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**Attachment 5**

**Revised Traffic Impact Assessment**

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**Section 16 Planning Application for Proposed Commercial Use at  
Phase IIa Development of an Approved Master Layout Plan (MLP)  
with Minor Relaxation of Plot Ratio Restriction (Proposed  
Amendments to the Approved MLP for Comprehensive Residential,  
Commercial, Social Welfare Facility and Public Vehicle Park  
Development; with Minor Relaxation of Plot Ratio Restriction  
Approved at Phase III)**

**Traffic Impact Assessment**

**August 2026**

**AECOM**



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## **1 INTRODUCTION**

### **1.1 Background**

- 1.1.1 The Application Site is bounded by Yau Tin East Road to the south and Castle Peak Road – Yuen Long to the north. It is currently zoned “Comprehensive Development Area” (“CDA”) on the Draft Yuen Long Outline Zoning Plan (OZP) No. S/YL/28, which is subject to a maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building. The Application Site is also the subject of a previous planning application No. A/YL/298 approved by the Town Planning Board (TPB) on 31 March 2023.
- 1.1.2 According to the latest planning application No. A/YL/298 for the subsidized sale flats (SSF) and social welfare facility (SWF) development approved on 31.3.2023 (hereafter referred to as the “Approved CDA Development”) for the subject “CDA” site, the Approved CDA Development is divided into three phases, including Phase I (i.e. the completed commercial/residential development known as the completed YOHO Midtown at the northern and eastern portions), Phases IIa & IIb (i.e. the approved hotel and flats development at the northwestern portion), and Phase III (i.e. the proposed SSF and SWF under the approved application at the southwestern portion).
- 1.1.3 While the Application Site includes all phases within the subject “CDA” zone, it should be emphasized that the subject matter of the current planning application is only the Proposed Commercial Development at the Phase IIa development site of the “CDA” zone, which is therefore the focus of this report. No change is proposed for Phases I, IIb and III developments.
- 1.1.4 Under the Approved CDA Development, Phases IIa was proposed for hotel development. However, in order to contribute to creating a mixed-use neighbourhood in Yuen Long District, Phase IIa is now proposed for a commercial/office development with supporting retail facilities.
- 1.1.5 AECOM Asia Co. Ltd was commissioned by the Applicant to prepare a Traffic Impact Assessment (TIA) report in support of the Section 16 planning application.

### **1.2 Objectives**

- 1.2.1 The main objectives of this report are as follows: -
- Outline the Proposed Commercial Development parameters and internal transport facilities;
  - Review the current traffic condition in the vicinity of the Phase IIa Development Site;
  - Estimate the potential traffic generations and attractions of the Phase IIa Development Site;
  - Produce traffic forecasts on the surrounding road network at the adopted design year;
  - Assess traffic impact on the surrounding road network induced from the Proposed Commercial Development; and
  - Develop traffic improvement proposal(s) if necessary

### **1.3 Report Structure**

1.3.1 Following this introductory chapter, the TIA is structured as follows:

- Chapter 2: Proposed Commercial Development, describes the development schedule of the Phase IIa Development Site and its internal traffic facilities provisions, access arrangement, etc.;
- Chapter 3: Existing Traffic Conditions, reviews the current traffic conditions in the vicinity;
- Chapter 4: Future Traffic Conditions, describes the traffic forecasting methodology and presents the estimated traffic flows in design year;
- Chapter 5: Traffic and Pedestrian Impact Assessment, assesses the traffic and pedestrian impact induced on the surrounding road network and recommends improvement schemes, if considered necessary; and
- Chapter 6: Summary and Conclusion, summarizes the findings of the study and presents the conclusion of this TIA.

## 2 PROPOSED DEVELOPMENT

### 2.1 Development Schedule

- 2.1.1 The development schedule of the Proposed Commercial Development at the Phase IIa Development Site in the comparison to the approved planning application is presented in **Table 2.1**. The proposed indicative Master Layout Plan (MLP) under the current application is presented in **Figure 2.1** for reference. The full development schedule and layout plans are enclosed in **Appendix A** for reference.

**Table 2.1 Development Schedule (Phase IIa)**

| Development Parameters          | Approved Hotel Development (A/YL/298) | Proposed Commerical Development |
|---------------------------------|---------------------------------------|---------------------------------|
| Phase IIa Development Site Area | 1,285m <sup>2</sup>                   | 1,230m <sup>2</sup>             |
| <i>Non-Domestic Portion</i>     |                                       |                                 |
| Total Plot Ratio                | 9.5                                   | 9.93                            |
| Total GFA                       | 12,207 m <sup>2</sup>                 | 12,207m <sup>2</sup>            |

### 2.2 Development Access

- 2.2.1 The vehicular run-in/out of the Proposed Commercial Development would be located at Yau Tin East Road with run-in/out type as presented in **Figure 2.2**. Transport Department had expressed their no objection in principle to the design of the vehicular access of the proposed development under previous approved application. The relevant email is enclosed in **Appendix B**. The detailed design of the vehicular access and associated road works will be further provided to TD and relevant departments (i.e. HyD and DSD) for review and approval in detail design stage.
- 2.2.2 The Applicant would be responsible for the construction of the vehicular bridge access over the existing nullah for the use of the Proposed Commercial Development. Upon completion of construction, the vehicular bridge will be handed back to Government for management and maintenance. The vehicular access would be completed prior to the population intake of the development.
- 2.2.3 The existing access arrangements for adjacent developments including the adjoining Government, Institution or Community (GIC) site and Phase IIb will remain unchanged. Before completion of Phase IIa, the access arrangements for the adjoining GIC site and Phase IIb will rely on Yau Tin East Road, which will remain unchanged as the existing. The vehicular bridge forms part of the green area under the Land Grant for Phase IIa, which will then be handed over to the Government for future management and maintenance after completion. The design of proposed vehicular bridge crossing the nullah will also be capable of serving the adjoining GIC site and Phase IIb as needed for both ingress and egress in the future. The swept path analysis of the vehicular run-in/out is presented in **Appendix C** for reference.
- 2.2.4 The existing access arrangements for adjacent sites via Yau Tin East Road would be maintained.

## 2.3 Internal Transport Facilities

2.3.1 The parking and loading/unloading facilities of the Proposed Development will be provided in accordance with the requirements as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) to cater for the transport demand. The respective requirements for all sites are summarized in **Table 2.2** and **Table 2.3** respectively.

**Table 2.2 Provision of Car Parking and Servicing Facilities**

| Type of Development | Parking/Servicing Facilities | HKPSG Requirements                                                                                                                                                                 | Phase IIa             |                                                        |                                                       |
|---------------------|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|--------------------------------------------------------|-------------------------------------------------------|
|                     |                              |                                                                                                                                                                                    | GFA (m <sup>2</sup> ) | No. of Internal Transport Facilities required by HKPSG | Proposed Internal Transport Facilities <sup>(1)</sup> |
| Office              | Parking Spaces               | For the 1 <sup>st</sup> 15,000m <sup>2</sup> GFA: 1 space per 150m <sup>2</sup> - 200m <sup>2</sup> GFA<br>Above 15,000m <sup>2</sup> GFA: 1 space per 200 - 300m <sup>2</sup> GFA | 11,607m <sup>2</sup>  | 59 - 78                                                | 59                                                    |
|                     | Loading / Unloading Bays     | 1 space per 2000m <sup>2</sup> - 3000m <sup>2</sup> GFA                                                                                                                            |                       | 4 - 6                                                  | 4                                                     |
|                     | Motorcycle Parking Spaces    | 5% -10% of the total number of carparking spaces                                                                                                                                   |                       | 3 - 8                                                  | 3                                                     |
| Retail              | Parking Spaces               | 1 space per 150m <sup>2</sup> - 300m <sup>2</sup> GFA                                                                                                                              | 600m <sup>2</sup>     | 2 - 4                                                  | 2                                                     |
|                     | Loading / Unloading Bays     | 1 space per 800m <sup>2</sup> - 1200m <sup>2</sup> GFA                                                                                                                             |                       | 1                                                      | 1                                                     |
|                     | Motorcycle Parking Spaces    | 5% -10% of the total number of carparking spaces                                                                                                                                   |                       | 1                                                      | 1                                                     |

Notes:

(1) Figures are rounded up to nearest number.

### Review on Carparking Provision on the Proposed Development (Phase IIa)

2.3.2 As illustrated in **Figure 2.1**, Phase IIa Development Site has an irregular shape. Despite incorporating two car lifts and a turntable to optimize vehicle maneuvering space, the car parking provision for the office development under the Proposed Development (i.e. Phase IIa) **remains at the lower end of the carparking requirements** set by the HKPSG. The carparking provision at Phase IIa is primarily limited by the constraints imposed by the site's unique shape and the need to maximize usable space for other essential functions.

### Review on Carparking Provision at the Vicinity of the Development

- 2.3.3 There are numerous parking facilities in vicinity of the development, including YOHO Mall I & II, YOHO Mix and YOHO Plus, offering over 2,000 nos. of carparking spaces. According to the conducted carparking survey, the peak occupancy hour for these retail developments differ from those of the office development, it is anticipated that there will be sufficient surplus of parking spaces to address the carparking provision for the proposed development.
- 2.3.4 The parking facilities as well as the available carparking spaces during the office peak hour as observed in the conducted carparking survey is summarised in **Table 2.3**.

**Table 2.3 Summary of Parking Facilities**

| Developments     | Total Carparking Spaces | Total Carparking Spaces Available during Office Peak Period <sup>(2)</sup> |
|------------------|-------------------------|----------------------------------------------------------------------------|
| YOHO Mall I & II | 1,246                   | 470                                                                        |
| YOHO Mix         | 45                      | 15                                                                         |
| YOHO Plus        | 880                     | 320                                                                        |
| Grand Total      | 2,171                   | 805                                                                        |

Notes:

- (1) The carparking survey was conducted in a typical weekday on September 2024.  
(2) Office Period refers to 09:00 – 19:00 in weekday.

- 2.3.5 As presented in **Table 2.3**, there are over 800 nos. of parking spaces available during the office peak period, which should be well sufficient to cover the parking provision for the proposed development.



### 3 EXISTING TRAFFIC CONDITIONS

#### 3.1 Existing Road Network

- 3.1.1 The existing road network in the vicinity of the Application Site is shown in **Figure 3.1**.
- 3.1.2 The subject development is bounded by Yau Tin East Road to the south and Castle Peak Road – Yuen Long to the north.
- 3.1.3 Castle Peak Road – Yuen Long is a 3-lane dual carriageway connecting with Long Lok Road to the east and Long Yat Road to the west.
- 3.1.4 The section of Yau Tin East Road between Castle Peak Road – Yuen Long and Yuen Lung Street along the subject development is a local road with approximately 4.2m wide. The road only allows entry of vehicles (with permit) from Castle peak Road – Yuen Long.

#### 3.2 Traffic Survey

- 3.2.1 Total of 8 critical junctions have been identified for assessment and listed in **Table 3.1** and shown in **Figure 3.1**.

**Table 3.1 Critical Junctions**

| Ref. | Junction                                                  | Type     | Fig. No. |
|------|-----------------------------------------------------------|----------|----------|
| J1   | Castle Peak Road – Yuen Long / Long Yat Road              | Signal   | 3.2      |
| J2   | Castle Peak Road – Yuen Long / Fung Cheung Road           | Signal   | 3.3      |
| J3   | Fung Cheung Road / Fung Yau Street North / Kin Lok Street | Priority | 3.4      |
| J4   | Fung Cheung Road / Hop Yick Road                          | Priority | 3.5      |
| J5   | Fung Chueng Road / Fung Kam Street                        | Priority | 3.6      |
| J6   | Fung Cheung Road / Ma Tong Road                           | Signal   | 3.7      |
| J7   | Fung Yau Street / Fung Kwan Street / Yuen Lung Street     | Priority | 3.8      |
| J8   | Yuen Lung Street / Access Road to YOHO Midtown            | Priority | 3.9      |

- 3.2.2 The existing layout of the above junctions is shown in **Figure 3.2** to **Figure 3.9**.
- 3.2.3 Series of manual classified traffic counts surveys were carried out to establish the current traffic condition in the vicinity. The surveys were undertaken on a typical weekday on June 2025 at 07:30 - 09:30 and 17:00 - 19:00 to appraise the existing traffic conditions of the above junctions.
- 3.2.4 The survey results indicated that the commuting morning (AM) and evening (PM) peak hours were at 08:30 – 09:30 and 17:45 – 18:45 respectively.
- 3.2.5 The 2025 observed AM and PM peak hour traffic flows are shown in **Figure 3.10**.

#### 3.3 Junction Assessment

- 3.3.1 Junction capacity analysis was carried out for the above surveyed junctions which are located in the vicinity of the Phase IIa Development Site to appraise the existing traffic condition based on the 2025 observed peak hour traffic flows.

- 3.3.2 Based on the turning flows at the above junctions, capacity assessments were carried out in accordance with the methodology documented in the appendices of Transport Planning and Design Manual (TPDM) Vol.2 Ch.4 on priority junction and roundabout capacity assessment. Signal junction assessments were based on TPDM Vol.4.
- 3.3.3 The existing junction performances of the critical junctions are summarized in **Table 3.2**. Capacity calculation sheets are attached in **Appendix D**.

**Table 3.2 Existing Junction Performance**

| Ref. | Junction                                                  | Indicator <sup>(1)</sup> | 2025 Observed |         |
|------|-----------------------------------------------------------|--------------------------|---------------|---------|
|      |                                                           |                          | AM Peak       | PM Peak |
| J1   | Castle Peak Road – Yuen Long / Long Yat Road              | RC                       | 29%           | 29%     |
| J2   | Castle Peak Road – Yuen Long / Fung Cheung Road           | RC                       | 44%           | 38%     |
| J3   | Fung Cheung Road / Fung Yau Street North / Kin Lok Street | DFC                      | 0.67          | 0.70    |
| J4   | Fung Cheung Road / Hop Yick Road                          | DFC                      | 0.48          | 0.86    |
| J5   | Fung Chueng Road / Fung Kam Street                        | DFC                      | 0.52          | 0.59    |
| J6   | Fung Cheung Road / Ma Tong Road                           | RC                       | 57%           | 38%     |
| J7   | Fung Yau Street / Fung Kwan Street / Yuen Lung Street     | DFC                      | 0.66          | 0.78    |
| J8   | Yuen Lung Street / Access Road to YOHO Midtown            | DFC                      | 0.71          | 0.72    |

Note:

(1) RC = Reserve Capacity for signal junction; DFC = Design Flow / Capacity ratio for priority junction or roundabout

- 3.3.4 At present, all critical junctions are operating within capacity.

### 3.4 Existing Public Transport Facilities

- 3.4.1 Currently, there are existing bus and minibus stops travelling along Castle Peak Road. The respective servicing schedules are listed in **Table 3.3** and the locations of various public transport services are indicated in **Figure 3.11**.

**Table 3.3 Public Transport Services**

| Route No.             | Origin – Destination                                    | Frequency (min.) |
|-----------------------|---------------------------------------------------------|------------------|
| <b>Franchised Bus</b> |                                                         |                  |
| <b>53</b>             | Yoho Mall (Yuen Long) – Tsuen Wan (Nina Tower)          | 25 - 35          |
| <b>54</b>             | Yuen Long (West) – Sheung Tsuen (Circular)              | 20 – 30          |
| <b>68</b>             | Park Yoho – Yoho Mall (Circular)                        | 30               |
| <b>64K</b>            | Yuen Long (West) – Tai Po Market Station                | 8 – 20           |
| <b>68E</b>            | Yuen Long Park – Tsing Yi Station                       | 15 – 30          |
| <b>68F</b>            | Park Yoho – Yuen Long Park (Circular)                   | 30               |
| <b>68M</b>            | Tsuen Wan Station – Yuen Long (West)                    | 5 – 20           |
| <b>68X</b>            | Hung Shui Kiu (Hung Fuk Estate) – Mongkok (Park Avenue) | 10 - 25          |

| Route No.                   | Origin – Destination                                             | Frequency (min.)                         |
|-----------------------------|------------------------------------------------------------------|------------------------------------------|
| 76K                         | Sheung Shui (Ching Ho) – Long Ping Estate                        | 20 – 30                                  |
| 77K                         | Sheung Shui – Yuen Long (Fung Cheung Road)                       | 12 – 30                                  |
| 261X                        | Tuen Mun Central – Fanling (Cheung Wah)                          | 06:55, 7:15, 17:45, 18:30                |
| 264R                        | Tin Yiu – Tai Po Market Station                                  | 30                                       |
| 265S                        | Tin Sui Wai Town Centre – Tai Po Industrial Estate               | 06:40, 07:15                             |
| 268A                        | Long Ping Estate – Kwun Tong Ferry                               | 07:05, 07:20                             |
| 268B                        | Long Ping Estate – Hung Hom (Hung Luen Road)                     | 20 – 30                                  |
| 268C                        | Long Ping Estate – Kwun Tong Ferry                               | 5 – 20                                   |
| 268P                        | Ma Wang Road (San Shui House) – Kwun Tong Ferry                  | 07:10, 07:20, 07:30                      |
| 268X                        | Hung Fuk Estate – Jordan (West Kowloon Station)                  | 10 – 30                                  |
| 269D                        | Tin Fu – Lek Yuen                                                | 7 – 25                                   |
| 276                         | Tin Tsz – Sheung Shui                                            | 15 – 20                                  |
| 276C                        | Tin Shui Wai Station – Sheung Shui                               | 07:10, 07:20, 18:00, 18:30               |
| 276P                        | Tin Shui Wai Station – Sheung Shui                               | 5 - 25                                   |
| 968                         | Yuen Long (West) – Causeway Bay (Tin Hau)                        | 15 – 25                                  |
| 968A                        | Yuen Long (West) – Causeway Bay (Tin Hau)                        | 07:30, 07:45                             |
| 968X                        | Yuen Long (West) – Causeway Bay (Tin Hau)                        | 07:10, 07:20, 07:30, 07:40, 07:50, 08:00 |
| A36                         | Kam Sheung Road Station – Airport                                | 15 – 60                                  |
| B1                          | Tin Tsz – Lok Ma Chau Station                                    | 10 – 20                                  |
| B2                          | Yuen Long Station – Shenzhen Bay Port                            | 20 – 30                                  |
| E36                         | Pat Heung Road – Airport                                         | 15 – 25                                  |
| E36A                        | Yuen Long (Tak Yip Street) – Tung Chung (Yat Tung)               | 20 – 60                                  |
| E36S                        | Yuen Long (Ma Wang road) – Airport                               | 15 – 25                                  |
| K65                         | Yuen Long Station – Lau Fau Shan                                 | 9 – 16                                   |
| N269                        | Tin Tsz – Mei Foo (Overnight service)                            | 20 – 25                                  |
| N30                         | Yuen Long Station – Airport (Overnight Services)                 | 03:25, 04:20                             |
| N368                        | Yuen Long Station – Central (Overnight Services)                 | 20 – 25                                  |
| NA36                        | Cathay Pacific City – Kam Sheung Rd Station (Overnight Services) | 03:45, 04:15, 04:35, 04:55               |
| P968                        | Yuen Long (West) – Causeway Bay (Tin Hau)                        | 09:30, 10:30                             |
| <b>Green Mini-Bus (GMB)</b> |                                                                  |                                          |
| 31                          | Hong King Street – Tong Yan San Tsuen (Circular)                 | 6 – 10                                   |
| 32                          | Yuen Long Station (North) PTI – Tan Kwei Tsuen                   | 10 – 15                                  |
| 36                          | Yuen Long (Fook Hong Street) – Tai San Wai Rural Office          | 10 – 15                                  |
| 37                          | Yuen Long (Fook Hong Street) – Yau Tam Mei Village Office        | 12 – 15                                  |
| 38                          | Yuen Long (Fook Hong Street) – Yau Tam Mei West                  | 10 - 15                                  |

| <b>Route No.</b> | <b>Origin – Destination</b>                               | <b>Frequency (min.)</b> |
|------------------|-----------------------------------------------------------|-------------------------|
| <b>39</b>        | Kung Um Road – Yuen Long Station                          | 5 - 8                   |
| <b>71</b>        | Yuen Long Tai Hang Street – Shek Wu Tong (Ho Pui)         | 15                      |
| <b>72</b>        | Kam Sheung Road Station – Lui Kung Tin                    | 10                      |
| <b>75</b>        | Yuen Long (Fook Hong Street) – Ha Wan Tsuen               | 10 – 20                 |
| <b>76</b>        | Yuen Long (Fook Hong Street) – Siu Hum Tsuen              | 15 – 20                 |
| <b>601</b>       | Fung Cheung Road – Pak Wai Tsuen                          | 10 – 20                 |
| <b>601C</b>      | Fung Cheung Road – Kam Sheung Road Station (Circular)     | 20                      |
| <b>602</b>       | Fung Cheung Road – Tai Kong Po                            | 15 – 20                 |
| <b>602C</b>      | Fung Cheung Road – Kam Sheung Road Station (Circular)     | 20                      |
| <b>603</b>       | Fung Cheung Road – Fung Kat Heung                         | 20 – 25                 |
| <b>604</b>       | Shan Ha Tsuen – Yuen Long (Fau Tsoi Street) (Circular)    | 10 - 20                 |
| <b>606S</b>      | Fung Cheung Road – Tsim Sha Tsui East (All-night service) | 6 – 13                  |
| <b>608</b>       | Wang Toi Shan – Kam Sheung Road Station (Circular Route)  | 10 - 13                 |
| <b>609</b>       | Yuen Long Stadium – Pok Oi Hospital (Circular)            | 6 – 15                  |
| <b>609B</b>      | Long Shin Estate – Yuen Long Station (Circular)           | 6                       |
| <b>609S</b>      | Long Shin Estate – Yuen Long Town (Circular)              | 10                      |
| <b>611</b>       | Shan Pui Road – Fau Tsoi Street (Circular)                | 8 – 15                  |
| <b>611A</b>      | Yuen Long Station – Shan Pui Road (Circular)              | 5                       |
| <b>611B</b>      | Kwan Lok Lane – Yuen Long Station (Circular)              | 15                      |
| <b>623</b>       | Yuen Long (Fung Cheung Road) – Kong Tau Tsuen             | 15 - 30                 |

## 4 FUTURE TRAFFIC CONDITIONS

### 4.1 Design Year

- 4.1.1 The proposed development is tentatively scheduled for completion in 2030. Year 2033 is selected as a design year in this TIA for assessment purpose (i.e. 3 years after the planned completion).

### 4.2 Traffic Forecast

- 4.2.1 The traffic forecast for the Approved Case (year 2033 with the Approved Scheme of subject development) were formulated by (i) applying the annual growth rate to the 2023 observed traffic flows to derive 2033 background traffic flows and (ii) superimposing the traffic flows generated from the Approved Scheme and other planned / potential future developments in the vicinity of the Site.
- 4.2.2 The traffic forecast for the Design Case (year 2033 with the Proposed Commercial Scheme of subject development) would be the traffic forecast in Approved Case plus the net changes of traffic generation due to the Proposed Commercial Scheme of subject development.
- 4.2.3 To obtain the aforesaid annual growth rate, two sets of data was referenced. The data include (i) the historical traffic data in Annual Traffic Census (ATC) and (ii) the planning data in "2021-based Territorial Population and Employment Data Matrix" (TPEDM) published by the Planning Department in the website.

#### Historical Traffic Data from ATC

- 4.2.4 The annual average daily traffic (AADT) flow and annual growths of the nearby counting stations from 2017 to 2023 as presented in the ATC reports published annually by Transport Department are summarized in below **Table 4.1**.

**Table 4.1 Historical Annual Average Daily Traffic (AADT) Flows from ATC**

| ATC Stn. No.                                                           | Road Name                               | A.A.D.T. (veh/day) |                |                |                |                |                |                |
|------------------------------------------------------------------------|-----------------------------------------|--------------------|----------------|----------------|----------------|----------------|----------------|----------------|
|                                                                        |                                         | 2017               | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           |
| 5208                                                                   | Long Yip Street / Yuen Long On Lok Road | 36,940             | 37,360         | 37,050         | 35,270         | 36,990         | 35,350         | 37,230         |
| 5233                                                                   | Fung Cheung Road                        | 25,880             | 24,600         | 24,280         | 23,280         | 24,210         | 23,470         | 23,230         |
| 5440                                                                   | Yuen Long Main Rd                       | 44,420             | 45,510         | 45,570         | 45,860         | 47,700         | 46,240         | 47,330         |
| 5650                                                                   | Yuen Long Main Rd                       | 23,320             | 23,900         | 23,730         | 23,440         | 24,970         | 24,210         | 24,780         |
| 6033                                                                   | Yuen Long Main Rd                       | 23,000             | 24,060         | 23,890         | 22,900         | 23,820         | 23,310         | 24,670         |
| 6059                                                                   | Long Yip Road                           | 24,030             | 25,480         | 26,500         | 25,230         | 26,460         | 24,450         | 23,240         |
| <b>Total</b>                                                           |                                         | <b>177,590</b>     | <b>180,910</b> | <b>181,020</b> | <b>175,980</b> | <b>184,150</b> | <b>177,030</b> | <b>180,480</b> |
| <b>Average Traffic Growth Rate from 2017 to 2023 = 0.31% per annum</b> |                                         |                    |                |                |                |                |                |                |

- 4.2.5 As shown in **Table 4.1**, the average growth rate from 2017 to 2023 is about **0.31%** per annum according to the historical ATC data.

Population and Employment estimates from TPEDM

- 4.2.6 The traffic growth rate was also referred to 2021-based TPEDM data which is available in Planning Department's website. **Table 4.2** shows the years 2026 and 2031 population and employment planning data in Yuen Long district.

**Table 4.2 2021-based TPEDM Planning Data**

| Planning Data District | Year 2026                  |            | Year 2031  |            |
|------------------------|----------------------------|------------|------------|------------|
|                        | Population                 | Employment | Population | Employment |
| Yuen Long              | 685,000                    | 238,500    | 760,600    | 258,200    |
| Total                  | 923,500                    |            | 1,018,800  |            |
|                        | Annual Growth Rate = 1.98% |            |            |            |

Adopted Annual Growth Rate

- 4.2.7 Based on the results given by TPEDM estimates and AADT historical data, an annual growth rate of **+1.98%** per annum is adopted for projecting the peak hour traffic flows from 2025 to 2033 for conservative assessments.

**4.3 Planned / Potential Future Developments**

- 4.3.1 There are several planned / potential future developments adjacent to the Proposed Development. The development parameters of the planned / potential future developments and their location are shown in **Table 4.3** and **Figure 4.1** respectively.

**Table 4.3 Planned / Potential Future Developments in the Vicinity**

| Ref. | Development Site                                          | Land Use                             | Assumed Development Parameter                                                                                                                                                   |
|------|-----------------------------------------------------------|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | Grand YOHO (A/YL/139-1)                                   | Residential                          | Total GFA of 225,915m <sup>2</sup> with 2,508 flats                                                                                                                             |
| 2    | YOHO Hub (A/YL/209)                                       | Residential                          | Total GFA of 126,455m <sup>2</sup> with 1,876 flats                                                                                                                             |
| 3    | Sol City (A/YL/188-1)                                     | Residential                          | Total GFA of 41,990m <sup>2</sup> with 720 flats                                                                                                                                |
| 4    | Park YOHO Napoli (A/YL-KTN/118-2)                         | Residential                          | Total 712 flats for residential development                                                                                                                                     |
| 5    | Kam Tin South Development <sup>(1)</sup>                  | Residential & Commercial             | Total of 33,700 flats with 49,000m <sup>2</sup> of office development                                                                                                           |
| 6    | Wang Chau & YLIE Extension <sup>(1)</sup><br>(DC 2016/80) | Residential & Industrial             | Total of 16,975 flats with 291,545m <sup>2</sup> of industrial development                                                                                                      |
| 7    | Yuen Long South Development<br>(PWSC(2025-26)3)           | Residential, commercial & Industrial | Total of 31,750 residential flats (21,150 public, 10,600 private) including 229,000m <sup>2</sup> of commercial development and 496,900m <sup>2</sup> of industrial development |

| Ref. | Development Site                                                                                              | Land Use               | Assumed Development Parameter                                                   |
|------|---------------------------------------------------------------------------------------------------------------|------------------------|---------------------------------------------------------------------------------|
| 8    | Proposed Conservation of Historic Building (Pun Uk) and Residential Care Homes for the Elderly (A/YL-NSW/292) | Heritage               | Total GFA of 9,178.9m <sup>2</sup> with 530 beds                                |
| 9    | Phase III of Approved CDA Development at "CDA" zone in Yuen Long Area 12 (A/YL/298)                           | Residential            | Domestic GFA is not more than 34,190m <sup>2</sup> with not more than 720 flats |
| 10   | CDA(1) Development at Cheung Chun San Tsuen (A/YL-KTN/604)                                                    | Residential            | Total GFA of 179,838m <sup>2</sup> with 3,891 flats                             |
| 11   | D.D. 115, Tung Shing Lei, Yuen Long (A/YL-NSW/274)                                                            | Residential            | Total GFA of 70,328m <sup>2</sup> with 1,518 flats                              |
| 12   | D.D. 115 at Chung Yip Road, Nam Sang Wai (A/YL-NSW/282)                                                       | Residential            | Total GFA of 7,296m <sup>2</sup> with 112 flats                                 |
| 13   | Proposed Underground Public Vehicle Park Keung Yip Street, Tung Tau Industrial Area, Yuen Long (A/YL/290)     | PVP & Sport Facilities | 190 nos. of parking spaces                                                      |
| 14   | Phase II of Approved CDA Development at D.D. 107, Kam Tin, Yuen Long (A/YL-KTN/663)                           | Residential            | Total GFA of 258,896m <sup>2</sup> with 4,282 flats                             |
| 15   | Tung Shing Lei Phase 2 (LSPS/002)                                                                             | Residential            | Total GFA of 143579 sqm with 3129 flats (Public & Private portions combined)    |
| 16   | Sha Po North Public Housing (S/YL-KTN/9)                                                                      | Residential            | Total of 16,300 flats                                                           |

Note: (1) The information was available from the public domain.

4.3.2 Estimation of the traffic generation and attraction volume are derived from the trip rates as stipulated in Annex C of Transport Planning and Design Manual (TPDM) Volume 1 Chapter 3 published by Transport Department.

4.3.3 **Table 4.4** summarizes the estimated trip generations of the above Planned and Potential Future Developments.

**Table 4.4 Estimated Trip Generation for the Planned / Potential Future Developments**

| Ref. | Development Site        | Estimated Trips (pcu/hr) |      |         |      |
|------|-------------------------|--------------------------|------|---------|------|
|      |                         | AM Peak                  |      | PM Peak |      |
|      |                         | Gen.                     | Att. | Gen.    | Att. |
| 1    | Grand YOHO (A/YL/139-1) | 49                       | 29   | 20      | 27   |
| 2    | YOHO Hub (A/YL/209)     | 90                       | 64   | 58      | 70   |
| 3    | Sol City (A/YL/188-1)   | 52                       | 31   | 21      | 27   |

| Ref. | Development Site                                                                                                | Estimated Trips (pcu/hr) |      |         |      |
|------|-----------------------------------------------------------------------------------------------------------------|--------------------------|------|---------|------|
|      |                                                                                                                 | AM Peak                  |      | PM Peak |      |
|      |                                                                                                                 | Gen.                     | Att. | Gen.    | Att. |
| 4    | Park YOHO Napoli (A/YL-KTN/118-2)                                                                               | 12                       | 7    | 5       | 6    |
| 5    | Kam Tin South Development                                                                                       | 2503                     | 1552 | 1041    | 1304 |
| 6    | Wang Chau & YLIE Extension(1)<br>(DC 2016/80)                                                                   | 1003                     | 954  | 796     | 817  |
| 7    | Yuen Long South Development<br>(PWSC(2025-26)3)                                                                 | 1221                     | 1139 | 974     | 913  |
| 8    | Proposed Conservation of Historic Building<br>(A/YL-NSW/292)                                                    | 5                        | 5    | 5       | 5    |
| 9    | Phase III of Approved CDA Development at<br>"CDA" zone in Yuen Long Area 12 (A/YL/298)                          | 60                       | 38   | 26      | 37   |
| 10   | CDA(1) Development at Cheung Chun San<br>Tsuen (A/YL-KTN/604)                                                   | 279                      | 165  | 111     | 144  |
| 11   | D.D. 115, Tung Shing Lei, Yuen Long (A/YL-<br>NSW/274)                                                          | 109                      | 65   | 43      | 56   |
| 12   | D.D. 115 at Chung Yip Road, Nam Sang Wai<br>(A/YL-NSW/282)                                                      | 763                      | 434  | 521     | 647  |
| 13   | Proposed Underground Public Vehicle Park<br>Keung Yip Street, Tung Tau Industrial Area,<br>Yuen Long (A/YL/290) | 25                       | 6    | 4       | 15   |
| 14   | Phase II of Approved CDA Development at D.D.<br>107, Kam Tin, Yuen Long (A/YL-KTN/663)                          | 307                      | 182  | 122     | 158  |
| 15   | Tung Shing Lei Phase 2                                                                                          | 203                      | 131  | 90      | 119  |
| 16   | Sha Po North Public Housing                                                                                     | 704                      | 528  | 386     | 491  |

#### 4.4 Comparison of Traffic Generation of the Approved Scheme and Proposed Commercial Development

- 4.4.1 Based on the approved application, the adopted trip rates as well as the estimated trip rates and traffic generation / attraction for the Subject Site under Approved Scheme is presented in **Table 4.5** and **4.6** respectively.

**Table 4.5 Adopted Trip Rate for the Subject Site under Approved Scheme**

| Land Use | Adopted Trip Rates (pcu/hr/guest room) |        |         |        | Note |
|----------|----------------------------------------|--------|---------|--------|------|
|          | AM Peak                                |        | PM Peak |        |      |
|          | Gen.                                   | Att.   | Gen.    | Att.   |      |
| Hotel    | 0.1329                                 | 0.1457 | 0.1290  | 0.1546 | (1)  |

Note:

- (1) Extracted from TPDM Volume 1 Chapter 3 Annex C, Hotel (mean)



**Table 4.6 Estimated Trip Generation and Attraction for the Subject Site under Approved Scheme**

| Subject Site (Approved Scheme) |            | Trip Generation and Attraction (pcu/hr) |           |           |           |
|--------------------------------|------------|-----------------------------------------|-----------|-----------|-----------|
|                                | Guest Room | AM Peak                                 |           | PM Peak   |           |
|                                |            | Gen.                                    | Att.      | Gen.      | Att.      |
| Hotel                          | 324        | 44                                      | 48        | 42        | 51        |
| <b>Total</b>                   |            | <b>44</b>                               | <b>48</b> | <b>42</b> | <b>51</b> |

4.4.2 Based on the development schedule as mentioned in Section 2, the adopted trip rate extracted from Annex D of TPDM Volume 1 Chapter 3 and the development trip generation and attraction under the Proposed Commercial Development for the Subject Site are illustrated in **Table 4.7** and **4.8** respectively.

**Table 4.7 Adopted Trip Rate for the Proposed Commercial Development**

| Land Use | Adopted Trip Rates (pcu/hr/100m <sup>2</sup> ) |        |         |        | Note |
|----------|------------------------------------------------|--------|---------|--------|------|
|          | AM Peak                                        |        | PM Peak |        |      |
|          | Gen.                                           | Att.   | Gen.    | Att.   |      |
| Retail   | 0.2296                                         | 0.2434 | 0.3100  | 0.3563 | (1)  |
| Office   | 0.1703                                         | 0.2452 | 0.1573  | 0.1175 | (2)  |

Note:

- (1) Extracted from TPDM Volume 1 Chapter 3 Annex C, Retail / Shopping Complex (Office + Retail) (mean)  
(2) Extracted from TPDM Volume 1 Chapter 3 Annex C, Office (mean)

**Table 4.8 Estimated Trip Generation and Attraction for the Proposed Commercial Development**

| Subject Site (Proposed Scheme) |                       | Trip Generation and Attraction (pcu/hr) |           |           |           |
|--------------------------------|-----------------------|-----------------------------------------|-----------|-----------|-----------|
|                                | GFA (m)               | AM Peak                                 |           | PM Peak   |           |
|                                |                       | Gen.                                    | Att.      | Gen.      | Att.      |
| Retail                         | 600 m <sup>2</sup>    | 2                                       | 2         | 2         | 3         |
| Office                         | 11,607 m <sup>2</sup> | 20                                      | 29        | 19        | 14        |
| <b>Total</b>                   |                       | <b>22</b>                               | <b>31</b> | <b>21</b> | <b>17</b> |

4.4.3 By comparing the total development trip generated and attracted by the Subject Site under the Approved Scheme and Proposed Commercial Development, the net differences of the development trips are presented in **Table 4.9**.

**Table 4.9 Comparison of Estimated Traffic Flows of Approved Scheme and Proposed Commercial Development**

| Subject Development                                                       | Estimated Trips (pcu/hr) |      |         |      |
|---------------------------------------------------------------------------|--------------------------|------|---------|------|
|                                                                           | AM Peak                  |      | PM Peak |      |
|                                                                           | Gen.                     | Att. | Gen.    | Att. |
| Approved Scheme                                                           | 44                       | 48   | 42      | 51   |
| Proposed Commercial Development                                           | 22                       | 31   | 21      | 17   |
| Net Difference = Proposed Commercial Development – Approved Scheme in OZP | -22                      | -17  | -21     | -34  |

4.4.4 As shown in **Table 4.9**, 2-way traffic of the Proposed Commercial Development will be reduced by **-39** pcu/hr and **-55** pcu/hr during AM and PM peak hour respectively. Thus, it is anticipated that the Proposed Development would have no adverse impact to the road network.

