Annex 5: Revised Traffic Impact Assessment
(Appendix 4 of Planning Statement)

24/04/2026

Reference number: CHK50793710

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"

INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

TRAFFIC IMPACT ASSESSMENT REPORT

SYSTRA MVA

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TRAFFIC IMPACT ASSESSMENT REPORT

IDENTIFICATION TABLE	
Client/Project owner	Marine Riches III
Project	Proposed Amendment to the Notes of the Approved Quarry Bay OZP relating to the "Other Specified Uses" zone annotated "Cultural and/or Commercial Leisure and Tourism Related Uses" Inland Lots 8590 RP (Part) and 8723 RP (Part) and Adjoining Government Land, Hoi Yu Street, Quarry Bay
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1. INTRODUCTION

1.1 Background

1.1.1 The application site is situated at the land on north of Hoi Yu Street and the Island East Corridor ("IEC") along the Quarry Bay Waterfront Promenade. It consists of the part of land lot IL8590 R.P. and IL 8723 R.P., and the adjoining government land (which currently used as a temporary open space car parking) ("the Land" or "the Application Site").

1.1.2 In 2001, General Building Plans ("GBPs") were approved in compliance with the "Industrial" zone in effect at the time for an Industrial Building ("the approved industrial building") for the lot IL8590 R.P. and IL8723 R.P.. Construction of the industrial building commenced with work on foundations in 2017 and were suspended when the Development Bureau approached to owner to see if they would consider a scheme which was more appropriate to the up-to-date planning intention and public aspirations for a more vibrant waterfront. The incomplete foundation works remain on the private lots are currently largely vacant.

1.1.3 Following the Hong Kong Island East Harbour-front Study ("HKIEHS") commenced by the Planning Department, which aims to improve the connectivity and pedestrian accessibility of the harbour-front, it was proposed to construct an about 2km long pedestrian Boardwalk underneath the Island Eastern Corridor from Oil Street to Hoi Yu Street ("the Boardwalk") to enhance the connectivity along the North Point promenade in 2012. An investigation study for the Boardwalk was then commenced in March 2015 by the Civil Engineering and Development Department ("CEDD") to review the feasibility. Subsequently, the contract for design and construction of the Boardwalk was awarded in December 2021 and the works has been completed in end 2025.

1.1.4 Under the latest Approved Quarry Bay Outline Zoning Plan (No. S/H21/28, September 2010), main portion of the Application site is currently zoned as "Other Specified Uses ("OU(1)") annotated "Cultural and/ or Commercial, Leisure and Tourism Related Uses" with the uses of "Eating Place, Exhibition or Convention Hall, Place of Entertainment, Place of Recreation, Sports or Culture, Hotel, Office and Shop and Services" and etc. all under Column 2.

1.1.5 In order to provide a better waterfront to the public and to tally with the above-mentioned enhancement proposal/ the Boardwalk, the previous owner of the Land ("the previous owner") was invited by the Government to revisit the land use of the approved industrial building.

1.1.6 The previous owner was willing to partly surrender the original site (i.e. the approved industrial building) in exchange for the land (including part IL 8590 R.P., part IL 8723 R.P. and adjoining Government land) zoned OU(1) to form a new site for a combined waterfront development comprising of 4 hotel blocks, an office building, some retails and food & beverage facilities, which would have a more compatible land use to the waterfront than the approved industrial building, and the adjoining area zoned as "Other Specified Uses (OU)" annotated "Elevated Walkway" ("the elevated walkway").

1.1.7 Therefore, a section 16 planning application for the aforesaid waterfront development had been submitted to the Town Planning Board (TPB) for consideration in 2018 and it was approved with conditions in 2019. Hereafters refer to as the "previously approved scheme".

1.1.8 However, with reference to the Planning Statement, the implementation of the Approved Scheme was not possible, nor was the sale of the Approved Scheme. A stalemate has therefore been reached with the Approved Scheme. As the economic outlook has significantly changed since the scheme was approved in 2019 and both office and hotels are facing a difficult time with oversupply in the areas, the new owner, Marine Riches III ("the Applicant"), would like to revisit the use of the Land.

1.1.9 With the use of "Flat" under Column 2 of the latest OZP, the applicant intends to provide a space for specific cultural and tourism features with residential units. A Section 12A planning application is therefore required to be submitted for TPB's consideration.

1.1.10 MVA Hong Kong Limited (MVA) was commissioned as the Traffic Consultant to provide traffic engineering input and prepare a Traffic Impact Assessment (TIA) Study in support of the Section 12A planning application for the proposed development.

1.1.11 This version of the TIA has been amended in response to Transport Departments comments received in March 2026 on the previous version.

1.2 Objectives

1.2.1 The main objectives of this study are as follows:

- to review the existing traffic conditions in the vicinity of the application site;
- to review the traffic arrangement and internal transport facilities provision of the proposed development;
- to estimate the additional traffic generations and attractions due to the proposed development;
- to forecast the pedestrian and vehicular traffic demands on the adjacent road network in the design year 2033 (i.e. 3 years after completion, i.e. 2030 + 3 years);
- to assess the possible traffic impacts due to the proposed development on the adjacent road network; and
- to recommend any traffic improvement measures to mitigate the potential traffic problems on the road network, if required.

1.3 Structure of Report

1.3.1 Following this introductory chapter, there are **FIVE** further chapters:

- **Chapter 2 – PROPOSED DEVELOPMENT**, which presents the site location, development schedules, traffic arrangements and provisions of internal transport facilities for the proposed development;
- **Chapter 3 – EXISTING TRAFFIC CONDITION**, which describes the existing local road network in the vicinity of the proposed development; presents details of the traffic count survey and assess the existing traffic conditions;
- **Chapter 4 – FUTURE TRAFFIC CONDITION**, which assesses the annual growth rate to be adopted, estimates the potential traffic generations and attractions from the proposed development and future traffic flows on the surrounding road network;
- **Chapter 5 – TRAFFIC IMPACT ASSESSMENT**, which presents the findings of the traffic impact assessment for the reference and design scenarios, and recommends improvement measures, if necessary;
- **Chapter 6 – SUMMARY AND CONCLUSION**, which summarizes the findings of this study and presents the conclusions regarding the traffic issues associated with the proposed development.

2. PROPOSED DEVELOPMENT

2.1 Overview

2.1.1 The application site is situated at the land on north of Hoi Yu Street and the Island East Corridor ("IEC") along the Quarry Bay Waterfront Promenade. It consists of the part of land lot IL8590 R.P. and IL 8723, and the adjoining government land (which currently used as a temporary open space car parking). Location of the application site is shown in **Figure 2.1**.

2.1.2 The "OU(1)" portion of the site has a total area of about 8,532m^2. A combined waterfront development comprising of 3 domestic blocks with maximum 225 residential units, 1 non-domestic block for cultural, leisure and entertainment uses, and some retails and Food & Beverage facilities will be provided. The development parameters of the previously approved scheme versus the current scheme are summarised in **Table 2.1** below.

Table 2.1 Key Development Parameters

	Previously Approved Scheme	**Current Scheme**
Site Area	About 8,532 m^2	About 8,532 m^2
Uses	Hotel & Office & Shop and Services, Eating Place, and Place of Recreation, Sport, or Culture	Cultural, Leisure and Entertainment uses, Easting Place, Shops and Services, and Flat
Plot Ratio (PR)	Approx. 4.4	Approx. 4.63
Building Height	About +34.0 mPD, +39.0 mPD and +41.0 mPD	About +26.3mPD, +40.7mPD and +44mPD
No. of Storeys	10 to 13 storeys including 1-storey of podium and 2 basement levels for car park	8, 13, 14 Including 1 storey of podium (i.e. eating place and shop and services at ground floor level) and 3 basement levels
Gross Floor Area (GFA)	**Total – 37,155m^2** Incl. Retail – 11,537m^2 Office – 8,070m^2 Hotel – 17,548m^2 (with 400 guest rooms)	**Total – about 39,480m^2** Domestic – about 26,545m^2 (maximum 225 units) Non-domestic – about 12,935m^2 (Including about 7,703m^2 for cultural facilities & about 4,617m^2 for retail/ F&B & about 615 m^2 for covered public open space)

2.1.3 A new waterfront cultural venue for exhibitions or multi-function events will be provided. Although no specify events is planned for the time being, such events would be some cultural digital museum or art related exhibitions, etc. with target visitor trips of about 5,000 guests per day.

2.1.4 Besides, approximately over 30% area on the ground plane of the proposed development will be given over to the public with aim to provide a potential spaces and environments for leisure or opportunity to engage with some special events like concerts, performances, etc.

2.1.5 The proposed development is planned to be completed by 2030 tentatively.

2.2 Proposed Development Access and Internal Transport Facilities Provision

2.2.1 The existing vehicular access of the approved industrial building is located at the local street connects perpendicularly to Hoi Yu Street. A separated vehicular access is provided at Hoi Yu Street for the existing temporary parking area. With the proposed development, a combined vehicular access at Hoi Yu Street will be provided on the east side of the site for access to its basement car park.

2.2.2 The required car parking and servicing provisions as stipulated under the latest Hong Kong Planning Standards and Guidelines (HKPSG) and the proposed provision are summarised in **Table 2.2** below.

Table 2.2 Required and Proposed Internal Transport Facilities Provision under the Latest HKPSG Requirement

	Parameters	HKPSG Requirements	Required Provision (nos.)	Proposed Provision (nos.)
• **Residential**				
Car Parking	3 Blocks, 225 flats (GFA – about 26,545 sqm)	Global Parking Standard (GPS) x R1 x R2 x R3 (1)	99 to 173	173
Visitor parking		Additional 5 spaces per block	15	15
Motorcycle		1 space per 100-150 flats	2 to 3	3
Loading/ Unloading (L/UL)		Min 1 bay for every 800 flats or Min 1 bay for each block	Min. 3	3
• **Retail and F&B Facilities**				
Car Parking	GFA – about 4,617m^2	1 space per 150 - 300m^2	16 to 31	31
Motorcycle		5% to 10% of total car parking	1 to 4	4
Loading/ Unloading		1 bay per 800-1,200m^2	4 to 6	6
• **Cultural Facilities**				
Car Parking	GFA – about 7,703m^2	(No requirement)	N/A	50
Loading/ Unloading		(No requirement)	N/A	3
Coach Parking		No requirement)	N/A	5
• **Total**				
Car Parking		-	115 to 204	204
Car parking for cultural		-	-	50
Visitor parking		-	15	15
Total Car Parking		-	-	**269** (2)
Motorcycle		-	3 to 7	**7**
L/UL		-	7 to 9	9 (6 in LGV, 3 in HGV)
L/UL for cultural		-	-	3 (in HGV)
Total L/UL		-	-	**12**
Coach Parking		-	-	**5**

Remarks: (1) GPS = 1 space per 4-7 flats; Demand Adjustment Ratio (R1) = 4.1 (average flat size between 100m^2 and 130m^2); Accessibility Adjustment Ratio (R2) = 0.75 (within 500m-radius of rail station); Development Intensity Adjustment Ratio (R3) = 1.0 (Domestic Plot Ratio between 2 and 5).

(2) Including 4 nos. accessible parking spaces.

