			PM Peak Check Phase		
εy	0.476	0.522	εy	0.361	0.420
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. (%)	**32%**	**15%**	R.C. (%)	**61%**	**31%**

Stage / Phase Diagrams



I/G = 5	I/G = 7	I/G = 5	I/G = 11 + Ped 18

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **J9 - Tsing Yi Road West / Liu To Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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%	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

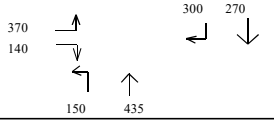
8P D Green time = 10GM + 8FG = 18s

Pedestrian Crossing

A,BC,D A,B,C,D

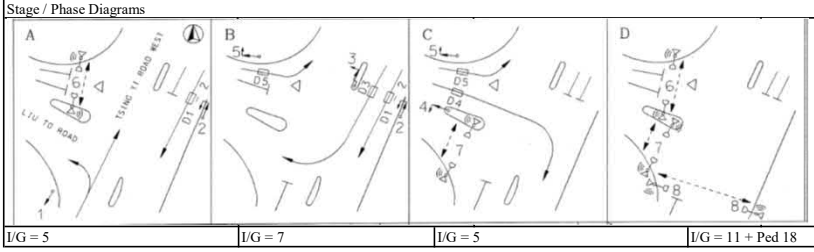
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase		
εy	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

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **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) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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:

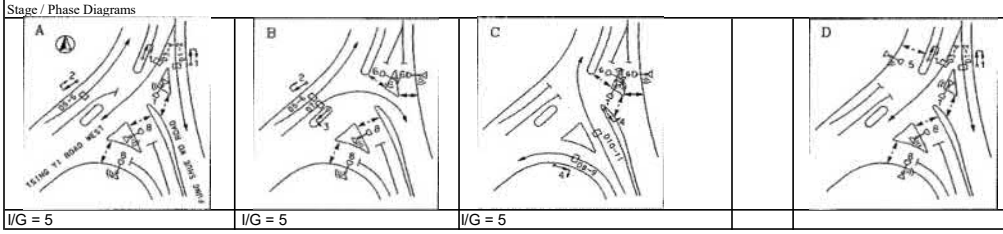
Traffic Flow (pcu / hr) — Weekday AM Peak

685(505) 550(420)

685(625) 230(140) 160(170) 510(445)

	AM Peak Check Phase AD,B,C	AM Peak Check Phase AB,C,D	PM Peak Check Phase AD,B,C	PM Peak Check Phase AB,C,D
εy	0.417	0.382	0.293	0.343
L (sec)	12	28	12	28
C (sec)	100	100	100	100
y pract.	0.792	0.648	0.792	0.648
R.C. (%)	90%	70%	171%	89%

Stage / Phase Diagrams



I/G = 5 | I/G = 5 | I/G = 5

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **J10 - Tsing Yi Road West / Fung Shue Wo Road**
Description: **2030 Design Traffic Flow**

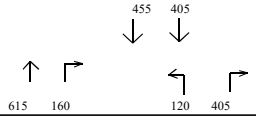
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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%	1	2039	4058	2039		4058		229	0.112	0.112			
(To Tsing Yi Road West)	S	↓	1	A,D	3.9	0.0	0	3	0	0%	1	2019	0	2019		0		226	0.112				
Fung Shue Wo Road	S	↓	1	A,D	4.0	0.0	0	3	1	0%	1	1889	3918	1889		3918		195	0.103				
(To Fung Shue Wo Road)	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

AD,B,C AB,C,D

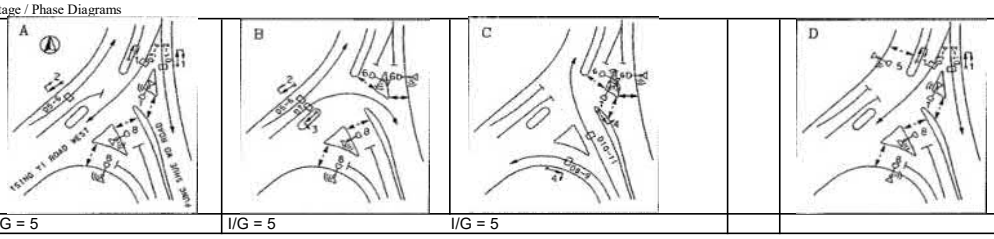
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase		
εy	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