#### 4.5 2033 Traffic Forecasts

4.5.1 By applying the adopted growth rate +1.98% per annum to 2025 existing traffic flow and superimposing the planned / potential future developments trips as listed in **Table 4.4**, the 2033 background traffic forecast (without proposed development) has been obtained.

4.5.2 Based on the 2033 background traffic forecasts (without proposed development) as described in **Section 4.3**, the 2033 reference traffic flows were produced by adding the trips generated by the proposed development as approved in previous planning application as listed in **Table 4.5**. The 2033 reference traffic flows are shown in **Figure 4.2**.

4.5.3 The net difference of the Proposed Development as estimated in **Table 4.9** were superimposed to 2033 reference traffic flows to produce 2033 design traffic flows. The 2033 design traffic flows are shown in **Figure 4.3**. The 2033 development traffic flows are shown in **Figure 4.4**.

## 5 TRAFFIC IMPACT ASSESSMENT

### 5.1 Junction Capacity Assessment

5.1.1 The operational performance of the 8 critical junctions based on year 2033 traffic forecasts as mentioned in **Section 4** have been assessed.

5.1.2 The results of junction capacity analysis are summarized in **Table 5.1**.

**Table 5.1 Junction Performance in 2033**

| Ref. | Junction                                                  | Indicator <sup>(1)</sup> | Year 2033     |         |             |         |
|------|-----------------------------------------------------------|--------------------------|---------------|---------|-------------|---------|
|      |                                                           |                          | Approved Case |         | Design Case |         |
|      |                                                           |                          | AM Peak       | PM Peak | AM Peak     | PM Peak |
| J1   | Castle Peak Road – Yuen Long / Long Yat Road              | RC                       | 10%           | 12%     | 11%         | 14%     |
| J2   | Castle Peak Road – Yuen Long / Fung Cheung Road           | RC                       | 22%           | 18%     | 23%         | 20%     |
| J3   | Fung Cheung Road / Fung Yau Street North / Kin Lok Street | DFC                      | 0.99          | 0.92    | 0.96        | 0.89    |
| J4   | Fung Cheung Road / Hop Yick Road                          | DFC                      | 0.71          | 0.99    | 0.71        | 0.99    |
| J5   | Fung Cheung Road / Fung Kam Street                        | DFC                      | 0.79          | 0.97    | 0.79        | 0.97    |
| J6   | Fung Cheung Road / Ma Tong Road                           | RC                       | 27%           | 13%     | 27%         | 13%     |
| J7   | Fung Yau Street / Fung Kwan Street / Yuen Lung Street     | DFC                      | 0.84          | 0.94    | 0.81        | 0.91    |
| J8   | Yuen Lung Street / Access Road to YOHO Midtown            | DFC                      | 0.86          | 0.83    | 0.84        | 0.80    |

Note:

(1) RC = Reserve Capacity for signal junction; DFC = Design Flow / Capacity ratio for priority junction or roundabout

5.1.3 As shown in **Table 5.1**, all junctions would be operating at sufficient capacity in 2033.

5.1.4 As the improvement works at Pok Oi Interchange have significantly enhanced junction performance and alleviated traffic congestion in Yuen Long District, it is anticipated that the traffic impact from the subject development will be minimal and is considered acceptable in traffic viewpoint.

## 5.2 Pedestrian Traffic Assessment

- 5.2.1 To review the existing pedestrian situation, pedestrian head count surveys have been conducted at the footpath sections in the vicinity of the subject site on a normal weekday in June 2025 during morning and evening peak periods. The observed morning and evening peak hours fall within 07:30 – 08:30 and 17:50 – 18:50 respectively. The observed pedestrian flows are shown in **Figure 5.1**.

### Existing Pedestrian Assessment

- 5.2.2 In order to address the performance of the surrounding pedestrian facilities, Level-of-Services (LOS) assessment of the critical footpaths have been conducted.
- 5.2.3 LOS assessment was carried out based on the definitions presented in Transport Design and Planning Guideline (TPDM) published by Transport Department (TD) and Highways Capacity Manual (HCM) 2000. The LOS definition is briefly described in **Table 5.2**. In general, LOS C is desirable for most designs on streets with dominant 'living' pedestrian activities.

**Table 5.2 LOS for Walkway**

| LOS      | Flow Rate (ped/min/m) | Description                                                                                                                                                                                                                                                                                                                                                                                             |
|----------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A</b> | ≤ 16                  | Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.                                                                                                                                                                                                      |
| <b>B</b> | 16 - 23               | Sufficient space is provided for pedestrians to freely select their walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.                                                                                                      |
| <b>C</b> | 23 – 33               | Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional stream. Where reverse direction or crossing movement exist, minor conflicts will occur, and speed and volume will be somewhat lower.                                                                                                                                          |
| <b>D</b> | 33 – 49               | Freedom to select individual walking speeds and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflicts is high and its avoidance requires changes of speeds and position. The LOS provides reasonable fluid flow; however considerable friction and interactions between pedestrians are likely to occur.                                 |
| <b>E</b> | 49 – 75               | Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow. |

| LOS | Flow Rate (ped/min/m) | Description                                                                                                                                                                                                                                                                                                                           |
|-----|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| F   | > 75                  | Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross- and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams. |

5.2.4 Footpaths with LOS A to C are considered desirable with sufficient space for the pedestrian to select normal walking speeds to bypass. For footpaths with LOS D represent freedom to select individual walking speeds and bypass other pedestrians is restricted. Unless there are any site constraints, improvement measures should be sought for footpath with LOS D or poorer.

5.2.5 Based on the existing morning peak hour pedestrian flows, the LOS of the surrounded footpaths were assessed, and the results are summarized in **Table 5.3**.

**Table 5.3 Year 2025 Pedestrian Operational Performance**

| Location <sup>(1)</sup> | Observed 2-way Pedestrian Flow (ped/hr) |      | Actual Width (m) | Effective Width <sup>(2)</sup> (m) | Observed 2-way Pedestrian Flow Rate <sup>(3)</sup> (ped/m/min) |      | LOS |    |
|-------------------------|-----------------------------------------|------|------------------|------------------------------------|----------------------------------------------------------------|------|-----|----|
|                         | AM                                      | PM   |                  |                                    | AM                                                             | PM   | AM  | PM |
| FP1                     | 1870                                    | 1305 | 4.0              | 3.0                                | 10.39                                                          | 7.25 | A   | A  |
| FP2                     | 300                                     | 570  | 4.0              | 3.0                                | 1.67                                                           | 3.17 | A   | A  |
| FP3                     | 940                                     | 895  | 3.0              | 2.0                                | 7.83                                                           | 7.46 | A   | A  |
| FP4                     | 980                                     | 1250 | 4.0              | 3.0                                | 5.44                                                           | 6.94 | A   | A  |

Note:

- (1) Refer to **Figure No. 5.1**
- (2) Effective Width = Actual Width – Dead Width. Dead Width = 0.5m for clearance from kerb/structure.
- (3) Pedestrian Flow Rate (ped/m/min) = Peak Pedestrian Flows / 60 mins / Effective Width (m)

5.2.6 The assessment results revealed that all the footpath sections in the vicinity of the subject site are currently operating at acceptable LOS during both morning and evening peak periods.

### Future Pedestrian Conditions

5.2.7 Estimates of pedestrian demand induced by the planned and committed developments are derived from the pedestrian generation and attraction rates in our in-house survey data base. **Table 5.4** summarizes the adopted pedestrian trip rates and **Table 5.5** presents the estimated pedestrian flows for the development.

**Table 5.4 Adopted Pedestrian Trip Rate**

| Land Use | Pedestrian Flow (Ped / hr / 100sqm) |       |      |       |
|----------|-------------------------------------|-------|------|-------|
|          | AM                                  |       | PM   |       |
|          | Gen                                 | Att   | Gen  | Att   |
| Office   | 0.058                               | 3.111 | 2.08 | 0.148 |
| Retail   | 0.330                               | 0.320 | 3.67 | 4.77  |

**Table 5.5 Pedestrian Generation of Proposed Development**

| Land Use | GFA                   | Pedestrian Flow (Ped / hr) |     |       |     |     |       |
|----------|-----------------------|----------------------------|-----|-------|-----|-----|-------|
|          |                       | AM                         |     |       | PM  |     |       |
|          |                       | Gen                        | Att | Total | Gen | Att | Total |
| Office   | 11,607 m <sup>2</sup> | 7                          | 362 | 369   | 241 | 18  | 259   |
| Retail   | 600 m <sup>2</sup>    | 2                          | 2   | 4     | 22  | 29  | 51    |
| Total    |                       | 9                          | 364 | 373   | 263 | 47  | 310   |

5.2.8 As discussed in **Section 3.4**, the development would be served by buses and GMBs travelling along Castle Peak Road. It should be noted that Yuen Long MTR station and GMBs located at Fung Cheung Road GMB Terminus are also in the vicinity of the development.

5.2.9 Therefore, a set of future pedestrian flows on the key routes to the nearby public transport in the design year 2033 are derived by applying a growth rate of 1.98% p.a. (refers to **Section 4.2**) onto the observed pedestrian flows up to the design year 2033 and superimposing the potential future public demand induced by the proposed development as derived in **Table 5.5** with the anticipated pedestrian routing as demonstrated in **Figure 5.2**.

5.2.10 The LOS assessments for design year 2033 pedestrian flows are conducted, and the results are summarized in **Table 5.6**.

**Table 5.6 Year 2033 Pedestrian Operational Performance**

| Location <sup>(1)</sup> | Observed 2-way Pedestrian Flow (ped/hr) |      | Actual Width (m) | Effective Width <sup>(2)</sup> (m) | Anticipated 2-way Pedestrian Flow Rate <sup>(3)</sup> (ped/m/min) |       | LOS |   |
|-------------------------|-----------------------------------------|------|------------------|------------------------------------|-------------------------------------------------------------------|-------|-----|---|
|                         | AM                                      | PM   |                  |                                    | AM                                                                | PM    | A   | P |
| FP1                     | 2505                                    | 1845 | 4.0              | 3.0                                | 13.92                                                             | 10.25 | A   | A |
| FP2                     | 725                                     | 1040 | 4.0              | 3.0                                | 4.03                                                              | 5.78  | A   | A |
| FP3                     | 1155                                    | 1105 | 3.0              | 2.0                                | 9.63                                                              | 9.21  | A   | A |
| FP4                     | 1205                                    | 1520 | 4.0              | 3.0                                | 6.69                                                              | 8.44  | A   | A |

Note:

- (1) Refer to **Figure No. 5.2**
- (2) Effective Width = Actual Width – Dead Width. Dead Width = 0.5m for clearance from kerb/structure.
- (3) Pedestrian Flow Rate (ped/m/min) = Peak Pedestrian Flows / 60 mins / Effective Width (m)

- 5.2.11 The LOS assessment results suggests that all the footpath sections will still be operation at acceptable LOS in the design year 2033.

### **5.3 Review on Traffic Impact During Construction Stage**

#### **Anticipated Construction Traffic**

- 5.3.1 Taking into consideration the site area of the application site as well as the proposed scale of the development, it is estimated that the construction to/from the application site would be approximately 4 vehicles (i.e. 4 veh x 2.5 pcu factor = 10 pcu/hr).
- 5.3.2 As compared to the existing traffic volume on Castle Peak Road – Yuen Long, this additional traffic is considered minimal. Therefore, the traffic impact during construction stage is anticipated negligible in traffic viewpoint.
- 5.3.3 Given that Yau Tin East Road is designated as a prohibited zone with heavy pedestrian traffic, the construction vehicles associated with the main site works will primarily access the site via Fung Yau Street North, while Yau Tin East Road will only be used for relatively minor activities, such as loading and unloading operations. The detailed construction sequence and associated traffic arrangements will be subject to the future contractor's work planning and methodology. The Applicant will also liaise with and consult the relevant Government departments in detailed design stage.

## **6 SUMMARY AND CONCLUSION**

### **6.1 Summary**

- 6.1.1 The Application Site is bounded by Yau Tin East Road to the south and Castle Peak Road – Yuen Long to the north. It is currently zoned CDA on the Draft Yuen Long OZP No. S/YL/28, which is subject to a maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building. The Application Site is also the subject of a previous planning application No. A/YL/298 approved by the TPB on 31 March 2023.
- 6.1.2 According to the latest planning application No. A/YL/298 for proposed subsidized sale flats (SSF) and social welfare facility (SWF) development approved on 31.3.2023 for the subject “CDA” site, the Approved CDA Development is divided into three phases, including Phase I (i.e. the completed commercial/residential development known as the completed YOHO Midtown at the northern and eastern portions), Phases IIa & IIb (i.e. the approved hotel and flats development at the northwestern portion), and Phase III (i.e. the proposed SSF and SWF under the approved application at the southwestern portion).
- 6.1.3 AECOM Asia Co. Ltd was commissioned by the Applicant to prepare a TIA report in support of the Section 16 planning application for the Proposed Commercial Development at Phase IIa.
- 6.1.4 The vehicular access over the existing nullah will be for shared use by the Proposed Commercial Development, the adjoining GIC site and Phase IIb. The Applicant would be responsible for the construction of the vehicular bridge. Upon completion of the construction, the Government would be responsible for the management and maintenance. Before completion of Phase IIa, the access arrangements for the adjoining GIC site and Phase IIb will rely on Yau Tin East Road, which will remain unchanged as the existing. The vehicular bridge forms part of the green area under the Land Grant for Phase IIa, which will then be handed over to the Government for future management and maintenance after completion. The design of proposed vehicular bridge crossing the nullah will also be capable of serving the adjoining GIC site and Phase IIb as needed for both ingress and egress in the future.
- 6.1.5 In order to review the existing traffic condition, traffic count surveys at identified critical junctions were conducted to investigate the peak hour traffic condition. The critical junctions include: -
- J/O Castle Peak Road – Yuen Long / Long Yat Road (J1)
  - J/O Castle Peak Road – Yuen Long / Fung Cheung Road (J2)
  - J/O Fung Cheung Road / Fung Yau Street North / Kin Lok Street (J3)
  - J/O Fung Cheung Road / Hop Yick Road (J4)
  - J/O Fung Cheung Road / Fung Kam Street (J5)
  - J/O Fung Cheung Road / Ma Tong Road (J6)
  - J/O Fung Yau Street / Fung Kwan Street / Yuen Lung Street (J7)
  - J/O Yuen Lung Street / Access Road to YOHO Midtown (J8)



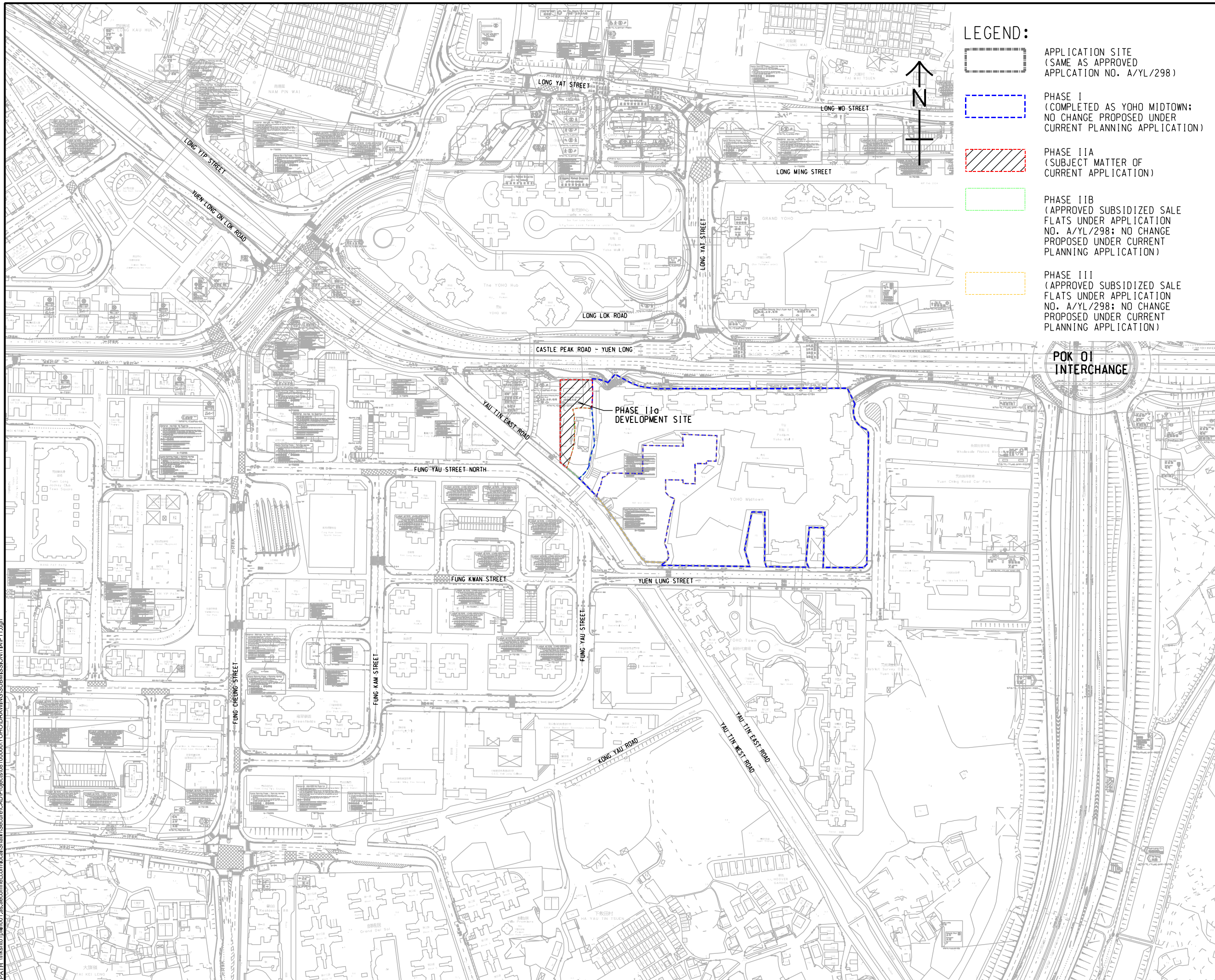
- 6.1.6 Junction capacity analysis revealed that all the critical junctions are operating within capacity currently.
- 6.1.7 The Proposed Development is scheduled for completion in 2030 tentatively. Traffic forecast for design year 2033 was produced to assess the traffic impact arising from the Proposed Development.
- 6.1.8 Peak hour traffic forecasts in design year 2033 were established based on the growth rate determined by the Historical Traffic Data from ATC and 2021-based TPEDM data.
- 6.1.9 Traffic trip generation and attraction volumes for Proposed Scheme are estimated with reference to the latest TPDM and the respective development schedule. The difference in the total development trips generated/ attracted by the proposed development under the Approved Scheme and Proposed Scheme are compared in **Table 4.9**.
- 6.1.10 It is anticipated that the 2-way traffic of the Proposed Development will be reduced by about -39 pcu/hr and -55 pcu/hr during the AM and PM peak hour for the Proposed Scheme comparing to the Approved Scheme.
- 6.1.11 All junctions would be operating at capacity under both approved and design case in 2033, revealing that the traffic impact induced by the Proposed Development would be minimal.
- 6.1.12 The pedestrian assessment was conducted to assess the future performances of the surrounding footpaths, and the assessment results suggested that all the surrounding footpaths will be operating within capacity.
- 6.1.13 The traffic impact during the construction stage is also reviewed. Taking into consideration the site area of the application site as well as the proposed scale of the development, it is estimated that the construction vehicles to/from the application site would be approximately 10 pcu/hr (i.e. 4 vehicles). As compared to the existing traffic volume on Castle Peak Road – Yuen Long, the additional traffic induced during the construction stage is considered minimal, which the traffic impact is anticipated to be negligible. Given that Yau Tin East Road is designated as a prohibited zone with heavy pedestrian traffic, the construction vehicles associated with the main site works will primarily access the site via Fung Yau Street North, while Yau Tin East Road will only be used for relatively minor activities, such as loading and unloading operations. The detailed construction sequence and associated traffic arrangements will be subject to the future contractor's work planning and methodology. The Applicant will also liaise with and consult the relevant Government departments in detailed design stage.

## **6.2 Conclusion**

- 6.2.1 In light of the findings of this TIA, it is concluded that the Proposed Development would be acceptable in traffic terms.

## ***Figure***

---



LEGEND:



APPLICATION SITE  
(SAME AS APPROVED  
APPLICATION NO. A/YL/298)



PHASE I  
(COMPLETED AS YOHO MIDTOWN;  
NO CHANGE PROPOSED UNDER  
CURRENT PLANNING APPLICATION)



PHASE IIA  
(SUBJECT MATTER OF  
CURRENT APPLICATION)

PHASE IIB  
(APPROVED SUBSIDIZED SALE  
FLATS UNDER APPLICATION  
NO. A/YL/298; NO CHANGE  
PROPOSED UNDER CURRENT  
PLANNING APPLICATION)

PHASE III  
(APPROVED SUBSIDIZED SALE  
FLATS UNDER APPLICATION  
NO. A/YL/298; NO CHANGE  
PROPOSED UNDER CURRENT  
PLANNING APPLICATION)

# POK 01 INTERCHANGE

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**PROJECT**  
项目

**SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)**

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## STATUS

**SCALE**  
比例

A3 1:3000 METRES

## KEY PLAN

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PROJECT NO.  
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**SHEET TITLE**  
圖紙名稱

## SITE LOCATION

**SHEET NUMBER**  
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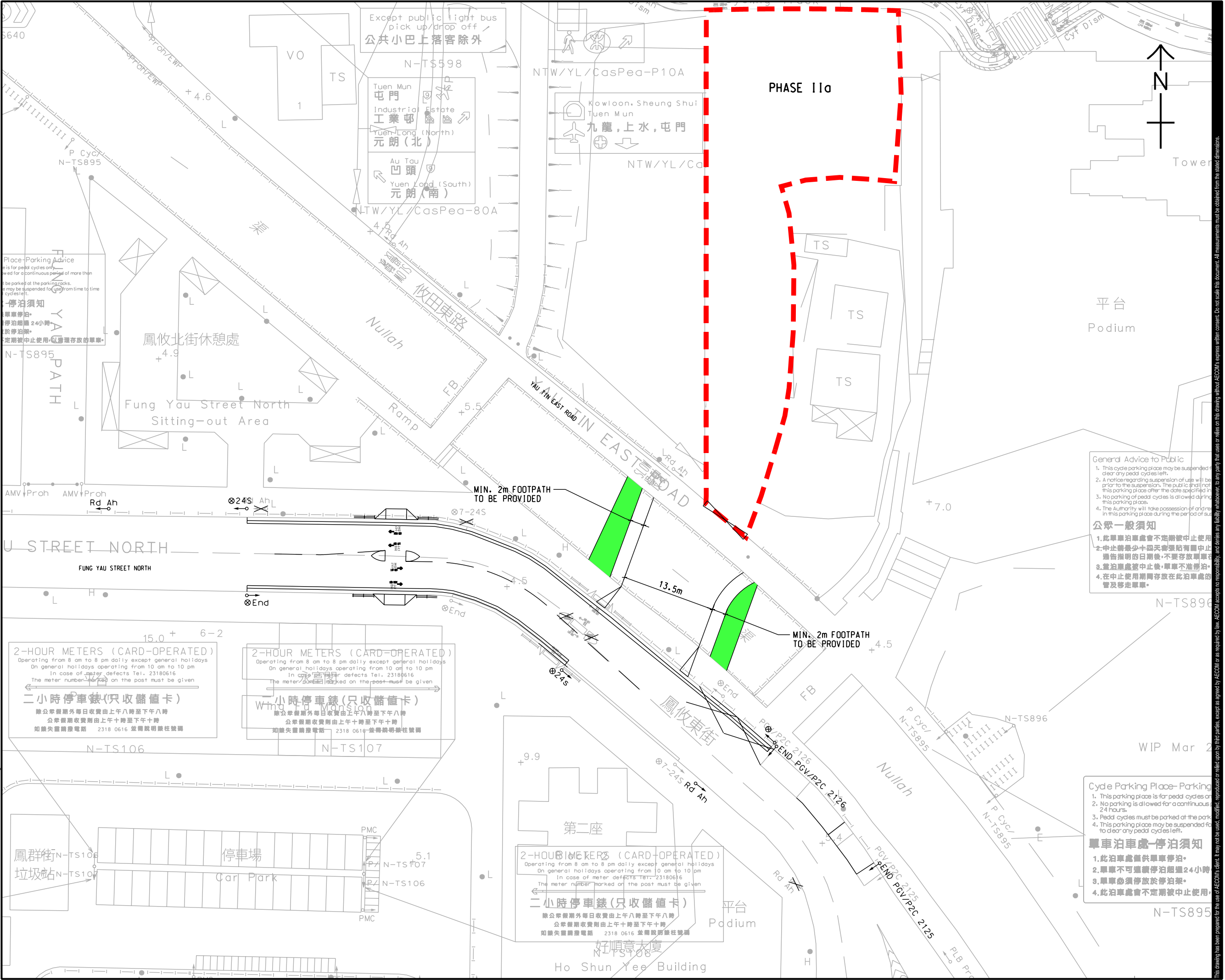
FIGURE 1.1

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**STATUS**  
階段

**SCALE**  
比例  
A3 1: 500

**DIMENSION UNIT**  
尺寸單位  
METRES

**KEY PLAN**  
索引圖

**PROJECT NO.**  
項目編號

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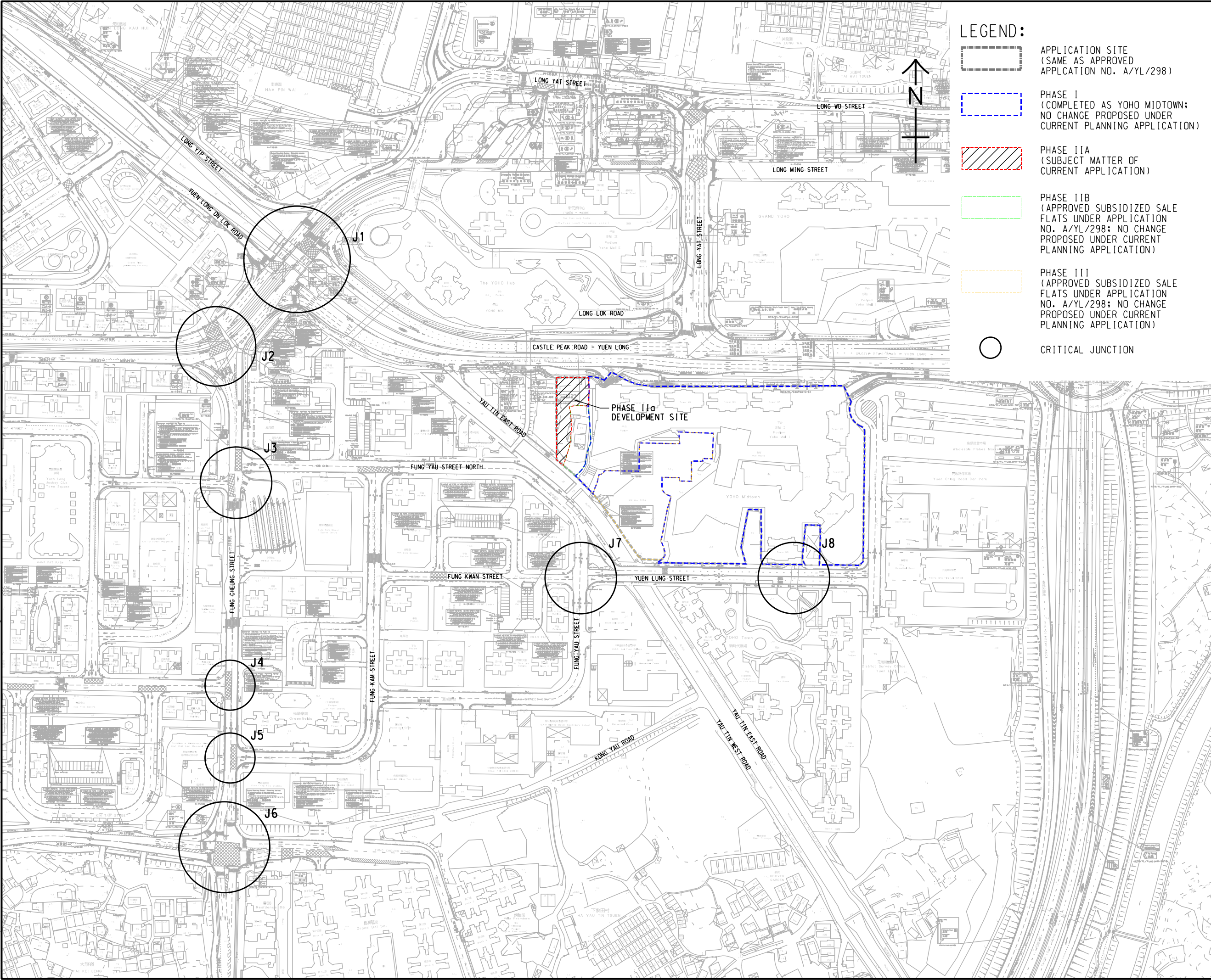
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圖紙名稱

**PLANNED VEHICLE ACCESS ARRANGEMENT**

**SHEET NUMBER**  
圖紙編號

FIGURE 2.2





LEGEND:

APPLICATION SITE  
(SAME AS APPROVED  
APPLICATION NO. A/YL/298)

PHASE I  
(COMPLETED AS YOH0 MIDTOWN;  
NO CHANGE PROPOSED UNDER  
CURRENT PLANNING APPLICATION)

PHASE IIA  
(SUBJECT MATTER OF  
CURRENT APPLICATION)

PHASE IIB  
(APPROVED SUBSIDIZED SALE  
FLATS UNDER APPLICATION  
NO. A/YL/298; NO CHANGE  
PROPOSED UNDER CURRENT  
PLANNING APPLICATION)

PHASE III  
(APPROVED SUBSIDIZED SALE  
FLATS UNDER APPLICATION  
NO. A/YL/298; NO CHANGE  
PROPOSED UNDER CURRENT  
PLANNING APPLICATION)

CRITICAL JUNCTION

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SECTION 16 PLANNING APPLICATION FOR  
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DEVELOPMENT OF AN APPROVED MASTER  
LAYOUT PLAN (MLP) (PROPOSED  
AMENDMENTS TO THE APPROVED MLP FOR  
COMPREHENSIVE RESIDENTIAL,  
COMMERCIAL, SOCIAL WELFARE FACILITY  
AND PUBLIC VEHICLE PARK DEVELOPMENT;  
WITH MINOR RELAXATION OF PLOT RATIO  
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STATUS

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SCALE

比例

A3 1: 3000

DIMENSION UNIT

尺寸單位

METRES

KEY PLAN

索引圖

PROJECT NO.

項目編號

CONTRACT NO.

合約編號

SHEET TITLE

圖紙名稱

EXISTING ROAD NETWORK AND  
CRITICAL JUNCTIONS

SHEET NUMBER

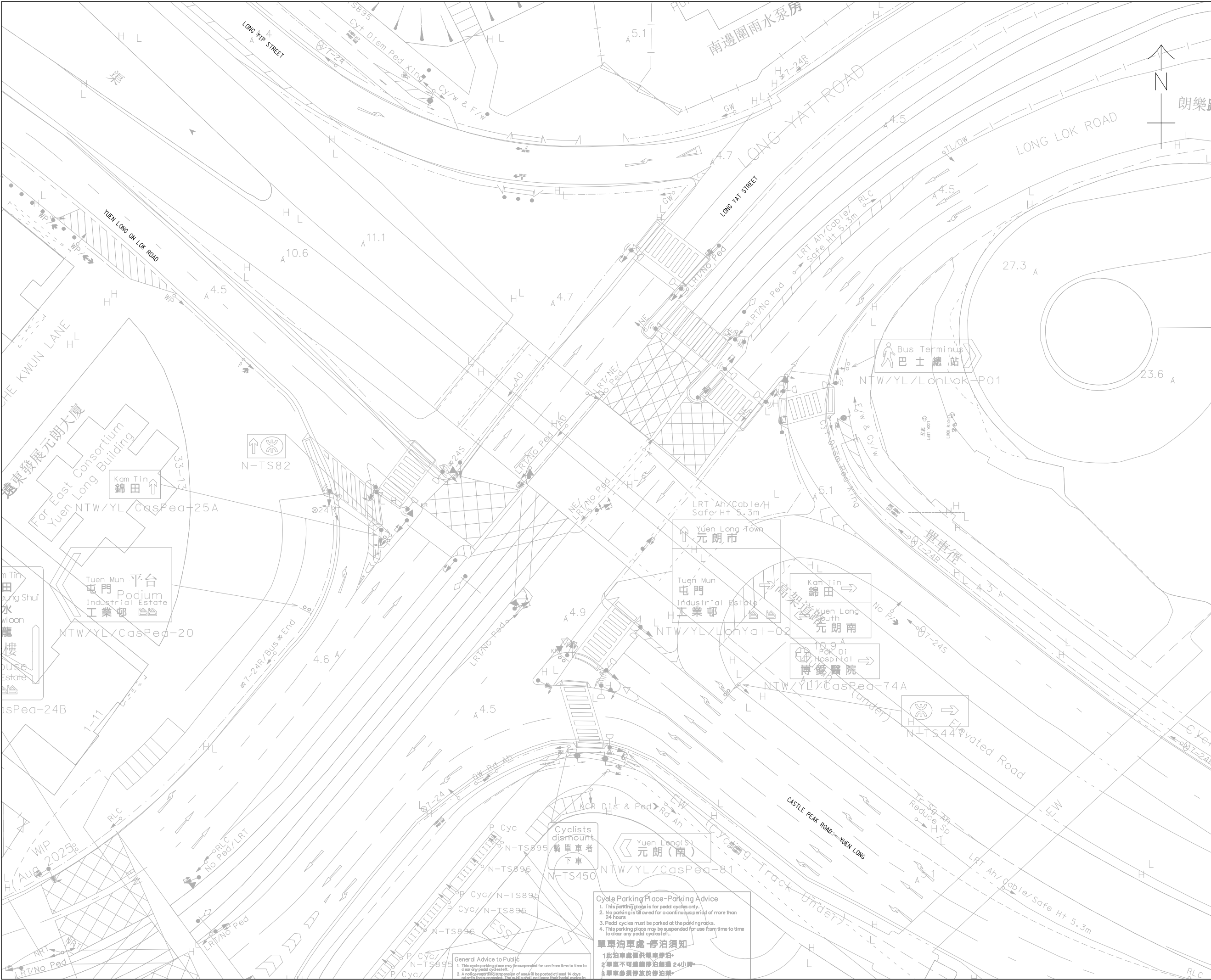
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FIGURE 3.1

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Cycle Parking Place-Parking Advice

1. This parking place is for pedd cycles only.

2. No parking is allowed for a continuous period of more than 24 hours.

3. Pedd cycles must be parked at the parking racks.

4. This parking place may be suspended for use from time to time to clear any pedd cycles left.

單車泊車處-停泊須知

1此泊車處僅供單車停泊。

2單車不可連續停泊超過 24小時。

3單車必須停放於停泊架。

General Advice to Public

1. This cycle parking place may be suspended for use from time to time to clear any pedd cycles left.

2. A notice regarding suspension of use will be posted at least 14 days prior to the suspension. The notice will also state when the pedd parking is to be resumed.