2.2.3 A total of about 50m to 55m long laybys will be provided at ground floor on Hoi Yu Street. Car parking spaces and loading/ unloading bays will be provided at the basement levels. The traffic arrangement on G/F, B1, B2 and B3 under the Master Layout Plan (MLP) is shown in **Figure 2.2** to **2.5**.

2.2.4 The car parking and servicing provision for residential and retail (with F&B facilities) portions will be provided in accordance with the upper-end of the HKPSG requirement.

2.2.5 Owing that there is no specific requirement on transport facilities provision for "cultural" use under the latest HKPSG, additional 50 private car parking spaces and 5 bays for coaches will be provided for the cultural venue based on the estimated traffic trips by the cultural venue (with a design capacity of about 5,000 guests per day) and making reference to the "Public Transport Strategy Study, June 2017" as published by the Transport and Housing Bureau. Detail please refer to the later **Section 4.5**.

2.2.6 In addition, it is understood that the loading/ unloading demand for the cultural venue is generally low, hence 3 nos. loading/ unloading bays is expecting sufficient to cope with the operational needs of the cultural venue based on the past experiences of the potential operator (i.e. the digital museum). Besides, loading/ unloading activities for the cultural venue are usually carried out during the off-peak hours. The loading/ unloading bays could be share used with the residential and retail portions to increase the efficiency.

2.2.7 In summary, the car parking and servicing provision will be provided in accordance with the upper-end of the HKPSG requirement, even more for car parking, as listed in the following to provide a sustainable parking supply for the proposed development as well as its neighbourhood area.

Table 2.3 Summary Table of Proposed Internal Transport Provision

Internal Transport Provision		Dimension (L) x (W) x (H)	Residential	Retail and F&B Facilities	Cultural Facilities	Total
Car parking		5m x 2.5m x 2.4m	173	31	50	269
Visitor parking			15	-	-	
Motorcycle parking		2.4m x 1m x 2.4m	3	4		7
Loading/ Unloading	LGV	7m x 3.5m x 3.6m	2	4	-	6
	MGV/HGV	11m x 3.5m x 4.7m	1	2	3	6
Coach Parking		12m x 3.5m x 3.8m	-	-	5	5

Remarks: (1) Including 4 nos. accessible parking spaces in size of 5m x 3.5m x 2.4m.

2.3 Pedestrian Connection

2.3.1 Since Hoi Yu Street is ended with a cul-de-sac at its east-end, pedestrians access the Application Site from the nearest MTR Station (i.e. Quarry Bay Exit C) or the nearby public transport services mainly via King's Road, Java Road and Hoi Yu Street at present. Previously, there was no crossing point or footpath provided on the southern part of Hoi Yu Street. Hence, all pedestrians accessing the area relied on the northern footpath of Hoi Yu Street, which the width is about 3.6m at the west-end (i.e. outside the North Point Police Station) but eventually reduced to about 1.6m near the Quarry Bay Salt Water Pumping Station and in front of the Application Site at present.

2.3.2 The pedestrian network in the area has undergone a major change with the Boardwalk project completed in end 2025 (the main section, and the remaining supporting facilities is expecting to be completed in 2026). An integrated walkway system, accommodating a walkway and cycle track, running along the waterfront from the new reclamation area north (or Oil Street at the western end) to Hoi Yu Street at the eastern end has been constructed. The area adjacent to the Quarry Bay Salt Water Pumping Station will be reformed as open space and walkway to provide a continuous pedestrian connection along the waterfront promenade. In particular, the existing footpath near the Quarry Bay Salt Water Pumping Station and in front of the Application Site has been widen to minimum 3.5m by realigning the carriageway of Hoi Yu Street under the Boardwalk project.

2.3.3 Meanwhile, the piece of land underneath the IEC and adjoining the North Point Offtake Station will be converted into some Boardwalk facilities such as management office, public toilet, bike racks, open space and etc.. A new pedestrian crossing will also be provided near the Quarry Bay Salt Water Pumping Station. It is anticipated that a new route will be created for pedestrian accessing Hoi Yu Street and the pedestrians no longer rely on the northern footpath of Hoi Yu Street only upon opening of the Boardwalk in end 2025.

2.3.4 Besides, the access road from Hoi Chak Street to the Food and Environmental Hygiene Department (FEHD) Quarry Bay Depot GLA-THK-1038 (''the FEHD Depot'') runs parallel to the IEC could be retained as a pedestrian access for those pedestrians coming from the south direction or Quarry Bay MTR Exit A & B.

2.3.5 In view of the above-mentioned, it revealed that the pedestrian connectivity and accessibility in the area will be improved significantly in the future with the Boardwalk. The existing (assuming as the condition before opening of Boardwalk since it is yet fully completed) and future pedestrian routes to/ from the Application Site are showed in **Figure 2.6**.

2.4 The Planned Elevated Walkway

2.4.1 The elevated walkway across the IEC as has been planned as an indicative alignment under the latest Approved Quarry Bay Outline Zoning Plan (No. S/H21/28, September 2010), shown in **Figure 2.7**, and was agreed to be implemented under the S16 Approved Scheme by the previous owner at the time the aforesaid pedestrian improvement works was yet proposed by the Boardwalk project.

2.4.2 However, given the enhanced at-grade pedestrian facilities in the future, in particular the creation of new pedestrian routes by the Boardwalk and connections to Quarry Bay Park, a more direct and shorter pedestrian route will be provided which reduces the need for the elevated walkway from the application site to the hinterland. There is no justification for an elevated walkway above Quarry Bay Park to be implemented as part of this application.

2.4.3 A shorter footbridge over the IEC from the access road/ pedestrian entrance near the Quarry Bay Park Office, crossing Hoi Yu Street to the proposed development is therefore proposed and the proposed elevated walkway will be maintained and managed by the relevant Government department.

2.4.4 The elevated walkway over the IEC will be constructed by the developer and will connect directly into the development at the landscape deck level (Level 2). It will be available for public use at the time the development is to be occupied.

3. EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

3.1.1 The proposed development is situated at the land on north of Hoi Yu Street and the Island East Corridor ("IEC") along the Quarry Bay Waterfront Promenade. It is mainly served by King's Road, Java Road, Hoi Chak Street and Hoi Yu Street.

3.1.2 King's Road is an east-west primary distributor connecting to Causeway Road to the west, and Shau Kei Wan Road to the east. It is the key distributor providing access for traffic between Quarry Bay and other area such as Causeway Bay, Chai Wan and the rest of Hong Kong Island and beyond.

3.1.3 Java Road is a one-way eastbound district distributor connecting Electric Road to the west and King's Road to the east. It is essentially parallel to King's Road. It connects with Hoi Yu Street adjacent to its junction with King's Road and provides the main ingress and egress traffic route to the proposed development.

3.1.4 Hoi Chak Street is currently one of the key local access routes serving the Quarry Bay area. It is a two-way single four-lane carriageway connecting Hoi Yu Street to the north and Hoi Tai Street to the south.

3.1.5 Hoi Yu Street is a single 2 lanes local distributor which operates in two-way direction and ended with a cul-de-sac at its east-end. It connects with Java Road to the West and ended at the temporary open space car park near the entrance of the Eastern Harbour Crossing to the East. It is the only vehicular access serving the Quarry Bay Waterfront area and the application site.

3.2 Existing Public Transport Services

3.2.1 The Quarry Bay MTR Station is located at the south-west of the proposed development with about 8 minutes walking journey from the Exit C and about 12 minutes walking journey from the Exit A/B. The alternative access from rail transport is from the Taikoo MTR Station which can be accessed from the Tai Koo Shing area via the existing footbridge network with about 20 minutes walking journey.

3.2.2 Currently, numerous road-based public transport services are operating within 500m catchment area of the proposed development. These include up to 54 routes for Franchised Buses, 5 routes for Green Mini-Buses (GMB) and numerous routes for Public Light Buses (PLB). Tram services are also provided on King's Road. **Figure 3.1** showed the existing public transport facilities in the vicinity of the proposed development.

3.2.3 The proposed development is considered well served by the comprehensive public transport services within its 500m catchment area.

3.3 Existing Vehicular Traffic Condition

3.3.1 The key vehicular ingress and egress routes to/ from the proposed development are shown in **Figure 3.2**.

3.3.2 Eleven nearby road junctions, as listed in **Table 3.1**, were identified to be critical in this traffic impact assessment. Locations of these critical junctions are also indicated in **Figure 3.2**, whilst their existing junction arrangements and Method of Control (MOC) are shown in **Figures 3.3** to **3.13** respectively.

3.3.3 Manual classified traffic count survey was carried out at the identified critical junctions during the morning peak (07:30 to 09:30), noon (12:00-14:00) peak and evening (17:00 to 19:00) peak hours on a typical weekday in June 2025 (i.e. 26 June 2025) to obtain the up-to-date vehicular traffic pattern in the vicinity of the proposed development. Based on the observed traffic flows, it revealed that the AM peak, Noon peak and PM peak hours occurred from 08:30AM to 09:30AM, 12:00PM to 13:00 PM and 17:30PM to 18:30PM respectively.

3.3.4 The 2025 observed peak hour traffic flows are presented in **Figure 3.14**. Detailed calculation of the assessed existing operational performance of the identified junctions are attached in **Appendix A** and the results are summarized in **Table 3.1** below.

Table 3.1 Identified Critical Junctions

Ref. No.	Fig No.	Junctions	Type of Junction	Year 2025 RC/ RFC (1)(2)		
				AM Peak	Noon Peak	PM Peak
J1	**3.3**	Hoi Yu Street/ Hoi Chak Street	Priority	0.026	0.035	0.026
J2	**3.4**	Java Road/ Hoi Yu Street	Signalised	23%	82%	88%
J3	**3.5**	King's Road/ Java Road	Signalised	>100%	>100%	>100%
J4	**3.6**	Hoi Tai Street/ Hoi Chak Street/ Finnie Street/ Hoi Kwong Street	Signalised	68%	>100%	82%
J5	**3.7**	King's Road/ Finnie Street	Signalised	>100%	>100%	93%
J6	**3.8**	King's Road/ Model Lane	Signalised	>100%	>100%	>100%
J7	**3.9**	Java Road/ Man Hong Street	Signalised	>100%	>100%	>100%
J8	**3.10**	King's Road/ Healthy Street West/ Man Hong Street	Signalised	>100%	>100%	>100%
J9	**3.11**	Tsat Tsz Mui Road/ Healthy Street West	Signalised	>100%	>100%	>100%
J10	**3.12**	Tsat Tsz Mui Road/ Tin Chiu West	Signalised	>100%	>100%	>100%
J11	**3.13**	King's Road/ Tin Chiu Street	Signalised	>100%	>100%	>100%

Notes: (1) Zero Reserve Capacity (RC) represents signalised junction operating at capacity. Positive RC represents signalised junction operating with spare capacity. Negative RC means signalised junction is overloaded.

(2) Ratio of Flow to Capacity (RFC) = 1.0 represents priority junction/roundabout operating at capacity. RFC < 1.0 represents priority junction/roundabout operating with spare capacity. RFC>1.0 means priority junction/roundabout is overloaded.

3.3.5 As indicated in above **Table 3.1**, all the identified critical junctions are currently operating within their capacities during the peak hours.