I/G = 5 I/G = 5 I/G = 5

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **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) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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

AB,C,D AD,B,C AB,C,D AD,B,C

Notes:

Traffic Flow (pcu / hr) Weekday AM Peak

1145(745) 660(435)

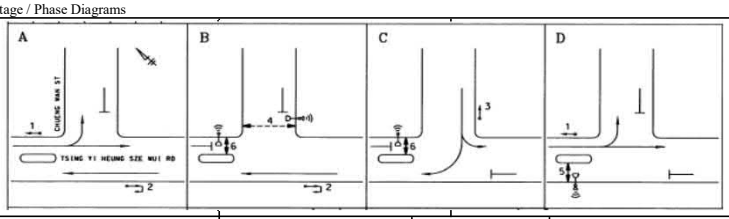
165(170)

495(395)

1245(1205)

AM Peak Check Phase			PM Peak Check Phase		
εy	0.483	0.563	εy	0.447	0.406
L (sec)	31	37	L (sec)	35	37
C (sec)	114	114	C (sec)	100	100
y pract.	0.655	0.608	y pract.	0.585	0.567
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: 24102HK **CTA Consultants Ltd.**

Junction: **(J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street**

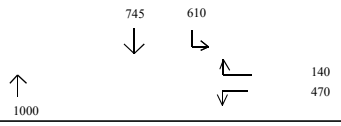
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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

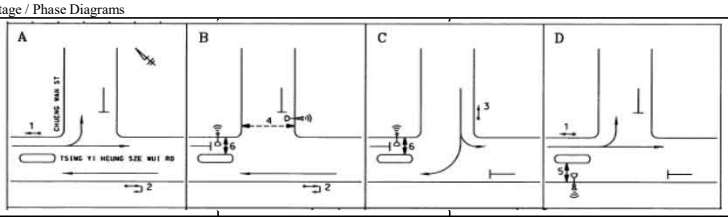
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase		
εy	0.409	0.530
L (sec)	33	37
C (sec)	90	90
y pract.	0.570	0.530
R.C. (%)	**39%**	**0%**

Stage / Phase Diagrams



I/G = 2		I/G = 5	I/G = 12 + Ped 16					

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

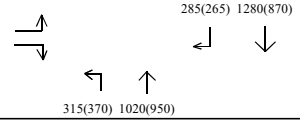
Junction: **(J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road**

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:

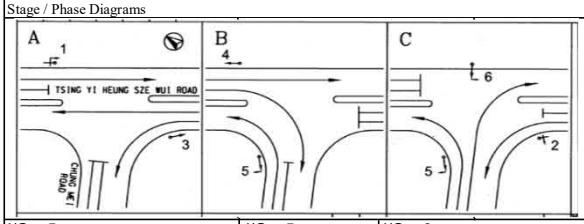
Traffic Flow (pcu / hr) — Weekday AM Peak



AM Peak Check Phase	
εy	0.583
L (sec)	15
C (sec)	114
y pract.	0.782
R.C. (%)	**34%**

PM Peak Check Phase	
εy	0.496
L (sec)	15
C (sec)	100
y pract.	0.765
R.C. (%)	**54%**

Stage / Phase Diagrams



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

TRAFFIC SIGNALS CALCULATION

Job No: 24102HK

CTA Consultants Ltd.

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) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak 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:

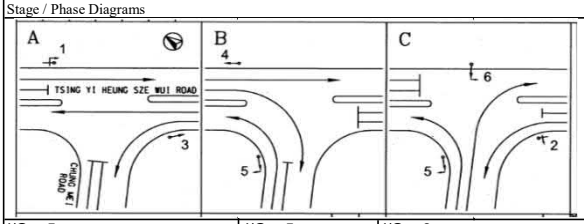
Traffic Flow (pcu / hr) Weekday AM Peak

230 (E)
305 (E)
295 (S)
880.00 (S)
275 (N)
765 (N)

Logistic Peak Check Phase

εy	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: 24102HK **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) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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

860(730) 50(50)

50(50)