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DIMENSION UNIT

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KEY PLAN

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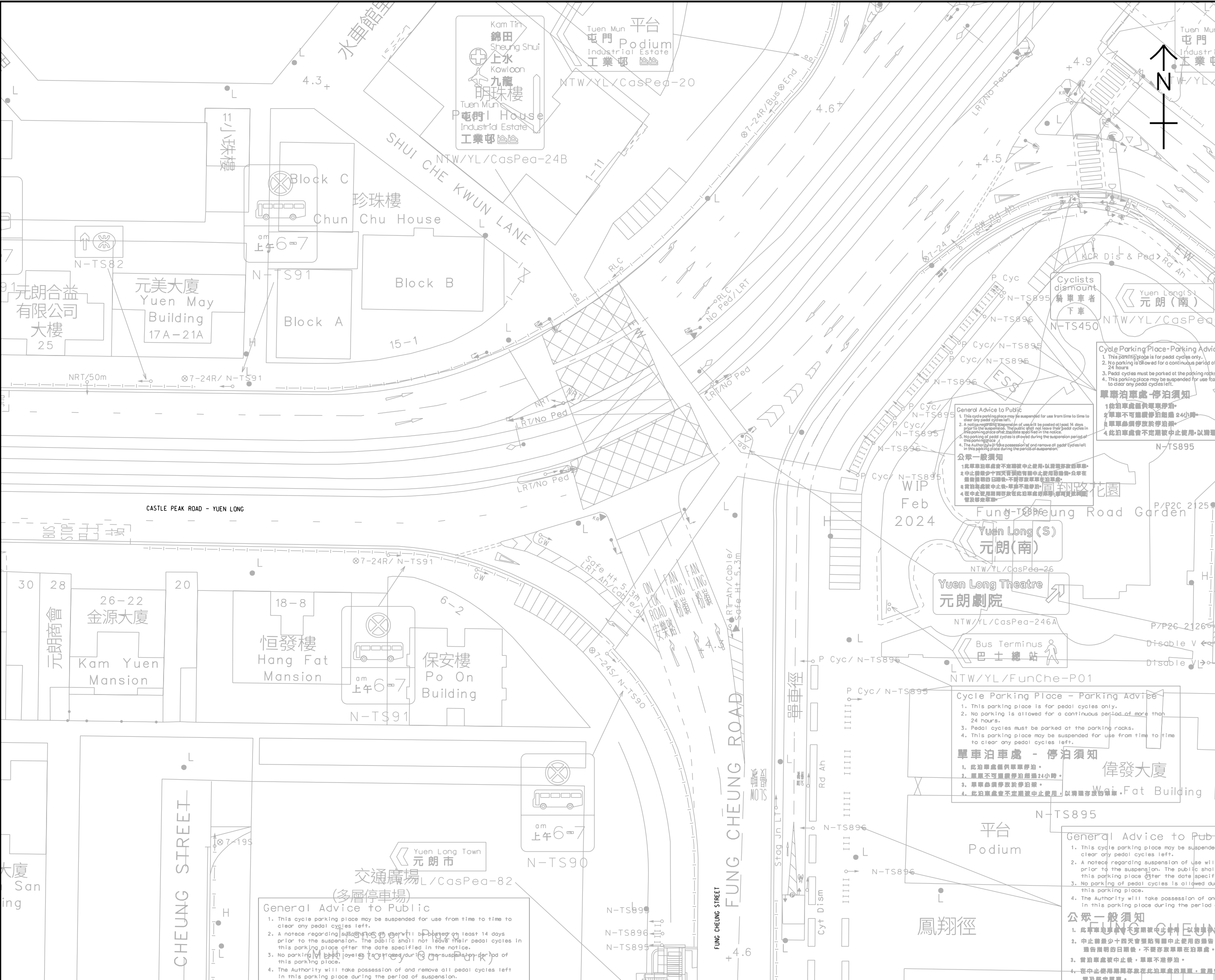
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SHEET TITLE

EXISTING LAYOUT FOR JUNCTION CASTLE PEAK ROAD - YUEN LONG / LONG YAT ROAD (J1)

SHEET NUMBER

FIGURE 3.2



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SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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SCALE

比例  
A3 1: 500

DIMENSION UNIT

尺寸單位  
METRES

KEY PLAN

索引圖

PROJECT NO.

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SHEET TITLE

圖紙名稱

EXISTING LAYOUT FOR JUNCTION CASTLE PEAK ROAD - YUEN LONG / FUNG CHEUNG ROAD (J2)

SHEET NUMBER

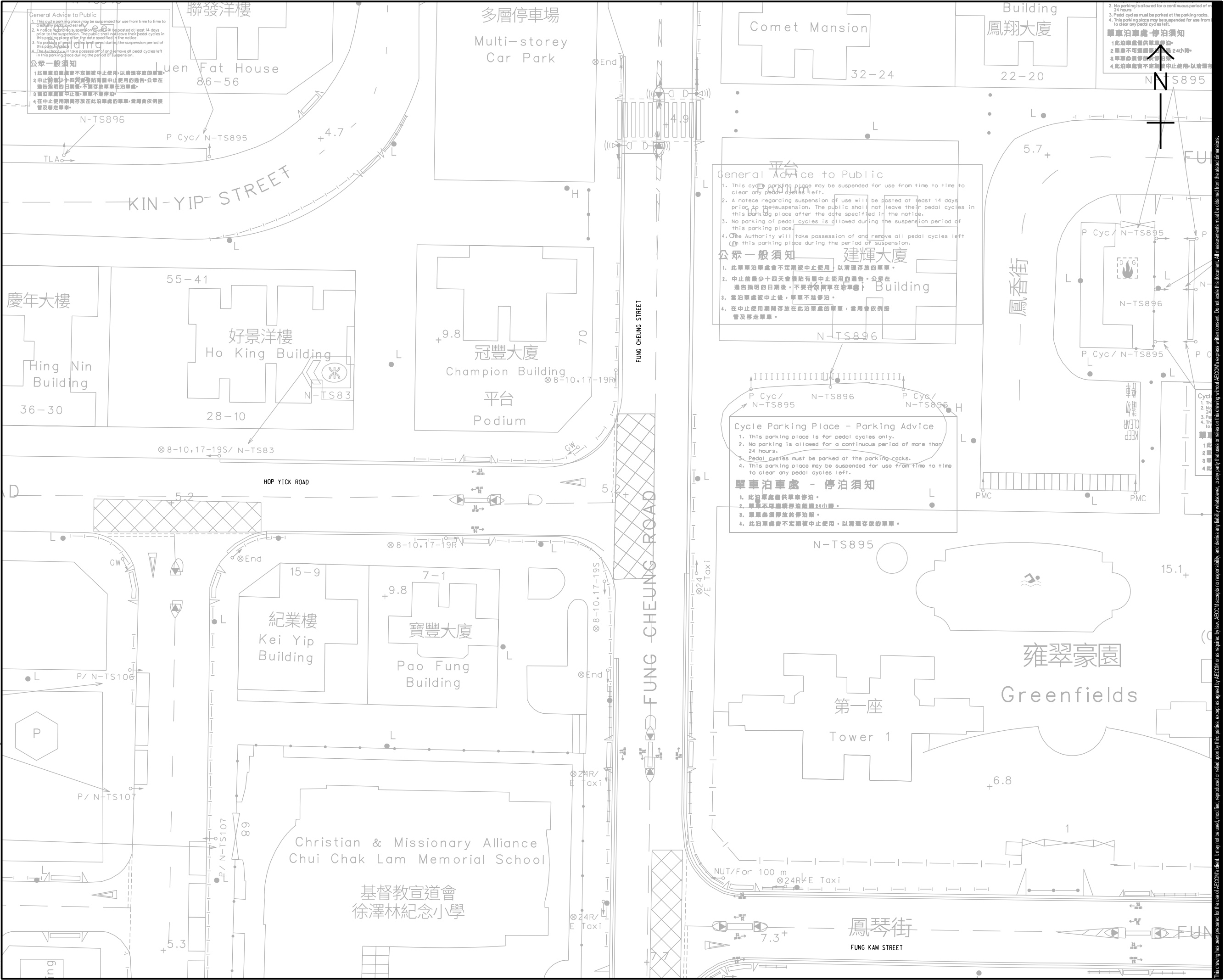
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FIGURE 3.3





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SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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**STATUS**  
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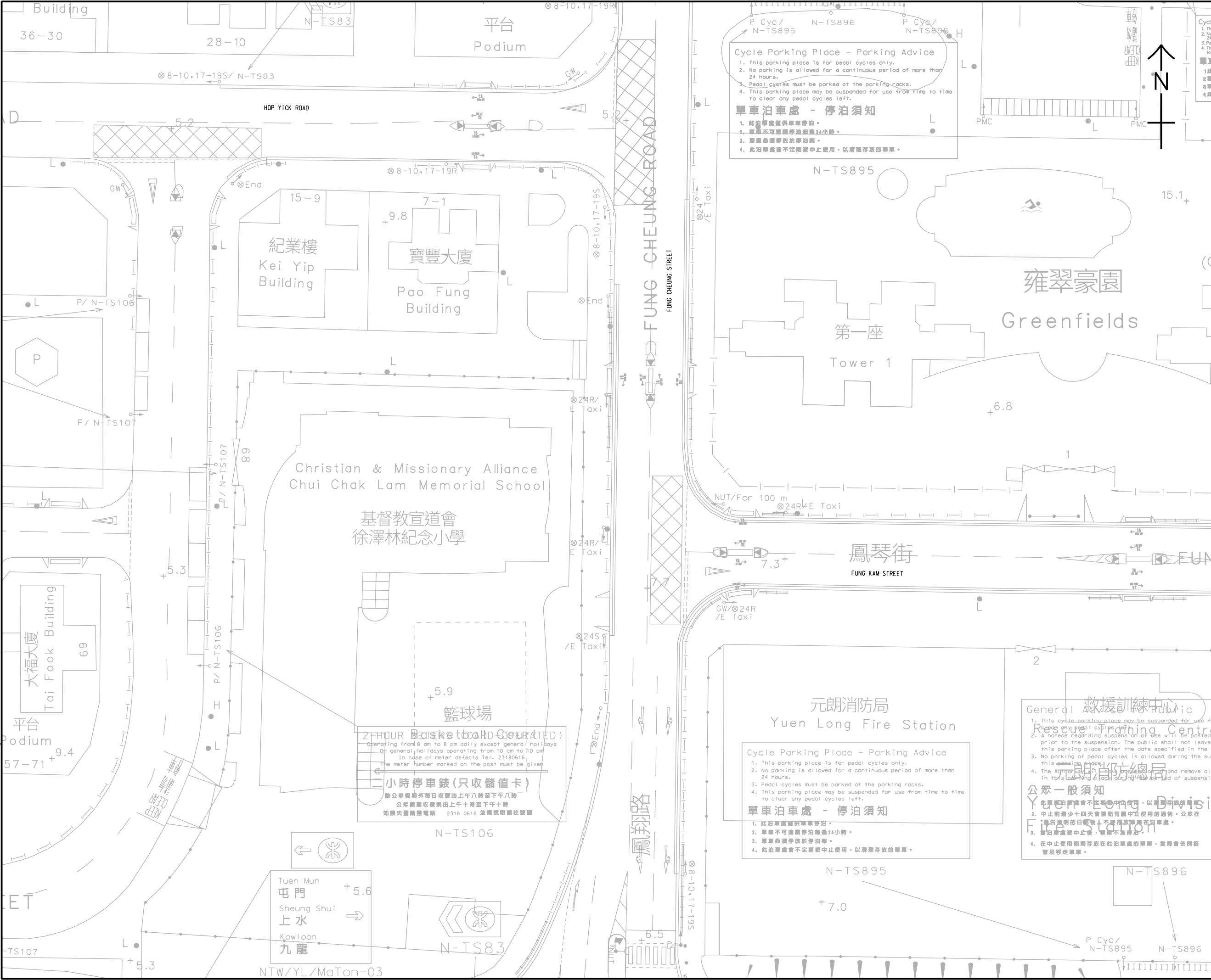
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EXISTING LAYOUT FOR JUNCTION FUNG CHEUNG ROAD / HOP YICK ROAD (J4)

**SHEET NUMBER**  
圖紙編號

FIGURE 3.5

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STATUS

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SCALE

比例

A3 1: 500

DIMENSION UNIT

尺寸單位

METRES

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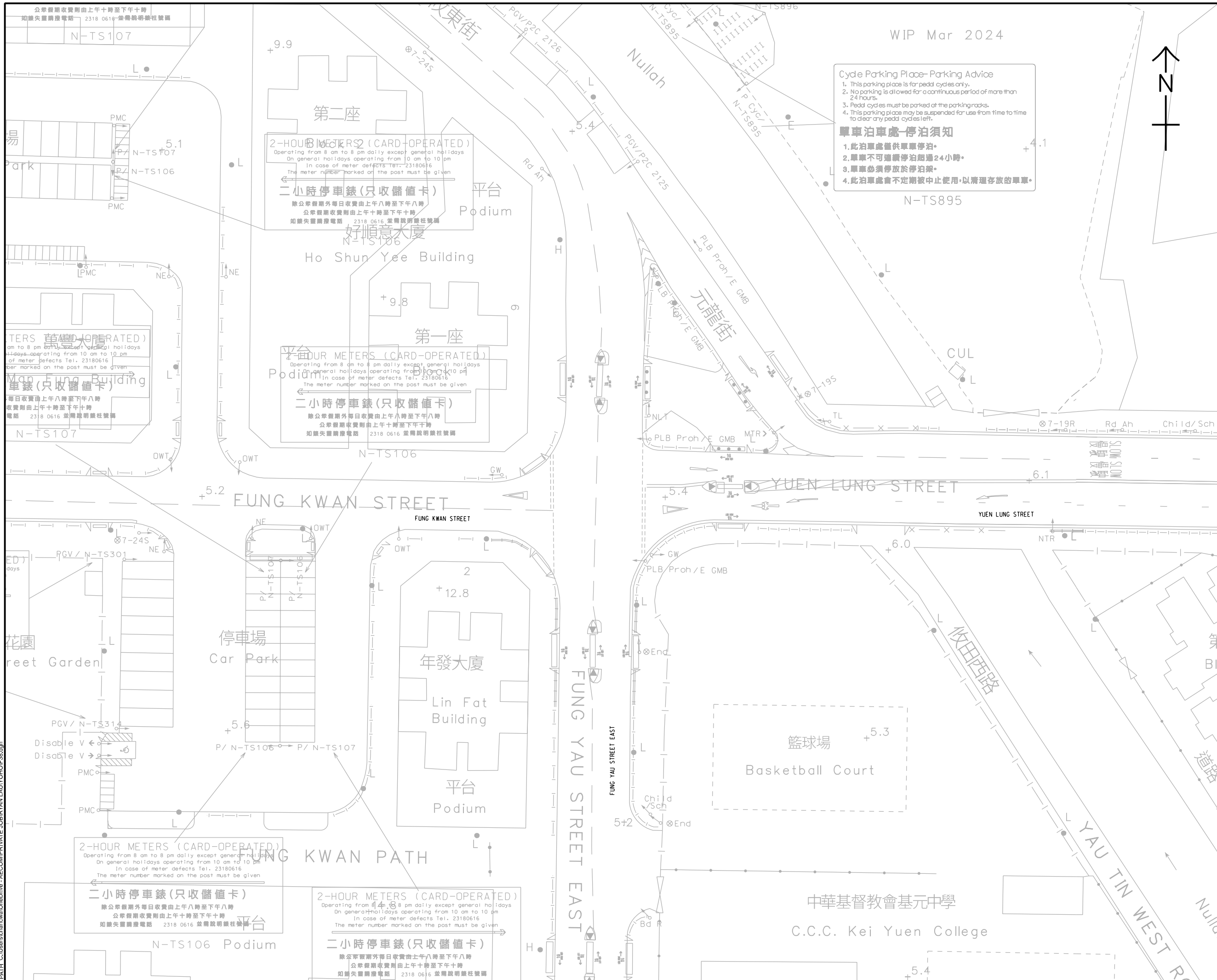
EXISTING LAYOUT FOR JUNCTION  
FUNG CHEUNG ROAD /  
FUNG KAM STREET (J5)

SHEET NUMBER

圖紙編號

FIGURE 3.6

FIGURE 3.7



## PROJECT

SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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## STATUS

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**SCALE**

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## KEY PLAN

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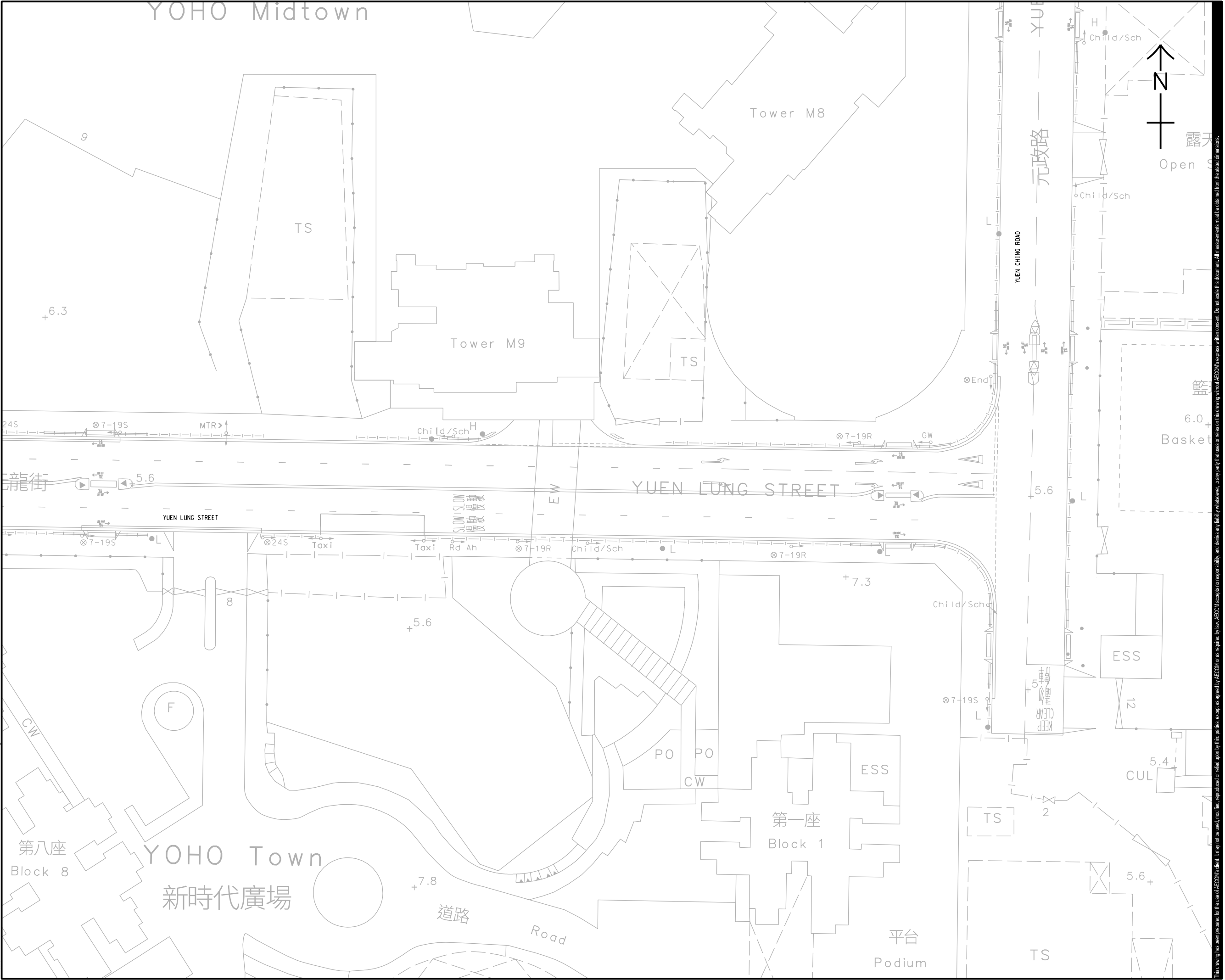
EXISTING LAYOUT FOR JUNCTION  
FUNG YAU STREET /  
FUNG KWAN STREET /  
YUEN LUNG STREET (J7)

**SHEET NUMBER**

圖紙編號

FIGURE 3.8

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DIMENSION UNIT

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KEY PLAN

PROJECT NO.

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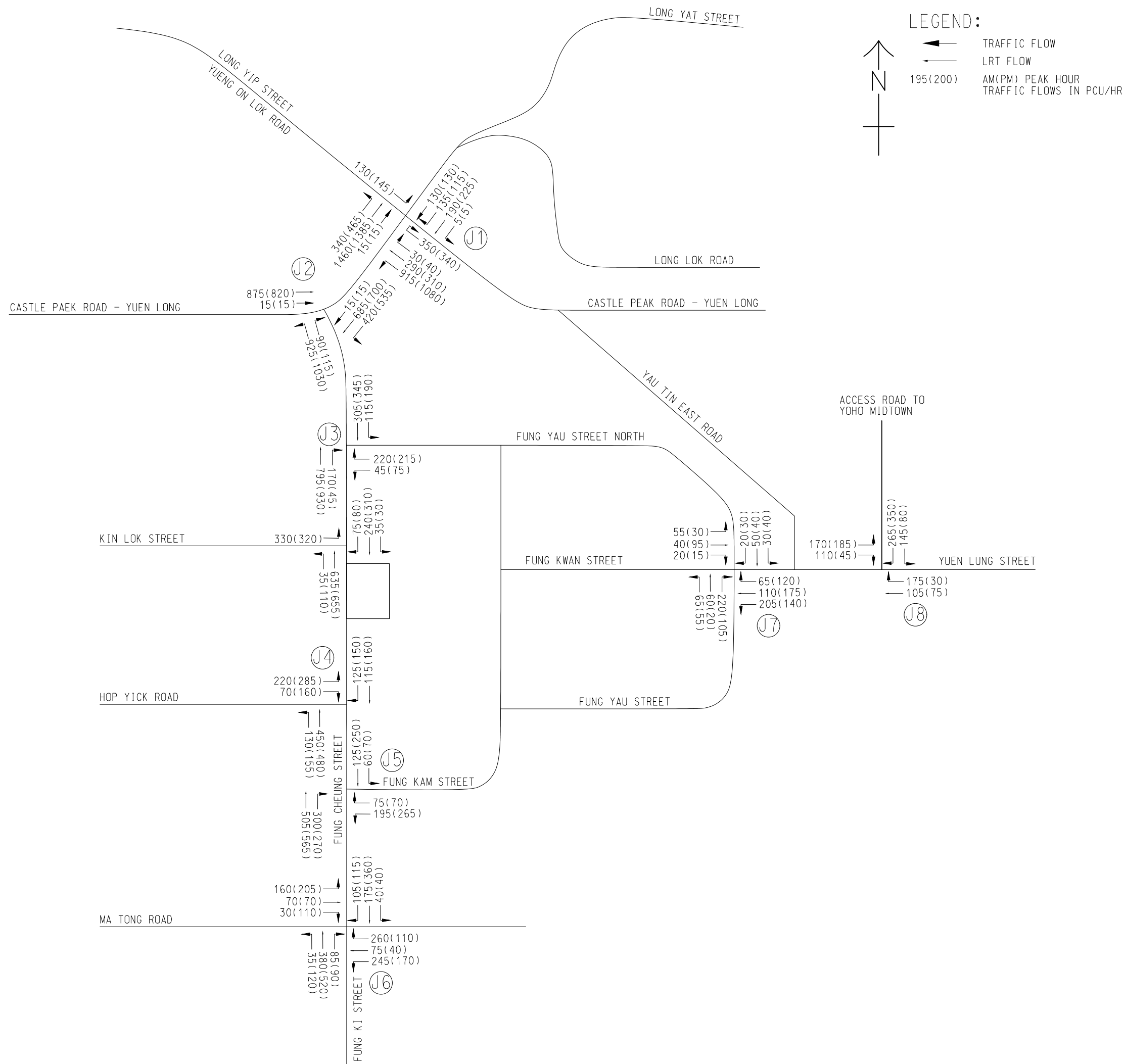
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EXISTING LAYOUT FOR JUNCTION YUEN LUNG STREET / ACCESS ROAD TO TO YOHO MIDTOWN (J8)

SHEET NUMBER

FIGURE 3.9



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## PROJECT 項目

SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE I/A DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE II)

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**STATUS**

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

## SCALE

16

**DIMENSION UNIT**

### 尺寸單位

A3 N. T. S.

METRES|

## KEY PLAN

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**PROJECT NO.**

## 項目別解説

**AGREEMENT NO.**

**Abstract**

**SHEET TITLE**

**陳永興**

2025 OBSERVED TRAFFIC FLOW

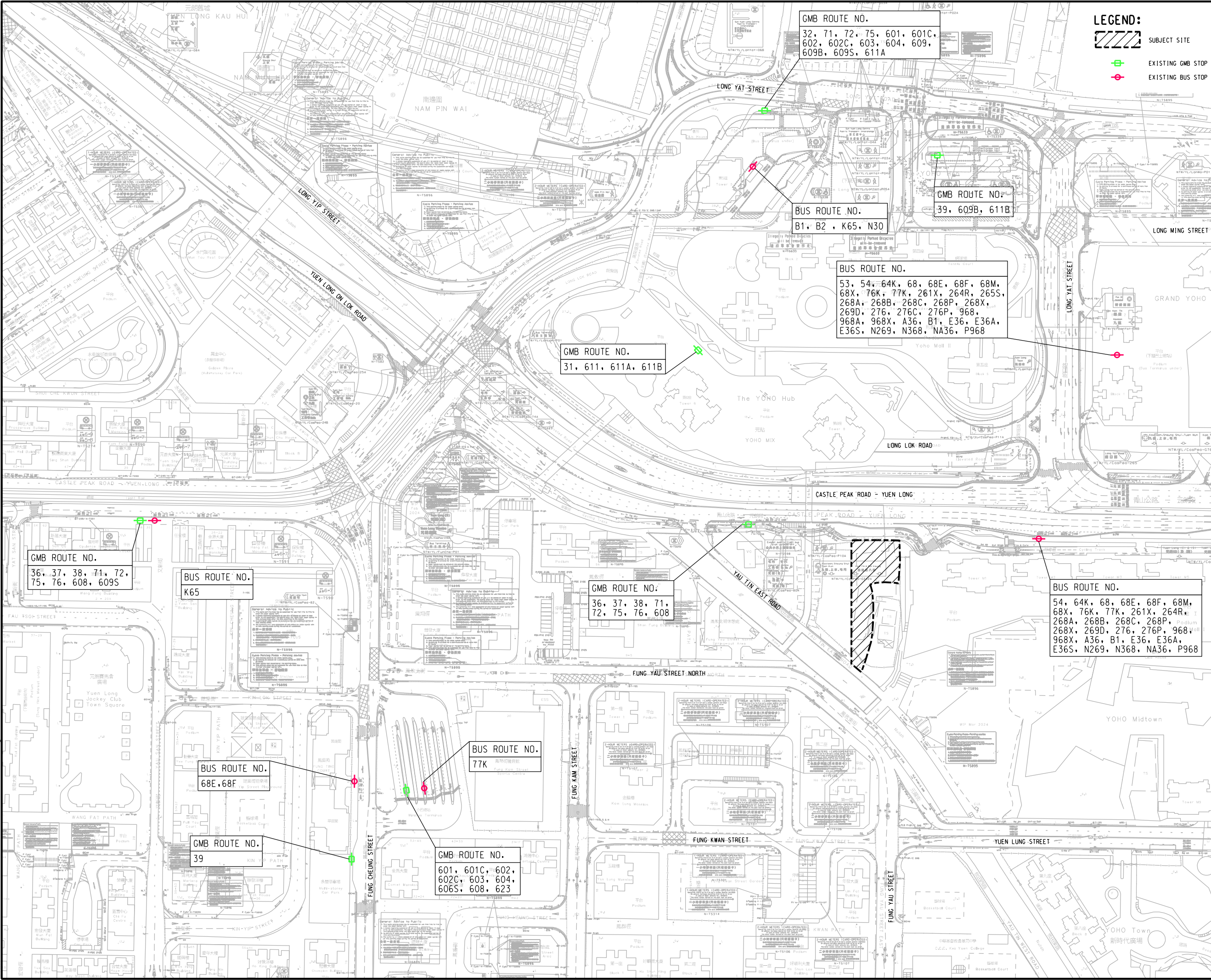
**SHEET NUMBER**

**INDEX**

FIGURE 3.10



ISO A1 594mm x 841mm  
Approved:  
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Designer:  
Project Management Initials:  
24/7/2025  
PAI: C:\Users\charwa\OneDrive - AECOM\PRIVATE\JOB\RYAN LAU\YOHOF311.dgn  
Plot File by: charowa



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SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT, WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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A3 1: 2000

**DIMENSION UNIT**  
尺寸單位

METRES

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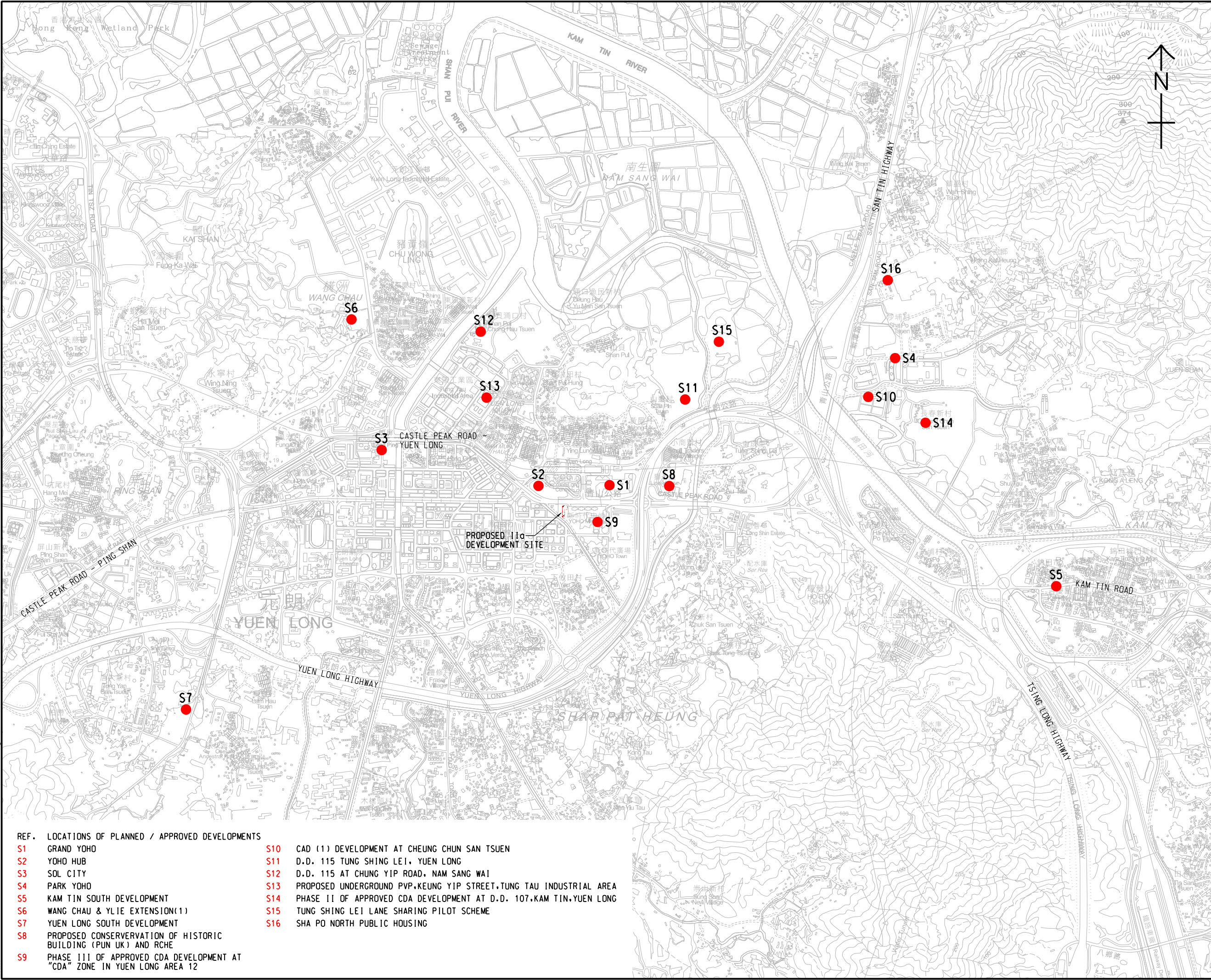
**SHEET TITLE**  
圖紙名稱

PUBLIC TRANSPORT SERVICES

**SHEET NUMBER**  
圖紙編號

FIGURE 3.11





| REF. | LOCATIONS OF PLANNED / APPROVED DEVELOPMENTS                             |     |                                                                    |
|------|--------------------------------------------------------------------------|-----|--------------------------------------------------------------------|
| S1   | GRAND YOHO                                                               | S10 | CAD (1) DEVELOPMENT AT CHEUNG CHUN SAN TSUEN                       |
| S2   | YOHO HUB                                                                 | S11 | D.D. 115 TUNG SHING LEI, YUEN LONG                                 |
| S3   | SOL CITY                                                                 | S12 | D.D. 115 AT CHUNG YIP ROAD, NAM SANG WAI                           |
| S4   | PARK YOHO                                                                | S13 | PROPOSED UNDERGROUND PVP,KEUNG YIP STREET,TUNG TAU INDUSTRIAL AREA |
| S5   | KAM TIN SOUTH DEVELOPMENT                                                | S14 | PHASE II OF APPROVED CDA DEVELOPMENT AT D.D. 107,KAM TIN,YUEN LONG |
| S6   | WANG CHAU & YLIE EXTENSION(1)                                            | S15 | TUNG SHING LEI LANE SHARING PILOT SCHEME                           |
| S7   | YUEN LONG SOUTH DEVELOPMENT                                              | S16 | SHA PO NORTH PUBLIC HOUSING                                        |
| S8   | PROPOSED CONSERVATION OF HISTORIC BUILDING (PUN UK) AND RCHE             |     |                                                                    |
| S9   | PHASE III OF APPROVED CDA DEVELOPMENT AT "CDA" ZONE IN YUEN LONG AREA 12 |     |                                                                    |

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A3 1: 20000

DIMENSION UNIT

METRES

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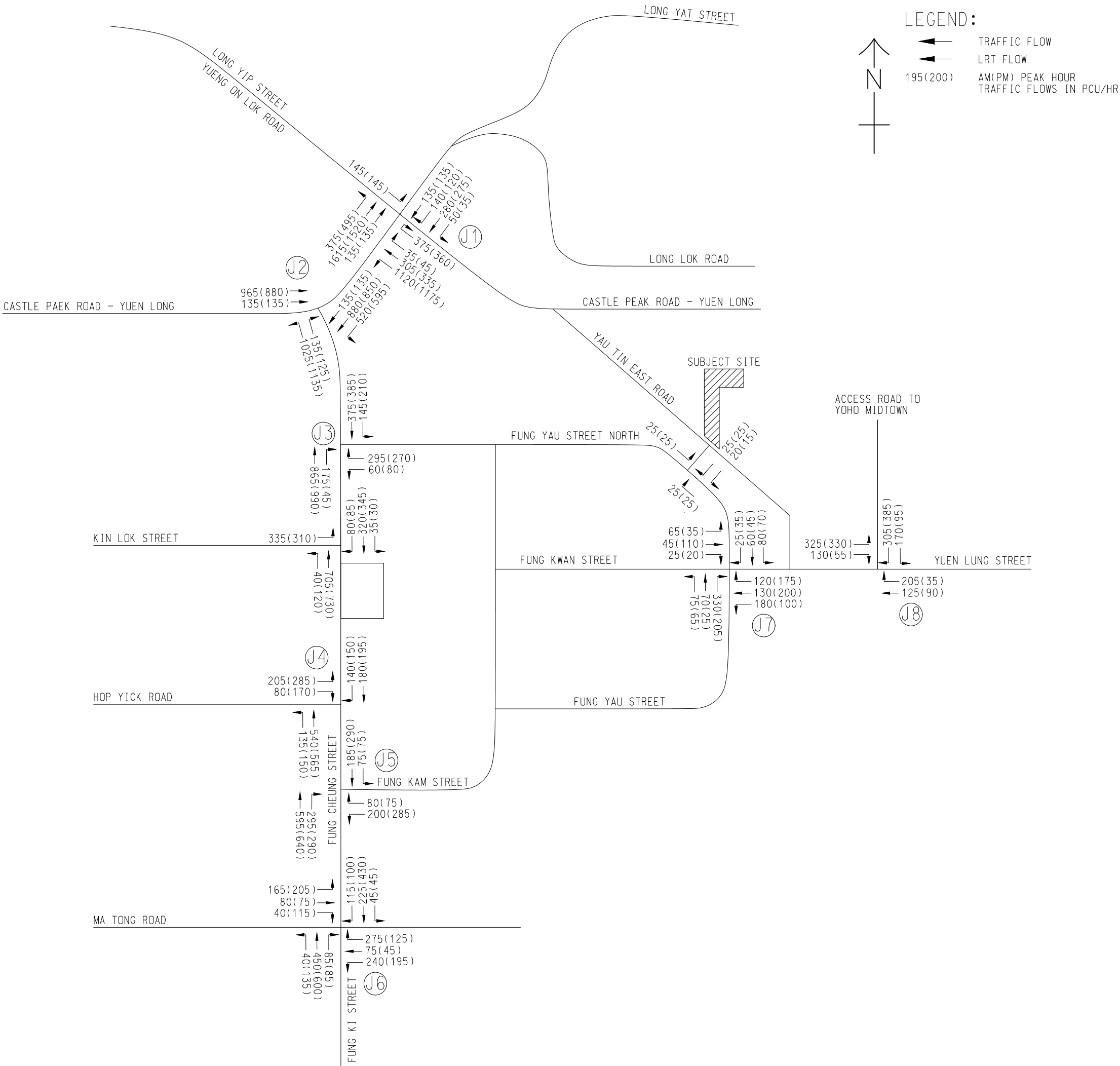
FUTURE POTENTIAL DEVELOPMENTS IN THE VICINITY OF THE APPLICATION SITE