3.4 Existing Pedestrian Traffic Condition

3.4.1 Pedestrian count survey was also carried out at the identified critical footpaths/crossing along Hoi Yu Street, Java Road, Model Lane and Hoi Chak Street/ Finnie Street/ Hoi Tai Street (based on the pedestrian route to/from the proposed development as shown in **Figure 2.6**) to obtain the up-to-date pedestrian traffic pattern in the vicinity of the proposed development in June 2025 (i.e. 25 June 2025 and 28 Jun 2025) during the time periods below:

- During the morning peak (07:30AM to 09:30AM), noon peak (12:00-14:00) and evening peak (17:30PM to 19:30PM) periods on a typical weekday; and
- During the morning peak (07:30AM to 09:30AM), noon peak (12:00-14:00) and evening peak (17:30PM to 19:30PM) periods on a typical weekend.

3.4.2 It was observed that the AM, noon and PM peak 15-min pedestrian flows occurred from 08:45AM to 09:00AM, 12:25PM to 12:40PM and 18:00PM to 18:15PM respectively on weekday; and 09:00AM to 09:15AM, 12:40PM to 12:55PM and 17:05PM to 17:20PM respectively on weekend. The 2025 observed peak pedestrian flows are presented in **Figure 3.16**.

3.4.3 Currently, pedestrians accessing Quarry Bay waterfront promenade and the application site are mainly via Hoi Yu Street and some via Hoi Chak Street/ Finnie Street/ Hoi Tai Street. A Level-Of-Service (LOS) assessment was therefore carried out to access the existing performance of the identified critical sections of footpaths and crossings based on the observed peak 15-min pedestrian flows. Locations of these footpaths and crossing are shown in **Figure 3.15** and the summarised in **Table 3.2** and **Table 3.3** below:

Table 3.2 Existing Performances of Identified Critical Sections of Footpaths/Cautionary Crossing

Critical Footpath/ Cautionary Crossing [1]	Clear Width (m)	Eff. Width (m)[2]	Period		2-way Pedestrian Peak Flow (ped/15-min)[4]	Flow Rate (ped/min/ m)[4]	LOS[5]
Location A Hoi Yu St.	1.05	0.8[3]	Weekday	AM Peak	30	2.5	A
				Noon Peak	25	2.1	A
				PM Peak	60	5.0	A
			Weekend	AM Peak	60	5.0	A
				Noon Peak	35	2.9	A
				PM Peak	70	5.8	A
Location B Hoi Yu St.	3.5	2.5	Weekday	AM Peak	30	0.8	A
				Noon Peak	25	0.7	A
				PM Peak	60	1.6	A
			Weekend	AM Peak	60	1.6	A
				Noon Peak	35	0.9	A
				PM Peak	70	1.9	A
Location C	2.8	1.8	Weekday	AM Peak	165	6.1	A

Critical Footpath/ Cautionary Crossing [1]	Clear Width (m)	Eff. Width (m)[2]	Period		2-way Pedestrian Peak Flow (ped/15-min)[4]	Flow Rate (ped/min/ m)[4]	LOS[5]
Java Road				Noon Peak	315	11.7	A
				PM Peak	125	4.6	A
			Weekend	AM Peak	95	3.5	A
				Noon Peak	45	1.7	A
				PM Peak	60	2.2	A
Location D Java Road	3	2	Weekday	AM Peak	55	1.8	A
				Noon Peak	35	1.2	A
				PM Peak	85	2.8	A
			Weekend	AM Peak	15	0.5	A
				Noon Peak	25	0.8	A
				PM Peak	35	1.2	A
Location E Java Road	2.8	1.8	Weekday	AM Peak	30	1.1	A
				Noon Peak	85	3.1	A
				PM Peak	45	1.7	A
			Weekend	AM Peak	10	0.4	A
				Noon Peak	10	0.4	A
				PM Peak	15	0.6	A
Location F Hoi Yu St.	2.8	1.8	Weekday	AM Peak	120	4.4	A
				Noon Peak	305	11.3	A
				PM Peak	115	4.3	A
			Weekend	AM Peak	15	0.6	A
				Noon Peak	20	0.7	A
				PM Peak	25	0.9	A
Location H Hoi Chak St.	4	3	Weekday	AM Peak	10	0.2	A
				Noon Peak	20	0.4	A
				PM Peak	20	0.4	A
			Weekend	AM Peak	10	0.2	A
				Noon Peak	10	0.2	A
				PM Peak	15	0.3	A
Location I Model Lane	2	1	Weekday	AM Peak	635	42.3	D
				Noon Peak	145	9.7	A
				PM Peak	435	29.0	C
			Weekend	AM Peak	65	4.3	A
				Noon Peak	50	3.3	A
				PM Peak	145	9.7	A
Location J Model Lane	2.6	1.6	Weekday	AM Peak	190	7.9	A
				Noon Peak	50	2.1	A
				PM Peak	535	22.3	B
			Weekend	AM Peak	20	0.8	A
				Noon Peak	30	1.3	A
				PM Peak	50	2.1	A

Notes: (1) Refer to **Figure 3.15**.
(2) Effective width is clear width deducting the horizontal clearance, generally 0.5m (i.e. Dead Width) on each side.
(3) Min. 0.8m clear width shall be adopted according to HCM 2000.

(4) Observed 2-way Ped. Peak Flow rounded to the nearest 5; Flow Rate rounded to the nearest 0.1.
(5) According to the Highway Capacity Manual 2000 (HCM 2000), the criteria range from LOS "A" (best) to LOS "F" (worst). In general, LOS C is considered as an optimal level of service and is preferable for all new walkways.

3.4.4 The result in the above **Table 3.2** indicated that all the identified critical sections of footpaths/cautionary crossing are currently operating with a LOS level of "A" or above except the Model Lane.

Table 3.3 Existing Performances of Identified Critical Sections of Crossing

Critical Crossing (1)	Period		Eff. Crosswalk Width (m)	2-way Pedestrian Peak Flow (ped/15-min)(2)	LOS of Cross walk (3)	Area of Waiting Space (m)	LOS of Waiting Space(3)
Location G Java Road	Weekday	AM Peak	4	25	A	North:18 South:16.8	A
		Noon Peak		30	A		A
		PM Peak		85	A		A
	Weekend	AM Peak		15	A		A
		Noon Peak		10	A		A
		PM Peak		15	A		A
Location K Hoi Tai Street	Weekday	AM Peak	3.1	20	A	North:11 South:15.6	A
		Noon Peak		70	A		B
		PM Peak		20	A		A
	Weekend	AM Peak		25	A		A
		Noon Peak		25	A		A
		PM Peak		10	A		A
Location L Hoi Kwong Street	Weekday	AM Peak	4.2	280	B	North:12.8 South:31.5	A
		Noon Peak		425	C		B
		PM Peak		280	B		A
	Weekend	AM Peak		45	A		A
		Noon Peak		150	A		A
		PM Peak		120	A		A
Location M Finnie Street	Weekday	AM Peak	2.5	80	B	North:14.3 South:16.2	A
		Noon Peak		525	F		C
		PM Peak		185	E		A
	Weekend	AM Peak		60	A		A
		Noon Peak		160	D		A
		PM Peak		135	C		A
Location N Finnie Street	Weekday	AM Peak	2.5	70	A	North:16.2 South:9.5	A
		Noon Peak		505	D		C
		PM Peak		180	A		A
	Weekend	AM Peak		30	A		A
		Noon Peak		100	A		A
		PM Peak		85	A		A
Location O Hoi Tai Street	Weekday	AM Peak	2	15	A	North:16.2 South:11.6	A
		Noon Peak		30	A		A
		PM Peak		25	A		A
	Weekend	AM Peak		55	A		A
		Noon Peak		85	B		A
		PM Peak		75	B		A

Notes: (1) Refer to **Figure 3.15**.
(2) Observed 2-way Ped. Peak Flow rounded to the nearest 5; Flow Rate rounded to the nearest 0.1.
(3) According to the Highway Capacity Manual 2000 (HCM 2000), the criteria range from LOS "A" (best) to LOS "F" (worst). In general, LOS C is considered as an optimal level of service and is preferable for all new walkways.
(4) Detailed calculations of the identified critical sections of crossing are attached in **Appendix A2**.

3.4.5 The result in the above **Table 3.3** indicated that the identified critical crossings at Java Road and Hoi Tai Street are currently operating with a LOS level of "B" or above. However, the identified critical crossings at Hoi Kwong Street and Finnie Street are currently operating at their capacities.

4. FUTURE TRAFFIC CONDITION

4.1 Design Year

4.1.1 The proposed development is planned to be completed with full intended operation by 2030 tentatively. In order to assess the possible traffic impacts to the local road network due to the proposed development, Year 2033 (3 years after completion, i.e. 2030 + 3 years) was adopted as the design year for this study.

4.2 Future Local Road Network and Pedestrian Linkage

4.2.1 It is anticipated no major road works and infrastructure to be constructed within the study area. Hence, it is considered that the traffic pattern in the local area is expecting to be similar as existing. The existing junction layouts were therefore adopted for the traffic impact assessment in the reference and design scenarios.

4.2.2 According to the project webpage of "Boardwalk underneath Island Eastern Corridor", the Boardwalk has been fully completed by end 2025. Hence, the future pedestrian connection with the Boardwalk and its associated pedestrian trips were considered in the traffic impact assessment.

4.2.3 Meanwhile, an elevated walkway connects between the waterfront area at Hoi Yu Street and Quarry Bay Park was planned to be constructed under the latest Approved Quarry Bay OZP as mentioned in **Section 2**. Subject to future agreement between the applicant and government as to cover the cost of the bridge, it is assumed that the elevated walkway will be in placed in the reference and design scenarios.

4.3 Adopted Traffic Growth

4.3.1 In order to conduct the traffic forecast of Year 2033, a traffic growth factor was determined for the study area based on the following approaches.

Historical Traffic Growth and Planning Data

4.3.2 There are Annual Traffic Census (ATC) traffic count stations available in the vicinity of the proposed development. The annual traffic counts at these stations over the period between Year 2019 to Year 2024 reported in the latest ATC report are summarized in the following **Table 4.1**.

Table 4.1 Annual Traffic Census (ATC) Traffic Counts Between Year 2019 to 2024

Road Name	Stn. No.	Annual Average Daily Traffic (AADT)						Average Annual Growth Rate
		2019	2020	2021	2022	2023	2024	
Man Hong Street (Java Road - King's Road)	1613	21,340	23,780	25,860	24,680	25,390	25,450	3.59%
Java Road (Island Eastern Corridor - King's Road)	1635	20,820	18,770	20,600	19,410	19,830	19,650	-1.15%
King's Road (Healthy St W - Java Road)	2020	19,500	18,600	19,440	19,120	18,640	18,680	-0.86%
Java Road (Tong Shui Road - Tin Chiu Street)	2040	16,830	16,000	16,320	15,920	15,520	15,380	-1.79%
Total		**78,490**	**77,150**	**82,220**	**79,130**	**79,380**	**79,160**	**-0.05%**

4.3.3 As indicated in **Table 4.1** above, the average annual traffic growth pattern in the vicinity of the proposed development is in a declining trend of -0.05% per annum over the past 6 years.