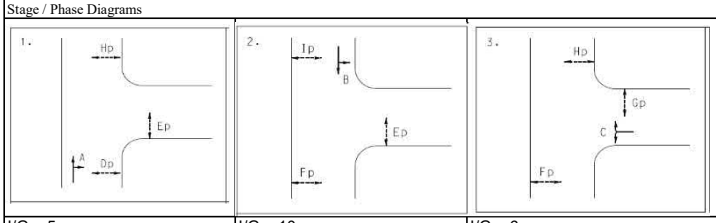
50(50)

965(715) 50(50)

AM Peak Check Phase	
εy	0.505
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	**51%**

PM Peak Check Phase	
εy	0.411
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	**86%**

Stage / Phase Diagrams



I/G = 5	I/G = 10	I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J14) Tsing Yi Road / Planned New Road**

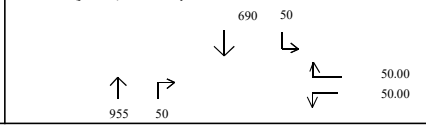
Description: **2030 Design Traffic Flow (With Planned New Road)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	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

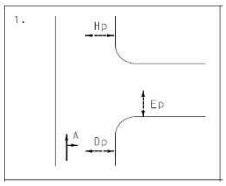
Notes:

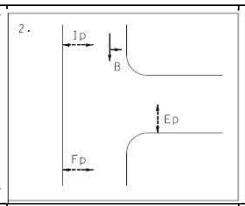
Traffic Flow (pcu / hr) Weekday AM Peak

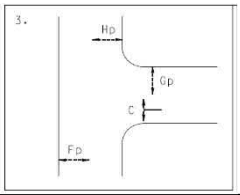


AM Peak Check Phase	
Σy	0.461
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	**66%**

Stage / Phase Diagrams







I/G = 5	I/G = 10	I/G = 6

Appendix 2

Tsing Yi School Schedules

仁濟醫院趙曾學韞小學

2024至2025年度校曆表(學生版)