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FIGURE 4.1





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## STATUS

## SCALE

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METRES

## KEY PLAN

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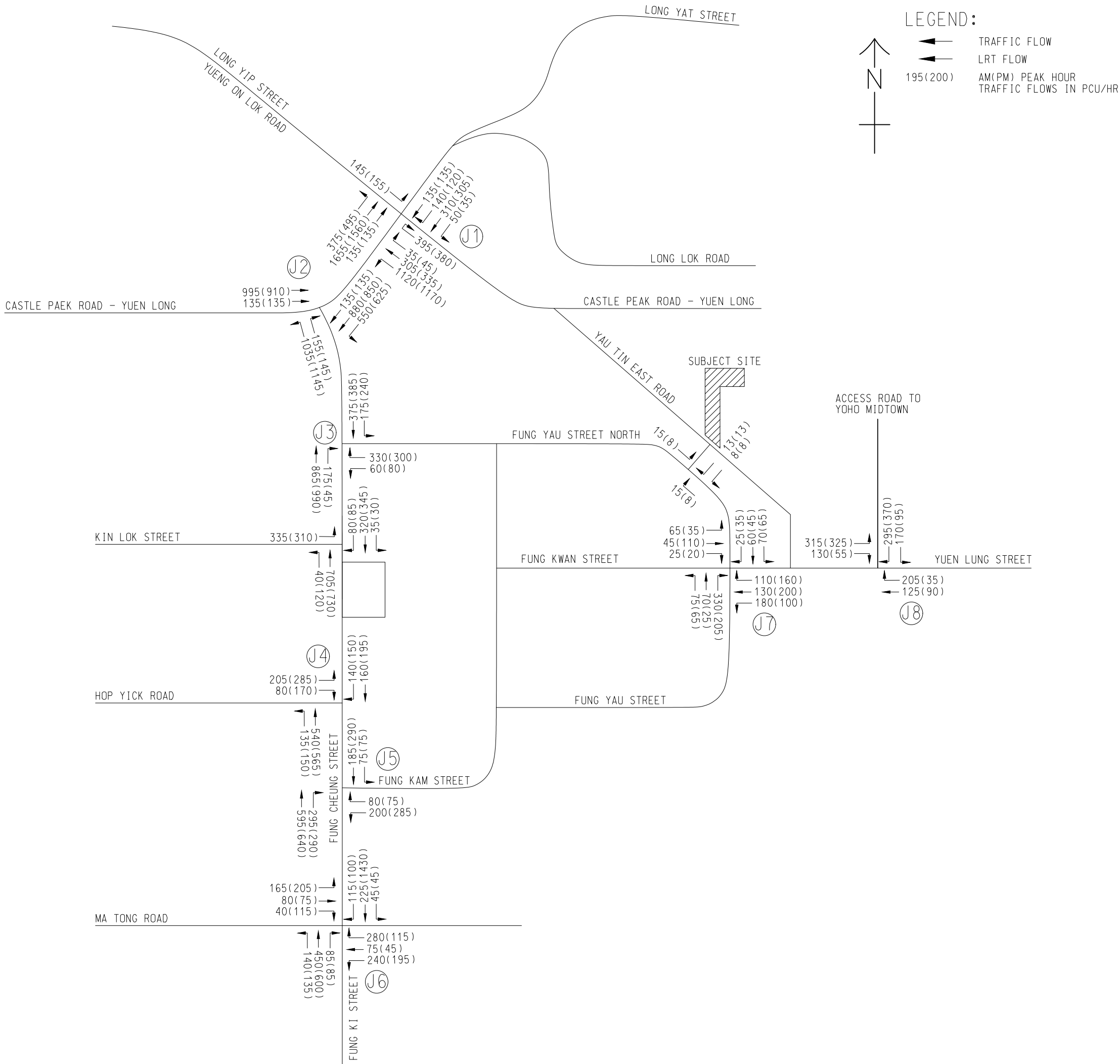
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FIGURE 4.2



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**SCALE**  
1:1000

**DIMENSION UNIT**  
METRES

**KEY PLAN**  
REV 1

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2033 DESIGN TRAFFIC FLOW

**SHEET NUMBER**  
2033

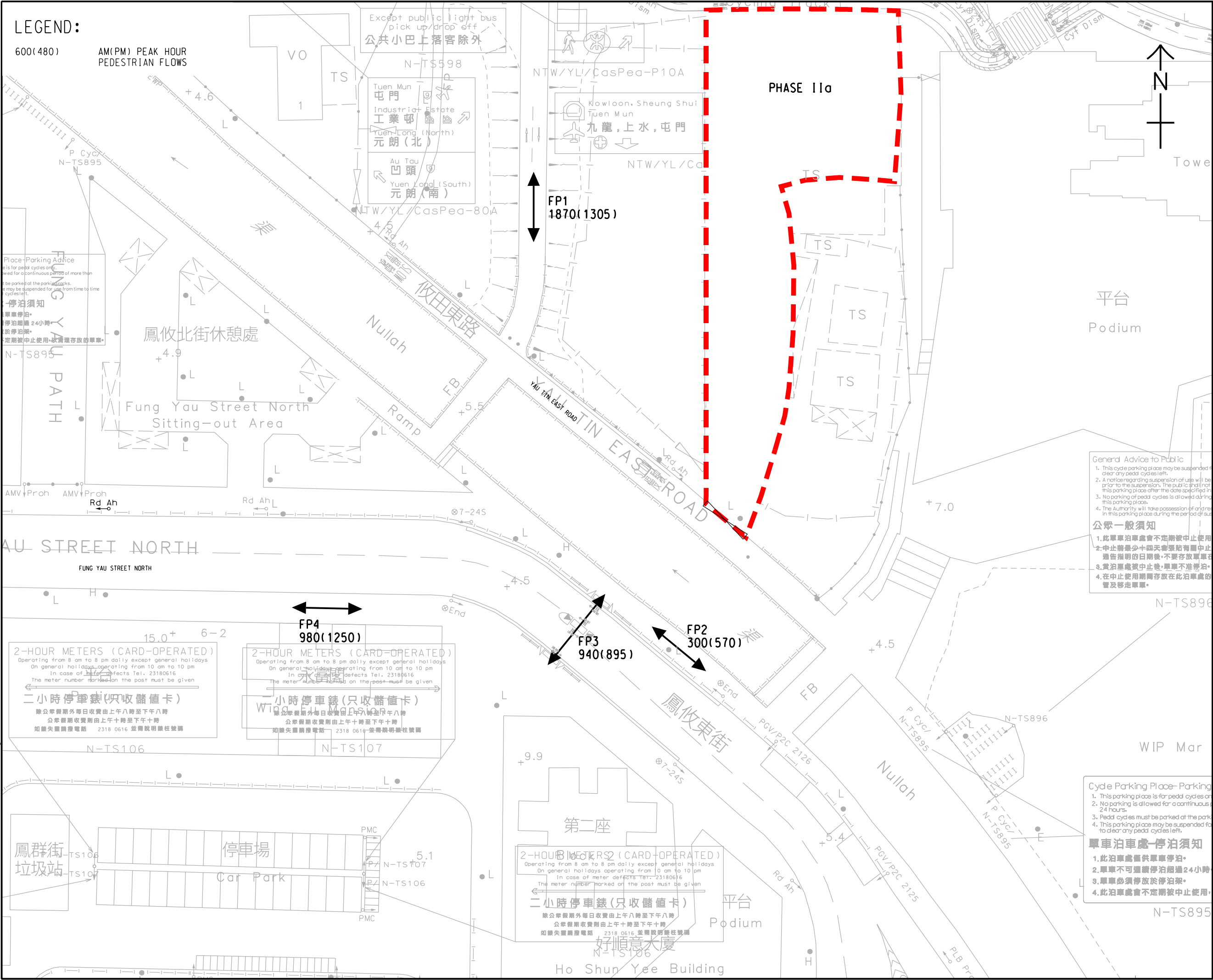
FIGURE 4.3



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600(480)  
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PEDESTRIAN FLOWS



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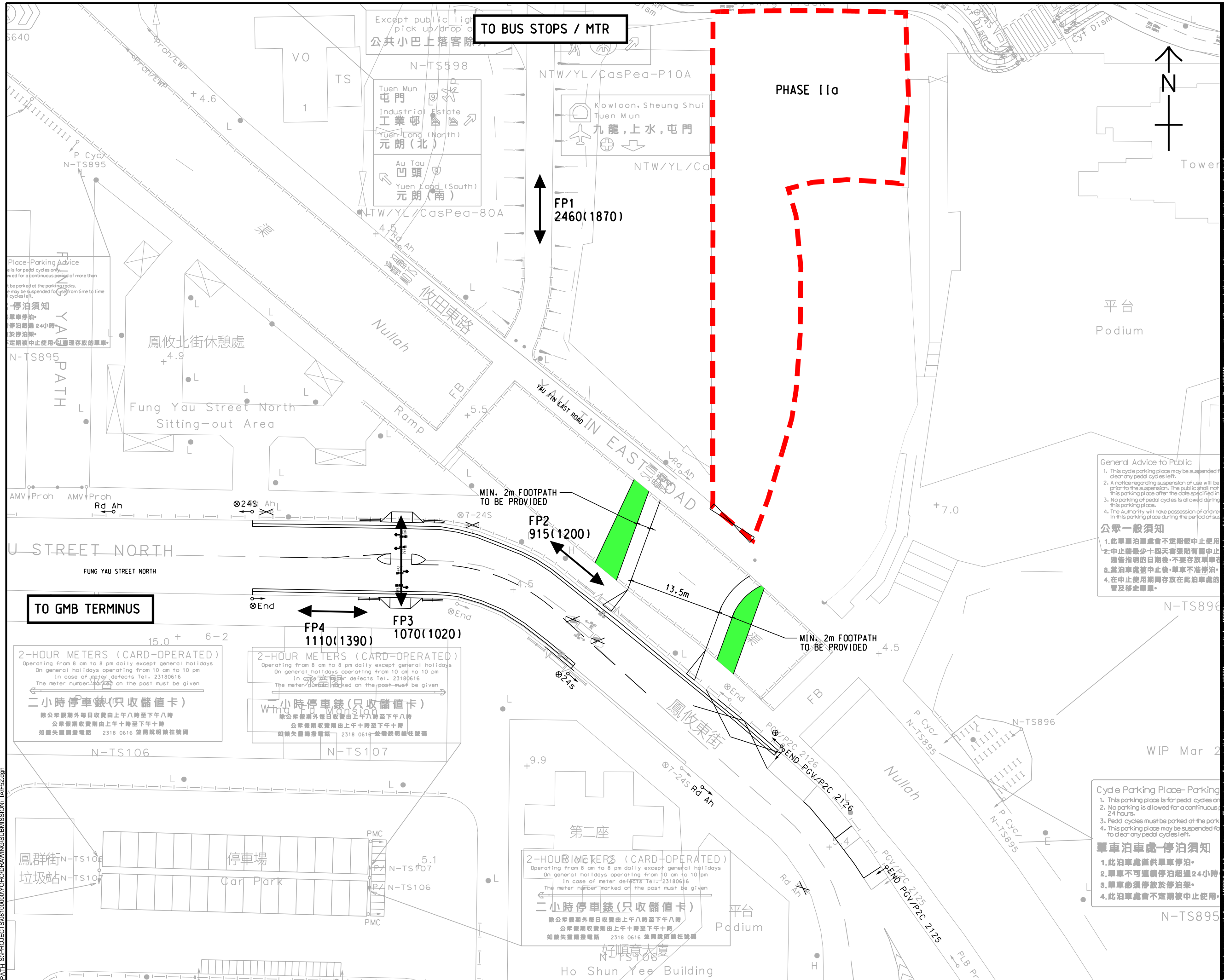
圖紙名稱

2025 OBSERVED PEDESTRIAN FLOW

SHEET NUMBER

圖紙編號

FIGURE 5.1



## PROJECT

SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA/ DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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**DIMENSION UNIT**

METRES 

## KEY PLAN

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**SHEET TITLE**

圖紙名

2033 ANTICIPATED PEDESTRIAN FLOW

**SHEET NUMBER**

网纸组

FIGURE 5.2



## ***Appendix A***

### ***Development Schedule and Layout Plans of the Proposed Development***

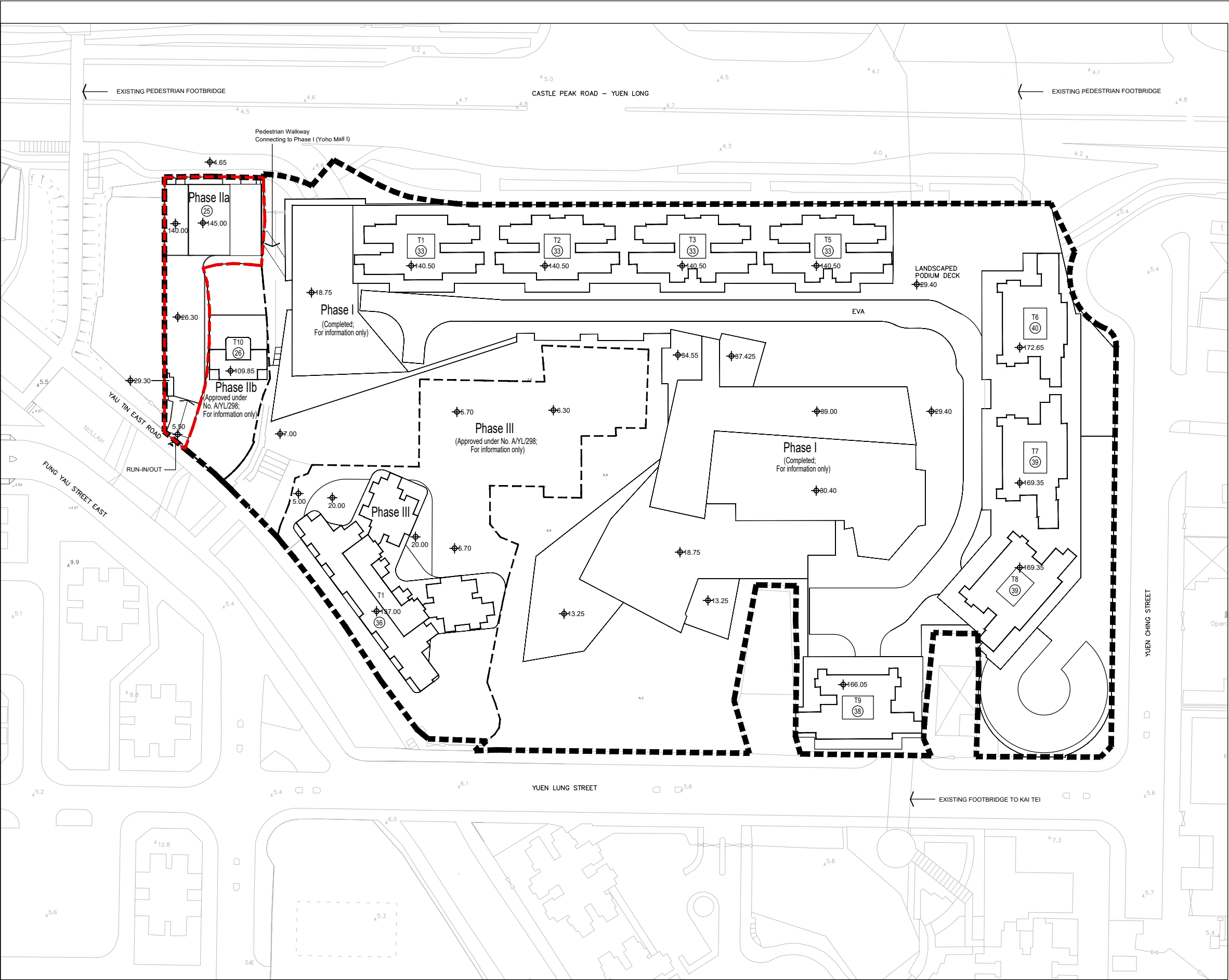
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**Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)**

| <b>Development Parameters <sup>(1)</sup></b>                              | <b>Phase IIa</b>                                                     |
|---------------------------------------------------------------------------|----------------------------------------------------------------------|
| Development Site Area                                                     | About 1,230m <sup>2</sup>                                            |
| Total Non-domestic GFA for Proposed Commercial Development <sup>(2)</sup> | Not more than 12,207m <sup>2</sup>                                   |
| - Commercial/Office<br>- Commercial/Retail                                | About 11,607m <sup>2</sup><br>About 600m <sup>2</sup>                |
| Total Non-domestic Plot Ratio                                             | About 9.93                                                           |
| Maximum Site Coverage                                                     | Not exceeding 24m: Not more than 92%<br>Above 24m: Not more than 65% |
| Maximum Building Height (to the main roof)                                | Not more than 145mPD                                                 |
| Total No. of Storeys <sup>(3)</sup>                                       | 29 storeys                                                           |
| No. of Blocks                                                             | 1                                                                    |

**Remarks:**

- (1) Development parameters shown on this indicative development schedule are for Phase IIa development only (i.e. subject matter of the current planning application).
- (2) Including 'Office', 'Eating Place', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.
- (3) Including 23 commercial / office storeys + 2 commercial / retail storeys (including M/F) + 4 storeys for E&M, carpark and entrance lobby; excluding 1 refuge floor and transfer plate.



**LEGEND:**

Application Site  
(Same as approved Application No. A/YL/298)

Phase IIa  
(Subject matter of current application)

Phasing Boundary

Level in mPD (Main Roof)

36

No. of Commercial / Office / Retail / Residential Floors

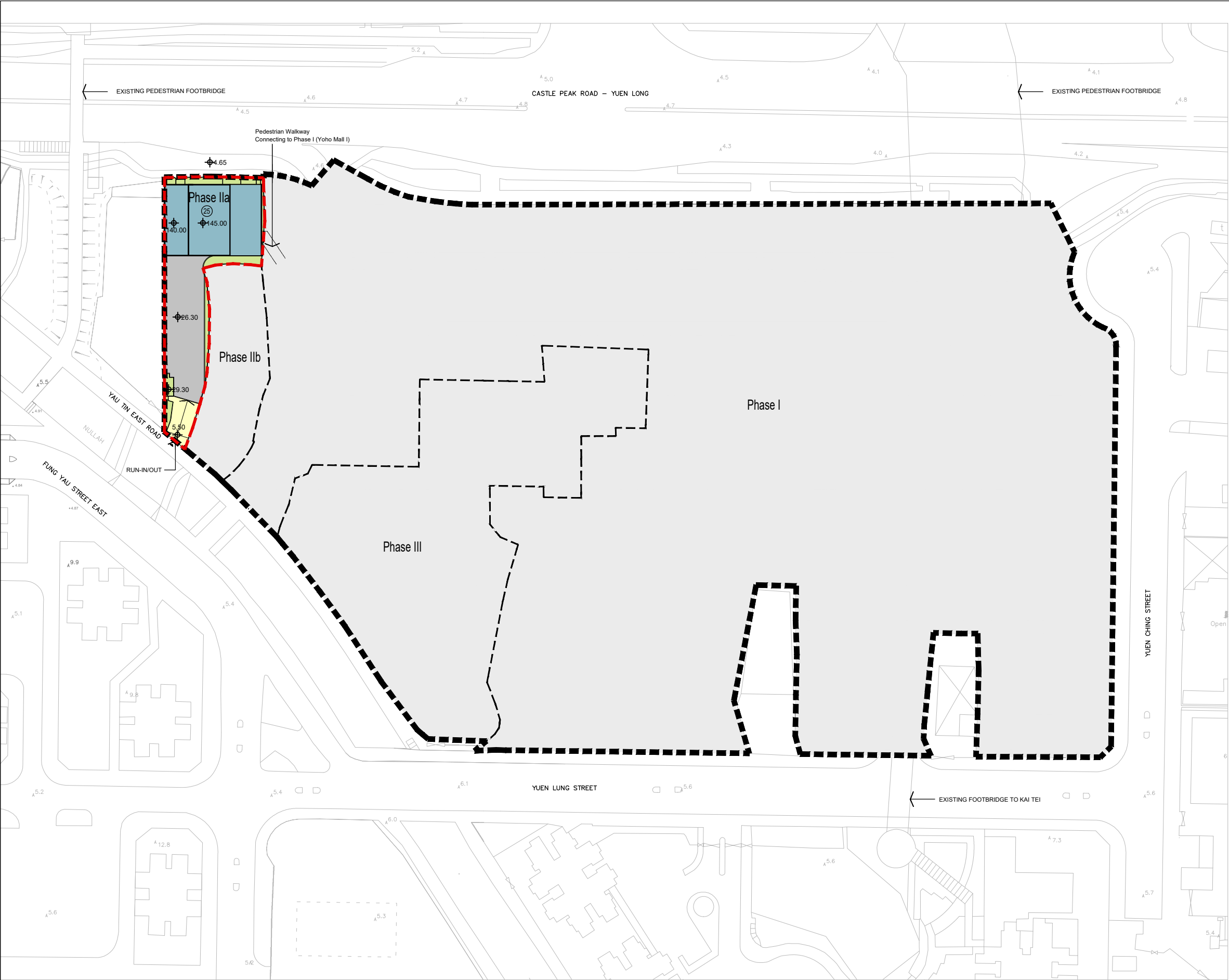
**REMARKS:**

Phase I: Completed as YOHO Midtown;  
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;  
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;  
no change proposed under current planning application

|                                                                                                                                                                                                              |       |                               |  |       |          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------------------------------|--|-------|----------|
| <div><div><div>SK</div><div>SUN HUNG KAI</div><div>ARCHITECTS AND ENGINEERS LIMITED</div><div>SUN HUNG KAI CENTRE, WANCHAI, HONGKONG</div><div>TEL. 28278111</div></div><div><div>28272884</div></div></div> | Title | INDICATIVE MASTER LAYOUT PLAN |  | Rev.  | Date     |
|                                                                                                                                                                                                              |       |                               |  | SK01  | FEB 2026 |
|                                                                                                                                                                                                              |       |                               |  | Scale | Figure   |
|                                                                                                                                                                                                              |       |                               |  | NA    | 01       |



**LEGEND:**

Application Site  
(Same as approved Application No. A/YL/298)

Phase IIa  
(Subject matter of current application)

Phasing Boundary

Level in mPD (Main Roof)

36

No. of Commercial / Office / Retail / Residential Floors

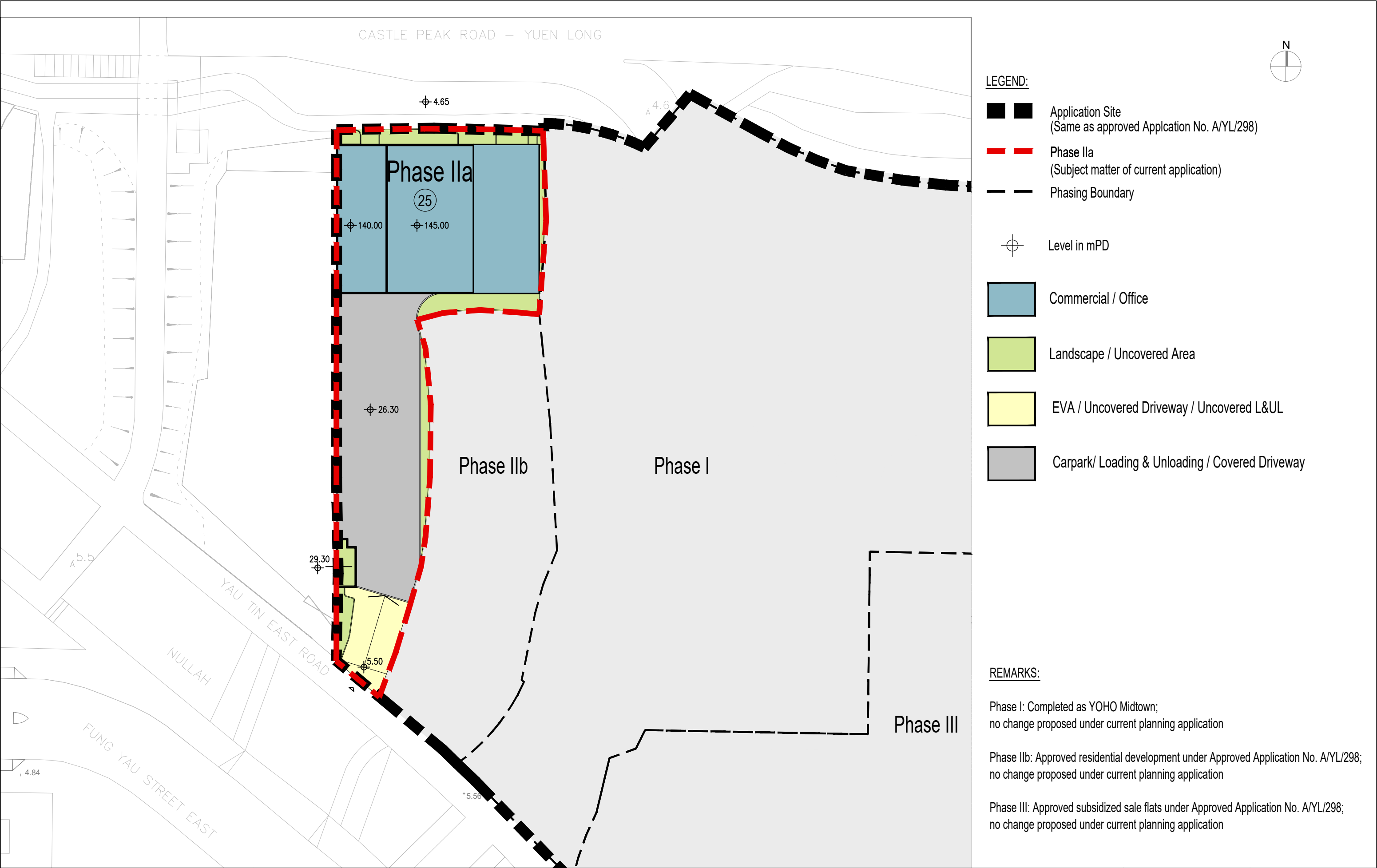
**REMARKS:**

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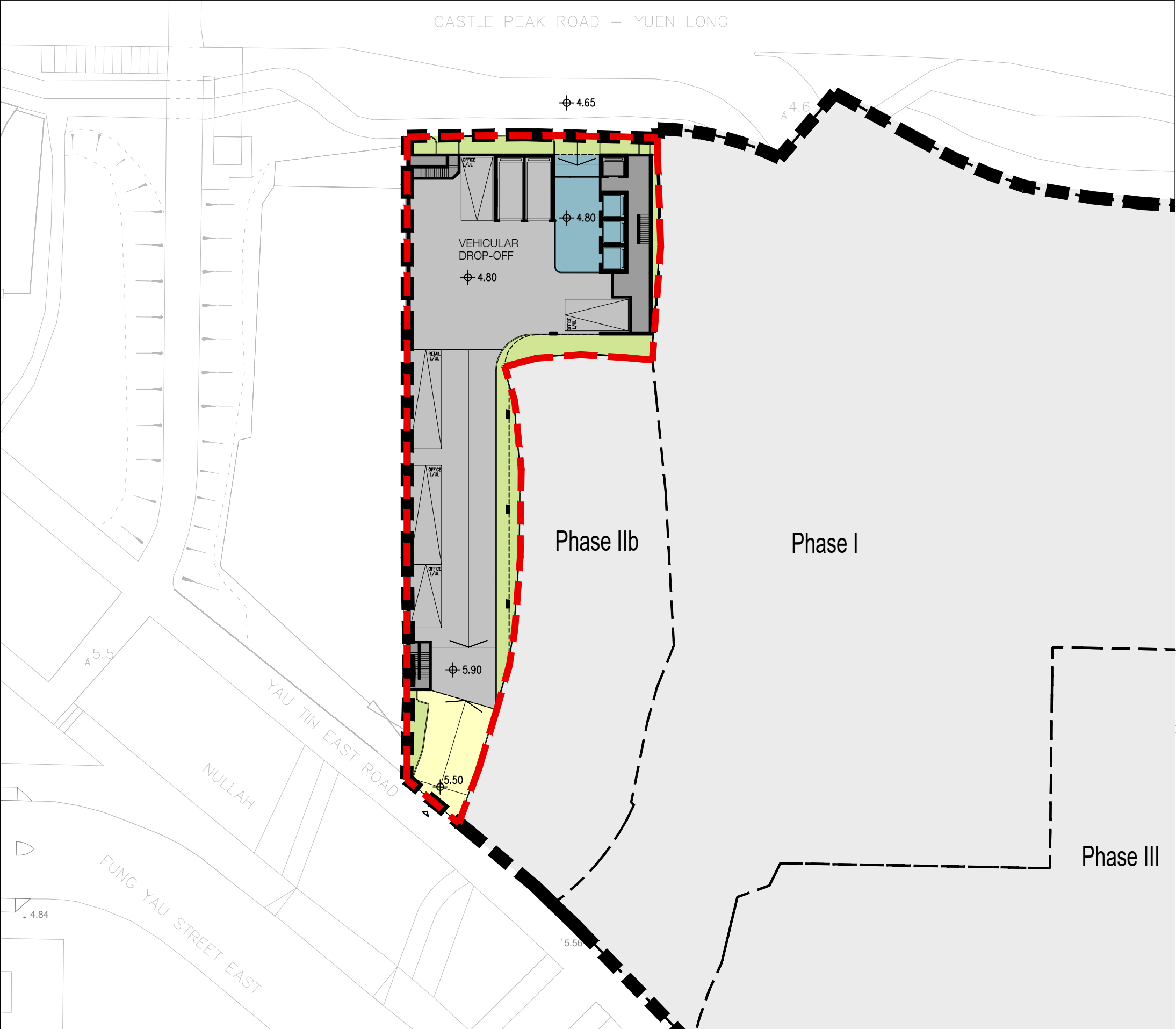
Phase IIb: Approved residential development under Approved Application No. A/YL/298;  
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;  
no change proposed under current planning application

| Rev.  | Date     |
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| SK01  | FEB 2026 |
| Scale | Figure   |
| NA    | 02       |

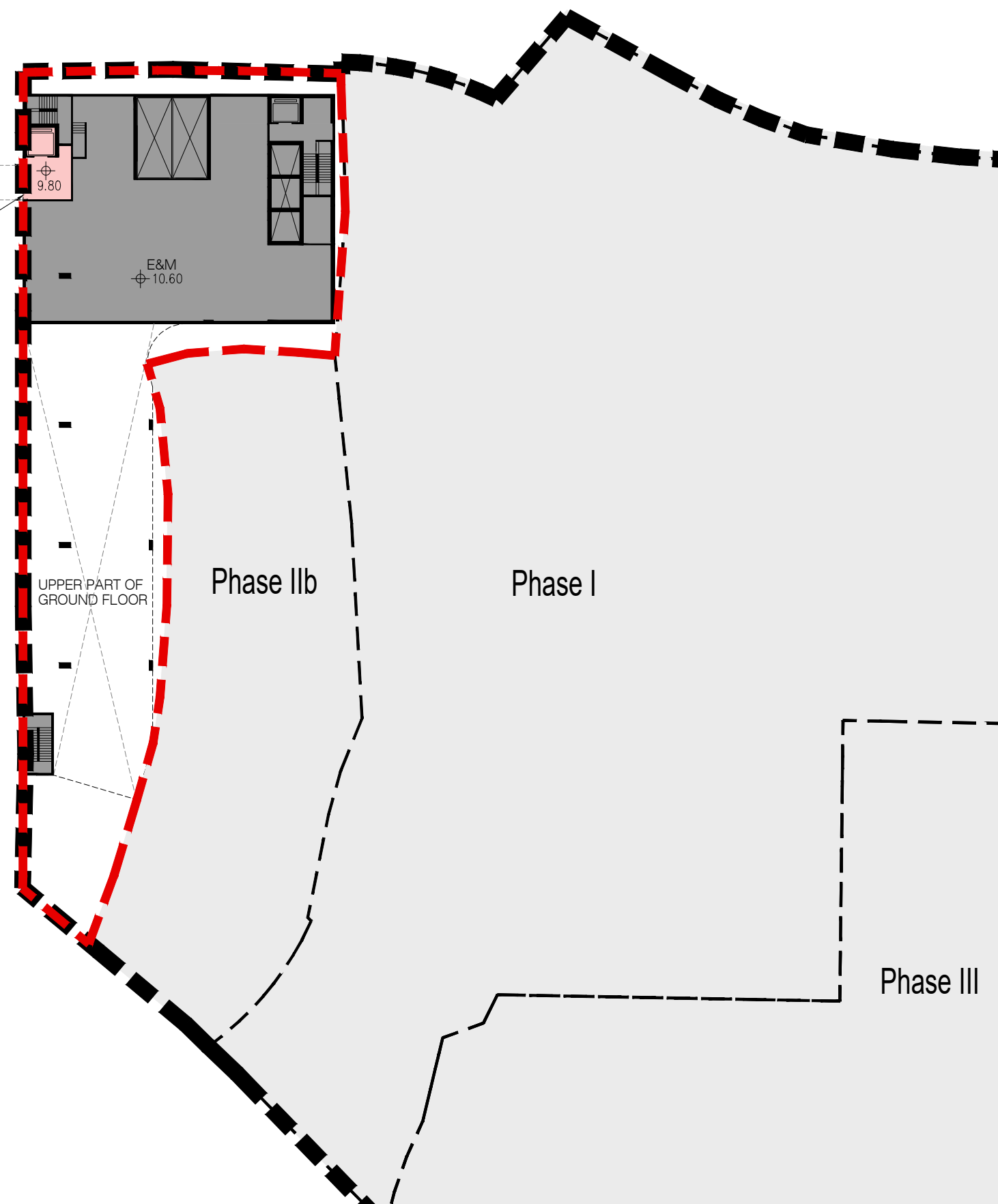






TO EXISTING FOOTBRIDGE VIA  
FUTURE DEVELOPMENT AT  
ADJOINING G/IC SITE

RESERVED OPENING FOR  
PEDESTRIAN WALKWAY



LEGEND:

- Application Site  
(Same as approved Application No. A/YL/298)
- Phase IIa  
(Subject matter of current application)
- Phasing Boundary

Level in mPD

Commercial / Retail

Electrical & Mechanical (E&M) /  
Circulation

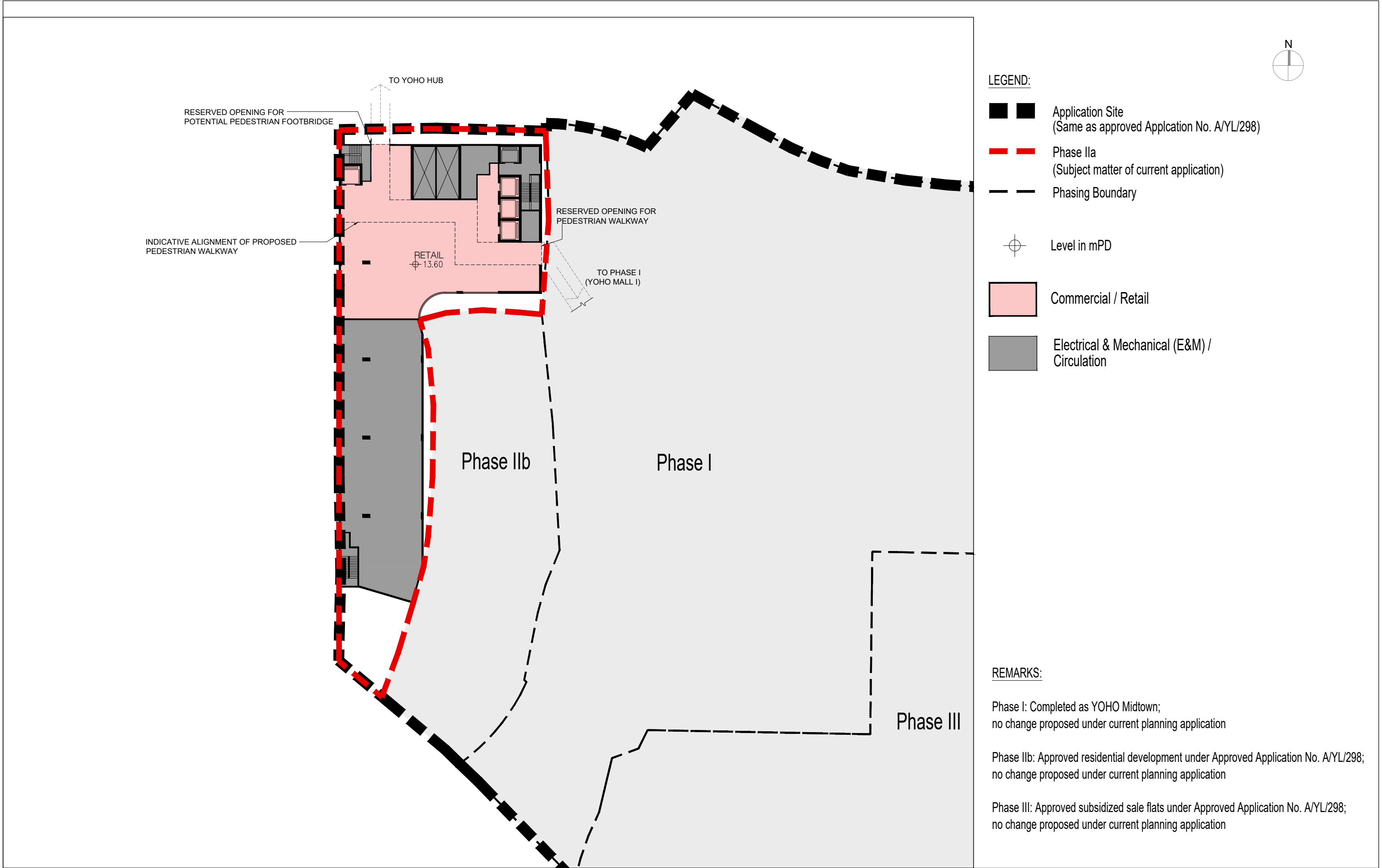
REMARKS:

Phase I: Completed as YOHO Midtown;  
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;  
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;  
no change proposed under current planning application