Traffic Growth Rate by Population Data

4.3.4 The 2019-based Territorial Population and Employment Data Matrix (TPEDM) planning data for the Eastern District published by the Planning Department has also been considered. The population and employment planning data in Year 2019, Year 2026 and Year 2031 in Eastern District is summarized in **Table 4.2**.

Table 4.2 2019-based Territorial Population and Employment Data Matrix

	Population	Employment	Total
• Eastern District			
Year 2019	568,150	331,300	899,450
Year 2026	533,100	324,900	858,000
Year 2031	506,050	317,250	823,300
Average Annual	**-0.96%**	**+0.36%**	**-0.73%**

Note: (1) Source from webpage of Planning Department (https://www.pland.gov.hk/pland_en/info_serv/statistic/tpedm19/2019_based_Open_TPEDM_(Data).pdf)

4.3.5 As indicated in the above **Table 4.2**, Eastern District has a negative average annual growth rate of -0.73% on the population and employment for the next few years.

4.3.6 As a conservative approach, a +0.50% annual growth rate is adopted to develop the 2033 reference traffic flows for the assessment. It is deemed sufficient to allow for any unexpected future growth as a result of some changes in land use or new developments in the study area.

4.4 Traffic Generations of Nearby Planned and Committed Developments

4.4.1 In addition to the annual traffic growth rate, the major planned and committed developments in the vicinity of the proposed redevelopment as listed in **Tables 4.3** below have also been considered in the reference traffic forecast. Locations of the aforesaid developments are shown in **Figure 4.1**.

Table 4.3 Major Planned and Committed Developments Nearby

Major Planned and Committed Development	Anticipated Completion Year
The Boardwalk underneath Island Eastern Corridor	End 2025
Proposed Redevelopment of AIA Tower at No. 734 King's Road	Uncertain
Proposed Residential Development at 16-94 Pan Hoi Street and 983-987A King's Road, Quarry Bay, Hong Kong [A/H21/151]	Uncertain
Proposed Residential Development at No. 10-12 & 14-16 Mount Parker Road [A/H21/157]	Uncertain
Proposed Residential Development at 56-76 Kai Yuen Street [A/H8/435]	Uncertain

4.4.2 It is noted that the existing AIA Tower at No. 734 King's Road is planned to be redeveloped as a comprehensive building with office and retails uses. Based on the information obtained from Bravo, i.e. the online building records by Buildings Department (BD), a General Building Plan (GBP) has been submitted to BD and approved in 2022. It is assumed that the proposed redevelopment will be in place in Year 2033 and its traffic generations were considered in the traffic impact assessment although the existing building is yet demolished today.

4.4.3 A planning application proposing a commercial development in the existing "Residential (Group A)" Zone and an area shown as "Road" at 16-94 Pan Hoi Street and 983-987A King's Road, Quarry Bay [A/H21/151A] was submitted to Town Planning Board (TPB)in 2020. Although the aforesaid application has been rejected by TPB, the site is always permitted to be redeveloped as residential use under the current OZP. Therefore, traffic generations for residential development have been adopted into the assessment.

4.4.4 Another planning application proposing a minor relaxation of building height from +120mPD to +139.75mPD for the proposed residential development at 992-998 King's Road and 2-16 Mount Parker Road, Quarry Bay was submitted to TPB and approved with conditions in December 2022. It is observed that construction works have been commenced on-site. Hence, the development is anticipated will be in place in Year 2033 and its traffic generations were considered in the assessment.

4.4.5 Also, a Section 16 application proposing a minor relaxation of Plot Ratio and Building Height Restrictions at Land falling within "Comprehensive Development Area (2)" zone and an area

shown as 'Road' at Kai Yuen Street, North Point was submitted to TPB and approved with conditions in February 2023. It is observed that construction works have been commenced on-site. Hence, the development is anticipated will be in place in Year 2033 and its traffic generations were considered in the assessment also.

4.4.6 Traffic generations and attractions of the nearby planned/ committed developments are listed in **Table 4.4** to **Table 4.8** below.

Table 4.4 Adopted Traffic Trips of the Boardwalk underneath Island Eastern Corridor

	AM Peak		PM Peak	
	Generation	**Attraction**	**Generation**	**Attraction**
Expected Two-way Volumes at Hoi Yu Street	309		134	

Remarks: (1) Source from Agreement No. CE 41/2014(HY) Boardwalk underneath Island Eastern Corridor – Investigation Assessment on Pedestrian and Cyclist Demand for Proposed Boardwalk

Table 4.5 Adopted Traffic Trips of the Proposed Redevelopment of AIA Tower at No. 734 King's Road

	AM Peak		PM Peak	
	Generation	**Attraction**	**Generation**	**Attraction**
Land Use	Office with portion of retail			
Key Parameters	About 27,870m^2			
Office Trip Rates (pcu/hr/100m2 GFA, mean) (1)	0.1703	0.2452	0.1573	0.1175
Total Traffic Trips (pcu/hr)	48	69	44	33

Remarks: (1) Refer to TPDM Volume 1 Chapter 3 Appendix 1 Table 1.
(2) Source from Bravo – online building records.

Table 4.6 Adopted Traffic Trips of the Proposed Residential Development at 16-94 Pan Hoi Street and 983-987A King's Road, Quarry Bay

	AM Peak		PM Peak	
	Generation	**Attraction**	**Generation**	**Attraction**
Land Use	Residential			
Key Parameters	900 flats, average flat size about 60m^2			
Residential Trip Rates (pcu/hr/flat, Private Housing: High Density/R(A) & Avg. flat size 60m^2, mean) (1)	0.0718	0.0425	0.0286	0.037
Total Traffic Trips (pcu/hr)	65	39	26	34

Remarks: (1) Refer to TPDM Volume 1 Chapter 3 Appendix 1 Table 1.
(2) Source from Town Planning Board Statutory Planning Portal. Planning Application No. A/H21/151A refers.

Table 4.7 Adopted Traffic Trips of the Proposed Residential Development at No. 10-12 & 14-16 Mount Parker Road

	AM Peak		PM Peak	
	Generation	**Attraction**	**Generation**	**Attraction**
Land Use	Residential			
Key Parameters	592 flats, average flat size about 67m^2			
Residential Trip Rates (pcu/hr/flat, Private Housing: High Density/R(A) & Avg. flat size 67m^2, mean) (1)	0.0888	0.0515	0.0356	0.048
Total Traffic Trips (pcu/hr)	53	31	22	29

Remarks: (1) Refer to TPDM Volume 1 Chapter 3 Appendix 1 Table 1.
(2) Source extracted from Monthly Digest, Building Department.

Table 4.8 Adopted Traffic Trips of the Proposed Residential Development at 56-76 Kai Yuen Street

	AM Peak		PM Peak	
	Generation	**Attraction**	**Generation**	**Attraction**
Land Use	Residential			
Key Parameters	1461 flats, average flat size about 85m^2			
Residential Trip Rates (pcu/hr/flat, Private Housing: High Density/R(A) & Avg. flat size 85m^2, mean) (1)	0.1887	0.0942	0.0862	0.1214
Total Traffic Trips (pcu/hr)	276	138	126	178

Remarks: (1) Refer to TPDM Volume 1 Chapter 3 Appendix 1 Table 1.
(2) Source from Town Planning Board Statutory Planning Portal. Planning Application No. A/H8/432 refers

4.4.7 The 2033 reference traffic flows were therefore developed based on the 2025 observed traffic flow with the aforesaid growth rate and traffic generations of the nearby planned and committed developments adopted as shown in **Figure 4.2**.

4.5 Traffic Generations of Proposed Development

4.5.1 As mentioned in **Section 1**, the lot IL8590 R.P. and IL8723 R.P. could either be developed as an industrial building or the previously approved scheme (i.e. hotel + office + retails) together with the government lot (which is currently used as a temporary open space car parking). The traffic trips by the temporary open space car parking were therefore deducted in the calculation of the traffic forecast.

4.5.2 The cultural venue/ digital museum is planned to have a servicing capacity of about 5,000 guests per day. Visitors would flow through the space with an expected stay of about 45-60 mins, subject to future operation, for each immersive experience (i.e. "show"). Hence, visitors would come and go constantly within the opening hours between 10:00AM to 19:00PM. Therefore, it was assumed that about 11.1% of the visitors would come during the PM peak hours (i.e. average of the 9 hours and nil during the AM peak as it is anticipated yet opened) and the estimated traffic generations by the cultural venue/ digital museum were superimposed onto the reference traffic flows to assess the potential traffic impact due to the proposed development.

4.5.3 The traffic trips to be generated by the cultural venue/ digital museum were estimated by making reference to the traffic modal split mentioned in Chapter 3 of the "Public Transport Strategy Study, June 2017" as published by Transport and Housing Bureau. The result is summarized in **Table 4.9** below.

Table 4.9 Anticipated Traffic Generation by the Cultural Venue/ Digital Museum

Transport Mode	Distribution[1] (%)	No. of Guest (people)		Additional Vehicular Traffic Trips (pcu) [4]
Rail	38.7%	0 (215)	0 (450)	-
Ferry	0.9%	0 (5)		-
Franchised Bus	27%	0(150)		-
PLB	13.5%	0 (75)		-
Tram	0.9%	0 (5)		-
Private Vehicle	10%	0 (56)[2]		0 (28)
SPB	1.8%	0 (10)[3]		0 (1)
Taxi	7.2%	0 (40)[2]		0 (20)
Total	**100%**	**0 (556)**		**0 (49)**

Remarks: (1) According to Paragraph 3.12 in Chapter 3 of the "Public Transport Strategy Study, June 2017";
(2) Assuming 2 passengers per private vehicle and 2 passengers per taxi;
(3) Assuming 24 passengers per SPB;
(4) Adopted pcu factor: 1 for private vehicle and 1.5 for SPB.

Vehicular Traffic

4.5.4 The estimated vehicular traffic trips to be generated by the proposed development during the peak hours are summarized in **Table 4.10** below.

Table 4.10 Anticipated Traffic Generation of the Proposed Development

Traffic Trips	AM Peak		Noon Peak		PM Peak	
	Gen.	Att.	Gen.	Att.	Gen.	Att.
Proposed Development ……. (A)						
Residential Units & Size	Not more than 225 flats					
Residential Trip Rates (pcu/hr/flat, Private Housing/ Medium-Density R(B), mean)(1)	0.1887	0.0942	0.0862	0.1214	0.0862	0.1214
Traffic Trips (pcu/hr)	43	22	20	28	20	28
Retail and F&B Facilities GFA (m^2)	4,617m^2					
Retail Trip Rates (pcu/hr/100m^2 GFA, mean)(1)	0.2296	0.2434	0.3100	0.3563	0.3100	0.3563
Traffic Trips (pcu/hr)	11	12	15	17	15	17
Total Traffic Trips (pcu/hr)	54	34	35	45	35	45
Traffic Generation by the Cultural Venue/ Digital Museum ……. (B)						
Traffic Trips (pcu/hr)	0	0	49	49	49	49
Existing temporary open space car park at the Adjoining Government Land ……. (C)						
Observed Trips (pcu/hr)	20	0	0	15	0	15
Different in Traffic Trips ……. (A + B – C)						
Net Traffic Trips (pcu/hr)	34	34	84	79	84	79
2-way Vehicular Trips (pcu/hr)	**68**		**163**		**163**	

Remarks: (1) Refer to TPDM Volume 1 Chapter 3 Appendix 1 Table 1.
(2) As no information is provide in TPDM for noon peak, trip rate of PM peak was therefore adopted for Noon peak as a conservative approach.