月份	週次	日	一	二	三	四	五	六	應辦事項	假期	評估
2024	1	1	2	3	4	5	6	7	2/9 開學日及開學禮		
九月	2	8	9	10	11	12	13	14			
	3	15	16	17	X	19	20	21		18/9中秋節翌日假期(1)	
	4	22	23	24	25	26	27	28	23/9至27/9 (紙本)小一遞交入學申請表		
	5	29	30								
十月	5			X	2	3	4	5	4/10小一滿月禮; 5/10PTA大會	01/10 國慶日(1)	
	6	6	7	8	9	10	X	12		11/10 重陽節(1)	
	7	13	14	15	16	17	18	19			
	8	20	21	22	23	24	25	26			
	9	27	28	29	30	31			29/10 青衣區田徑賽		
十一月	9						1	2			
	10	3	4	5	6	7	8	9			
	11	10	11	12	13	**14**	**15**	16	15/11 青衣區乒乓球比賽		14/11至19/11 P4-5評估 P6呈分試
	12	17	**18**	**19**	20	△21	22	23	22/11、29/11 青衣區乒乓球比賽; 21/11仁濟研討會; 22/11青衣區教師發展日; 22/11 學校旅行		
	13	24	25	26	27	28	29	30			
十二月	14	1	2	3	4	5	6	7	3/12-6/12 青衣區足球賽; 6/12、11/12(後備) 小六升中模擬面試; 7/12 葵青區中小學資訊日(待定)		
	15	8	9	10	11	12	13	14	11/12 升中家長會; 13/12家長晚會		
	1	15	16	17	18	19	20	21	16/12 第二學段開始;20/12 聖誕聯歡會		
	2	22	X	X	X	X	X	X		23/12至02/01 聖誕及新年假期(11)	
	3	X	X	X							
2025	3				X	X	△3	4	2/1至16/1 P6申請自行分配學位; 3/1教師發展日		
一月	4	5	6	7	8	9	10	11	6/1 遞交跨網派位申請(第一批)		
	5	12	13	14	15	16	17	18	15/1、17/1 青衣區籃球賽		
	6	19	20	21	22	23	24	25	24/1 中華文化日	27/1至8/2 農曆新年假期(13)	
	7	26	X	X	X	X	X				
二月	7							X			
	8	X	X	X	X	X	X	X			
	9	9	10	11	12	13	14	15	12/2、14/2青衣區籃球賽		
	10	16	17	18	19	20	21	22	22/2 仁濟STEM Faire		
	11	23	24	25	26	**27**	**28**				27/2至4/3 P3-P5評估 P6呈分試
三月	11							1			
	12	2	**3**	**4**	5	6	7	8	4/3遞交跨網派位申請(最後一批); 7/3 青衣區排球賽; 8/3 PTA親子旅行;		
	13	9	10	11	12	13	14	15	14/3 青衣區排球賽; 15/3創新發明大賽		
	14	16	17	18	19	20	21	22	21/3 青衣區排球賽		
	15	23	24	25	26	27	28	29	28/3 家長晚會		
	1	30	31						31/3 第三學段開始; 31/3 中學通知正取學生已獲接納		
四月	1			1	2	3	X	5		4/4 清明節假期(1)	
	2	6	7	8	9	10	11	12	11/4 陸運會		
	3	13	14	15	X	X	X	X	15/4 升中家長會	16/4至26/4 復活節假期(11)	
	4	X	X	X	X	X	X	X	21/4 青衣區羽毛球賽(其中兩天)		
	5	27	28	29	30						
五月	5					X	△2	3	2/5教師發展日	1/5 勞動節假期(1)	
	6	4	X	6	7	8	9	10		5/5 佛誕假期(1)	8/5或9/5 小三TSA視聽及說話評估 (12/5後備日)
	7	11	12	13	14	15	16	17	7/5遞交中一派位選擇學校表格或於電子平台遞交; 7/5至9/5 小六畢業營		15/5或16/5 小六TSA視聽及說話評估 (19/5後備日)
	8	18	19	20	21	22	23	24	21/5 青衣區游泳賽		
	9	25	26	27	28	29	30	X		31/5 端午節假期(1)	
六月	10	1	2	3	4	**5**	**6**	7			5/6至10/6 P3-P4及P6評估 P5呈分試
	11	8	**9**	**10**	11	12	13	14			
	12	15	16	17	18	19	20	21			16/6、17/6小三及小六TSA紙筆評估18/6 (後備日)
	13	22	23	24	25	26	27	28	香港學界體育聯會周年頒獎禮		
	14	29	30						30/6 聯合畢業典禮(待定)		
七月	15			X	2	3	4	5	4/7六年級畢業典禮暨聚餐	1/7香港特別行政區成立紀念日假期(1)	
	16	6	7	8	9	10	11	12	8/7 中學學位分配結果公佈; 10/7至11/7 學生向獲派中學註冊		
		13	14	15	16	X	X	X	15/7 學生到已註冊中學參加中一入學前香港學科測驗; 16/7 結業禮	17/7至31/8 暑假(46)	
		X	X	X	X	X	X	X			
		X	X	X	X	X					
八月							X	X			
		X	X	X	X	X	X	X			
		X	X	X	X	X	X	X			
		X	X	X	X	X	X	X			
		X	X	X	X	X	X	X			
		X									

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

學校

二　二四至二　二五年度學校校曆表

2024年7月2日

	週次	日	一	二	三	四	五	六	要
九月	1	1	2	3	4	5	6	7	
	2	8	9	10	11	12	13	14	
	3	15	16	17	~~18~~	19	20	21	18/9 中秋節翌日　放假1天
	4	22	23	24	25	26	△27	28	27/9 教　發展日，學生　　上課
	5	29	30						
十月				~~1~~	2	3	4	5	1/10 國慶日，放假1天
	6	6	7	8	9	10	~~11~~	12	11/10 重陽節，放假1天
	7	13	14	15	16	17	18	19	
	8	20	21	22	23	24	25	26	
	9	27	28	29	30	31			
十一月							1	2	
	10	3	4	5	6	7	8	9	
	11	10	11	12	13	14	15	16	
	12	17	18	19	20	21	22	23	22/11　　特　學校聯校運動會
	13	24	25	26	27	28	29	30	
十二月	14	1	2	3	4	5	6	7	
	15	8	9	10	11	12	13	14	
	16	15	16	17	18	19	~~20~~	~~21~~	
	17	~~22~~	~~23~~	~~24~~	~~25~~	~~26~~	~~27~~	~~28~~	20/12-1/1 聖誕節及新年假期， 放假13天
	18	~~29~~	~~30~~	~~31~~					
一月					~~1~~	2	3	4	
	19	5	6	7	8	9	10	11	
	20	12	13	14	15	16	17	18	
	21	19	20	21	22	23	~~24~~	~~25~~	
	22	~~26~~	~~27~~	~~28~~	~~29~~	~~30~~	~~31~~		24/1-5/2 農曆新年假期，放假13天
二月								~~1~~	
	23	~~2~~	~~3~~	~~4~~	~~5~~	6	7	8	
	24	9	10	11	12	13	14	15	
	25	16	17	18	19	20	21	22	
	26	23	24	25	26	27	28		