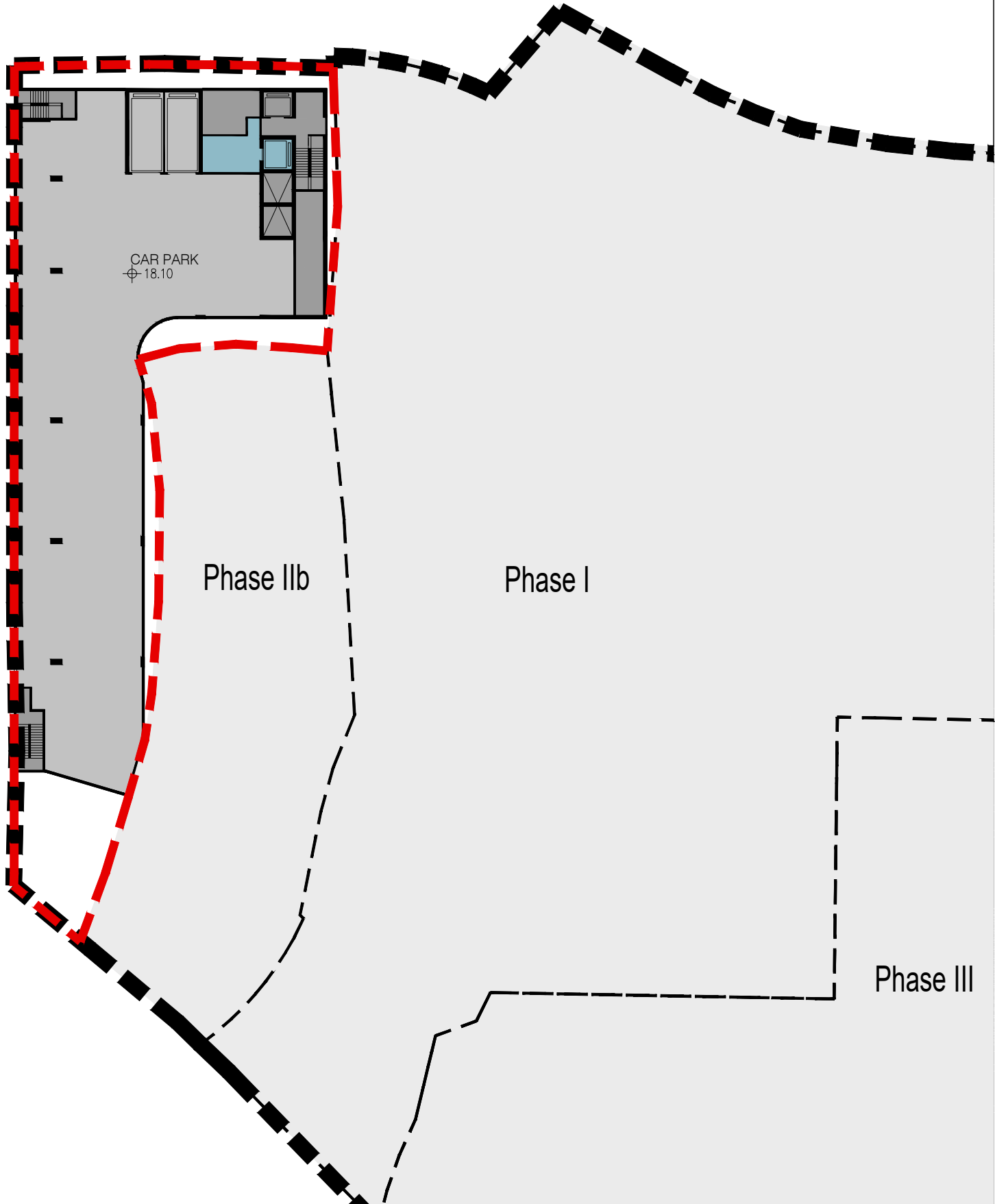
| Rev.      | Date     |
|-----------|----------|
| SK01      | FEB 2026 |
| Scale     | Figure   |
| 1:450 @A3 | 05       |





LEGEND:

- Application Site  
(Same as approved Application No. A/YL/298)
- Phase IIa  
(Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) /  
Circulation



REMARKS:

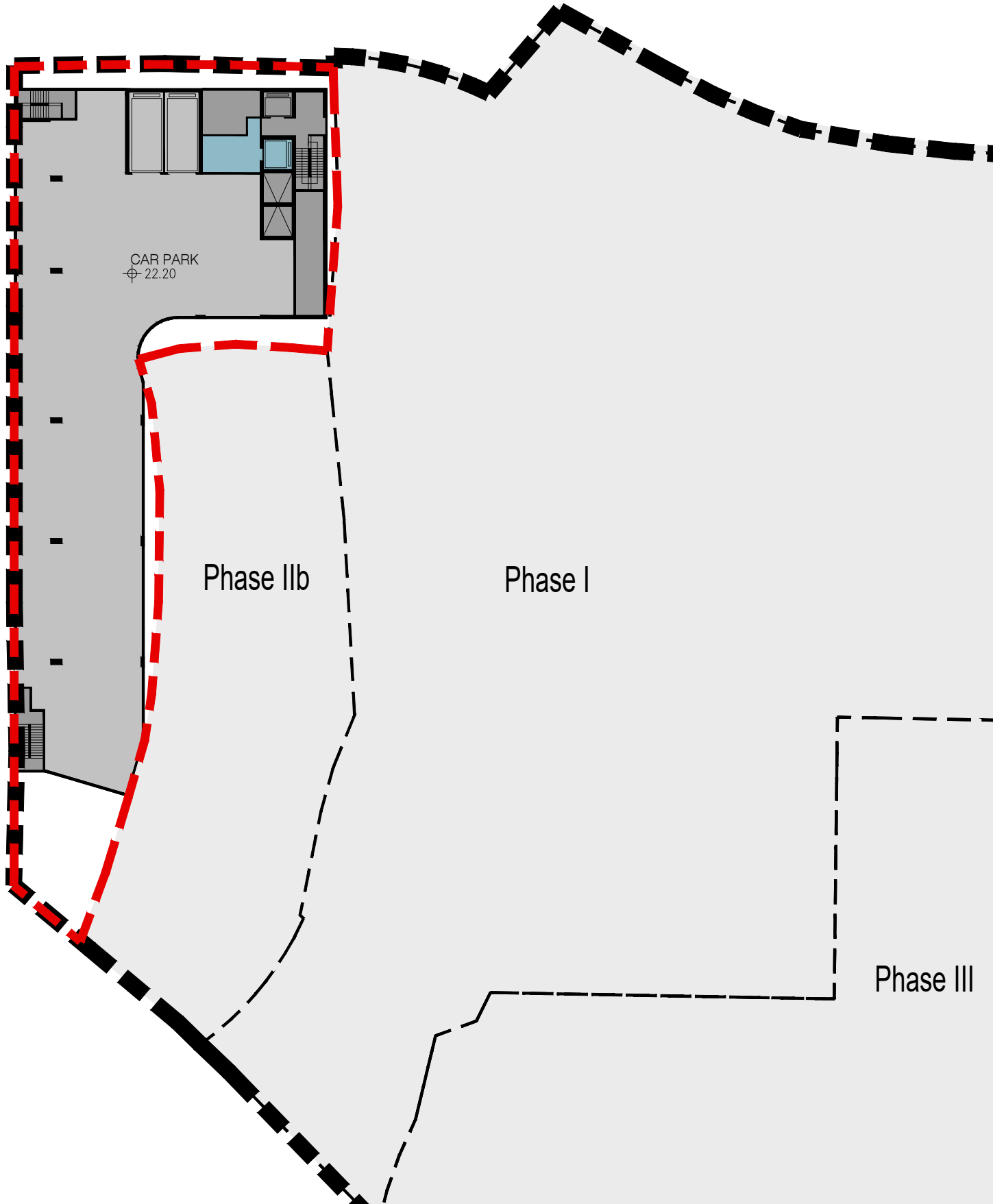
- Phase I: Completed as YOHO Midtown;  
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;  
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;  
no change proposed under current planning application

| Rev.               | Date         |
|--------------------|--------------|
| SK01               | FEB 2026     |
| Scale<br>1:450 @A3 | Figure<br>07 |



LEGEND:

- Application Site  
(Same as approved Application No. A/YL/298)
- Phase IIa  
(Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) /  
Circulation



REMARKS:

- Phase I: Completed as YOHO Midtown;  
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;  
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;  
no change proposed under current planning application

| Rev.               | Date         |
|--------------------|--------------|
| SK01               | FEB 2026     |
| Scale<br>1:450 @A3 | Figure<br>08 |



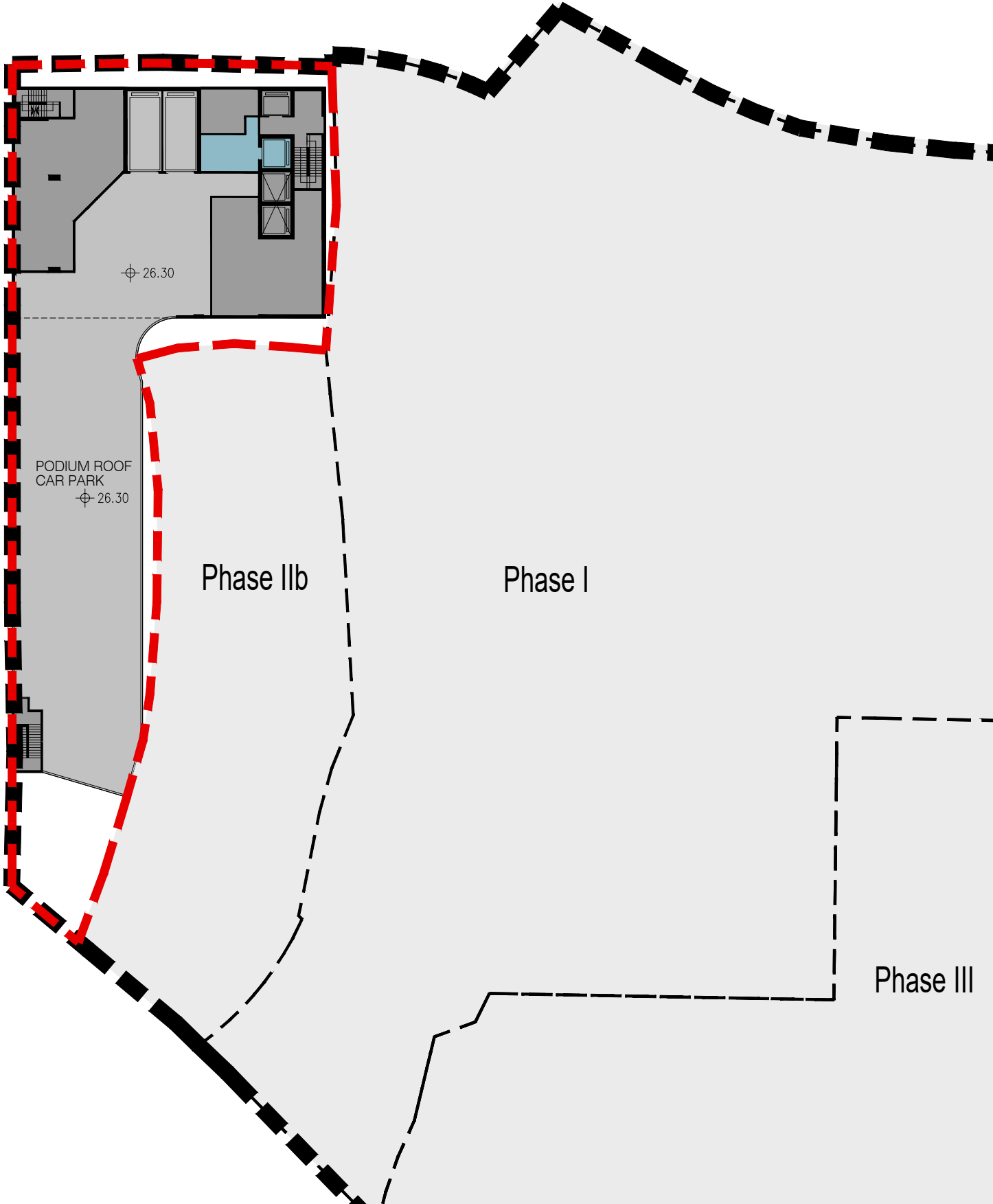


LEGEND:

- Application Site  
(Same as approved Application No. A/YL/298)
- Phase IIa  
(Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) /  
Circulation

REMARKS:

- Phase I: Completed as YOHO Midtown;  
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;  
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;  
no change proposed under current planning application



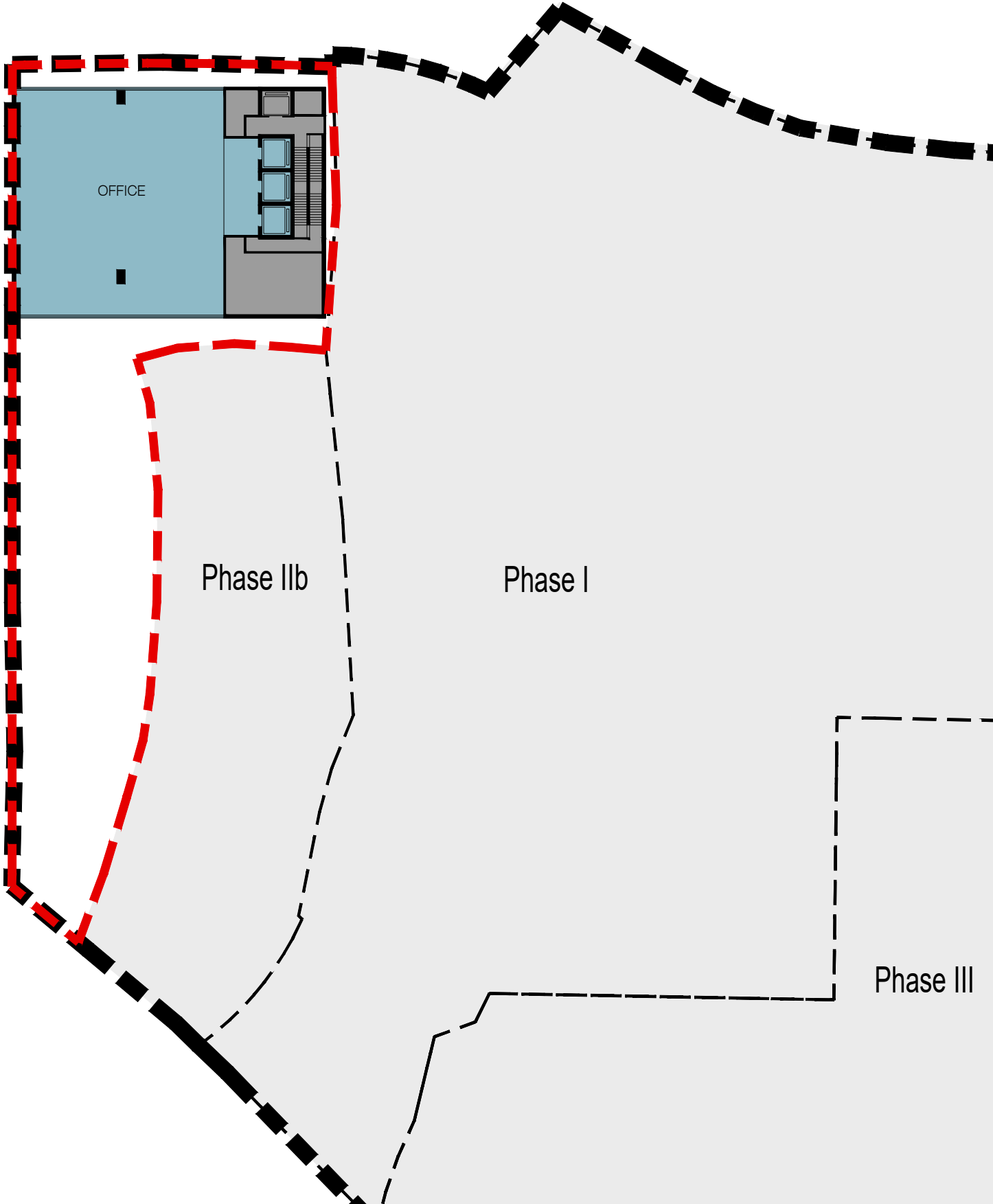


LEGEND:

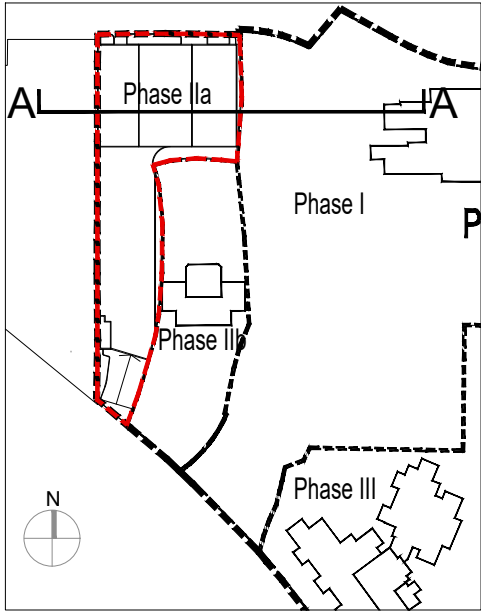
- Application Site  
(Same as approved Application No. A/YL/298)
- Phase IIa  
(Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) /  
Circulation

REMARKS:

- Phase I: Completed as YOHO Midtown;  
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;  
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;  
no change proposed under current planning application



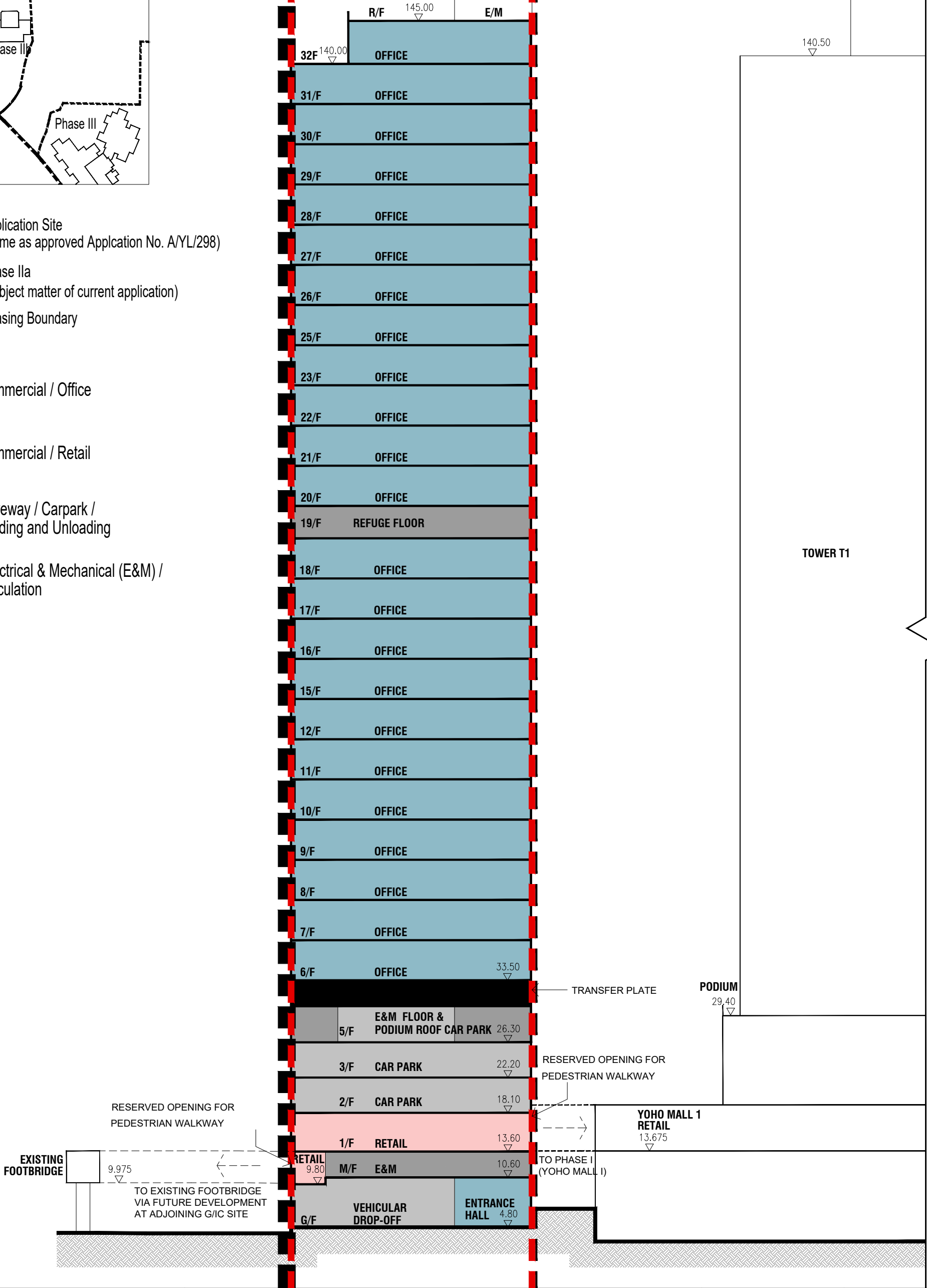
KEY PLAN:



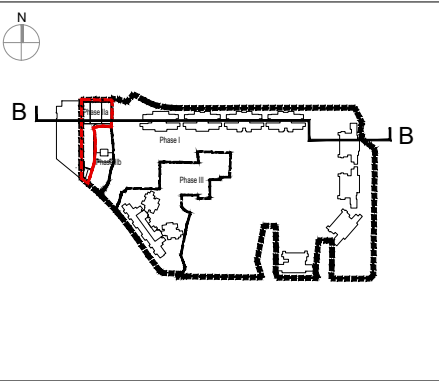
LEGEND:

- Application Site  
(Same as approved Application No. A/YL/298)
- Phase IIa  
(Subject matter of current application)
- Phasing Boundary

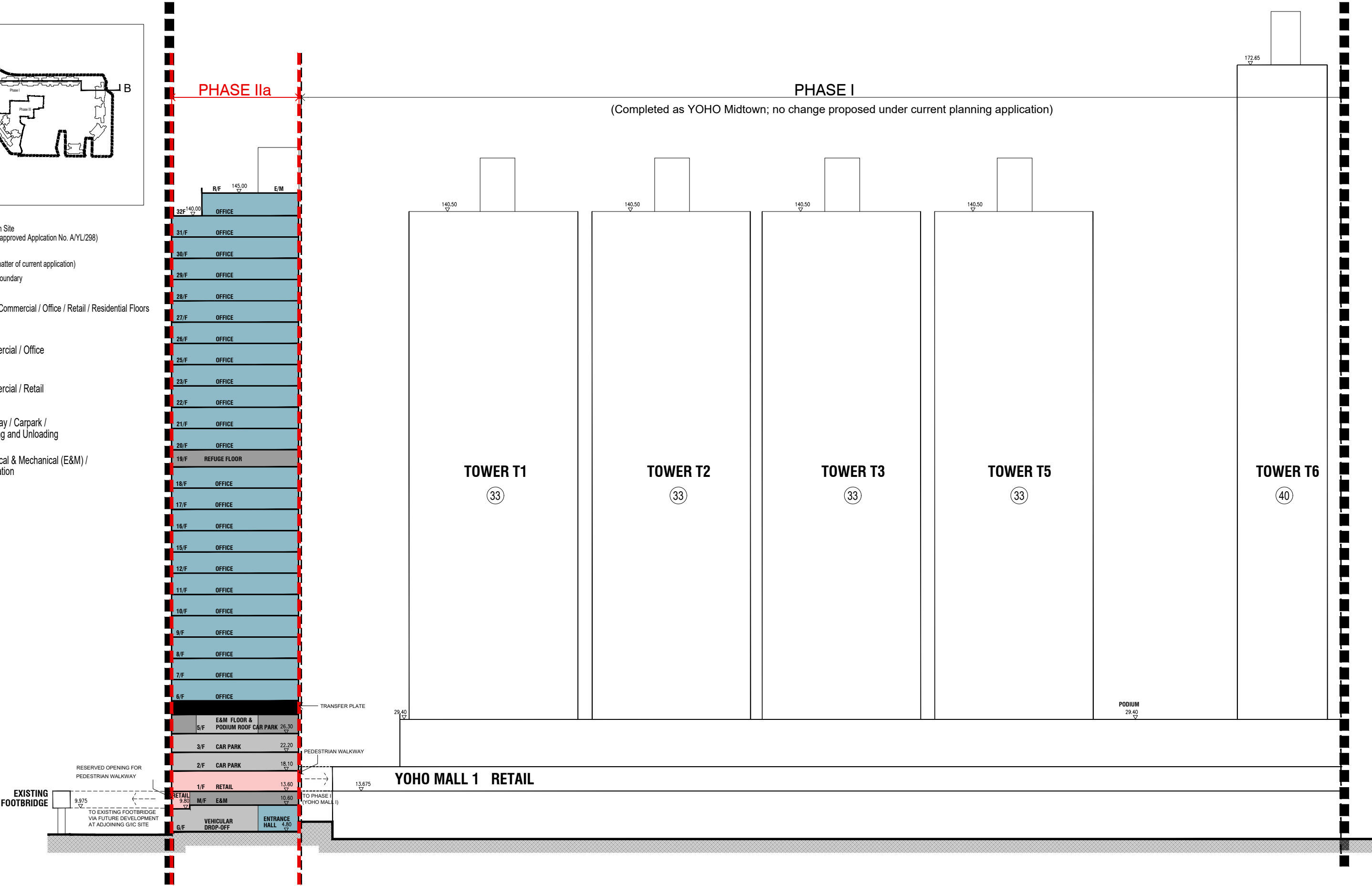
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark /  
Loading and Unloading
- Electrical & Mechanical (E&M) /  
Circulation



KEY PLAN:



- LEGEND:
- Application Site  
(Same as approved Application No. A/YL/298)
  - Phase IIa  
(Subject matter of current application)
  - Phasing Boundary
  - No. of Commercial / Office / Retail / Residential Floors
  - Commercial / Office
  - Commercial / Retail
  - Driveway / Carpark /  
Loading and Unloading
  - Electrical & Mechanical (E&M) /  
Circulation



## ***Appendix B***

***Prior Approval from Transport Department on  
the Proposed Vehicular Access***

---

## Yeung, David

---

**From:** Chi Wai IP <chiwaiip@td.gov.hk>  
**Sent:** Thursday, May 30, 2024 5:28 PM  
**To:** Yeung, David  
**Cc:** Wong, David Tai Fai; Chui, Thomas; wilsonkhman@td.gov.hk; Ajyum Distinction  
CHAN/PLAND  
**Subject:** RE: Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen  
Long - 3rd Amendment Submission  
  
**Importance:** High

### This Message Is From an External Sender

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[Report Suspicious](#)

Dear David,

Please note that we have no objection in principle from traffic engineering viewpoints to the design of the vehicular access (i.e. run-in/out type) at Yau Tin East Road for the subject development. We shall further offer our comments on the design of traffic aids separately.

Regards,  
Louis IP  
E/YLS, TE(NTW), TD  
Tel: 2399 2565

**From:** "Yeung, David" <David.Yeung@aecom.com>  
**To:** Chi Wai IP <chiwaiip@td.gov.hk>  
**Cc:** "Wong, David Tai Fai" <davidtaifai.wong@aecom.com>, "Chui, Thomas" <thomas.chui@aecom.com>, "wilsonkhman@td.gov.hk" <wilsonkhman@td.gov.hk>  
**Date:** 2024/05/29 下午 10:51  
**Subject:** RE: Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen Long - 3rd Amendment Submission

---

Dear Louis,

To facilitate the formal submission of approval condition (g) and (h) for the captioned project, it would be much grateful if you could offer your blessing on the attached RtoC together with the supplement drawings prior to the GBP submission.

Should you have any queries or require further information, please feel free to call me.

Thank you for your kind assistance.

Regards,

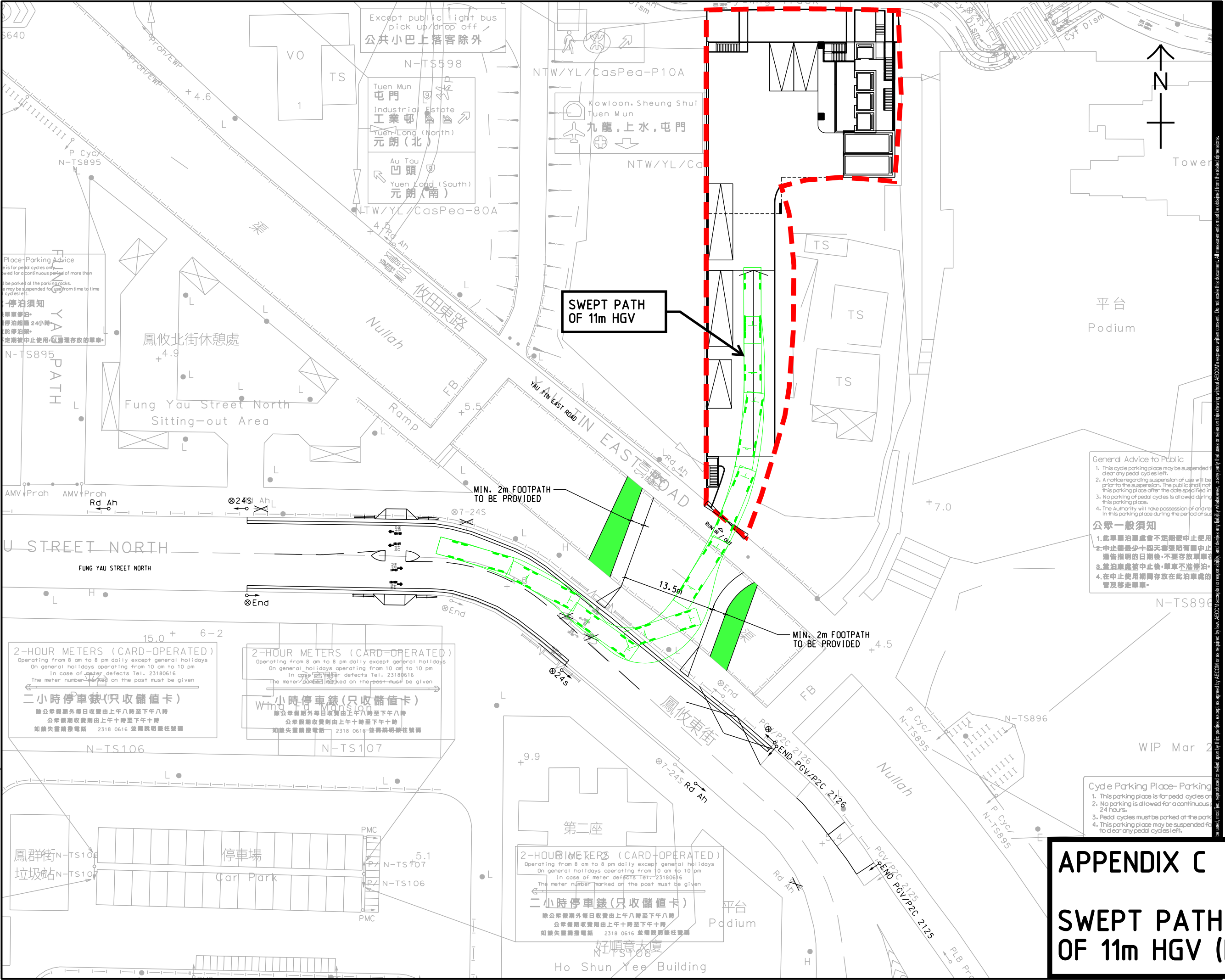


## ***Appendix C***

### ***Swept Path Analysis of the Vehicular Access***

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ISO A1 594mm x 841mm  
Approved:  
Checked:  
Designed:  
Project Management Initials:  
7/17/2026  
Plot File by: setof  
PATH: SP-PROJECTS\081000610\01\DRAWING\SUBMISSION\TAPE21.dgn



AECOM

**PROJECT**  
項目  
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

**CLIENT**  
業主

**CONSULTANT**  
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| I/R | DATE | DESCRIPTION | CHK. |
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|     |      |             |      |
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**STATUS**  
階段

**SCALE**  
比例  
A3 1: 500

**DIMENSION UNIT**  
尺寸單位  
METRES

**KEY PLAN**  
索引圖

General Advice to Public  
1. This cycle parking place may be suspended if clear any pedal cycles left.  
2. A notice regarding suspension of use will be prior to the suspension. The public shall not this parking place after the date specified in this notice.  
3. No parking of pedal cycles is allowed during this parking place.  
4. The Authority will take possession of and re in this parking place during the period of suspension.

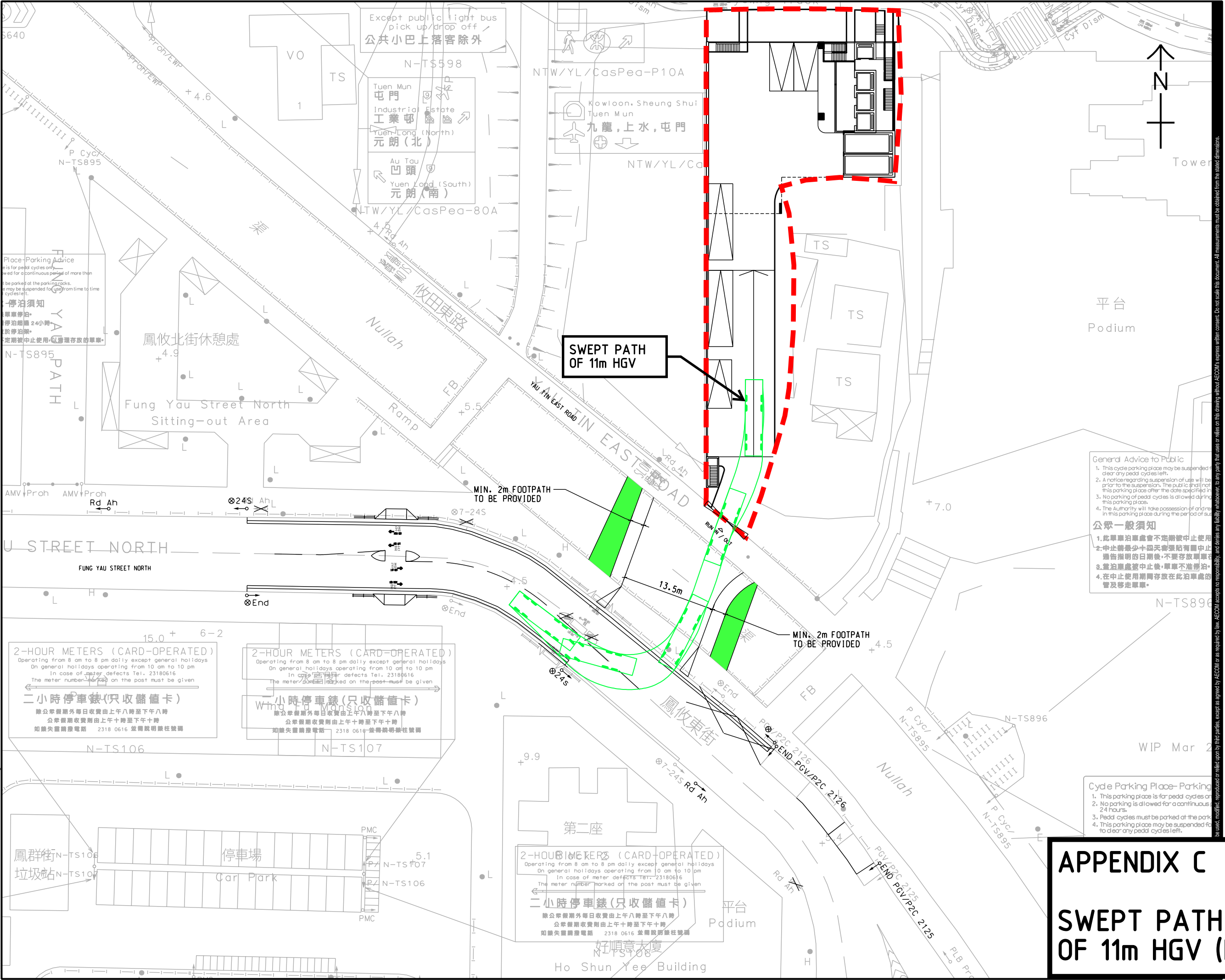
公眾一般須知  
1. 此單車泊車處會不定期被中止使用。  
2. 中止前最少十四天會張貼有關中止通告指明日期後，不要存放單車在此泊車處。  
3. 當泊車處被中止後，單車不准停放。  
4. 在中止使用期間存放在此泊車處的單車將被拖走。

Cycle Parking Place- Parking  
1. This parking place is for pedal cycles only.  
2. No parking is allowed for a continuous 24 hours.  
3. Pedal cycles must be parked at the parking place.  
4. This parking place may be suspended for clear any pedal cycles left.