4.5.5 As indicated in **Table 4.10** above, it is anticipated that the proposed development would generate an additional two-way traffic trips of some 68 pcu/hr in the AM peak, some 163 pcu/hr in Noon peak, and some 163 pcu/hr during the PM peak.

4.5.6 Based on the anticipated traffic generations and key vehicular ingress and egress routes to/ from the proposed development as showed in **Figure 3.2**, the estimated traffic generations were then superimposed onto the year 2033 reference traffic flows to derive the year 2033 design traffic flows as shown in **Figure 4.3**. The distribution of development traffic trips is shown in **Figure 4.4**.

Pedestrian Traffic

4.5.7 Pedestrian traffic generations of the proposed development were also estimated. In-house data, as summarized in **Table 4.11**, was adopted to estimate the traffic trips by the residential and retail portions and the anticipated traffic generations by the cultural venue/ digital museum were also considered.

Table 4.11 Adopted Pedestrian Generation Rates

	AM Peak		Noon Peak		PM Peak	
	Generation	Attraction	Generation	Attraction	Generation	Attraction
Residential Trip Rates (Private Housing) (ped/hr/flat)(1)	0.7230	0.4400	0.3660	0.2640	0.3660	0.2640
Retail Trip Rates (ped/15 mins/100m^2 GFA)	0.1005	0.1417	0.2936	0.273	0.2936	0.273

Remarks: (1) Based on in-house data.
(2) Trip rate of PM peak was adopted for Noon peak as a conservative approach.

4.5.8 The estimated pedestrian traffic trips to be generated by the proposed development during the peak hours are summarized in **Table 4.12** below.

Table 4.12 Anticipated Pedestrian Generation of Proposed Development

Traffic Trips	AM Peak		Noon Peak		PM Peak	
	Gen.	Att.	Gen.	Att.	Gen.	Att.
Proposed Development ……. (A)						
Residential Units & Size	Not more than 225 flats					
Residential Trip Rates (ped/15 mins/flat)	0.7230	0.4400	0.3660	0.2640	0.3660	0.2640
Pedestrian Peak Flows (ped/ 15 mins)	41	25	21	15	21	15
Retail and F&B Facilities GFA (m^2)	4,617m^2					
Retail Trip Rates (ped/15 mins/100m^2 GFA)	0.1005	0.1417	0.2936	0.273	0.2936	0.273
Pedestrian Peak Flows (ped/ 15 mins)	1	2	4	3	4	3
Total Pedestrian Trips (ped/ 15 mins)	42	27	25	18	25	18
Total 2-way Pedestrian Trips (ped/15 mins)	69		43		43	
Traffic Generation by the Cultural Venue/ Digital Museum ……. (B)						
Pedestrian Trips (ped/15 mins)(2)	0		113		113	
Total Pedestrian Trips ……. (A + B)						
Total 2-way Pedestrian Trips (ped/15 mins)	**69**		**156**		**156**	

Remarks: (1) Trip rate of PM peak was adopted for Noon peak as a conservative approach.

(2) As mentioned in Section 4.5.2, the serving capacity of the Cultural Venue/ Digital Museum is about 5000 guests per day with 0%,11.1% &11.1% visitor distribution during AM, Noon & PM peak hour respectively. Therefore, the peak 15-min pedestrian trips are 0, 113 & 113 during AM, Noon & PM peak hour respectively.

4.5.9 It is anticipated that the proposed development would generate a 2-way pedestrian trips of 69 pedestrians per peak 15 minutes during the AM peak, 156 pedestrians per peak 15 minutes during the Noon peak, and 156 pedestrians per peak 15 minutes during the PM peak.

4.5.10 With the cultural venue/ digital museum, the proposed development is expecting to become one of the attractions of the Quarry Bay Waterfront Promenade. Although majority of the trips by the cultural venue/ digital museum are anticipated coming from/ travelling to the Boardwalk, it was assumed that half of the pedestrian trips would access from Hoi Yu Street/ Java Road and the other half would access via the elevated walkway as a conservative approach.

4.5.11 Similar to the vehicular traffic forecast, the estimated pedestrian traffic generations were then superimposed onto the year 2033 reference traffic flows to derive the year 2033 design traffic flows based on the anticipated pedestrian traffic generations as showed in **Figure 3.16**.

5. TRAFFIC IMPACT ASSESSMENT

5.1 Junction Performance Assessment

5.1.1 In order to investigate the potential traffic impacts to the local road network upon completion of the proposed development, operational performances assessment for the identified critical junctions were conducted, for both the reference and design scenarios in Year 2033. The assessment results are summarised in **Table 5.1** below.

Table 5.1 Junction Performance of Critical Junctions in Year 2033

Ref. No.	Junctions	Type of Junction	RC/ RFC (1)(2)					
			Reference Year 2033			Design Year 2033		
			AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak
J1	Hoi Yu Street/ Hoi Chak Street	Priority	0.052	0.059	0.039	0.175	0.303	0.275
J2	Java Road/ Hoi Yu Street	Signalised	18%	74%	80%	14%	57%	72%
J3	King's Road/ Java Road	Signalised	>100%	>100%	>100%	>100%	>100%	>100%
J4	Hoi Tai Street/ Hoi Chak Street/ Finnie Street/ Hoi Kwong Street	Signalised	61%	>100%	72%	60%	>100%	72%
J5	King's Road/ Finnie Street	Signalised	92%	96%	40%	92%	96%	40%
J6	King's Road/ Model Lane	Signalised	>100%	>100%	93%	>100%	>100%	84%
J7	Java Road/ Man Hong Street	Signalised	76%	85%	82%	74%	81%	77%
J8	King's Road/ Healthy Street West/ Man Hong Street	Signalised	95%	87%	97%	93%	84%	93%
J9	Tsat Tsz Mui Road/ Healthy Street West	Signalised	>100%	>100%	>100%	>100%	>100%	>100%
J10	Tsat Tsz Mui Road/ Tin Chiu West	Signalised	58%	75%	83%	57%	73%	81%
J11	King's Road/ Tin Chiu Street	Signalised	>100%	>100%	>100%	>100%	>100%	>100%

Notes: (1) Zero Reserve Capacity (RC) represents signalised junction operating at capacity. Positive RC represents signalised junction operating with spare capacity. Negative RC means signalised junction is overloaded.

(2) Ratio of Flow to Capacity (RFC) = 1.0 represents priority junction/roundabout operating at capacity. RFC < 1.0 represents priority junction/roundabout operating with spare capacity. RFC>1.0 means priority junction/roundabout is overloaded.

5.1.2 As indicated in **Table 5.1** above, all the identified critical junctions would still be operating within their capacities in both the reference and design scenarios in Year 2033. However, the junction performance of J2 would drop from 18% to 14% (i.e. less than 15% which is the preferable benchmark). In addition to the traffic flows to be generated by the new developments in Taikoo Place area (the newly opened Taikoo Place 2 building which is expected not yet fully occupied and the potential Pan Hoi Street redevelopment), it is anticipated that the left turn traffic of Java Road (eastbound) at the junction of Java Road/ Hoi Yu Street would become busier. In this regard, junction improvement to the Java Road/ Hoi Yu Street, in particular the left turn movement, is suggested. Details of the proposed junction improvement works are shown in **Figure 5.1**.

5.2 Proposed Junction Improvement Measure

5.2.1 Under the proposed junction improvement scheme, additional traffic lane (i.e. two lanes in total) would be provided for the left turn traffic of Java Road (eastbound). Alignment of the existing kerbline outside the police station is proposed to be modified slightly to provide more manoeuvring space for the traffic turning to Hoi Yu Street. With due consideration the site constraint of the existing high mast lighting at J2, it is proposed to convert the section of Hoi Yu Street (westbound) from existing 2-lane to a 1-lane carriageway. Hence the disturbance and nuisance during the construction could also be minimised.

5.2.2 Besides, the footpath at Hoi Yu Street outside the police station and the existing cautionary pedestrian crossing at Hoi Chak Street would also be widened under the proposed junction improvement scheme.

5.2.3 On the other hand, improvement to the junction of Hoi Tai Street/ Hoi Chak Street/ Finnie Street/ Hoi Kwong Street, i.e. J4, is also proposed to cope with the pedestrian walking environment. Details please refer to **Section 5.4**.

5.2.4 Operational performances of J1 (i.e. Junction Hoi Yu Street/ Hoi Chak Street), J2 (i.e. Java Road/ Hoi Yu Street) and J4 (i.e. Hoi Tai Street/ Hoi Chak Street/ Finnie Street/ Hoi Kwong Street) under the proposed improvement scheme were assessed and the result is summarized in **Table 5.2** below.

Table 5.2 Junction Performance of J1, J2 and J4 Under Proposed Improvement Schemes

Ref. No.	Junctions	Type of Junction	Year 2033 RC/ RFC (1)(2)					
			Existing Layout			With Improvement		
			AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak
J1	Hoi Yu Street/ Hoi Chak Street	Priority	0.175	0.303	0.275	0.175	0.303	0.275
J2	Java Road/ Hoi Yu Street(4)	Signalised	14%	57%	72%	44%	25%	57%
J4(3)	Hoi Tai Street/ Hoi Chak Street/ Finnie Street/ Hoi Kwong Street	Signalised	60%	>100%	72%	27%	50%	43%

Notes: (1) Zero Reserve Capacity (RC) represents signalised junction operating at capacity. Positive RC represents signalised junction operating with spare capacity. Negative RC means signalised junction is overloaded.

(2) Ratio of Flow to Capacity (RFC) = 1.0 represents priority junction/roundabout operating at capacity. RFC < 1.0 represents priority junction/roundabout operating with spare capacity. RFC>1.0 means priority junction/roundabout is overloaded.
(3) The junction of J4 will be modified to improve the pedestrian situation as shown in **Figure 5.2**.
(4) It is understood that TD has planned to convert the existing cautionary crossing at Java Road/ Hoi Yu Street to a signalised crossing . It has been adopted into our proposed improvement scheme.

5.2.5 Swept path analysis of long vehicles accessing the junctions under the proposed arrangement have also been conducted and the drawings are attached in **Appendix B** for reference.

5.3 Pedestrian Assessment

5.3.1 Based on the estimated pedestrian generations by the proposed development as summarised in **Table 4.12** and the key pedestrian routes accessing the proposed development as showed in **Figure 2.6**., performance of the identified critical sections of footpath in Year 2033 were assessed and the result is shown in **Figure 3.16** summarized in **Table 5.3** below.