	週次	日	一	二	三	四	五	六	要
三月								1	
	27	2	3	4	5	6	7	8	
	28	9	10	11	12	13	14	15	
	29	16	17	18	19	20	21	22	17/3　　重　　學校聯校運動會 21/3 學校自　假期，放假1天
	30	23	24	25	26	27	28	29	
	31	30	31						
四月				1	2	3	~~4~~	5	4/4 清明節，放假1天
	32	6	7	8	9	10	~~11~~	~~12~~	11/4-21/4 復活節假期，放假11天
	33	~~13~~	~~14~~	~~15~~	~~16~~	~~17~~	~~18~~	~~19~~	
	34	~~20~~	~~21~~	22	23	24	25	26	
	35	27	28	29	30				
五月						~~1~~	2	3	1/5 勞動節，放假1天 2/5 學校自　假期，放假1天
	36	4	~~5~~	6	7	8	9	10	5/5 佛誕，放假1天
	37	11	△12	13	14	15	16	17	12/5 教　發展日，學生　　上課
	38	18	19	20	21	22	23	24	
	39	25	26	27	28	29	30	~~31~~	31/5 端午節
六月	40	1	2	3	4	5	6	7	6/6　　特　學校聯校畢業禮
	41	8	9	10	11	12	13	14	
	42	15	16	17	18	19	△20	21	20/6　　特　學校　　會， 學生　　上課
	43	22	23	24	25	26	27	28	
	44	29	30						30/6 學校自　假期，放假1天
七月				~~1~~	2	3	4	5	1/7 香港特區成立紀念日　放假1天
	45	6	7	8	9	10	11	12	
	46	13	14	15	16	~~17~~	~~18~~	~~19~~	17/7-30/8 暑假，放假45天
	47	~~20~~	~~21~~	~~22~~	~~23~~	~~24~~	~~25~~	~~26~~	
	48	~~27~~	~~28~~	~~29~~	~~30~~	~~31~~			
八月							~~1~~	~~2~~	
	49	~~3~~	~~4~~	~~5~~	~~6~~	~~7~~	~~8~~	~~9~~	
	50	~~10~~	~~11~~	~~12~~	~~13~~	~~14~~	~~15~~	~~16~~	
	51	~~17~~	~~18~~	~~19~~	~~20~~	~~21~~	~~22~~	~~23~~	
	52	~~24~~	~~25~~	~~26~~	~~27~~	~~28~~	~~29~~	~~30~~	
	53	31							