# APPENDIX C

## SWEPT PATH ANALYSIS OF 11m HGV (INGRESS)

ISO A1 594mm x 841mm  
Approved:  
Checked:  
Designer:  
Project Management Initials:  
7/17/2026  
Plot File by: setof  
PATH: SP-PROJECTS\081000610\0\DRAWINGS\SUBMISSION\TAPE21.dgn



**AECOM**

**PROJECT**  
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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**STATUS**  
階段

**SCALE**  
比例

**DIMENSION UNIT**  
尺寸單位

A3 1: 500 METRES

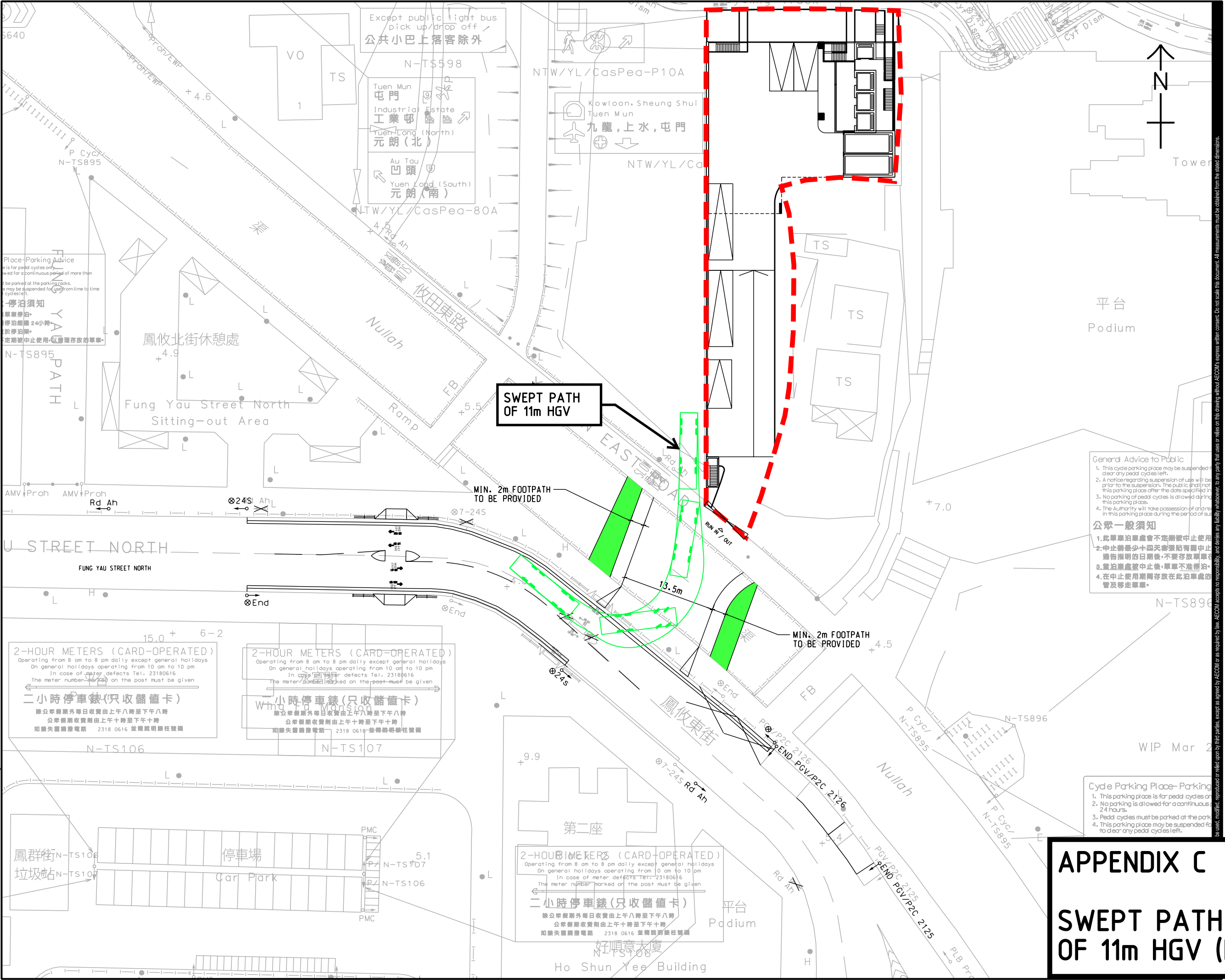
**KEY PLAN**  
索引圖

# APPENDIX C

## SWEPT PATH ANALYSIS OF 11m HGV (EGRESS)



ISO A1 594mm x 841mm  
Approved:  
Checked:  
Designed:  
Project Management Initials:  
7/17/2026  
Plot File by: setof  
PATH: S:\PROJECTS\081000610\0\DRAWINGS\SUBMISSION\TAPE21.dgn



PROJECT

SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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| 修訂  | 日期   | 內容摘要        | 校核   |

STATUS

階段

SCALE

比例

A3 1: 500

DIMENSION UNIT

尺寸單位

METRES

KEY PLAN

索引圖

General Advice to Public

1. This cycle parking place may be suspended if clear any pedal cycles left.
2. A notice regarding suspension of use will be prior to the suspension. The public shall not this parking place after the date specified in this notice.
3. No parking of pedal cycles is allowed during this parking place.
4. The Authority will take possession of and re in this parking place during the period of suspension.

公眾一般須知

1. 此單車泊車處會不定期被中止使用。
2. 中止前最少十四天會張貼有關中止通告指明日期後，不要存放單車在此泊車處。
3. 當泊車處被中止後，單車不准停放。
4. 在中止使用期間存放在此泊車處的單車及移走單車。

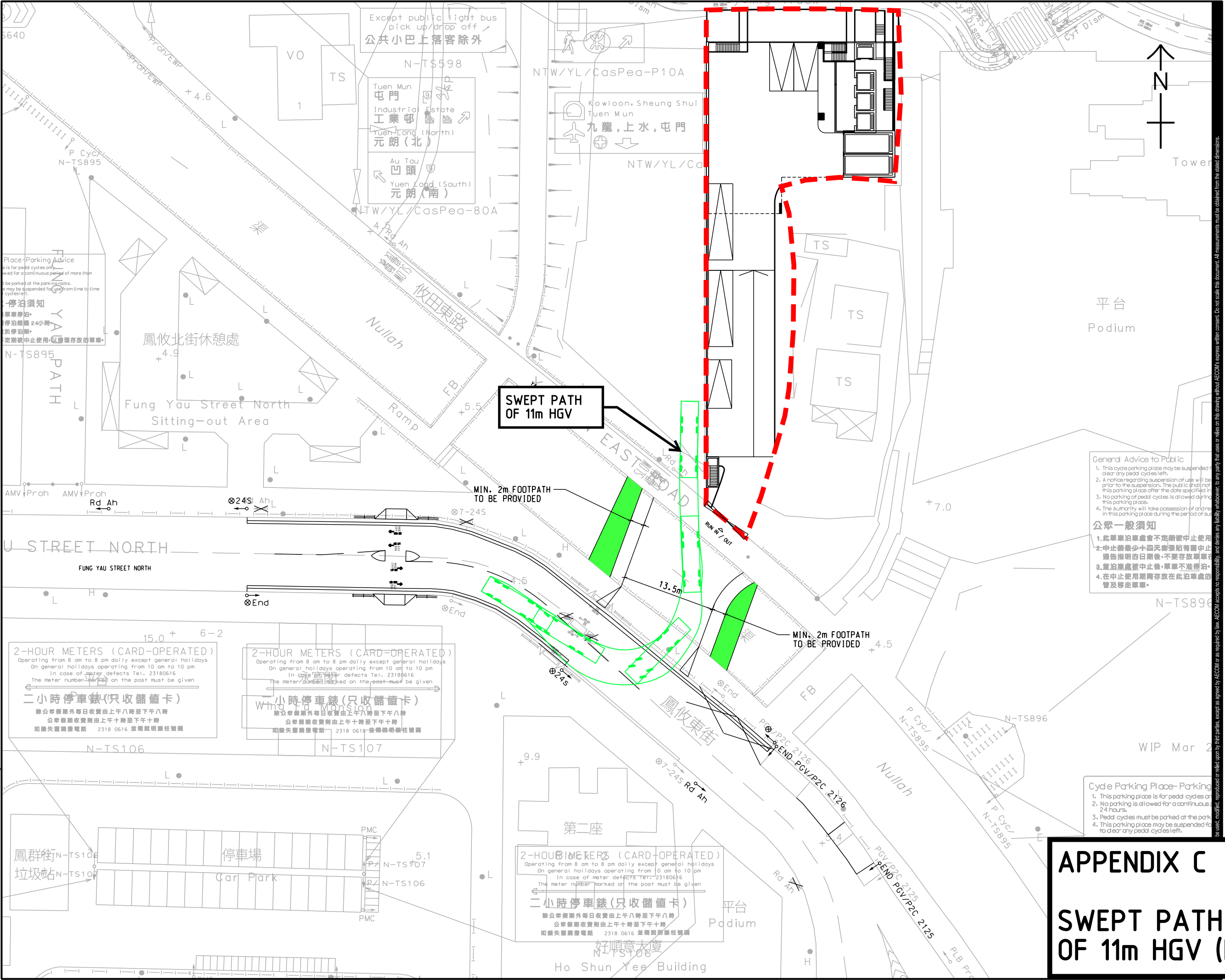
Cycle Parking Place- Parking

1. This parking place is for pedal cycles only.
2. No parking is allowed for a continuous 24 hours.
3. Pedal cycles must be parked at the parking place.
4. This parking place may be suspended for clear any pedal cycles left.

# APPENDIX C

## SWEPT PATH ANALYSIS OF 11m HGV (INGRESS)

ISO A1 594mm x 841mm  
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7/17/2026  
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PATH SP-PROJECTS0810006010-DRAWINGS-SUBMISSION-TAF21.dgn



**PROJECT**  
項目  
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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**公眾一般須知**

|                                          |
|------------------------------------------|
| 1. 此單車泊車處會不定期被中止使用。                      |
| 2. 中止時將最少十四天會張貼有關中止通告指明的日期後，不要存放單車在此泊車處。 |
| 3. 當泊車處被中止後，單車不准停泊。                      |
| 4. 在中止使用期間存放在此泊車處的單車及移走單車。               |

| I/R | DATE | DESCRIPTION | CHK. |
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**STATUS**  
階段

**SCALE**  
比例  
A3 1: 500

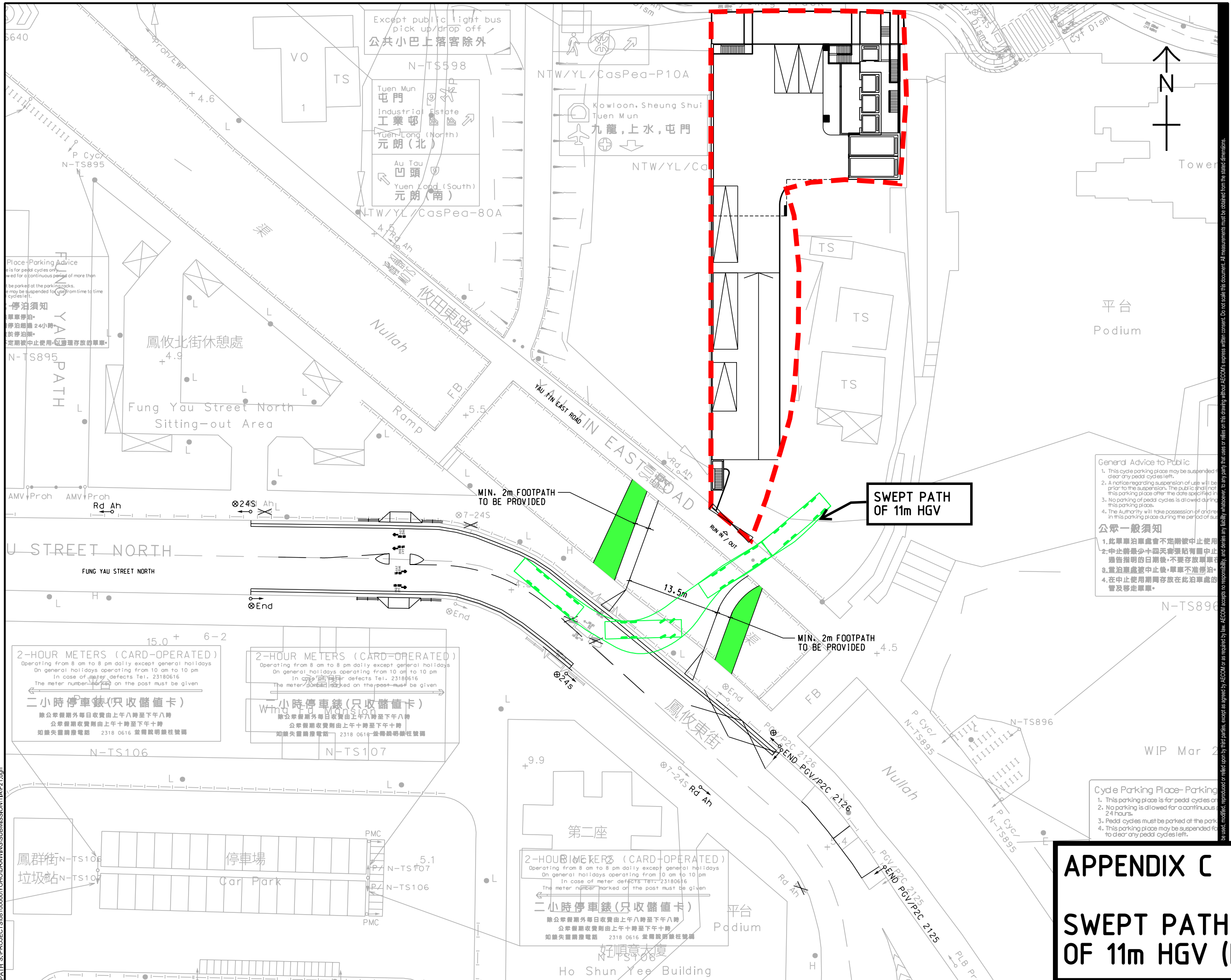
**DIMENSION UNIT**  
尺寸單位  
METRES

**KEY PLAN**  
索引圖

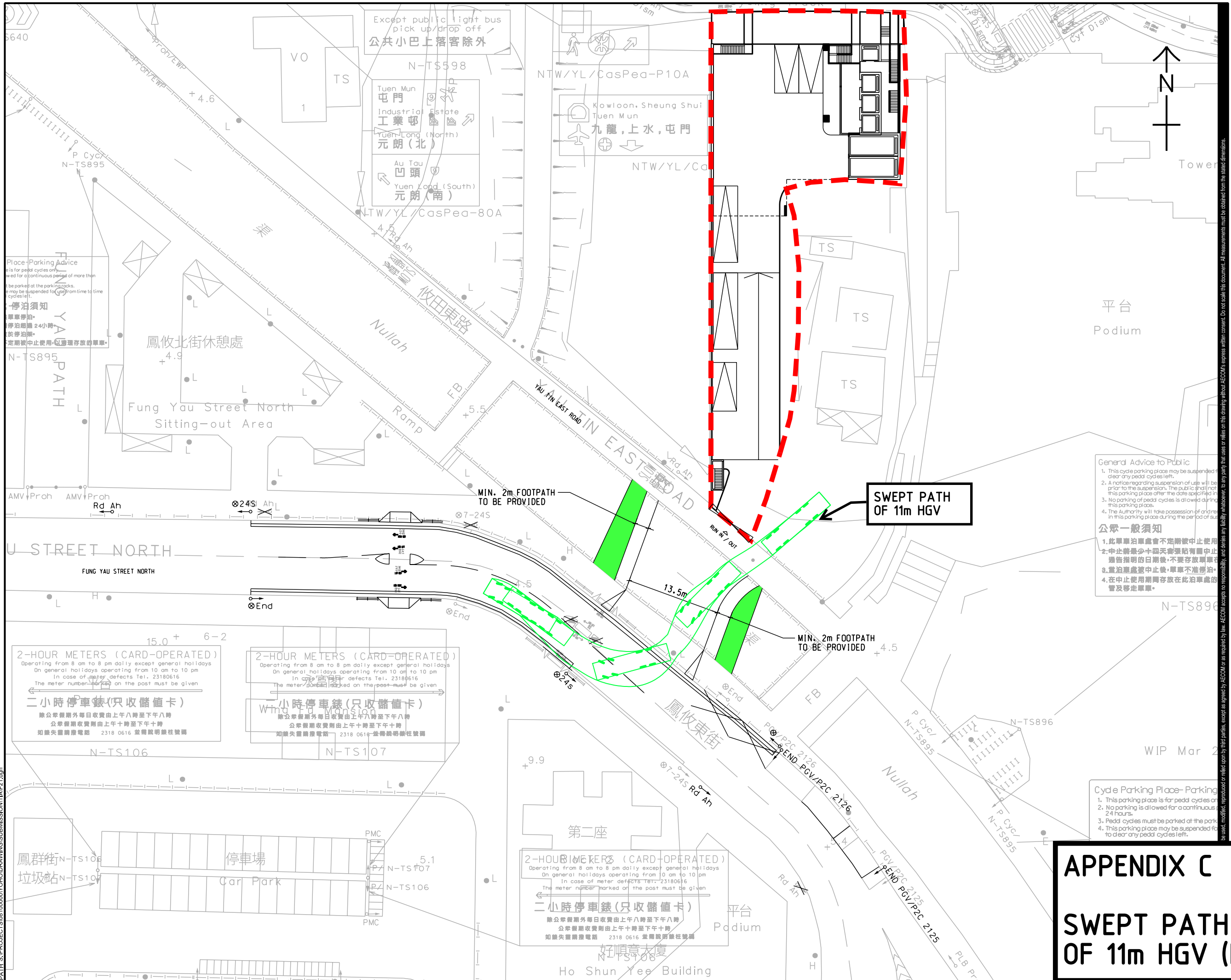
# APPENDIX C

## SWEPT PATH ANALYSIS OF 11m HGV (EGRESS)









## PROJECT

SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

## CLIENT

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## STATUS

階段

**SCALE**

比例

**DIMENSION UNIT**

A3 1:500

## KEY PLAN

索引

## ***Appendix D***

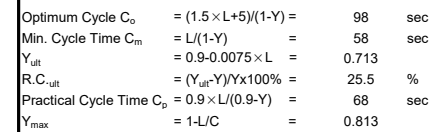
### ***Junction Capacity Calculation Sheets***

---

## ***2025 Observed Flows***



DATE: Oct 20

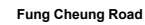


(J1)

$$I/G = 9$$
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 29\%$$
[illegible]



DATE: Oct 20


$$Y_{\max} = 1 - L/C = 0.731$$



# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J4 - Fung Cheung Road / Hop Yick Road

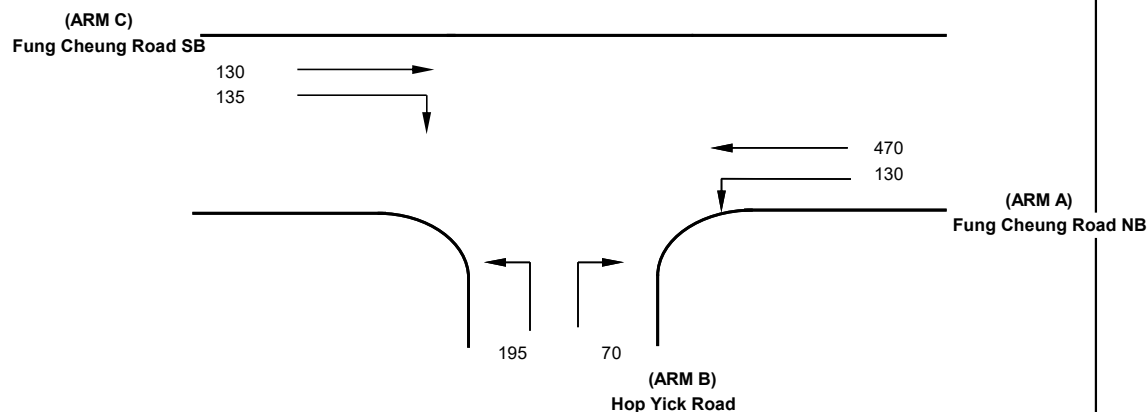
2025 AM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : ( GEOMETRIC INPUT DATA )

J4

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |              |
|-------|---|--------------|
| W     | = | 9 (metres)   |
| W cr  | = | (metres)     |
| q a-b | = | 130 (pcu/hr) |
| q a-c | = | 470 (pcu/hr) |

### MAJOR ROAD (ARM C)

|        |   |               |
|--------|---|---------------|
| W c-b  | = | 4.07 (metres) |
| Vr c-b | = | 100 (metres)  |
| q c-a  | = | 130 (pcu/hr)  |
| q c-b  | = | 135 (pcu/hr)  |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 4 (metres)   |
| W b-c  | = | 4 (metres)   |
| VI b-a | = | 100 (metres) |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 70 (pcu/hr)  |
| q b-c  | = | 195 (pcu/hr) |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.983879 |
| E | = | 1.014308 |
| F | = | 1.020769 |
| Y | = | 0.689500 |

## THE CAPACITY OF MOVEMENT :

|        |   |     |
|--------|---|-----|
| Q b-a  | = | 420 |
| Q b-c  | = | 623 |
| Q c-b  | = | 607 |
| Q b-ac | = | 553 |

**CRITICAL DFC = 0.48**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.17 |
| DFC b-c  | = | 0.31 |
| DFC c-b  | = | 0.22 |
| DFC b-ac | = | 0.48 |

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J5 - Fung Cheung Road / Fung Kam Street

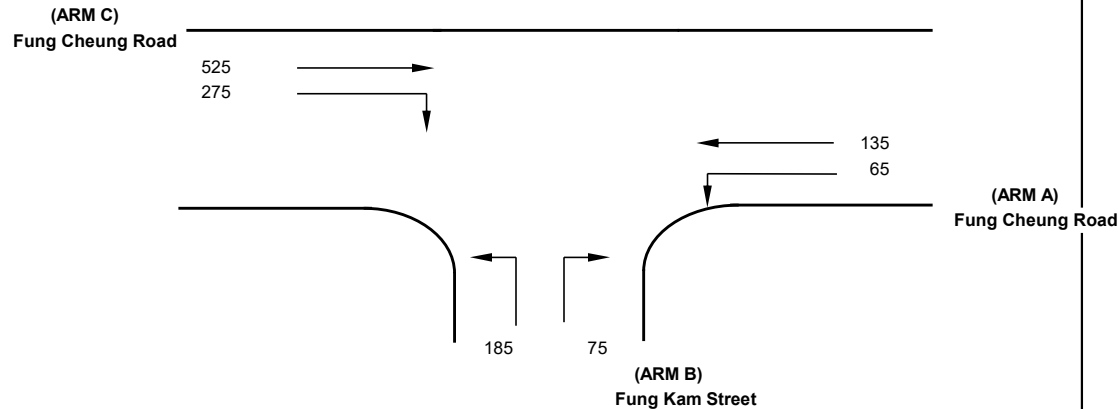
2025 AM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : ( GEOMETRIC INPUT DATA )

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

J5

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |              |
|-------|---|--------------|
| W     | = | 9 (metres)   |
| W cr  | = | (metres)     |
| q a-b | = | 65 (pcu/hr)  |
| q a-c | = | 135 (pcu/hr) |

### MAJOR ROAD (ARM C)

|        |   |              |
|--------|---|--------------|
| W c-b  | = | 2.1 (metres) |
| Vr c-b | = | 100 (metres) |
| q c-a  | = | 525 (pcu/hr) |
| q c-b  | = | 275 (pcu/hr) |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 2.5 (metres) |
| W b-c  | = | 2.5 (metres) |
| VI b-a | = | 60 (metres)  |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 75 (pcu/hr)  |
| q b-c  | = | 185 (pcu/hr) |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.828550 |
| E | = | 0.875846 |
| F | = | 0.838923 |
| Y | = | 0.689500 |

## THE CAPACITY OF MOVEMENT :

|        |   |     |
|--------|---|-----|
| Q b-a  | = | 336 |
| Q b-c  | = | 617 |
| Q c-b  | = | 583 |
| Q b-ac | = | 497 |

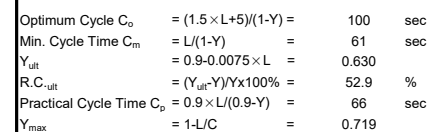
**CRITICAL DFC = 0.52**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.22 |
| DFC b-c  | = | 0.30 |
| DFC c-b  | = | 0.47 |
| DFC b-ac | = | 0.52 |

**AECOM**

DATE: Oct 20



J6

 $I/G = 9$ 
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 57\%$$
[illegible]

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J8 - Fung Kwan Street / Access Road to YOHO Midtown

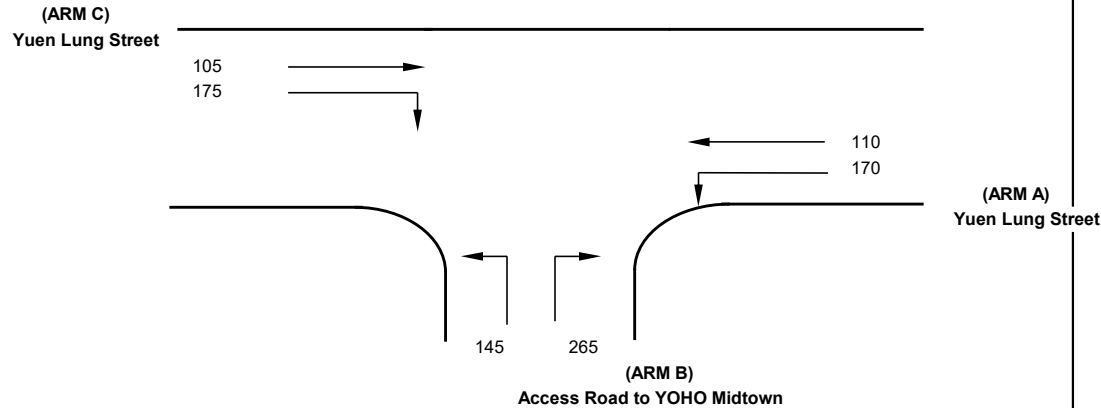
2025 AM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : ( GEOMETRIC INPUT DATA )

J8

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |               |
|-------|---|---------------|
| W     | = | 13.5 (metres) |
| W cr  | = | 0 (metres)    |
| q a-b | = | 170 (pcu/hr)  |
| q a-c | = | 110 (pcu/hr)  |

### MAJOR ROAD (ARM C)

|        |   |              |
|--------|---|--------------|
| W c-b  | = | 3.5 (metres) |
| Vr c-b | = | 100 (metres) |
| q c-a  | = | 105 (pcu/hr) |
| q c-b  | = | 175 (pcu/hr) |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 4 (metres)   |
| W b-c  | = | 4 (metres)   |
| VI b-a | = | 80 (metres)  |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 265 (pcu/hr) |
| q b-c  | = | 145 (pcu/hr) |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.971707 |
| E | = | 1.014308 |
| F | = | 0.968154 |
| Y | = | 0.534250 |

## THE CAPACITY OF MOVEMENT :

|        |   |     |
|--------|---|-----|
| Q b-a  | = | 516 |
| Q b-c  | = | 721 |
| Q c-b  | = | 669 |
| Q b-ac | = | 574 |

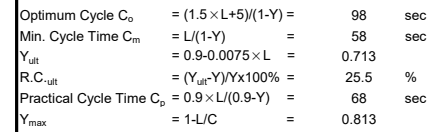
**CRITICAL DFC = 0.71**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.51 |
| DFC b-c  | = | 0.20 |
| DFC c-b  | = | 0.26 |
| DFC b-ac | = | 0.71 |



DATE: Oct 20

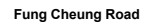


J1

$$I/G = 9$$
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 29\%$$
[illegible]



DATE: Oct 20


$$Y_{\max} = 1 - L/C = 0.731$$
$$I/G = 8$$
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 38\%$$
[illegible]



# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J4 - Fung Cheung Road / Hop Yick Road

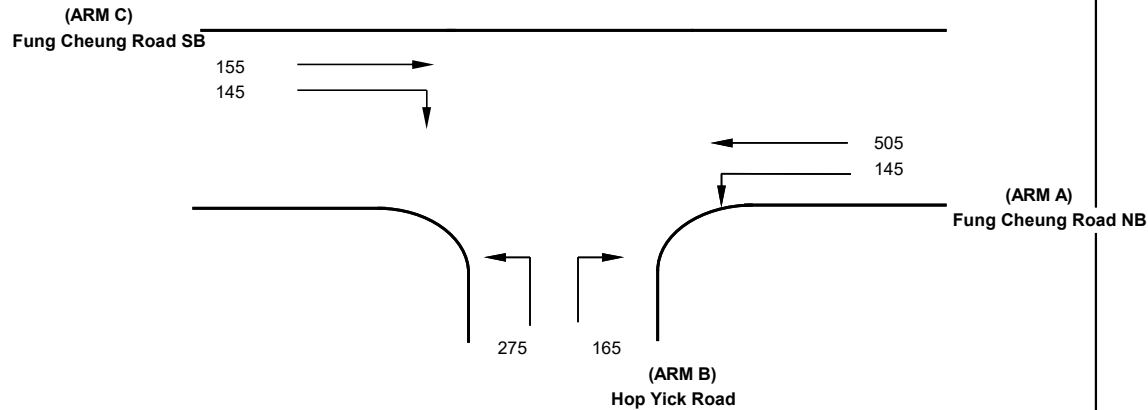
2025 PM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : ( GEOMETRIC INPUT DATA )

J4

W = Major Road Width (6.4 - 20.0)  
W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)  
W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)  
W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)  
W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)  
Vl b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)  
Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)  
Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)  
Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

D = Stream-specific B-A  
E = Stream-specific B-C  
F = Stream-specific C-B  
Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

W = 9 (metres)  
W cr = (metres)  
q a-b = 145 (pcu/hr)  
q a-c = 505 (pcu/hr)

### MAJOR ROAD (ARM C)

W c-b = 4.07 (metres)  
Vr c-b = 100 (metres)  
q c-a = 155 (pcu/hr)  
q c-b = 145 (pcu/hr)

### MINOR ROAD (ARM B)

W b-a = 4 (metres)  
W b-c = 4 (metres)  
Vl b-a = 100 (metres)  
Vr b-a = 100 (metres)  
Vr b-c = 100 (metres)  
q b-a = 165 (pcu/hr)  
q b-c = 275 (pcu/hr)

## GEOMETRIC FACTORS :

D = 0.983879  
E = 1.014308  
F = 1.020769  
Y = 0.689500

## THE CAPACITY OF MOVEMENT :

Q b-a = 403  
Q b-c = 612  
Q c-b = 594  
Q b-ac = 512

**CRITICAL DFC = 0.86**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a = 0.41  
DFC b-c = 0.45  
DFC c-b = 0.24  
DFC b-ac = 0.86

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J5 - Fung Cheung Road / Fung Kam Street

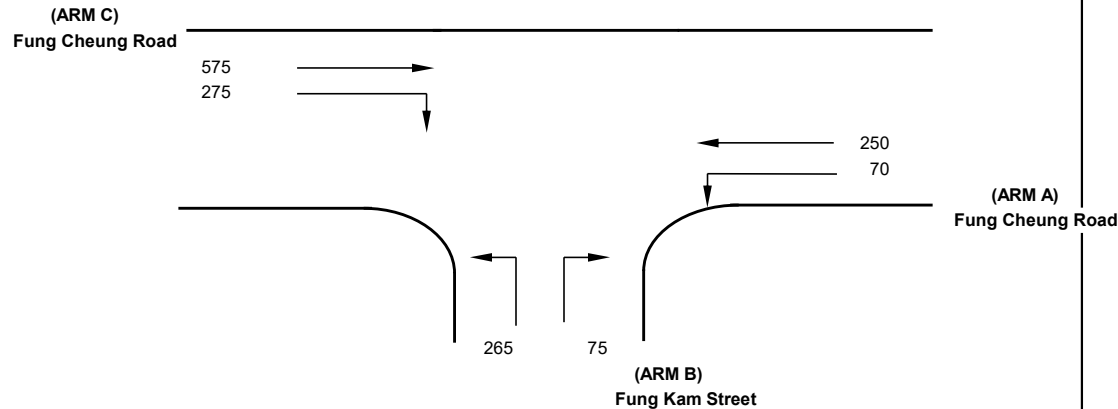
2025 PM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : ( GEOMETRIC INPUT DATA )

J5

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |               |
|-------|---|---------------|
| W     | = | 21.2 (metres) |
| W cr  | = | (metres)      |
| q a-b | = | 70 (pcu/hr)   |
| q a-c | = | 250 (pcu/hr)  |

### MAJOR ROAD (ARM C)

|        |   |              |
|--------|---|--------------|
| W c-b  | = | 2.1 (metres) |
| Vr c-b | = | 100 (metres) |
| q c-a  | = | 575 (pcu/hr) |
| q c-b  | = | 275 (pcu/hr) |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 2.5 (metres) |
| W b-c  | = | 2.5 (metres) |
| VI b-a | = | 60 (metres)  |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 75 (pcu/hr)  |
| q b-c  | = | 265 (pcu/hr) |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.828550 |
| E | = | 0.875846 |
| F | = | 0.838923 |
| Y | = | 0.268600 |

## THE CAPACITY OF MOVEMENT :

|        |   |     |
|--------|---|-----|
| Q b-a  | = | 436 |
| Q b-c  | = | 629 |
| Q c-b  | = | 599 |
| Q b-ac | = | 573 |

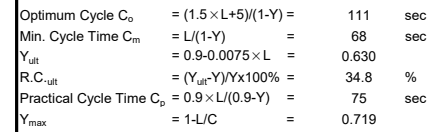
**CRITICAL DFC = 0.59**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.17 |
| DFC b-c  | = | 0.42 |
| DFC c-b  | = | 0.46 |
| DFC b-ac | = | 0.59 |



DATE: Oct 20



(J6)

$$I/G = 9$$
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 38\%$$
[illegible]

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J8 - Yuen Lung Street / Access Road to YOHO Midtown

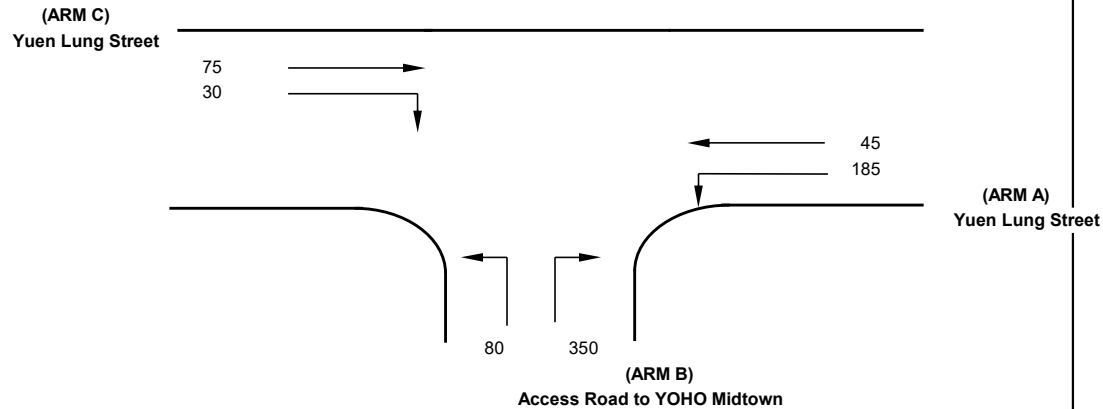
2025 PM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : ( GEOMETRIC INPUT DATA )

J8

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |               |
|-------|---|---------------|
| W     | = | 13.5 (metres) |
| W cr  | = | 0 (metres)    |
| q a-b | = | 185 (pcu/hr)  |
| q a-c | = | 45 (pcu/hr)   |

### MAJOR ROAD (ARM C)

|        |   |              |
|--------|---|--------------|
| W c-b  | = | 3.5 (metres) |
| Vr c-b | = | 100 (metres) |
| q c-a  | = | 75 (pcu/hr)  |
| q c-b  | = | 30 (pcu/hr)  |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 4 (metres)   |
| W b-c  | = | 4 (metres)   |
| VI b-a | = | 80 (metres)  |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 350 (pcu/hr) |
| q b-c  | = | 80 (pcu/hr)  |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.971707 |
| E | = | 1.014308 |
| F | = | 0.968154 |
| Y | = | 0.534250 |

## THE CAPACITY OF MOVEMENT :

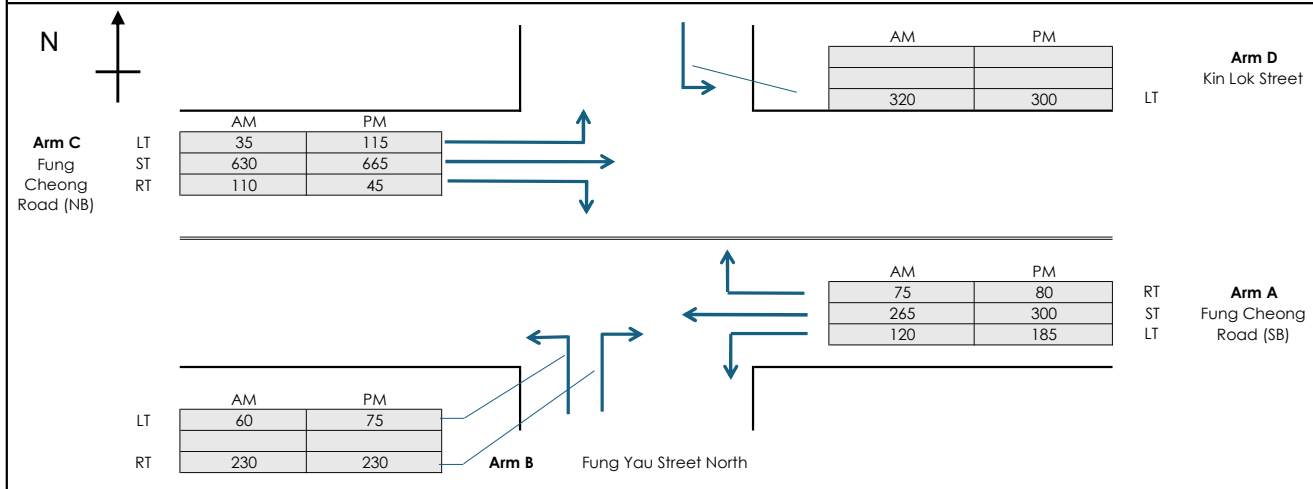
|        |   |     |
|--------|---|-----|
| Q b-a  | = | 570 |
| Q b-c  | = | 732 |
| Q c-b  | = | 678 |
| Q b-ac | = | 594 |