Table 5.3 Year 2033 Performances of Identified Critical Sections of Footpaths/Cautionary Crossing

Critical Footpath/ Cautionary Crossing[1]	Clear Width (m)	Eff. Width (m)[2]	Peak Period		Reference Year 2033			Design Year 2033		
					2-way Pedestrian Peak Flow (ped/15-min)[4]	Flow Rate (ped/min/m)[4]	LOS[5]	2-way Pedestrian Peak Flow (ped/15-min)[4]	Flow Rate (ped/min/m)[4]	LOS[5]
Location A Hoi Yu St.	3.5	2.5	Weekday	AM	70	1.9	A	105	2.8	A
				Noon	65	1.7	A	145	3.9	A
				PM	105	2.8	A	180	4.8	A
			Weekend	AM	95	2.5	A	130	3.5	A
				Noon	70	1.9	A	150	4.0	A
				PM	105	2.8	A	185	4.9	A
Location B Hoi Yu St.	3.5	2.5	Weekday	AM	70	1.9	A	100	2.7	A
				Noon	65	1.7	A	130	3.5	A
				PM	105	2.8	A	170	4.5	A
			Weekend	AM	95	2.5	A	125	3.3	A
				Noon	70	1.9	A	135	3.6	A
				PM	105	2.8	A	170	4.5	A
Location C Java Road	2.8	1.8	Weekday	AM	205	7.6	A	230	8.5	A
				Noon	365	13.5	A	410	15.2	A
				PM	160	5.9	A	205	7.6	A
			Weekend	AM	130	4.8	A	155	5.7	A
				Noon	75	2.8	A	125	4.6	A
				PM	90	3.3	A	135	5.0	A
Location D	3	2	Weekday	AM	65	2.2	A	70	2.3	A

Java Road				Noon	50	1.7	A	70	2.3	A
				PM	100	3.3	A	120	4.0	A
				AM	25	0.8	A	25	0.8	A
			Weekend	Noon	35	1.2	A	55	1.8	A
				PM	50	1.7	A	65	2.2	A
Location E Java Road	2.8	1.8		AM	35	1.3	A	35	1.3	A
			Weekday	Noon	90	3.3	A	95	3.5	A
				PM	50	1.9	A	55	2.0	A
				AM	15	0.6	A	15	0.6	A
			Weekend	Noon	15	0.6	A	20	0.7	A
				PM	20	0.7	A	25	0.9	A
Location F Hoi Yu St.	2.8	1.8		AM	125	4.6	A	125	4.6	A
			Weekday	Noon	320	11.9	A	320	11.9	A
				PM	120	4.4	A	120	4.4	A
				AM	20	0.7	A	20	0.7	A
			Weekend	Noon	25	0.9	A	25	0.9	A
				PM	30	1.1	A	30	1.1	A
Location H Hoi Chak St.	4	3		AM	15	0.3	A	20	0.4	A
			Weekday	Noon	25	0.6	A	35	0.8	A
				PM	25	0.6	A	35	0.8	A
				AM	15	0.3	A	20	0.4	A
			Weekend	Noon	15	0.3	A	25	0.6	A
				PM	20	0.4	A	30	0.7	A
Location I Model Lane	2	1		AM	700	46.7	D	730	48.7	D
			Weekday	Noon	190	12.7	A	265	17.7	B
				PM	495	33.0	D	565	37.7	D
				AM	100	6.7	A	135	9.0	A
			Weekend	Noon	85	5.7	A	155	10.3	A
				PM	185	12.3	A	255	17.0	B
Location J Model Lane	2.6	1.6		AM	200	8.3	A	200	8.3	A
			Weekday	Noon	55	2.3	A	55	2.3	A
				PM	560	23.3	C	560	23.3	C
				AM	25	1.0	A	25	1.0	A
			Weekend	Noon	35	1.5	A	35	1.5	A
				PM	55	2.3	A	55	2.3	A

Notes: (1) Refer to **Figure 3.15**.
(2) Effective width is clear width deducting the horizontal clearance, generally 0.5m (i.e. Dead Width) on each side.
(3) Min. 0.8m clear width shall be adopted according to HCM 2000.
(4) Observed 2-way Ped. Peak Flow rounded to the nearest 5; Flow Rate rounded to the nearest 0.1.
(5) According to the Highway Capacity Manual 2000 (HCM 2000), the criteria range from LOS "A" (best) to LOS "F" (worst). In general, LOS C is considered as an optimal level of service and is preferable for all new walkways.

5.3.2 The result in the above **Table 5.3** indicated that all the identified critical sections of footpaths/cautionary crossing would be operating with a LOS level of "A" or above except the Model Lane.

5.3.3 As indicated in **Table 5.3** above, it is revealed that the footpaths of Model Lane (Location I and J) are currently operating at their capacity even without the proposed development. Meanwhile, the assessment result showed that insignificant traffic impact to the footpaths of Model Lane would be induced by the proposed development. Also, it is anticipated that the proposed elevated footbridge over IEC would diverge some pedestrians from Model Lane to Finnie Street hence the performance of footpaths of Model Lane would be improved in the

future. In this regard, no improvement scheme for the footpaths of Model Lane would be proposed under this study.

Table 5.4 Year 2033 Performances of Identified Critical Sections of Crossing

Critical Crossing (1)	Peak Period		Eff. Crosswalk Width (m)	LOS of Crosswalk (3)	Reference Year 2033			Design Year 2033		
					2-way Pedestrian Peak Flow (ped/15-min)(2)	LOS of Crosswalk (3)	LOS of Waiting Space(3)	2-way Pedestrian Peak Flow (ped/15-min)(2)	LOS of Crosswalk (3)	LOS of Waiting Space(3)
Location G Java Road	Weekday	AM	4	North:18 South:16.8	35	A	A	40	A	A
		Noon			45	A	A	65	A	A
		PM			100	A	A	120	A	A
	Weekend	AM			25	A	A	30	A	A
		Noon			25	A	A	40	A	A
		PM			30	A	A	45	A	A
Location K Hoi Tai Street	Weekday	AM	3.1	North:11 South:15.6	25	A	A	25	A	A
		Noon			75	A	B	75	A	B
		PM			25	A	A	25	A	A
	Weekend	AM			30	A	A	30	A	A
		Noon			30	A	A	30	A	A
		PM			15	A	A	15	A	A
Location L Hoi Kwong Street	Weekday	AM	4.2	North:12.8 South:31.5	295	B	A	295	B	A
		Noon			445	C	B	445	C	C
		PM			295	B	A	295	B	A
	Weekend	AM			50	A	A	50	A	A
		Noon			160	A	A	160	A	A
		PM			130	A	A	130	A	A
Location M Finnie Street	Weekday	AM	2.5	North:14.3 South:16.2	85	B	A	85	B	A
		Noon			550	F	C	550	F	C
		PM			195	E	A	195	E	A
	Weekend	AM			65	A	A	65	A	A
		Noon			170	D	A	170	D	A
		PM			145	C	A	145	C	A
Location N Finnie Street	Weekday	AM	2.5	North:16.2 South:9.5	115	A	A	150	A	A
		Noon			570	D	C	645	D	C
		PM			230	B	A	305	C	A
	Weekend	AM			65	A	A	100	A	A
		Noon			140	A	A	215	B	A
		PM			125	A	A	200	B	A
Location O Hoi Tai Street	Weekday	AM	2	North:16.2 South:11.6	55	A	A	90	B	A
		Noon			75	B	A	150	C	B
		PM			65	B	A	145	C	A
	Weekend	AM			90	B	A	125	C	A
		Noon			125	C	A	200	D	A
		PM			115	C	A	190	D	A

Notes: (1) Refer to **Figure 3.15**.
(2) Observed 2-way Ped. Peak Flow rounded to the nearest 5; Flow Rate rounded to the nearest 0.1.
(3) According to the Highway Capacity Manual 2000 (HCM 2000), the criteria range from LOS "A" (best) to LOS "F" (worst). In general, LOS C is considered as an optimal level of service and is preferable for all new walkways.
(4) Detailed calculations of the identified critical sections of crossing are attached in **Appendix A2**.

5.3.4 The result in the above **Table 5.4** indicated that the identified critical crossings at Java Road would be operating with a LOS level of "B" or above. However, the identified critical crossings at Hoi Kwong Street, Finnie Street and Hoi Tai Street would be operating at their capacities.

5.4 Proposed Pedestrian Improvement Measure

5.4.1 It is proposed to realign and re-arrange the pedestrian crossings at the junction of Hoi Tai Street/ Hoi Chak Street/ Finnie Street/ Hoi Kwong Street as shown in **Figure 5.2** to improve the pedestrian walking environment. It is understood that TD has planned to convert the existing cautionary crossing at Java Road/ Hoi Yu Street to a signalised crossing. It has been adopted into our proposed improvement scheme as shown in **Figure 5.1**.

5.4.2 Operational performances of the crossings at the junction of Hoi Tai Street/ Hoi Chak Street/ Finnie Street/ Hoi Kwong Street under the proposed improvement scheme were assessed and the result is summarized in **Table.5** below.

Table 5.5 Performances of Identified Crossing Under Proposed Improvement Scheme

Critical Crossing (1)	Peak Period		Existing Layout					With Improvement				
			Eff. Crosswalk Width (m)	Reference Year 2033		Design Year 2033		Eff. Crosswalk Width (m)	Reference Year 2033		Design Year 2033	
				LOS of Crosswalk (2)	LOS of Waiting Space (2)	LOS of Crosswalk (2)	LOS of Waiting Space (2)		LOS of Crosswalk (2)	LOS of Waiting Space (2)	LOS of Crosswalk (2)	LOS of Waiting Space (2)
Location G' Java Road	Weekday	AM	4	A	A	A	A	5	A	A	A	A
		Noon		A	A	A	A		A	A	A	A
		PM		A	A	A	A		A	A	A	A
	Weekend	AM		A	A	A	A		A	A	A	A
		Noon		A	A	A	A		A	A	A	A
		PM		A	A	A	A		A	A	A	A
Location F1'(3) Hoi Yu Street	Weekday	AM	/	/	/	/	/	5	A	A	A	A
		Noon		/	/	/	/		C	A	C	A
		PM		/	/	/	/		A	A	A	A
	Weekend	AM		/	/	/	/		A	A	A	A
		Noon		/	/	/	/		A	A	A	A
		PM		/	/	/	/		A	A	A	A
Location F2'(3) Hoi Yu Street	Weekday	AM	/	/	/	/	/	5	B	A	B	A
		Noon		/	/	/	/		C	A	C	A
		PM		/	/	/	/		A	A	A	A
	Weekend	AM		/	/	/	/		A	A	A	A
		Noon		/	/	/	/		A	A	A	A
		PM		/	/	/	/		A	A	A	A
Location M' Hoi Tai Street	Weekday	AM	2.5	B	A	B	A	6	A	A	A	A
		Noon		F	C	F	C		C	B	C	B
		PM		E	A	E	A		B	A	B	A
	Weekend	AM		A	A	A	A		A	A	A	A
		Noon		D	A	D	A		B	A	B	A
		PM		C	A	C	A		A	A	A	A
Location N' Hoi Tai Street	Weekday	AM	2.5	A	A	A	A	5.5	A	A	A	A
		Noon		D	C	D	C		C	B	C	B
		PM		B	A	C	A		A	A	A	A
	Weekend	AM		A	A	A	A		A	A	A	A
		Noon		A	A	B	A		A	A	A	A
		PM		A	A	B	A		A	A	A	A
Location O' Hoi Tai Street	Weekday	AM	2	A	A	B	A	5	A	A	A	A
		Noon		B	A	C	B		A	A	A	A
		PM		B	A	C	A		A	A	A	A
	Weekend	AM		B	A	C	A		A	A	A	A
		Noon		C	A	D	A		B	A	B	A
		PM		C	A	D	A		B	A	B	A

Notes: (1) Refer to **Figure 5.2**.