假期　　學校　　假期　　教　　日　　學校假期

學生全年上課日　190日　本學年　　學校假期　　93日(　　3日學校自　假期

教　發展日，學生　　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	日	一	二	三	四	五	六	行事要目
2024	一	1	2△	3	4	5	6	7	2/9 開學日
	二	8	9	10	11	12	13	14	
九	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
月	四	22	23	24	25	26	27	28	
	五	29	30						
	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
十	六	6	7	8	9	10	~~11*~~	12	11/10 重陽節假期1天
月	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)
	九						1	2	
十	十	3	4△	5△	6	7#	8#	9	7/11-12/11總評周一(P. 2- 6)
一	十一	10	11#	12#	13	14	15	16	
月	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
	十四	1	2	3	4	5	6	7△	7/12演森嘉年華暨服務學習日
十	十五	8	9	10	11	12	13	14	
二	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
月	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	十八				~~1*~~	2	3	4	
	十九	5	6	7	8	9	10	11	
一	二十	12	13	14	15	16	17	18	
月	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	日	一	二	三	四	五	六	行事要目
2025	一							~~1~~	
	二	~~2~~	~~3~~	~~4~~	5△	6	7	8	5/2 下學期開始
二	三	9	10	11	12	13	14	15△	15/2足球同樂日
月	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)
	五							1	
三	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
月	七	9	10	11	12	13	14	15	
	八	16	17	18	19	20	21	22	
	九	23	24	25	26	27	28	29	
	十	30	31						
	十			1	2	3△	~~4*~~	5	3/4家長日(二) 4/4 清明節假期1天
四	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
月	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~~	
	十四	27	28	29	30				
	十四					~~1*~~	2	3	1/5 勞動節假期1天
五	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)
月	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
	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
六	二十	8	9#	10#	11#	12#	13	14	9/6-12/6 總評周三(P.1-6)
月	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 頌親恩晚會 27/6才藝表演暨POWER-up「 森」 動課程成果分享會
	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
七	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 11/7-30/8 暑假共51日
月	廿五	~~13~~	~~14~~	15△	~~16~~	~~17~~	~~18~~	~~19~~	15/7中一入學前學科測驗
		~~20~~	~~21~~	~~22~~	~~23~~	~~24~~	~~25~~	~~26~~	
		~~27~~	~~28~~	~~29~~	~~30~~	~~31~~			
							~~1~~	~~2~~	
八		~~3~~	~~4~~	~~5~~	~~6~~	~~7~~	~~8~~	~~9~~	
月		~~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

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	**1**			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
	8	9	10	11	[12]	13	14	**2**		**英文日 (26/9)** **數學科學術周 (30/9-4/10)**		
	15	16	17	*18	19	20	21		18/9 中秋節翌日			
	22	23	[24]	25	26	27	28	**3**				
	29	@30										
十月			*1	2	3	[4]	5	**4**	1/10 國慶日 11/10 重陽節	**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
	6	7	8	#9	#10	*11	12					
	13	14	15	[16]	17	18	19	**5**	23/10 陸運會後假期			
	20	(21)	(22)	23	24	25	26					
	27	28	29	[30]	31			**6**				
十一月						1	2			**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
	3	4	5	6	7	[8]	9	**7**				
	10	11	12	13	14	15	16					
	17	18	[19]	20	21	22	23	**8**				
	24	25	26	27	[28]	29	30	**9**				
十二月	1	2	3	4	5	6	7			**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
	8	9	10	11	12	13	14					
	15	16	17	18	19	(20)	21					
	22	23	24	*25	*26	27	28		23/12-1/1 聖誕節及新年假期			
	29	30	31									
2025 **一月**				*1	[2]	3	4	**10**	1/1 一月一日	**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
	5	6	7	8	9	(10)	11					
	12	13	[14]	15	#16	17	(18)	**11**				
	19	(20)	21	22	23	(24)	25					
	26	27	28	*29	*30	*31			27/1-5/2 農曆新年假期			
二月							1			**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
	2	3	4	5	[6]	7	8	**12**				
	9	10	11	12	13	14	15					
	16	[17]	18	#19	20	21	22	**13**				
	23	24	25	[26]	27	(28)		**14**				

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

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							1			**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 菁師大會 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)
	2	3	4	(5)	6	7	8					
	9	10	[11]	12	13	14	15	**15**				
	16	17	18	19	[20]	21	22	**16**				
	23	24	25	26	#27	#28	29					
	30	[31]						**17**				
四月			1	2	3	*4	5		4/4 清明節	**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
	6	7	8	9	[10]	#11	12	**18**				
	13	14	15	16	17	*18	*19		18-26/4 復活節假期			
	20	*21	22	23	24	25	26					
	27	28	[29]	30				**19**				
五月					*1	2	3		1/5 勞動節	**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
	4	*5	6	7	8	9	10		5/5 佛誕			
	11	[12]	13	14	15	16	17	**20**				
	18	19	20	[21]	22	23	24	**21**				
	25	26	27	28	29	[30]	*31	**22**	31/5 端午節			
六月	1	2	3	4	5	6	7		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
	8	9	10	11	12	13	14					
	15	16	17	18	19	20	21					
	22	23	24	25	26	27	28					
	29	30										
七月			*1	2	3	4	5		1/7 香港特別行政區成立紀念日			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
	6	7	8	9	10	11	12					
	13	14	15	16	17	18	19		14/7-30/8 暑假			
	20	21	22	23	24	25	26					
	27	28	29	30	31							
八月						1	2					19/8 第一次校務會議 1/9/2025 (星期一) 開學禮
	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											