**CRITICAL DFC = 0.72**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.61 |
| DFC b-c  | = | 0.11 |
| DFC c-b  | = | 0.04 |
| DFC b-ac | = | 0.72 |

|              |                                                           |              |
|--------------|-----------------------------------------------------------|--------------|
| Job Title:   |                                                           |              |
| Junction:    | Junction J3 - Fung Cheung Rd / Fung Yau St N / Kin Lok St | Designed by: |
| Scenario:    | Observed Flows                                            | Checked by:  |
| Design Year: | 2025                                                      | Date:        |
| Job No.:     | Sep 2025                                                  |              |
| Arm A:       | Fung Cheung Road (SB)                                     |              |
| Arm B:       | Fung Yau Street North                                     |              |
| Arm C:       | Fung Cheung Road (NB)                                     |              |
| Arm D:       | Kin Lok Street                                            |              |



| GEOMETRY                                 |          |      |                                 |   |       |                                          |          |      |                                 |   |       |
|------------------------------------------|----------|------|---------------------------------|---|-------|------------------------------------------|----------|------|---------------------------------|---|-------|
| Major Road Width (m)                     |          | W    | 10.50                           |   |       |                                          |          |      |                                 |   |       |
| Central Reserve Width (m)                |          | Wcr  | 0.00                            |   |       |                                          |          |      |                                 |   |       |
| PARAMETER                                | Arm B    |      |                                 |   |       | Arm D                                    |          |      |                                 |   |       |
| Lane widths (m)                          | w(b-a)   | 4.50 | Blockage of major road          |   |       | Lane widths (m)                          | w(d-c)   | 4.00 | Blockage of major road          |   |       |
|                                          | w(b-c)   | 4.50 | RT (c-b block c-a)?             |   |       |                                          | w(d-a)   | 4.00 | RT (a-d block a-c)?             |   |       |
|                                          | w(c-b)   | 4.50 | Combined stream on minor arm B? |   |       |                                          | w(a-d)   | 4.00 | Combined stream on minor arm D? |   |       |
| Visibility Distances (m)                 | Vr(b-a)  | 80   | Calculated                      | D | 1.072 | Visibility Distances (m)                 | Vr(d-c)  |      | Calculated                      | D | 0.877 |
|                                          | VI(b-a)  | 200  | Parameters                      | E | 1.041 |                                          | VI(d-c)  | 70   | Parameters                      | E | 0.968 |
|                                          | Vr(b-c)  | 80   |                                 | F | 1.022 |                                          | Vr(d-a)  | 50   |                                 | F | 0.968 |
|                                          | Vr(c-b)  | 60   |                                 | Y | 0.638 |                                          | Vr(a-d)  | 50   |                                 | Y | 0.638 |
| Straight ahead movement using left lane? |          | Y    |                                 |   |       | Straight ahead movement using left lane? |          | Y    |                                 |   |       |
| ANALYSIS                                 | AM Peak  |      | PM Peak                         |   |       |                                          | AM Peak  |      | PM Peak                         |   |       |
| TRAFFIC FLOWS (pcu/hr)                   | q(a-b)   | 120  | 185                             |   |       | TRAFFIC FLOWS (pcu/hr)                   | q(c-d)   | 35   | 115                             |   |       |
|                                          | q(a-c)   | 265  | 300                             |   |       |                                          | q(c-a)   | 630  | 665                             |   |       |
|                                          | q(a-d)   | 75   | 80                              |   |       |                                          | q(c-b)   | 110  | 45                              |   |       |
|                                          | q(c-a)   | 630  | 665                             |   |       |                                          | q(a-c)   | 265  | 300                             |   |       |
|                                          | q(c-b)   | 110  | 45                              |   |       |                                          | q(a-d)   | 75   | 80                              |   |       |
|                                          | q(c-d)   | 35   | 115                             |   |       |                                          | q(a-b)   | 120  | 185                             |   |       |
|                                          | q(d-a)   | 320  | 300                             |   |       |                                          | q(b-c)   | 60   | 75                              |   |       |
|                                          | q(d-b)   | 0    | 0                               |   |       |                                          | q(b-d)   | 0    | 0                               |   |       |
|                                          | q(d-c)   | 0    | 0                               |   |       |                                          | q(b-a)   | 230  | 230                             |   |       |
|                                          | q(b-a)   | 230  | 230                             |   |       |                                          | q(d-c)   | 0    | 0                               |   |       |
| Left turn proportion                     | q(b-d)   | 0    | 0                               |   |       | Left turn proportion                     | q(d-b)   | 0    | 0                               |   |       |
|                                          | q(b-c)   | 60   | 75                              |   |       |                                          | q(d-a)   | 320  | 300                             |   |       |
|                                          | F        | 0.21 | 0.25                            |   |       |                                          | F        | 1.00 | 1.00                            |   |       |
|                                          |          |      |                                 |   |       |                                          |          |      |                                 |   |       |
| CAPACITIES (pcu/hr)                      | Q(b-ad)  | 392  | 391                             |   |       | CAPACITIES (pcu/hr)                      | Q(d-bc)  | 322  | 310                             |   |       |
|                                          | Q(b-acd) | 431  | 437                             |   |       |                                          | Q(d-abc) | 576  | 561                             |   |       |
|                                          | Q(c-b)   | 644  | 619                             |   |       |                                          | Q(a-d)   | 536  | 531                             |   |       |
|                                          | Q(c-a)   | 1493 | 1669                            |   |       |                                          | Q(a-c)   | 1548 | 1529                            |   |       |
|                                          |          |      |                                 |   |       |                                          |          |      |                                 |   |       |
| DFC's                                    | c-b      | 0.17 | 0.07                            |   |       | DFC's                                    | a-d      | 0.14 | 0.15                            |   |       |
|                                          | c-a      | 0.42 | 0.40                            |   |       |                                          | a-c      | 0.17 | 0.20                            |   |       |
|                                          | b-acd    | 0.67 | 0.70                            |   |       |                                          | d-acd    | 0.56 | 0.53                            |   |       |
|                                          |          |      |                                 |   |       |                                          |          |      |                                 |   |       |
| DFC                                      |          | 0.67 | 0.70                            |   |       |                                          |          | 0.56 | 0.53                            |   |       |

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1 + 0.094(w(b-a) - 3.65)) / (1 + 0.0009(Vr(b-a) - 120)) / (1 + 0.0006(VI(b-a) - 150))$$

$$E = (1 + 0.094(w(b-c) - 3.65)) / (1 + 0.0009(Vr(b-c) - 120))$$

$$F = (1 + 0.094(w(c-b) - 3.65)) / (1 + 0.0009(Vr(c-b) - 120))$$

$$Y = 1 - 0.0345W$$

F = proportion of minor traffic turning left

$$Q(b-ad) = Q(b-a) * Q(b-d) / [0.5 * Q(b-a) + 0.5 * Q(b-d)]$$

Capacity of combined streams

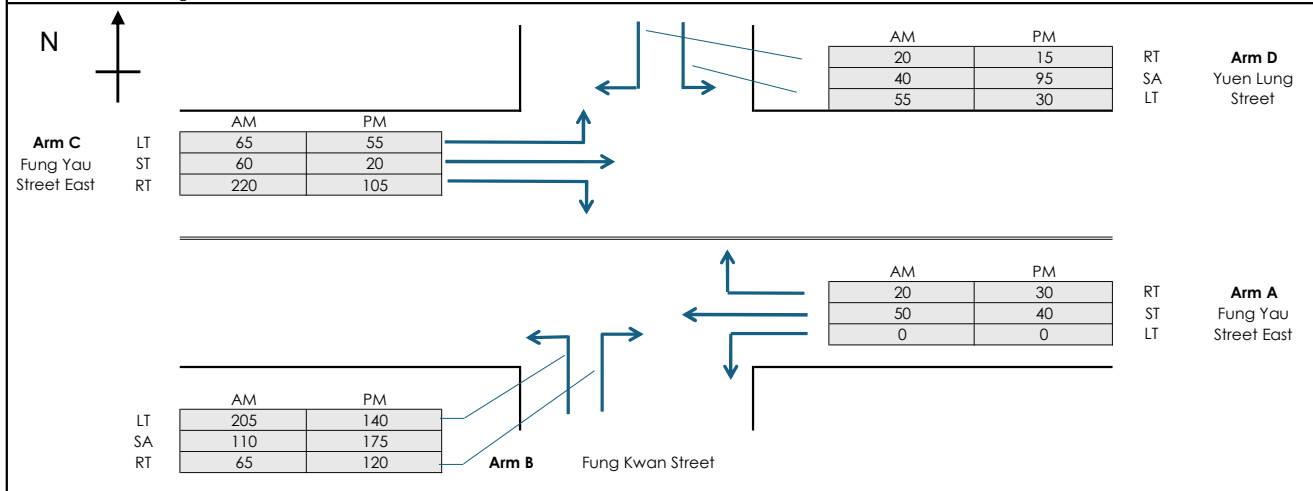
$$Q(b-acd) = Q(b-c) * Q(b-ad) / [(1 - F) * Q(b-c) + F * Q(b-ad)]$$

Capacity of combined streams

|         |     |      |
|---------|-----|------|
| AM Peak | DFC | 0.67 |
| PM Peak | DFC | 0.70 |

All the above formulas are in accordance to T.P.D.M. Vol.2 Chapter 4 Appendix 1

|                   |                                                                     |                |              |
|-------------------|---------------------------------------------------------------------|----------------|--------------|
| Job Title:        |                                                                     |                |              |
| Junction:         | Junction J7 - Fung Yau Street / Fung Kwan Street / Yuen Lung Street |                | Designed by: |
| Scenario:         | Observed Flows                                                      |                | Checked by:  |
| Design Year: 2025 | Job No.:                                                            | Date: Sep 2025 |              |
| Arm A:            | Fung Yau Street East                                                |                |              |
| Arm B:            | Fung Kwan Street                                                    |                |              |
| Arm C:            | Fung Yau Street East                                                |                |              |
| Arm D:            | Yuen Lung Street                                                    |                |              |



## GEOMETRY

|                           |     |       |
|---------------------------|-----|-------|
| Major Road Width (m)      | W   | 11.00 |
| Central Reserve Width (m) | Wcr | 0.00  |

| PARAMETER                                |         |      |                                 |   | Arm B |                                          |         |         |                                 | Arm D      |       |       |  |  |
|------------------------------------------|---------|------|---------------------------------|---|-------|------------------------------------------|---------|---------|---------------------------------|------------|-------|-------|--|--|
| Lane widths (m)                          | w(b-a)  | 4.00 | Blockage of major road          |   |       | Lane widths (m)                          | w(d-c)  | 4.00    | Blockage of major road          |            |       |       |  |  |
|                                          | w(b-c)  | 4.00 | RT (c-b block c-a)?             |   |       |                                          | w(d-a)  | 4.00    | RT (a-d block a-c)?             |            |       |       |  |  |
|                                          | w(c-b)  | 4.00 | Combined stream on minor arm B? |   |       |                                          | w(a-d)  | 4.00    | Combined stream on minor arm D? |            |       |       |  |  |
| Visibility Distances (m)                 | Vr(b-a) | 50   | Calculated                      | D | 0.910 | Visibility Distances (m)                 | Vr(d-c) | 50      | Calculated                      | D          | 0.910 |       |  |  |
|                                          | VI(b-a) | 50   | Parameters                      | E | 0.968 |                                          |         | VI(d-c) | 50                              | Parameters | E     | 0.968 |  |  |
|                                          | Vr(b-c) | 50   |                                 | F | 0.968 |                                          |         | Vr(d-a) | 50                              |            | F     | 0.968 |  |  |
|                                          | Vr(c-b) | 50   |                                 | Y | 0.621 |                                          |         | Vr(a-d) | 50                              |            | Y     | 0.621 |  |  |
| Straight ahead movement using left lane? |         | Y    |                                 |   |       | Straight ahead movement using left lane? |         | Y       |                                 |            |       |       |  |  |

| ANALYSIS             |  |        |      | AM Peak |  | PM Peak              |  |        |      |      |  |
|----------------------|--|--------|------|---------|--|----------------------|--|--------|------|------|--|
| TRAFFIC FLOWS        |  | q(a-b) | 0    | 0       |  | TRAFFIC FLOWS        |  | q(c-d) | 65   | 55   |  |
| (pcu/hr)             |  | q(a-c) | 50   | 40      |  | (pcu/hr)             |  | q(c-a) | 60   | 20   |  |
|                      |  | q(a-d) | 20   | 30      |  |                      |  | q(c-b) | 220  | 105  |  |
|                      |  | q(c-a) | 60   | 20      |  |                      |  | q(a-c) | 50   | 40   |  |
|                      |  | q(c-b) | 220  | 105     |  |                      |  | q(a-d) | 20   | 30   |  |
|                      |  | q(c-d) | 65   | 55      |  |                      |  | q(a-b) | 0    | 0    |  |
|                      |  | q(d-a) | 55   | 30      |  |                      |  | q(b-c) | 205  | 140  |  |
|                      |  | q(d-b) | 40   | 95      |  |                      |  | q(b-d) | 110  | 175  |  |
|                      |  | q(d-c) | 20   | 15      |  |                      |  | q(b-a) | 120  | 120  |  |
|                      |  | q(b-a) | 65   | 120     |  |                      |  | q(d-c) | 20   | 15   |  |
|                      |  | q(b-d) | 110  | 175     |  |                      |  | q(d-b) | 40   | 95   |  |
|                      |  | q(b-c) | 205  | 140     |  |                      |  | q(d-a) | 55   | 30   |  |
| Left turn proportion |  | F      | 0.54 | 0.32    |  | Left turn proportion |  | F      | 0.48 | 0.21 |  |

|                     |          |      |      |  |                     |          |      |      |  |
|---------------------|----------|------|------|--|---------------------|----------|------|------|--|
| CAPACITIES (pcu/hr) | Q(b-ad)  | 469  | 505  |  | CAPACITIES (pcu/hr) | Q(d-bc)  | 453  | 485  |  |
|                     | Q(b-acd) | 574  | 557  |  |                     | Q(d-abc) | 546  | 520  |  |
|                     | Q(c-b)   | 704  | 703  |  |                     | Q(a-d)   | 625  | 672  |  |
|                     | Q(c-a)   | 1237 | 1531 |  |                     | Q(a-c)   | 1742 | 1720 |  |
| DFC's               | c-b      | 0.31 | 0.15 |  | DFC's               | a-d      | 0.03 | 0.04 |  |
|                     | c-a      | 0.05 | 0.01 |  |                     | a-c      | 0.03 | 0.02 |  |
|                     | b-acd    | 0.66 | 0.78 |  |                     | d-acd    | 0.21 | 0.27 |  |

|     |      |      |      |      |
|-----|------|------|------|------|
| DFC | 0.66 | 0.78 | 0.21 | 0.27 |
|-----|------|------|------|------|

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1 + 0.094(w(b-a) - 3.65)) / (1 + 0.0009(Vr(b-a) - 120)) / (1 + 0.0006(VI(b-a) - 150))$$

$$E = (1 + 0.094(w(b-c) - 3.65)) / (1 + 0.0009(Vr(b-c) - 120))$$

$$F = (1 + 0.094(w(c-b) - 3.65)) / (1 + 0.0009(Vr(c-b) - 120))$$

$$Y = 1 - 0.0345W$$

F = proportion of minor traffic turning left

$$Q(b-ad) = Q(b-a) * Q(b-d) / [0.5 * Q(b-a) + 0.5 * Q(b-d)]$$

Capacity of combined streams

$$Q(b-acd) = Q(b-c) * Q(b-ad) / [(1 - F) * Q(b-c) + F * Q(b-ad)]$$

Capacity of combined streams

|         |     |      |
|---------|-----|------|
| AM Peak | DFC | 0.66 |
| PM Peak | DFC | 0.78 |

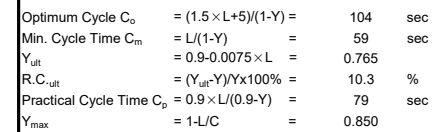
All the above formulas are in accordance to T.P.D.M. Vol.2 Chapter 4 Appendix 1



## ***2033 Reference Flows***



DATE: Oct 20

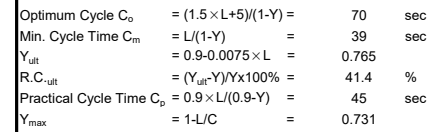


(J1)

 $I/G = 6$ 
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 10\%$$
[illegible]



DATE: Oct 20



J2

|         |         |  |  |  |
|---------|---------|--|--|--|
|         |         |  |  |  |
| Stage 1 | Stage 2 |  |  |  |

$$I/G = 8$$
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 22\%$$

5

[illegible]

# PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J4 - Fung Cheung Road / Hop Yick Road

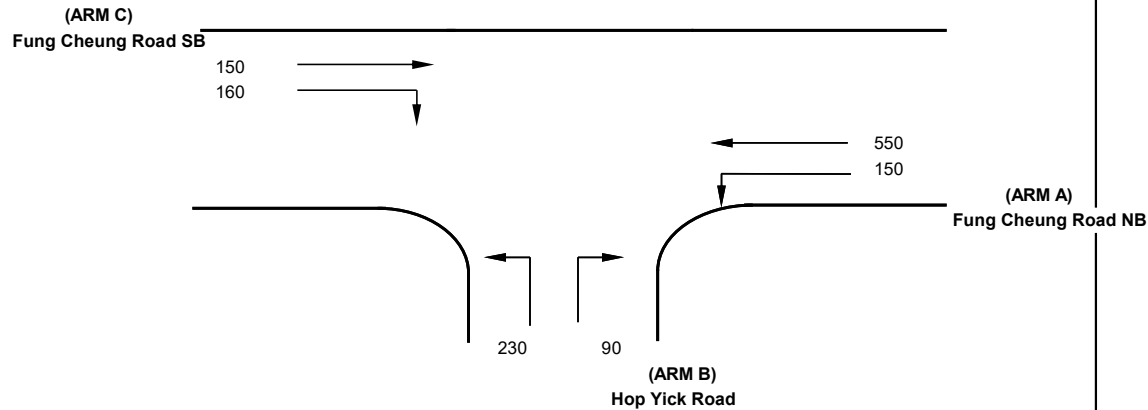
2033 AM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

J4

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |              |
|-------|---|--------------|
| W     | = | 9 (metres)   |
| W cr  | = | (metres)     |
| q a-b | = | 150 (pcu/hr) |
| q a-c | = | 550 (pcu/hr) |

### MAJOR ROAD (ARM C)

|        |   |              |
|--------|---|--------------|
| W c-b  | = | 2.1 (metres) |
| Vr c-b | = | 100 (metres) |
| q c-a  | = | 150 (pcu/hr) |
| q c-b  | = | 160 (pcu/hr) |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 2.5 (metres) |
| W b-c  | = | 2.5 (metres) |
| VI b-a | = | 100 (metres) |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 90 (pcu/hr)  |
| q b-c  | = | 230 (pcu/hr) |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.849570 |
| E | = | 0.875846 |
| F | = | 0.838923 |
| Y | = | 0.689500 |

## THE CAPACITY OF MOVEMENT :

|        |   |     |
|--------|---|-----|
| Q b-a  | = | 334 |
| Q b-c  | = | 519 |
| Q c-b  | = | 478 |
| Q b-ac | = | 449 |

CRITICAL DFC = 0.71

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.27 |
| DFC b-c  | = | 0.44 |
| DFC c-b  | = | 0.34 |
| DFC b-ac | = | 0.71 |

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J5 - Fung Cheung Road / Fung Kam Street

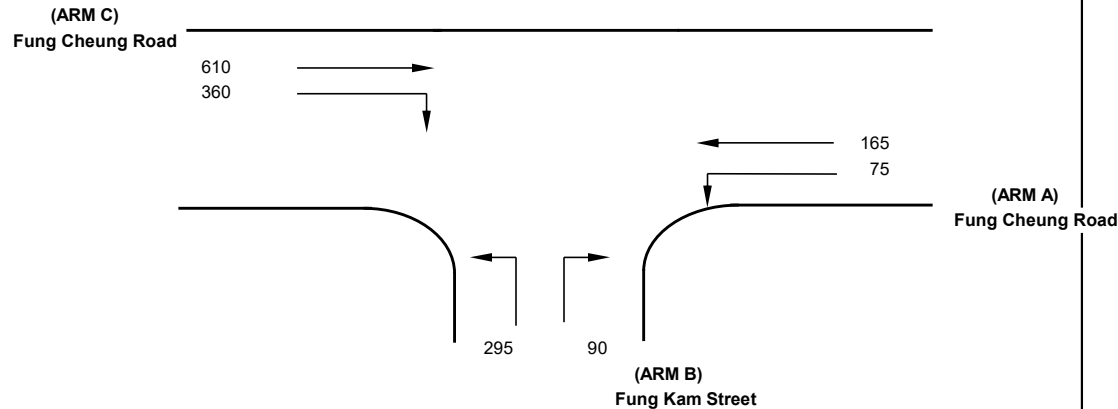
2033 AM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |              |
|-------|---|--------------|
| W     | = | 9 (metres)   |
| W cr  | = | (metres)     |
| q a-b | = | 75 (pcu/hr)  |
| q a-c | = | 165 (pcu/hr) |

### MAJOR ROAD (ARM C)

|        |   |              |
|--------|---|--------------|
| W c-b  | = | 2.1 (metres) |
| Vr c-b | = | 100 (metres) |
| q c-a  | = | 610 (pcu/hr) |
| q c-b  | = | 360 (pcu/hr) |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 2.5 (metres) |
| W b-c  | = | 2.5 (metres) |
| VI b-a | = | 60 (metres)  |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 90 (pcu/hr)  |
| q b-c  | = | 295 (pcu/hr) |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.828550 |
| E | = | 0.875846 |
| F | = | 0.838923 |
| Y | = | 0.689500 |

## THE CAPACITY OF MOVEMENT :

|        |   |     |
|--------|---|-----|
| Q b-a  | = | 292 |
| Q b-c  | = | 610 |
| Q c-b  | = | 574 |
| Q b-ac | = | 486 |

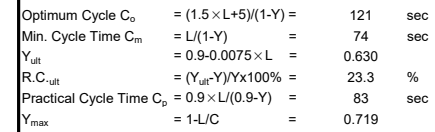
**CRITICAL DFC = 0.79**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.31 |
| DFC b-c  | = | 0.48 |
| DFC c-b  | = | 0.63 |
| DFC b-ac | = | 0.79 |



DATE: Oct 20



(J6)

$$I/G = 9$$
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 27\%$$
[illegible]



# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J8 - Fung Kwan Street / Access Road to YOHO Midtown

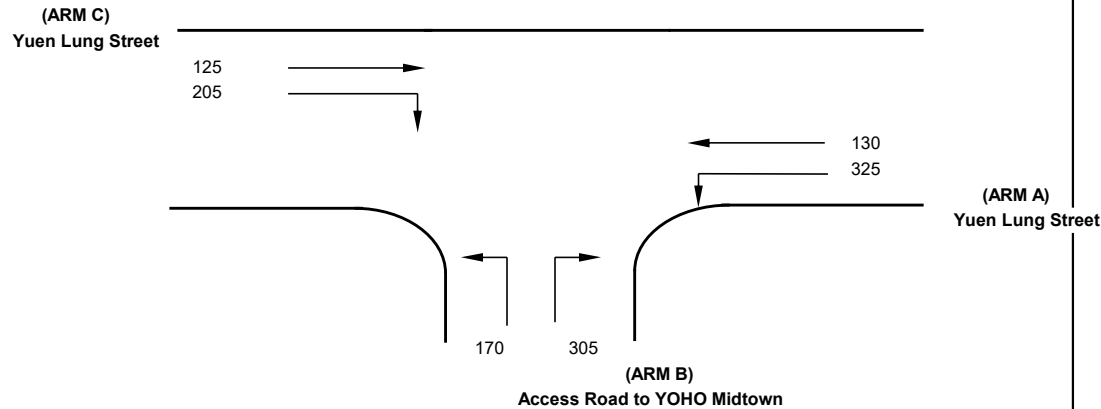
2033 AM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

J8

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |               |
|-------|---|---------------|
| W     | = | 13.5 (metres) |
| W cr  | = | 0 (metres)    |
| q a-b | = | 325 (pcu/hr)  |
| q a-c | = | 130 (pcu/hr)  |

### MAJOR ROAD (ARM C)

|        |   |              |
|--------|---|--------------|
| W c-b  | = | 3.5 (metres) |
| Vr c-b | = | 100 (metres) |
| q c-a  | = | 125 (pcu/hr) |
| q c-b  | = | 205 (pcu/hr) |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 4 (metres)   |
| W b-c  | = | 4 (metres)   |
| VI b-a | = | 80 (metres)  |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 305 (pcu/hr) |
| q b-c  | = | 170 (pcu/hr) |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.971707 |
| E | = | 1.014308 |
| F | = | 0.968154 |
| Y | = | 0.534250 |

## THE CAPACITY OF MOVEMENT :

|        |   |     |
|--------|---|-----|
| Q b-a  | = | 490 |
| Q b-c  | = | 705 |
| Q c-b  | = | 636 |
| Q b-ac | = | 550 |

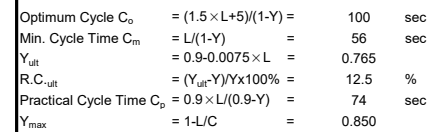
**CRITICAL DFC = 0.86**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.62 |
| DFC b-c  | = | 0.24 |
| DFC c-b  | = | 0.32 |
| DFC b-ac | = | 0.86 |



DATE: Oct 20



(J1)

 $I/G = 6$ 
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 12\%$$
[illegible]



DATE: Oct 20


$$Y_{\max} = 1 - L/C = 0.731$$

5

|                     |   |
|---------------------|---|
| Pedestrian Crossing |   |
| A                   | 1 |

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J4 - Fung Cheung Road / Hop Yick Road

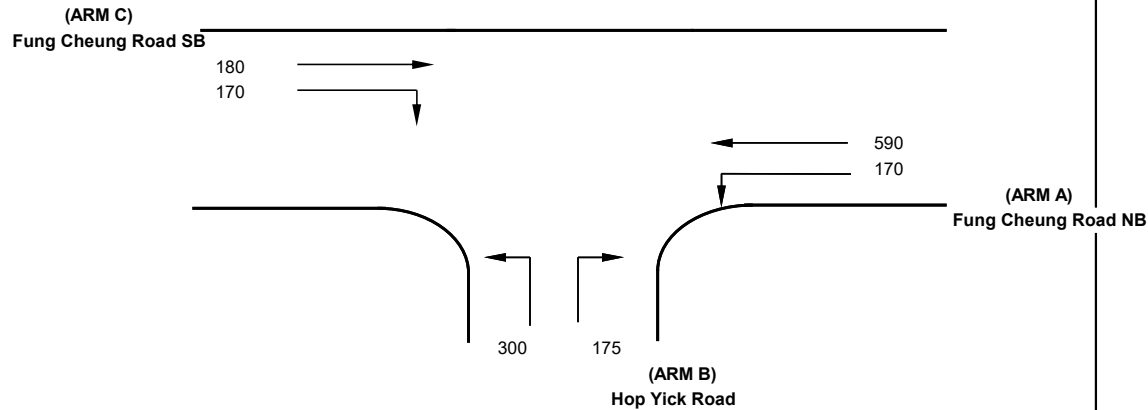
2033 PM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

W = Major Road Width (6.4 - 20.0)  
 W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)  
 W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)  
 W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)  
 W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)  
 Vl b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)  
 Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)  
 Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)  
 Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

D = Stream-specific B-A  
 E = Stream-specific B-C  
 F = Stream-specific C-B  
 Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

W = 9 (metres)  
 W cr = (metres)  
 q a-b = 170 (pcu/hr)  
 q a-c = 590 (pcu/hr)

### MAJOR ROAD (ARM C)

W c-b = 4.07 (metres)  
 Vr c-b = 100 (metres)  
 q c-a = 180 (pcu/hr)  
 q c-b = 170 (pcu/hr)

### MINOR ROAD (ARM B)

W b-a = 4 (metres)  
 W b-c = 4 (metres)  
 Vl b-a = 100 (metres)  
 Vr b-a = 100 (metres)  
 Vr b-c = 100 (metres)  
 q b-a = 175 (pcu/hr)  
 q b-c = 300 (pcu/hr)

## GEOMETRIC FACTORS :

D = 0.983879  
 E = 1.014308  
 F = 1.020769  
 Y = 0.689500

## THE CAPACITY OF MOVEMENT :

Q b-a = 367  
 Q b-c = 588  
 Q c-b = 566  
 Q b-ac = 481

**CRITICAL DFC = 0.99**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a = 0.48  
 DFC b-c = 0.51  
 DFC c-b = 0.30  
 DFC b-ac = 0.99

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J5 - Fung Cheung Road / Fung Kam Street

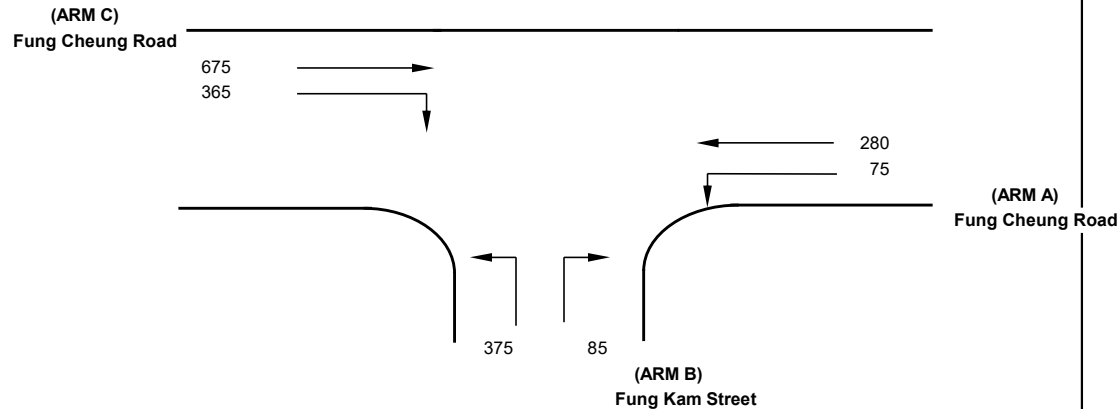
2033 PM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

J5

W = Major Road Width (6.4 - 20.0)  
W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)  
W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)  
W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)  
W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)  
Vl b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)  
Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)  
Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)  
Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

D = Stream-specific B-A  
E = Stream-specific B-C  
F = Stream-specific C-B  
Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

W = 9 (metres)  
W cr = (metres)  
q a-b = 75 (pcu/hr)  
q a-c = 280 (pcu/hr)

### MAJOR ROAD (ARM C)

W c-b = 2.1 (metres)  
Vr c-b = 100 (metres)  
q c-a = 675 (pcu/hr)  
q c-b = 365 (pcu/hr)

### MINOR ROAD (ARM B)

W b-a = 2.5 (metres)  
W b-c = 2.5 (metres)  
Vl b-a = 60 (metres)  
Vr b-a = 100 (metres)  
Vr b-c = 100 (metres)  
q b-a = 85 (pcu/hr)  
q b-c = 375 (pcu/hr)

## GEOMETRIC FACTORS :

D = 0.828550  
E = 0.875846  
F = 0.838923  
Y = 0.689500

## THE CAPACITY OF MOVEMENT :

Q b-a = 258  
Q b-c = 584  
Q c-b = 550  
Q b-ac = 474

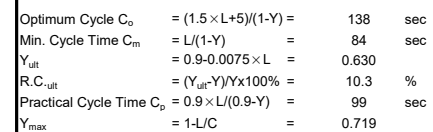
**CRITICAL DFC = 0.97**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a = 0.33  
DFC b-c = 0.64  
DFC c-b = 0.66  
DFC b-ac = 0.97



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J6

 $I/G = 9$ 
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 13\%$$
[illegible]

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J8 - Yuen Lung Street / Access Road to YOHO Midtown

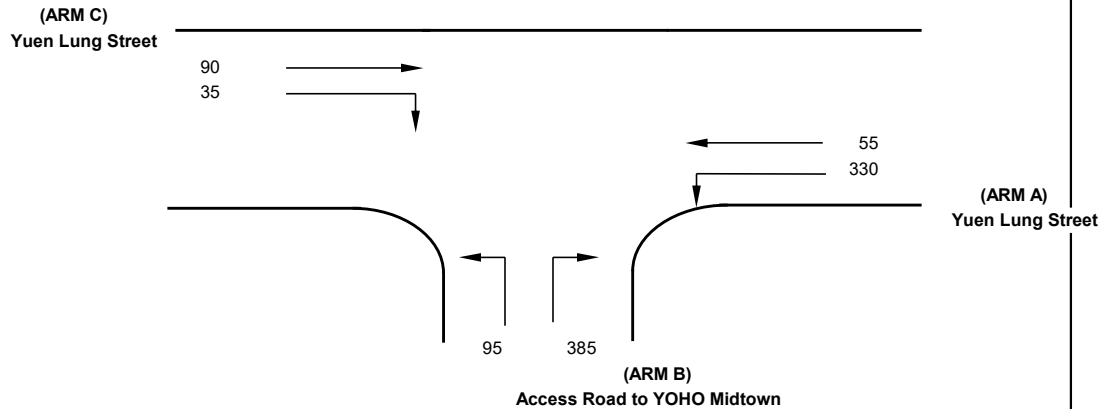
2033 PM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

J8

W = Major Road Width (6.4 - 20.0)  
W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)  
W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)  
W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)  
W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)  
Vl b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)  
Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)  
Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)  
Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

D = Stream-specific B-A  
E = Stream-specific B-C  
F = Stream-specific C-B  
Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

W = 13.5 (metres)  
W cr = 0 (metres)  
q a-b = 330 (pcu/hr)  
q a-c = 55 (pcu/hr)

### MAJOR ROAD (ARM C)

W c-b = 3.5 (metres)  
Vr c-b = 100 (metres)  
q c-a = 90 (pcu/hr)  
q c-b = 35 (pcu/hr)

### MINOR ROAD (ARM B)

W b-a = 4 (metres)  
W b-c = 4 (metres)  
Vl b-a = 80 (metres)  
Vr b-a = 100 (metres)  
Vr b-c = 100 (metres)  
q b-a = 385 (pcu/hr)  
q b-c = 95 (pcu/hr)

## GEOMETRIC FACTORS :

D = 0.971707  
E = 1.014308  
F = 0.968154  
Y = 0.534250

## THE CAPACITY OF MOVEMENT :

Q b-a = 554  
Q b-c = 719  
Q c-b = 649  
Q b-ac = 580

**CRITICAL DFC = 0.83**

## COMPARISION OF DESIGN FLOW TO CAPACITY :

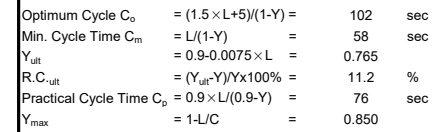
DFC b-a = 0.69  
DFC b-c = 0.13  
DFC c-b = 0.05  
DFC b-ac = 0.83



## ***2033 Design Flows***



DATE: Oct 20



(J1)

$$I/G = 6$$
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 11\%$$
[illegible]



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$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 23\%$$

5

[illegible]

# PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J4 - Fung Cheung Road / Hop Yick Road

2033 AM Peak Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

J4

W = Major Road Width (6.4 - 20.0)  
W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)  
W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)  
W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)  
W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)  
Vl b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)  
Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)  
Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)  
Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

D = Stream-specific B-A  
E = Stream-specific B-C  
F = Stream-specific C-B  
Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

W = 9 (metres)  
W cr = (metres)  
q a-b = 150 (pcu/hr)  
q a-c = 550 (pcu/hr)

### MAJOR ROAD (ARM C)

W c-b = 2.1 (metres)  
Vr c-b = 100 (metres)  
q c-a = 150 (pcu/hr)  
q c-b = 160 (pcu/hr)

### MINOR ROAD (ARM B)

W b-a = 2.5 (metres)  
W b-c = 2.5 (metres)  
Vl b-a = 100 (metres)  
Vr b-a = 100 (metres)  
Vr b-c = 100 (metres)  
q b-a = 90 (pcu/hr)  
q b-c = 230 (pcu/hr)

## GEOMETRIC FACTORS :

D = 0.849570  
E = 0.875846  
F = 0.838923  
Y = 0.689500

## THE CAPACITY OF MOVEMENT :

Q b-a = 334  
Q b-c = 519  
Q c-b = 478  
Q b-ac = 449

CRITICAL DFC = 0.71

## COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a = 0.27  
DFC b-c = 0.44  
DFC c-b = 0.34  
DFC b-ac = 0.71

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J5 - Fung Cheung Road / Fung Kam Street