(2) According to the Highway Capacity Manual 2000 (HCM 2000), the criteria range from LOS "A" (best) to LOS "F" (worst). In general, LOS C is considered as an optimal level of service and is preferable for all new walkways.

(3) It is understood that TD has planned to convert the existing cautionary crossing at Java Road/ Hoi Yu Street to a signalised crossing . It has been adopted into our proposed improvement scheme.

5.4.3 As shown in **Table 5.5** above, the performance of the critical crossings would be improved under the proposed improvement schemes although some of their performance still could not reach a level of "C" of above (i.e. Location F1' & F2' on Hoi Yu Street and Location M' on Hoi Tai Street) owing to the constraints of limited space at the well-developed urban area.

6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 The application site is situated at the land on north of Hoi Yu Street and the Island East Corridor ("IEC") along the Quarry Bay Waterfront Promenade. It consists of the part of land lot IL8590 R.P. and IL 8723 R.P., and the adjoining government land (which currently used as a temporary open space car parking) ("the Land" or "the Application Site"). Location of the application site is shown in **Figure 2.1**.

6.1.2 In 2001, General Building Plans ("GBPs") were approved in compliance with the "Industrial" zone in effect at the time for an Industrial Building ("the approved industrial building") for the lot IL8590 R.P. and IL8723 R.P.. However, construction works of the approved industrial building was not commenced over a decade. In order to provide a better waterfront to the public and to tally with the harbourfront enhancement proposal/ the Boardwalk by the Development Bureau and relevant parties, the previous owner of the Land ("the previous owner") thus willing to partly surrender the Original Site in exchange for the government land zoned OU(1) to form a new Site with an area of 8,532m^2 for a proposed waterfront development comprising of 4 hotel blocks, an office building, and some retail and Food & Beverage facilities and OU for elevated walkway. A section 16 planning application for the aforesaid waterfront development had been submitted to the Town Planning Board (TPB) for consideration in 2018 and it was approved with conditions in 2019 ("the S16 Approved Scheme").

6.1.3 However, with reference to the Planning Statement, the implementation of the Approved Scheme was not possible, nor was the sale of the Approved Scheme. A stalemate has therefore been reached with the Approved Scheme. As the economic outlook has significantly changed since the scheme was approved in 2019 and both office and hotels are facing a difficult time with oversupply in the areas, the new owner, Marine Riches III ("the Applicant"), would like to revisit the use of the Land.

6.1.4 With the use of "Flat" under Column 2 of the latest OZP, the applicant intends to provide a space for specific cultural and tourism features with residential units. A Section 12A planning application is therefore required to be submitted for TPB's consideration.

6.1.5 It is proposed to provide a combined waterfront development comprising of 3 domestic blocks with maximum 225 residential units, 1 non-domestic block for cultural, leisure and entertainment uses, and some retails and Food & Beverage facilities. A new waterfront cultural venue for exhibitions or multi-function events will be provided. Although no specify events is planned for the time being, such events would be some cultural digital museum or art related exhibitions, etc. with target visitor trips of about 5,000 guests per day.

6.1.6 The proposed development is planned to be completed by 2030 tentatively.

Development Access and Internal Transport Facilities Provision

6.1.7 The existing vehicular access of the approved industrial building is located at the local street connects perpendicularly to Hoi Yu Street. A separated vehicular access is provided at Hoi Yu Street for the existing temporary parking area. With the proposed development, a combined vehicular access at Hoi Yu Street will be provided on the east side of the site for access to its basement car park.

6.1.8 All the car parking and servicing provision will be provided in accordance with the upper-end of the HKPSG requirement in order to provide more parking supply to the neighbourhood area. Additional 50 private car parking spaces, 5 bays for coaches and 3 nos. loading/ unloading bays will be provided for the cultural venue based on the estimated traffic trips by the cultural venue.

6.1.9 In summary, the proposed car parking and servicing provision are summarised below:

Internal Transport Provision		Dimension (L) x (W) x (H)	Residential	Retail and F&B Facilities	Cultural Facilities	Total
Car parking		5m x 2.5m x 2.4m	173	31	50	269
Visitor parking			15	-	-	
Motorcycle parking		2.4m x 1m x 2.4m	3	4		7
Loading/ Unloading	LGV	7m x 3.5m x 3.6m	2	4	-	6
	MGV/HGV	11m x 3.5m x 4.7m	1	2	3	6
Coach Parking		12m x 3.5m x 3.8m	-	-	5	5

Remarks: (1) Including 4 nos. accessible parking spaces in size of 5m x 3.5m x 2.4m.

Future Pedestrian Connection & The Planned Elevated Walkway

6.1.10 Hoi Yu Street is ended with a cul-de-sac at its east-end. At present, pedestrians accessing the Application Site from the nearest MTR Station (i.e. Quarry Bay Exit C) or the nearby public transport services mainly travel from King's Road, Java Road to Hoi Yu Street. There is no crossing point or footpath provided on the southern part of Hoi Yu Street. Hence, all pedestrians accessing the area rely on the northern footpath of Hoi Yu Street, which the width is about 3.6m at the west-end (i.e. outside the North Point Police Station) but eventually reduced to about 1.6m near the Quarry Bay Salt Water Pumping Station and in front of the Application Site.

6.1.11 The pedestrian network in the area has undergone a major change with the Boardwalk project to be completed in end 2025. The existing footpath near the Quarry Bay Salt Water Pumping Station and in front of the Application Site has been widen to minimum 3.5m. A new pedestrian crossing will also be provided upon full completion of the Boardwalk project, including the supporting facilities. As such, a new route is expected to be created for pedestrian accessing Hoi Yu Street. There is also an alternative pedestrian access for pedestrians coming from the south direction or Quarry Bay MTR Exit A & B via the access road from Hoi Chak Street to the FEHD Depot which runs parallel to the IEC.

6.1.12 Given the enhanced at-grade pedestrian facilities in the future, in particular the creation of new pedestrian routes by the Boardwalk, there is no justification for an elevated walkway

above Quarry Bay Park to be implemented as part of this application. Instead, a short elevated footbridge walkway over IEC is proposed subject to future agreement between the Applicant and the Government. The proposed elevated walkway will be constructed by the developer and it is proposed to be maintained and managed by the relevant Government department.

Vehicular Traffic Impact Assessment

6.1.13 To appraise the existing traffic conditions in the study area, classified traffic counting surveys were conducted to cover the surrounding road network affected by the proposed development. The operational performances of the identified critical junctions were assessed with the observed traffic flows collected in 2025. The result of the assessment indicated that all critical junctions identified in the study are operating within their capacities.

6.1.14 The year 2033 reference traffic flows were derived from the observed 2025 traffic flows adopting a conservative growth rate +0.5% per annum. The reference traffic forecast has also taken into account the major planned and committed developments in the vicinity of the proposed development.

6.1.15 The traffic generations and attractions of the proposed development were estimated according to the trip generation rates given from the latest TPDM. Also, the traffic trips to be generated by the cultural venue/ digital museum were estimated by making reference to the traffic modal split mentioned in Chapter 3 of the "Public Transport Strategy Study, June 2017" as published by Transport and Housing Bureau. It is anticipated that the proposed development would generate an additional two-way traffic trips of some 68 pcu/hr in the AM peak, some 163 pcu/hr in Noon peak, and some 163 pcu/hr during the PM peak.

6.1.16 With the proposed development, the estimated traffic flows in design year 2033 were estimated by superimposing the traffic generations from the proposed development over the year 2033 reference traffic flows on the road network covered within the study area.

6.1.17 The performance of those critical junctions identified in the study area would all be operating within their capacities in both the reference and design scenarios in year 2033. It revealed that the proposed development would not induce significant traffic impacts on the adjacent road network.

6.1.18 Hoi Yu Street is the only carriageway connects to the application site. Together with the traffic flows to be generated by the new developments in Taikoo Place area (the newly opened Taikoo Place 2 building which is expected yet fully occupied and the potential Pan Hoi Street redevelopment), it is anticipated that the left turn traffic of Java Road (eastbound) at the junction of Java Road/ Hoi Yu Street would become busier. Junction improvement measure to the Java Road/ Hoi Yu Street, in particular the left turn movement, is suggested.

6.1.19 Under the proposed junction improvement scheme, additional traffic lane (i.e. two lanes in total) would be provided for the left turn traffic of Java Road (eastbound). Alignment of the existing kerbline outside the police station would be modified slightly to provide more manoeuvring space for the traffic turning to Hoi Yu Street. Section of Hoi Yu Street

(westbound) would also be converted from existing 2-lane to a 1-lane carriageway to maximize the overall junction capacity.