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

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**		**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					
	22	23	[24]	25	26	27	28	**3**	18/9 The day following the Chinese Mid-Autumn Festival			
	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					
	13	14	15	[16]	17	18	19	**5**	23/10 The day following the Athletics Meet			
	20	(21)	(22)	23	24	25	26					
	27	28	29	[30]	31			**6**				
NOV						1	2			**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	**7**				
	10	11	12	13	14	15	16					
	17	18	[19]	20	21	22	23	**8**				
	24	25	26	27	[28]	29	30	**9**				
DEC	1	2	3	4	5	6	7			**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		23/12-1/1 Christmas and New Year Holidays			
	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					
	12	13	[14]	15	#16	17	(18)	**11**				
	19	(20)	21	22	23	(24)	25		27/1-5/2 Lunar New Year Holidays			
	26	27	28	*29	*30	*31						
FEB							1			**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	**12**				
	9	10	11	12	13	14	15					
	16	[17]	18	#19	20	21	22	**13**				
	23	24	25	[26]	27	(28)		**14**				

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

School Calendar 2024–2025

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							1			**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)
	2	3	4	(5)	6	7	8					
	9	10	[11]	12	13	14	15	**15**				
	16	17	18	19	[20]	21	22	**16**				
	23	24	25	26	#27	#28	29					
	30	[31]						**17**				
APR			1	2	3	*4	5		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**				
	13	14	15	16	17	*18	*19					
	20	*21	22	23	24	25	26		18-26/4 Easter Holidays			
	27	28	[29]	30				**19**				
MAY					*1	2	3		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		5/5 The Birthday of the Buddha			
	11	[12]	13	14	15	16	17	**20**				
	18	19	20	[21]	22	23	24	**21**				
	25	26	27	28	29	[30]	*31	**22**	31/5 Tuen Ng Festival			
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 26/6 Promotion Meeting
	8	9	10	11	12	13	14					
	15	16	17	18	19	20	21		18/6 Special Holiday for the Final Examination			
	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					
	13	14	15	16	17	18	19		14/7-30/8 Summer Holidays			
	20	21	22	23	24	25	26					
	27	28	29	30	31							
AUG						1	2					19/8 First Staff Meeting 1/9/2025 (Monday) School Opening Ceremony
	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											

Key: [ ] Cycle Day 1 ( ) School Activity * Public Holiday # Inter-House Competition — School Holiday @ 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 日	一	二	三	四	五	六	摘要
1	2024	1	2	3	4	5	6	7	2/9 開學日　2-6/9 開學週
2	九月	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						
	十月			1	2	3	4	5	1/10 國慶日假期(1 天)；4/10 小一家長晚會
6		6	7	8	9	10	11	12	11/10 重陽節假期(1 天)
7		13	14	15	16	17	18	19	
8		20	21	22	23	24	25	26	
9		27	28	29	30	31			
	十一月						1	2	
10		3	4	5	6	7	8	9	
11		10	11	12	13	14	15	16	12-15/11 第一段考(小六呈分試)
12		17	18	19	20	21	㉒	23	22/11 教師發展日
13		24	25	26	27	28	29	30	28/11 校運會；29/11 校運會翌日假期
14	十二月	1	2	3	4	5	6	7	
15		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
16		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
17		22	23	24	25	26	27	28	23/12-1/1 聖誕節及新年假期(10 天)
18		29	30	31					
	2025 一月				1	2	3	4	
19		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
20		12	13	14	15	16	17	18	18/1 家教會旅行
21		19	20	21	22	23	24	25	24/1-5/2 農曆新年假期(13 天)
22		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 日	一	二	三	四	五	六	摘要
	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)
	三月							1	
5		2	3	4	5	6	7	8	6/3 中華文化便服日
6		9	10	11	12	13	14	15	
7		16	17	18	19	20	21	22	
8		23	24	25	26	27	28	29	
9		30	31						
	四月			1	②	3	4	5	2/4 教師進修會　4/4 清明節假期(1 天)
10		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
11		13	14	15	16	17	18	19	17/4 復活節崇拜；18-26/4 復活節假期(9 天)
12		20	21	22	23	24	25	26	
13		27	㉘	29	30				28/4 教師發展日
	五月					1	2	3	1/5 勞動節假期(1 天)
14		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)
15		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)
16		18	19	20	21	22	23	24	
17		25	26	27	28	29	30	31	31/5 端午節假期(1 天)
18	六月	1	2	3	4	5	6	7	3-6/6 期終試(小五呈分試)
19		8	9	10	11	12	13	14	
20		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
21		22	23	24	25	26	27	28	23-25/6 畢業宿營；　27/6 STEAM DAY
22		29	30						
	七月			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
23		6	7	8	9	10	11	12	
		13	14	15	16	17	18	19	14 /7-30/8　暑假(48 天)
		20	21	22	23	24	25	26	
		27	28	29	30	31			