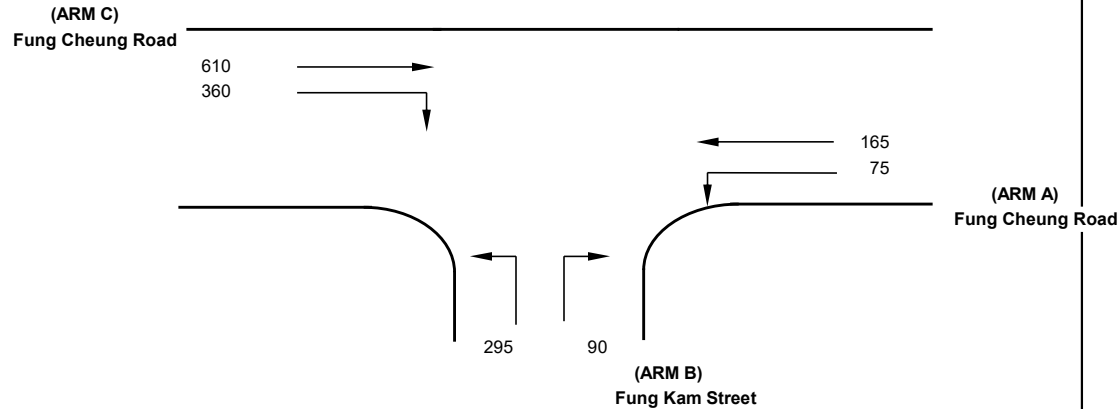
2033 AM Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

J5

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |              |
|-------|---|--------------|
| W     | = | 9 (metres)   |
| W cr  | = | (metres)     |
| q a-b | = | 75 (pcu/hr)  |
| q a-c | = | 165 (pcu/hr) |

### MAJOR ROAD (ARM C)

|        |   |              |
|--------|---|--------------|
| W c-b  | = | 2.1 (metres) |
| Vr c-b | = | 100 (metres) |
| q c-a  | = | 610 (pcu/hr) |
| q c-b  | = | 360 (pcu/hr) |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 2.5 (metres) |
| W b-c  | = | 2.5 (metres) |
| VI b-a | = | 60 (metres)  |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 90 (pcu/hr)  |
| q b-c  | = | 295 (pcu/hr) |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.828550 |
| E | = | 0.875846 |
| F | = | 0.838923 |
| Y | = | 0.689500 |

## THE CAPACITY OF MOVEMENT :

|        |   |     |
|--------|---|-----|
| Q b-a  | = | 292 |
| Q b-c  | = | 610 |
| Q c-b  | = | 574 |
| Q b-ac | = | 486 |

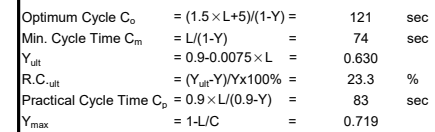
**CRITICAL DFC = 0.79**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.31 |
| DFC b-c  | = | 0.48 |
| DFC c-b  | = | 0.63 |
| DFC b-ac | = | 0.79 |



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(J6)

$$I/G = 9$$
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 27\%$$
[illegible]

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J8 - Fung Kwan Street / Access Road to YOHO Midtown

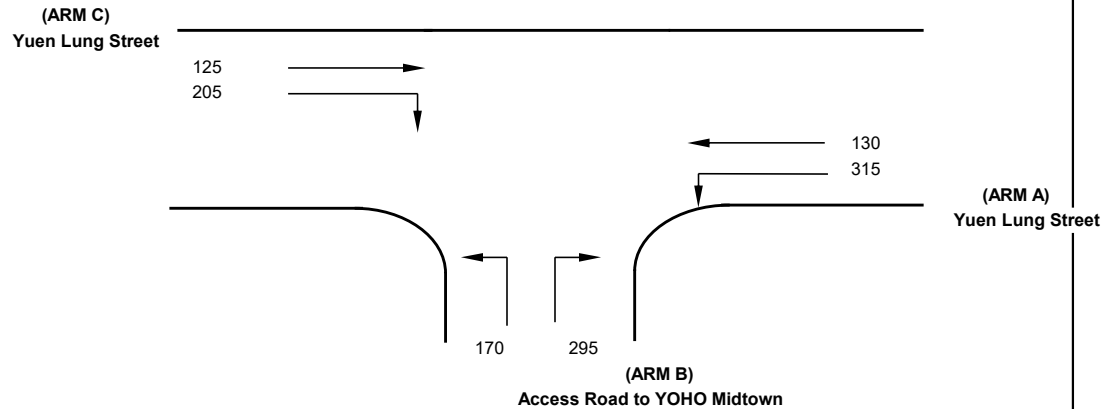
2033 AM Peak Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

J8

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |               |
|-------|---|---------------|
| W     | = | 13.5 (metres) |
| W cr  | = | 0 (metres)    |
| q a-b | = | 315 (pcu/hr)  |
| q a-c | = | 130 (pcu/hr)  |

### MAJOR ROAD (ARM C)

|        |   |              |
|--------|---|--------------|
| W c-b  | = | 3.5 (metres) |
| Vr c-b | = | 100 (metres) |
| q c-a  | = | 125 (pcu/hr) |
| q c-b  | = | 205 (pcu/hr) |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 4 (metres)   |
| W b-c  | = | 4 (metres)   |
| VI b-a | = | 80 (metres)  |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 295 (pcu/hr) |
| q b-c  | = | 170 (pcu/hr) |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.971707 |
| E | = | 1.014308 |
| F | = | 0.968154 |
| Y | = | 0.534250 |

## THE CAPACITY OF MOVEMENT :

|        |   |     |
|--------|---|-----|
| Q b-a  | = | 491 |
| Q b-c  | = | 705 |
| Q c-b  | = | 637 |
| Q b-ac | = | 552 |

**CRITICAL DFC = 0.84**

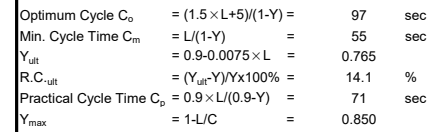
## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.60 |
| DFC b-c  | = | 0.24 |
| DFC c-b  | = | 0.32 |
| DFC b-ac | = | 0.84 |





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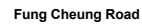


J1

$$I/G = 6$$
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 14\%$$
[illegible]



DATE: Oct 20


$$Y_{\max} = 1 - L/C = 0.731$$

| MOVEMENT            | PHASE  | STAGE  | LANE WIDTH<br>(m) | NO. OF LANES | RADIUS<br>(m) |       | OPPOSING TRAFFIC | NEAR SIDE LANE | UPHILL GRADIENT (%) | GRADIENT EFFECT<br>(pcu/hr) | ADDITIONAL CAPACITY<br>(pcu/hr) | STRAIGHT-AHEAD SAT. FLOW<br>(pcu/hr) | FLOW (pcu/hr) |                |       | TOTAL FLOW<br>(pcu/hr) | PROPORTION OF TURNING VEHICLES (%) |       | REVISED SAT. FLOW<br>(pcu/hr) | FLOW FACTOR <sub>y</sub> | CRITICALITY <sub>y</sub> |
|---------------------|--------|--------|-------------------|--------------|---------------|-------|------------------|----------------|---------------------|-----------------------------|---------------------------------|--------------------------------------|---------------|----------------|-------|------------------------|------------------------------------|-------|-------------------------------|--------------------------|--------------------------|
|                     |        |        |                   |              | LEFT          | RIGHT |                  |                |                     |                             |                                 |                                      | LEFT          | STRAIGHT AHEAD | RIGHT |                        | LEFT                               | RIGHT |                               |                          |                          |
|                     |        |        |                   |              |               |       |                  |                |                     |                             |                                 |                                      |               |                |       |                        |                                    |       |                               |                          |                          |
| →<br>←              | D<br>B | 1<br>1 | 3.500<br>3.400    | 2<br>2       |               |       |                  | 1<br>1         |                     | 0<br>0                      |                                 | 4070<br>4050                         |               | 990<br>950     |       | 990<br>950             |                                    |       | 4070<br>4050                  | 0.243<br>0.235           | 0.243                    |
| ↱                   | C      | 2      | 3.500             | 2            |               | 25    | 0                | 1              |                     | 0                           |                                 | 4070                                 |               |                | 1175  | 1175                   |                                    | 100%  | 3840                          | 0.306                    | 0.306                    |
| Pedestrian Crossing |        |        |                   | GM 6         | +             | FGM 6 | =                | 12             | sec                 |                             |                                 |                                      |               |                |       |                        |                                    |       |                               |                          |                          |
|                     | A      | 1      | min.              |              |               |       |                  |                |                     |                             |                                 |                                      |               |                |       |                        |                                    |       |                               |                          |                          |

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J4 - Fung Cheung Road / Hop Yick Road

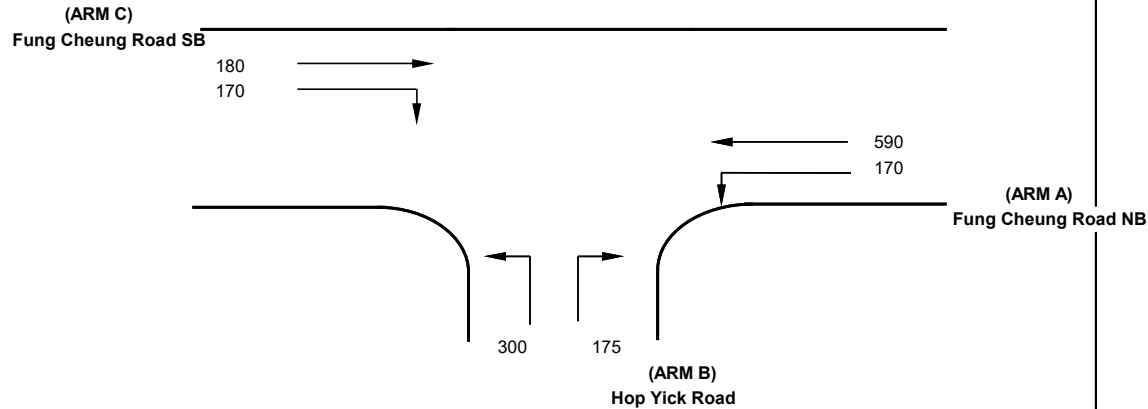
2033 PM Peak Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |              |
|-------|---|--------------|
| W     | = | 9 (metres)   |
| W cr  | = | (metres)     |
| q a-b | = | 170 (pcu/hr) |
| q a-c | = | 590 (pcu/hr) |

### MAJOR ROAD (ARM C)

|        |   |               |
|--------|---|---------------|
| W c-b  | = | 4.07 (metres) |
| Vr c-b | = | 100 (metres)  |
| q c-a  | = | 180 (pcu/hr)  |
| q c-b  | = | 170 (pcu/hr)  |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 4 (metres)   |
| W b-c  | = | 4 (metres)   |
| VI b-a | = | 100 (metres) |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 175 (pcu/hr) |
| q b-c  | = | 300 (pcu/hr) |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.983879 |
| E | = | 1.014308 |
| F | = | 1.020769 |
| Y | = | 0.689500 |

## THE CAPACITY OF MOVEMENT :

|        |   |     |
|--------|---|-----|
| Q b-a  | = | 367 |
| Q b-c  | = | 588 |
| Q c-b  | = | 566 |
| Q b-ac | = | 481 |

**CRITICAL DFC = 0.99**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.48 |
| DFC b-c  | = | 0.51 |
| DFC c-b  | = | 0.30 |
| DFC b-ac | = | 0.99 |

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J5 - Fung Cheung Road / Fung Kam Street

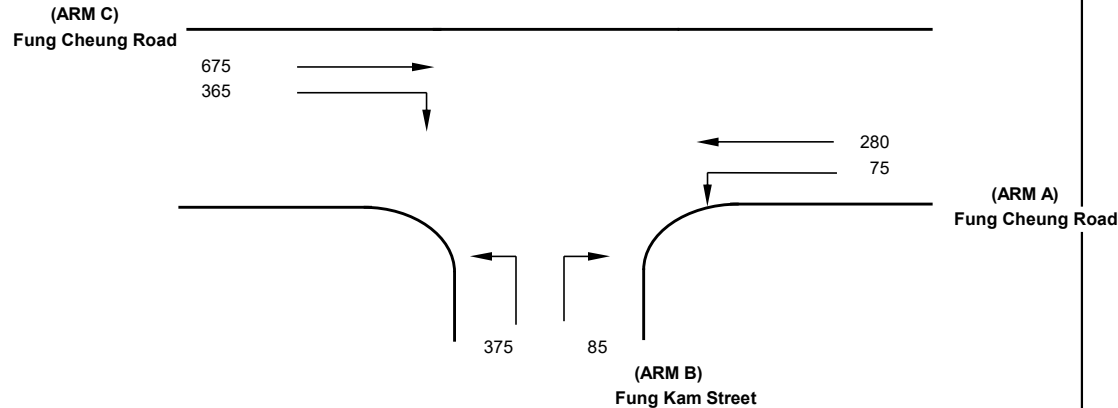
2033 PM Peak Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

J5

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |              |
|-------|---|--------------|
| W     | = | 9 (metres)   |
| W cr  | = | (metres)     |
| q a-b | = | 75 (pcu/hr)  |
| q a-c | = | 280 (pcu/hr) |

### MAJOR ROAD (ARM C)

|        |   |              |
|--------|---|--------------|
| W c-b  | = | 2.1 (metres) |
| Vr c-b | = | 100 (metres) |
| q c-a  | = | 675 (pcu/hr) |
| q c-b  | = | 365 (pcu/hr) |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 2.5 (metres) |
| W b-c  | = | 2.5 (metres) |
| VI b-a | = | 60 (metres)  |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 85 (pcu/hr)  |
| q b-c  | = | 375 (pcu/hr) |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.828550 |
| E | = | 0.875846 |
| F | = | 0.838923 |
| Y | = | 0.689500 |

## THE CAPACITY OF MOVEMENT :

|        |   |     |
|--------|---|-----|
| Q b-a  | = | 258 |
| Q b-c  | = | 584 |
| Q c-b  | = | 550 |
| Q b-ac | = | 474 |

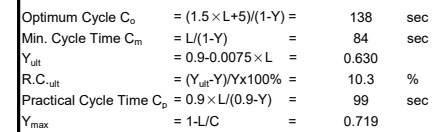
**CRITICAL DFC = 0.97**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.33 |
| DFC b-c  | = | 0.64 |
| DFC c-b  | = | 0.66 |
| DFC b-ac | = | 0.97 |



DATE: Oct 20



(J6)

$$I/G = 9$$
$$\text{R.C.(C)} = (0.9 \times Y_{\max} - Y) / Y \times 100\% = 13\%$$
[illegible]

# PRIORITY JUNCTION CAPACITY CALCULATION

**AECOM**

Junction J8 - Yuen Lung Street / Access Road to YOHO Midtown

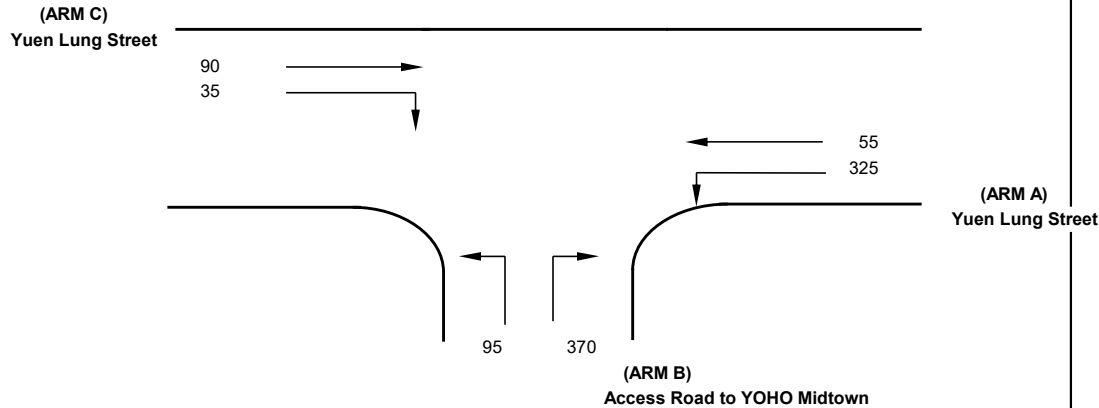
2033 PM Peak Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : ( GEOMETRIC INPUT DATA )

J8

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

## GEOMETRIC DETAILS:

### MAJOR ROAD (ARM A)

|       |   |               |
|-------|---|---------------|
| W     | = | 13.5 (metres) |
| W cr  | = | 0 (metres)    |
| q a-b | = | 325 (pcu/hr)  |
| q a-c | = | 55 (pcu/hr)   |

### MAJOR ROAD (ARM C)

|        |   |              |
|--------|---|--------------|
| W c-b  | = | 3.5 (metres) |
| Vr c-b | = | 100 (metres) |
| q c-a  | = | 90 (pcu/hr)  |
| q c-b  | = | 35 (pcu/hr)  |

### MINOR ROAD (ARM B)

|        |   |              |
|--------|---|--------------|
| W b-a  | = | 4 (metres)   |
| W b-c  | = | 4 (metres)   |
| VI b-a | = | 80 (metres)  |
| Vr b-a | = | 100 (metres) |
| Vr b-c | = | 100 (metres) |
| q b-a  | = | 370 (pcu/hr) |
| q b-c  | = | 95 (pcu/hr)  |

## GEOMETRIC FACTORS :

|   |   |          |
|---|---|----------|
| D | = | 0.971707 |
| E | = | 1.014308 |
| F | = | 0.968154 |
| Y | = | 0.534250 |

## THE CAPACITY OF MOVEMENT :

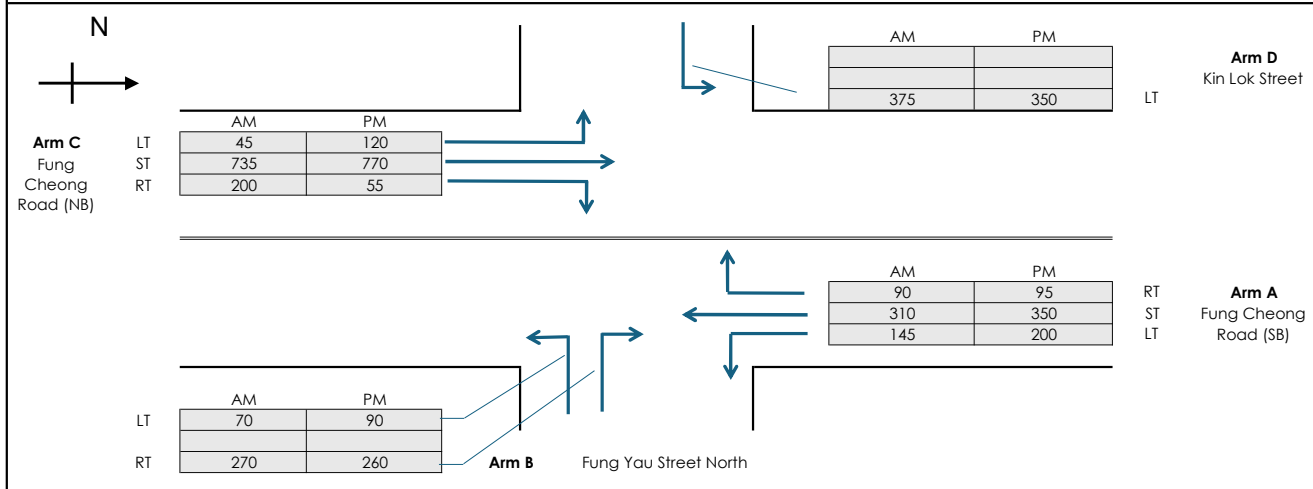
|        |   |     |
|--------|---|-----|
| Q b-a  | = | 554 |
| Q b-c  | = | 719 |
| Q c-b  | = | 650 |
| Q b-ac | = | 582 |

**CRITICAL DFC = 0.80**

## COMPARISON OF DESIGN FLOW TO CAPACITY :

|          |   |      |
|----------|---|------|
| DFC b-a  | = | 0.67 |
| DFC b-c  | = | 0.13 |
| DFC c-b  | = | 0.05 |
| DFC b-ac | = | 0.80 |

|                   |                                                           |                |
|-------------------|-----------------------------------------------------------|----------------|
| Job Title:        |                                                           |                |
| Junction:         | Junction J3 - Fung Cheung Rd / Fung Yau St N / Kin Lok St | Designed by:   |
| Scenario:         | Design Flows                                              | Checked by:    |
| Design Year: 2033 | Job No.:                                                  | Date: Nov 2025 |
| Arm A:            | Fung Cheung Road (SB)                                     |                |
| Arm B:            | Fung Yau Street North                                     |                |
| Arm C:            | Fung Cheung Road (NB)                                     |                |
| Arm D:            | Kin Lok Street                                            |                |



| GEOMETRY                                    |                        |          |        |            |                                                                                          |                 |                                             |                        |          |                                                                                          |            |         |       |     |     |  |         |  |  |  |  |
|---------------------------------------------|------------------------|----------|--------|------------|------------------------------------------------------------------------------------------|-----------------|---------------------------------------------|------------------------|----------|------------------------------------------------------------------------------------------|------------|---------|-------|-----|-----|--|---------|--|--|--|--|
| Major Road Width (m)                        |                        |          | W      | 10.50      |                                                                                          |                 |                                             |                        |          |                                                                                          |            |         |       |     |     |  |         |  |  |  |  |
| Central Reserve Width (m)                   |                        |          | Wcr    | 0.00       |                                                                                          |                 |                                             |                        |          |                                                                                          |            |         |       |     |     |  |         |  |  |  |  |
| PARAMETER                                   | Arm B                  |          |        |            |                                                                                          | Arm D           |                                             |                        |          |                                                                                          |            |         |       |     |     |  |         |  |  |  |  |
|                                             | Lane widths (m)        |          | w(b-a) | 4.50       | Blockage of major road<br>RT (c-b block c-a)?<br>Combined stream on<br>minor arm B?<br>Y | Lane widths (m) |                                             | w(d-c)                 | 4.00     | Blockage of major road<br>RT (a-d block a-c)?<br>Combined stream on<br>minor arm D?<br>Y |            |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | w(b-c)   | 4.50   |            |                                                                                          | w(d-a)          | 4.00                                        |                        |          |                                                                                          |            |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | w(c-b)   | 4.50   |            |                                                                                          |                 |                                             | w(a-d)                 | 4.00     |                                                                                          |            |         |       |     |     |  |         |  |  |  |  |
| Visibility Distances (m)                    | Vr(b-a)                |          | 80     | Calculated | D                                                                                        | 1.072           | Visibility Distances (m)                    | Vr(d-c)                |          | 70                                                                                       | Calculated | D       | 0.877 |     |     |  |         |  |  |  |  |
|                                             | VI(b-a)                |          | 200    | Parameters | E                                                                                        | 1.041           |                                             | VI(d-c)                |          | 70                                                                                       | Parameters | E       | 0.968 |     |     |  |         |  |  |  |  |
|                                             | Vr(b-c)                |          | 80     |            | F                                                                                        | 1.022           |                                             | Vr(d-a)                |          | 50                                                                                       |            | F       | 0.968 |     |     |  |         |  |  |  |  |
|                                             | Vr(c-b)                |          | 60     |            | Y                                                                                        | 0.638           |                                             | Vr(a-d)                |          | 50                                                                                       |            | Y       | 0.638 |     |     |  |         |  |  |  |  |
| Straight ahead movement<br>using left lane? |                        |          | Y      |            |                                                                                          |                 | Straight ahead movement<br>using left lane? |                        |          | Y                                                                                        |            |         |       |     |     |  |         |  |  |  |  |
| ANALYSIS                                    | AM Peak                |          |        |            |                                                                                          | PM Peak         |                                             |                        |          |                                                                                          | ANALYSIS   | AM Peak |       |     |     |  | PM Peak |  |  |  |  |
|                                             | TRAFFIC FLOWS (pcu/hr) |          | q(a-b) | 145        | 310                                                                                      | 200             | 350                                         | TRAFFIC FLOWS (pcu/hr) |          | q(c-d)                                                                                   |            | 45      | 735   | 120 | 770 |  |         |  |  |  |  |
|                                             |                        | q(a-c)   | 90     | 95         |                                                                                          |                 |                                             |                        | q(c-b)   | 200                                                                                      | 55         |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | q(c-a)   | 735    | 770        |                                                                                          |                 |                                             |                        | q(a-c)   | 310                                                                                      | 350        |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | q(c-b)   | 200    | 55         |                                                                                          |                 |                                             |                        | q(a-d)   | 90                                                                                       | 95         |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | q(c-d)   | 45     | 120        |                                                                                          |                 |                                             |                        | q(a-b)   | 145                                                                                      | 200        |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | q(d-a)   | 375    | 350        |                                                                                          |                 |                                             |                        | q(b-c)   | 70                                                                                       | 90         |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | q(d-b)   | 0      | 0          |                                                                                          |                 |                                             |                        | q(b-d)   | 0                                                                                        | 0          |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | q(d-c)   | 0      | 0          |                                                                                          |                 |                                             |                        | q(b-a)   | 260                                                                                      | 260        |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | q(b-a)   | 270    | 260        |                                                                                          |                 |                                             |                        | q(d-c)   | 0                                                                                        | 0          |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | q(b-d)   | 0      | 0          |                                                                                          |                 |                                             |                        | q(d-b)   | 0                                                                                        | 0          |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | q(b-c)   | 70     | 90         |                                                                                          |                 |                                             |                        | q(d-a)   | 375                                                                                      | 350        |         |       |     |     |  |         |  |  |  |  |
| Left turn proportion                        |                        | F        | 0.21   | 0.26       |                                                                                          |                 | Left turn proportion                        |                        | F        | 1.00                                                                                     | 1.00       |         |       |     |     |  |         |  |  |  |  |
| CAPACITIES (pcu/hr)                         |                        | Q(b-ad)  | 316    | 345        |                                                                                          |                 | CAPACITIES (pcu/hr)                         |                        | Q(d-bc)  | 266                                                                                      | 271        |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | Q(b-acd) | 356    | 395        |                                                                                          |                 |                                             |                        | Q(d-abc) | 552                                                                                      | 537        |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | Q(c-b)   | 623    | 598        |                                                                                          |                 |                                             |                        | Q(a-d)   | 482                                                                                      | 503        |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | Q(c-a)   | 1222   | 1635       |                                                                                          |                 |                                             |                        | Q(a-c)   | 1464                                                                                     | 1460       |         |       |     |     |  |         |  |  |  |  |
| DFC's                                       |                        | c-b      | 0.32   | 0.09       |                                                                                          |                 | DFC's                                       |                        | a-d      | 0.19                                                                                     | 0.19       |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | c-a      | 0.60   | 0.47       |                                                                                          |                 |                                             |                        | a-c      | 0.21                                                                                     | 0.24       |         |       |     |     |  |         |  |  |  |  |
|                                             |                        | b-acd    | 0.96   | 0.89       |                                                                                          |                 |                                             |                        | d-acd    | 0.68                                                                                     | 0.65       |         |       |     |     |  |         |  |  |  |  |
| DFC                                         |                        |          | 0.96   | 0.89       |                                                                                          |                 |                                             |                        |          | 0.68                                                                                     | 0.65       |         |       |     |     |  |         |  |  |  |  |

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1 + 0.094(w(b-a) - 3.65)) / (1 + 0.0009(Vr(b-a) - 120)) / (1 + 0.0006(VI(b-a) - 150))$$

$$E = (1 + 0.094(w(b-c) - 3.65)) / (1 + 0.0009(Vr(b-c) - 120))$$

$$F = (1 + 0.094(w(c-b) - 3.65)) / (1 + 0.0009(Vr(c-b) - 120))$$

$$Y = 1 - 0.0345W$$

F = proportion of minor traffic turning left

$$Q(b-ad) = Q(b-a) * Q(b-d) / [0.5 * Q(b-a) + 0.5 * Q(b-d)]$$

Capacity of combined streams

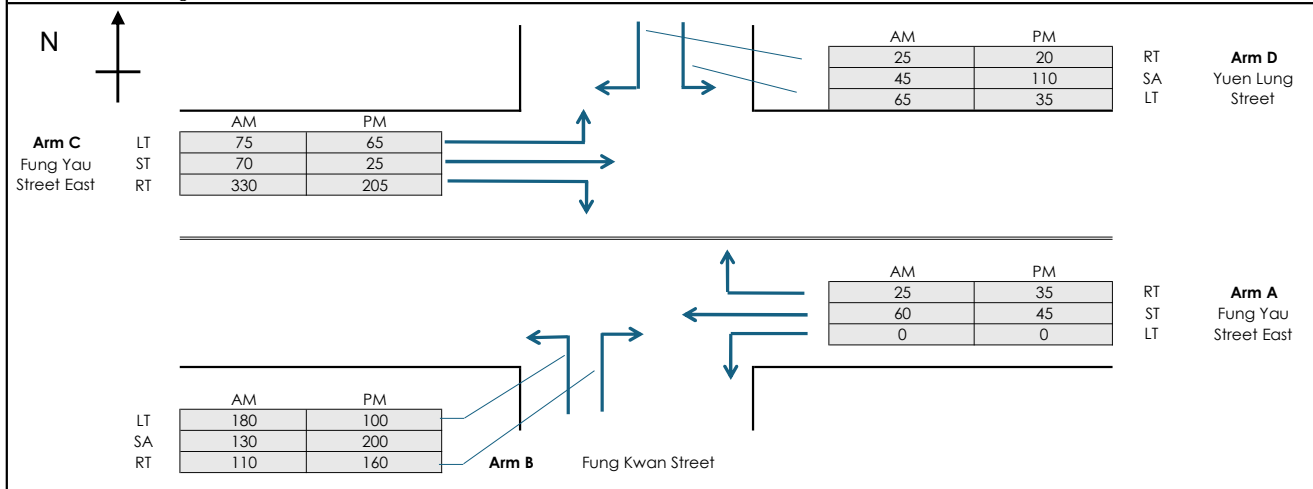
$$Q(b-acd) = Q(b-c) * Q(b-ad) / [(1 - F) * Q(b-c) + F * Q(b-ad)]$$

Capacity of combined streams

|         |     |      |
|---------|-----|------|
| AM Peak | DFC | 0.96 |
| PM Peak | DFC | 0.89 |

All the above formulas are in accordance to T.P.D.M. Vol.2 Chapter 4 Appendix 1

|              |                                                                     |          |                |
|--------------|---------------------------------------------------------------------|----------|----------------|
| Job Title:   |                                                                     |          |                |
| Junction:    | Junction J7 - Fung Yau Street / Fung Kwan Street / Yuen Lung Street |          | Designed by:   |
| Scenario:    | Design Flows                                                        |          | Checked by:    |
| Design Year: | 2033                                                                | Job No.: | Date: Nov 2025 |
| Arm A:       | Fung Yau Street East                                                |          |                |
| Arm B:       | Fung Kwan Street                                                    |          |                |
| Arm C:       | Fung Yau Street East                                                |          |                |
| Arm D:       | Yuen Lung Street                                                    |          |                |



| GEOMETRY                                 |                 |      |                        |                                 |   |                 |                                          |                        |         |                                 |            |   |       |
|------------------------------------------|-----------------|------|------------------------|---------------------------------|---|-----------------|------------------------------------------|------------------------|---------|---------------------------------|------------|---|-------|
| Major Road Width (m)                     |                 | W    |                        | 11.00                           |   |                 |                                          |                        |         |                                 |            |   |       |
| Central Reserve Width (m)                |                 | Wcr  |                        | 0.00                            |   |                 |                                          |                        |         |                                 |            |   |       |
| PARAMETER                                | Arm B           |      |                        |                                 |   | Arm D           |                                          |                        |         |                                 |            |   |       |
|                                          | Lane widths (m) |      | Blockage of major road |                                 |   | Lane widths (m) |                                          | Blockage of major road |         |                                 |            |   |       |
|                                          | w(b-a)          | 4.00 |                        | RT (c-b block c-a)?             | Y |                 | w(d-c)                                   | 4.00                   |         | RT (a-d block a-c)?             | Y          |   |       |
|                                          | w(b-c)          | 4.00 |                        |                                 |   |                 | w(d-a)                                   | 4.00                   |         |                                 |            |   |       |
|                                          | w(c-b)          | 4.00 |                        | Combined stream on minor arm B? | Y |                 | w(a-d)                                   | 4.00                   |         | Combined stream on minor arm D? | Y          |   |       |
| Visibility Distances (m)                 | Vr(b-a)         | 50   |                        | Calculated                      | D | 0.910           | Visibility                               | Vr(d-c)                | 50      |                                 | Calculated | D | 0.910 |
|                                          | VI(b-a)         | 50   |                        | Parameters                      | E | 0.968           | Distances (m)                            | VI(d-c)                | 50      |                                 | Parameters | E | 0.968 |
|                                          | Vr(b-c)         | 50   |                        |                                 | F | 0.968           |                                          | Vr(d-a)                | 50      |                                 |            | F | 0.968 |
|                                          | Vr(c-b)         | 50   |                        |                                 | Y | 0.621           |                                          | Vr(a-d)                | 50      |                                 |            | Y | 0.621 |
| Straight ahead movement using left lane? |                 | Y    |                        |                                 |   |                 | Straight ahead movement using left lane? |                        | Y       |                                 |            |   |       |
| ANALYSIS                                 | AM Peak         |      | PM Peak                |                                 |   |                 | AM Peak                                  |                        | PM Peak |                                 |            |   |       |
|                                          |                 |      |                        |                                 |   |                 |                                          |                        |         |                                 |            |   |       |
| TRAFFIC FLOWS (pcu/hr)                   | q(a-b)          | 0    | 0                      |                                 |   |                 | TRAFFIC FLOWS (pcu/hr)                   | q(c-d)                 | 75      | 65                              |            |   |       |
|                                          | q(a-c)          | 60   | 45                     |                                 |   |                 |                                          | q(c-a)                 | 70      | 25                              |            |   |       |
|                                          | q(a-d)          | 25   | 35                     |                                 |   |                 |                                          | q(c-b)                 | 330     | 205                             |            |   |       |
|                                          | q(c-a)          | 70   | 25                     |                                 |   |                 |                                          | q(a-c)                 | 60      | 45                              |            |   |       |
|                                          | q(c-b)          | 330  | 205                    |                                 |   |                 |                                          | q(a-d)                 | 25      | 35                              |            |   |       |
|                                          | q(c-d)          | 75   | 65                     |                                 |   |                 |                                          | q(a-b)                 | 0       | 0                               |            |   |       |
|                                          | q(d-a)          | 65   | 35                     |                                 |   |                 |                                          | q(b-c)                 | 180     | 100                             |            |   |       |
|                                          | q(d-b)          | 45   | 110                    |                                 |   |                 |                                          | q(b-d)                 | 130     | 200                             |            |   |       |
|                                          | q(d-c)          | 25   | 20                     |                                 |   |                 |                                          | q(b-a)                 | 160     | 160                             |            |   |       |
|                                          | q(b-a)          | 110  | 160                    |                                 |   |                 |                                          | q(d-c)                 | 25      | 20                              |            |   |       |
| Left turn proportion                     | q(b-d)          | 130  | 200                    |                                 |   |                 | q(d-b)                                   | 45                     | 110     |                                 |            |   |       |
|                                          | q(b-c)          | 180  | 100                    |                                 |   |                 | q(d-a)                                   | 65                     | 35      |                                 |            |   |       |
|                                          | F               | 0.43 | 0.22                   |                                 |   |                 | F                                        | 0.48                   | 0.21    |                                 |            |   |       |
|                                          |                 |      |                        |                                 |   |                 |                                          |                        |         |                                 |            |   |       |
| CAPACITIES (pcu/hr)                      | Q(b-ad)         | 429  | 470                    |                                 |   |                 | CAPACITIES (pcu/hr)                      | Q(d-bc)                | 423     | 459                             |            |   |       |
|                                          | Q(b-acd)        | 517  | 508                    |                                 |   |                 |                                          | Q(d-abc)               | 523     | 497                             |            |   |       |
|                                          | Q(c-b)          | 700  | 700                    |                                 |   |                 |                                          | Q(a-d)                 | 586     | 637                             |            |   |       |
|                                          | Q(c-a)          | 952  | 1273                   |                                 |   |                 |                                          | Q(a-c)                 | 1723    | 1701                            |            |   |       |
| DFC's                                    | c-b             | 0.47 | 0.29                   |                                 |   |                 | DFC's                                    | a-d                    | 0.04    | 0.05                            |            |   |       |
|                                          | c-a             | 0.07 | 0.02                   |                                 |   |                 |                                          | a-c                    | 0.03    | 0.03                            |            |   |       |
|                                          | b-acd           | 0.81 | 0.91                   |                                 |   |                 |                                          | d-acd                  | 0.26    | 0.33                            |            |   |       |
|                                          |                 |      |                        |                                 |   |                 |                                          |                        |         |                                 |            |   |       |
| DFC                                      |                 | 0.81 | 0.91                   |                                 |   |                 |                                          |                        | 0.26    | 0.33                            |            |   |       |

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1 + 0.094(w(b-a) - 3.65)) / (1 + 0.0009(Vr(b-a) - 120)) / (1 + 0.0006(Vi(b-a) - 150))$$

$$E = (1 + 0.094(w(b-c) - 3.65)) / (1 + 0.0009(Vr(b-c) - 120))$$

$$F = (1 + 0.094(w(c-b) - 3.65)) / (1 + 0.0009(Vr(c-b) - 120))$$

$$Y = 1 - 0.0345W$$

F = proportion of minor traffic turning left

$$Q(b-ad) = Q(b-a) * Q(b-d) / [0.5 * Q(b-a) + 0.5 * Q(b-d)]$$

Capacity of combined streams

$$Q(b-acd) = Q(b-c) * Q(b-ad) / [(1 - F) * Q(b-c) + F * Q(b-ad)]$$

Capacity of combined streams

|         |     |      |
|---------|-----|------|
| AM Peak | DFC | 0.81 |
| PM Peak | DFC | 0.91 |

All the above formulas are in accordance to T.P.D.M. Vol.2 Chapter 4 Appendix 1