聖　會　　小學

年度下學期校曆表

△特別事　　假期 __

週次	月份	星期 日	一	二	三	四	五	六	假期及行事	假期日	學及動	育中
	一月				1	2	△3	△4	3/1 25周年　　4/1 校　　日暨嘉年華	1		及
		5	6	7	8	9	10	11	6/1 校　　日　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　　日　24/1- 4/2　曆新年假期	12		
		26	27	28	29	30	31					
	二月							1				結及
		2	3	△4	5	△6	7	8	4/2 教師發展日 6/2　學　習日			
		9	10	11	12	13	△14	15	14/2　日			
		16	17	18	19	20	21	22	評估二			
		23	24	25	26	27	28					
	三月							1				及
		2	3	4	5	6	7	8	3-6/3 考試二 六年　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　小學教　　日 4/4 清明節	2		及
		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　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		及
		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	三			
		25	26	27	28	29	30	31	31/5　午節　聯校畢業禮 (待定)	1	學	
	六月	1	2	3	4	5	6	7	3-6/6 考試三 五年　呈分試			及
		8	9	10	11	12	13	14	9-13/6　教週		科	
		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　　動日(　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　及畢業 4/7 六年　畢業　禮　日　5/7 六年　畢業　禮	1		
		6	△7	△8	△9	△10	△11	12	7/7 結業頒獎禮　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　位　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~~	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~~	~~9~~	⑩ D2	⑪ D3	12 D4	13 D5	14		
	2		~~15~~	16 D6	17 D1	~~18~~	19 D2	20 D3	21		
	3		~~22~~	23 D4	24 D5	25 D6	26 D1	27 D2	28		
			~~29~~	30 D3							
十月		國民身份認同			~~1~~	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~~	7 D1	8 D2	9 D3	10 D4	~~11~~	12		
	5		~~13~~	14 D5	15 D6	16 D1	17 D2	18 D3	19		
	6		~~20~~	21 D4	22 D5	23 D6	24 D1	25 D2	26		
			~~27~~	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~~	4 D2	5 D3	6 D4	⑦ DS	⑧ DS	9		
			~~10~~	⑪ DS	⑫ DS	⑬ DS	⑭ DS	15 D5	16		
	8		~~17~~	18 D6	19 D1	20 D2	㉑ DS	22	23		
	9		~~24~~	25 D3	26 D4	27 D5	28 D6	29 D1	30		
十二月		仁愛	~~1~~	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~~	9 D1	10 D2	11 D3	12 D4	13 D5	14		
	11		~~15~~	16 D6	17 D1	18 D2	19 D3	⑳ DS	21		
			~~22~~	~~23~~	~~24~~	~~25~~	~~26~~	~~27~~	~~28~~		
			~~29~~	~~30~~	~~31~~						
一月		誠信				~~1~~	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~~	6 D6	7 D1	8 D2	9 D3	10 D4	11		
	13		~~12~~	~~13~~	14 D5	15 D6	16 D1	17 D2	18		
	1		~~19~~	20 D3	21 D4	22 D5	23 D6	24 D1	25		
			~~26~~	~~27~~	~~28~~	~~29~~	~~30~~	~~31~~			
二月		勤勞							~~1~~	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~~	~~3~~	~~4~~	~~5~~	~~6~~	7	8		
			~~9~~	10 D2	11 D3	12 D4	13 D5	14 D6	15		
	2		~~16~~	17 D1	18 D2	19 D3	20 D4	21 D5	22		
	3		~~23~~	~~24~~	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	㉓ DS	㉔ DS	㉕ DS	㉖ DS	㉗ DS	28		
			29	㉚ 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