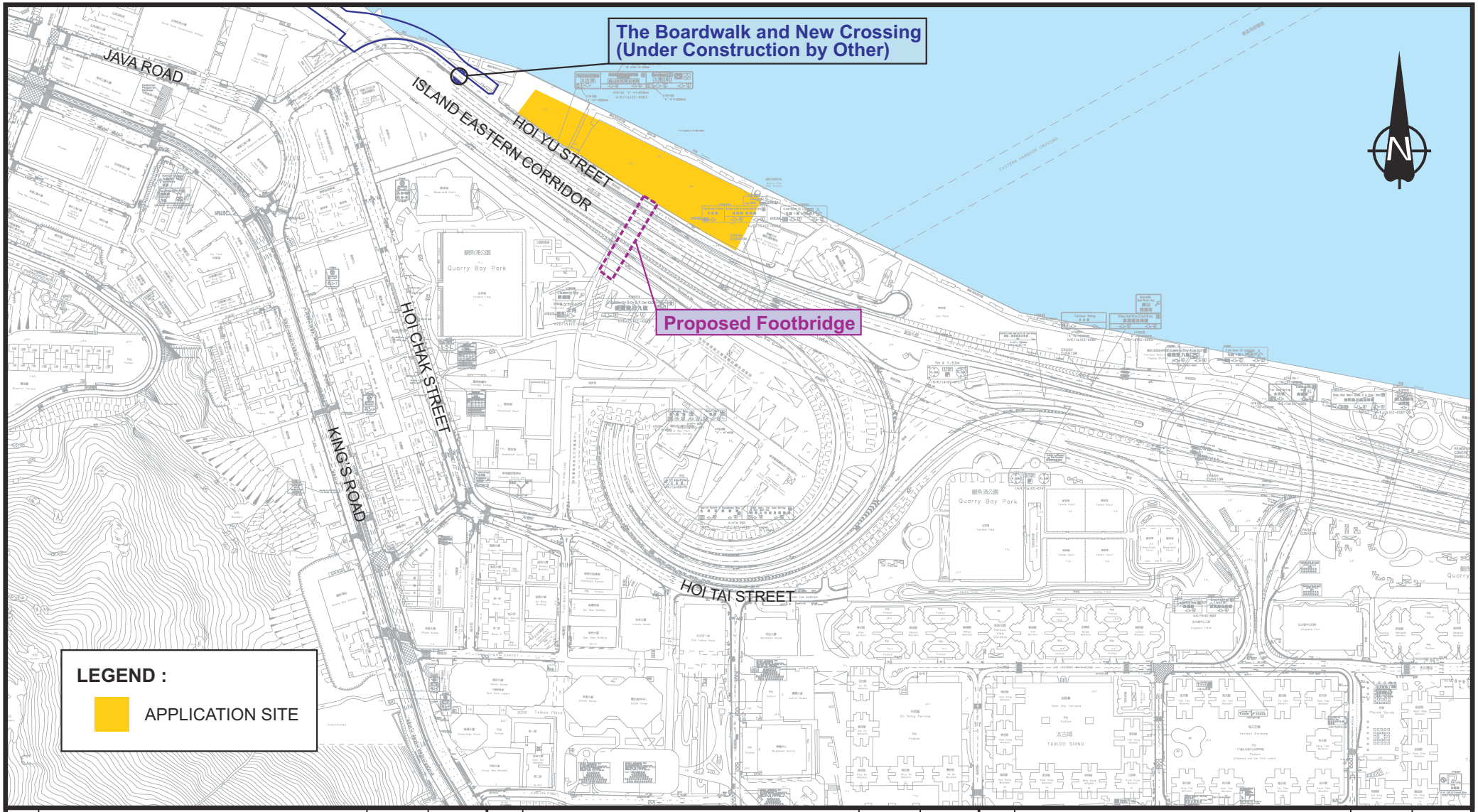
Pedestrian Traffic Impact Assessment

6.1.20 Capacities of the identified critical sections of footpaths and crossing at Hoi Yu Street, Java Road, Model Lane and Hoi Chak Street/ Finnie Street/ Hoi Tai Street were assessed. The performance assessment indicated that all the identified critical sections of footpaths/cautionary crossing and the identified critical crossings at Java Road would be operating with a LOS of not less than C during peak hours with the proposed development. However, the identified critical crossings at Hoi Kwong Street, Finnie Street and Hoi Tai Street would be operating at their capacities.

6.1.21 It is understood that TD has planned to convert the existing cautionary crossing at Java Road/ Hoi Yu Street to a signalised crossing. It has been adopted into our proposed improvement scheme. Besides, improvement measure to the crossings at Hoi Chak Street/ Finnie Street/ Hoi Tai Street was therefore proposed. By converting the staggered crossings to straight crossing at the junction of Hoi Tai Street/ Hoi Chak Street/ Finnie Street/ Hoi Kwong Street, the performance of the crossings at Hoi Tai Street could be improved but still could not reach a level of C or above.

6.2 Conclusion

6.2.1 Based on the above-mentioned, it is concluded that the proposed development would not induce significant traffic impacts on the adjacent road network and is therefore supported from traffic engineering point of view.



A	MINOR AMENDMENT	WCY	9JAN26	-	-	-	-	-	-	-	-
Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

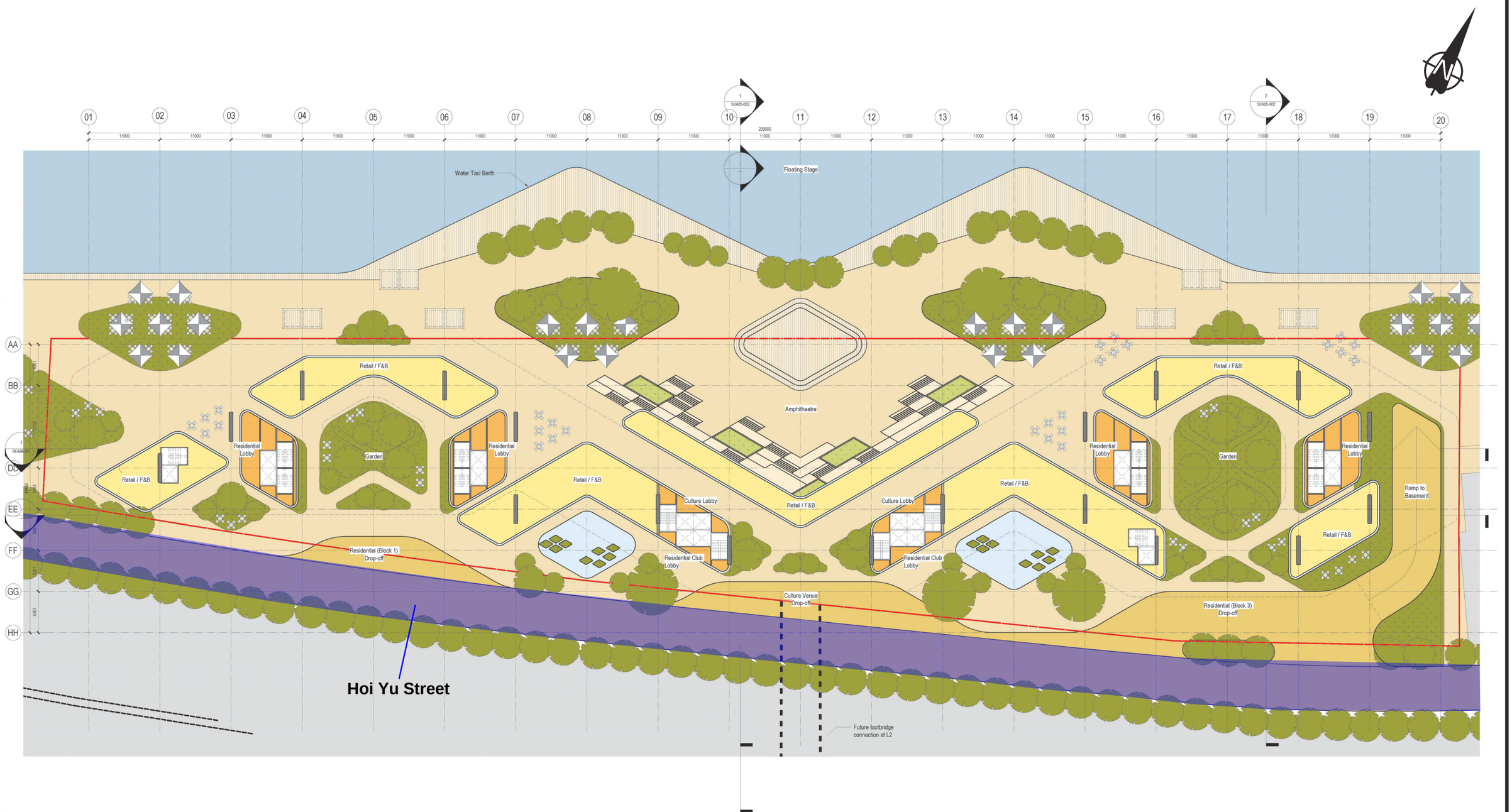
SITE LOCATION

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	SEP 2025	2.1	A

SYSTRA MVA

CHK50793710/TIA/F21-A.CDR/LLH/9JAN26

Original Size : A4



Note:- Please refer to landscape architect drawings for all landscape design and details

- Retail
- Cultural/ Leisure
- Residential
- Residential Clubhouse
- Green Deck
- Carpark

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
A	MINOR AMENDMENT	WCY	9JAN26

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

PROPOSED MASTER LAYOUT PLAN ON GROUND FLOOR

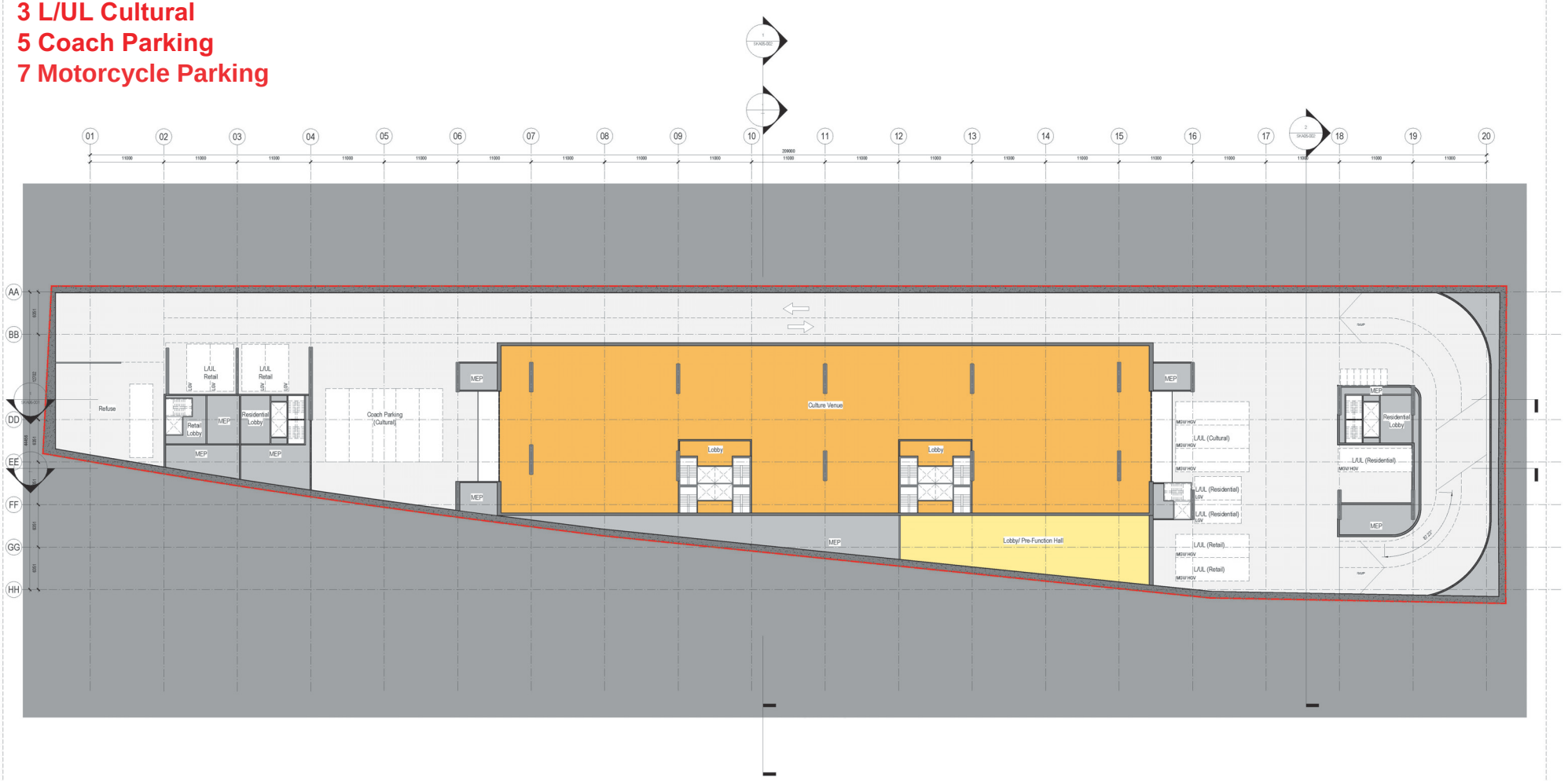
Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	SEP 2025	2.2	A

SYSTRA MVA

CHK50793710/TIA/F22-A.CDR/LLH/9JAN26

Original Size : A3

B1 :-
9 L/UL
3 L/UL Cultural
5 Coach Parking
7 Motorcycle Parking



A	MINOR AMENDMENT	WCY	9JAN26	-	-	-	-	-	-	-	-
Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

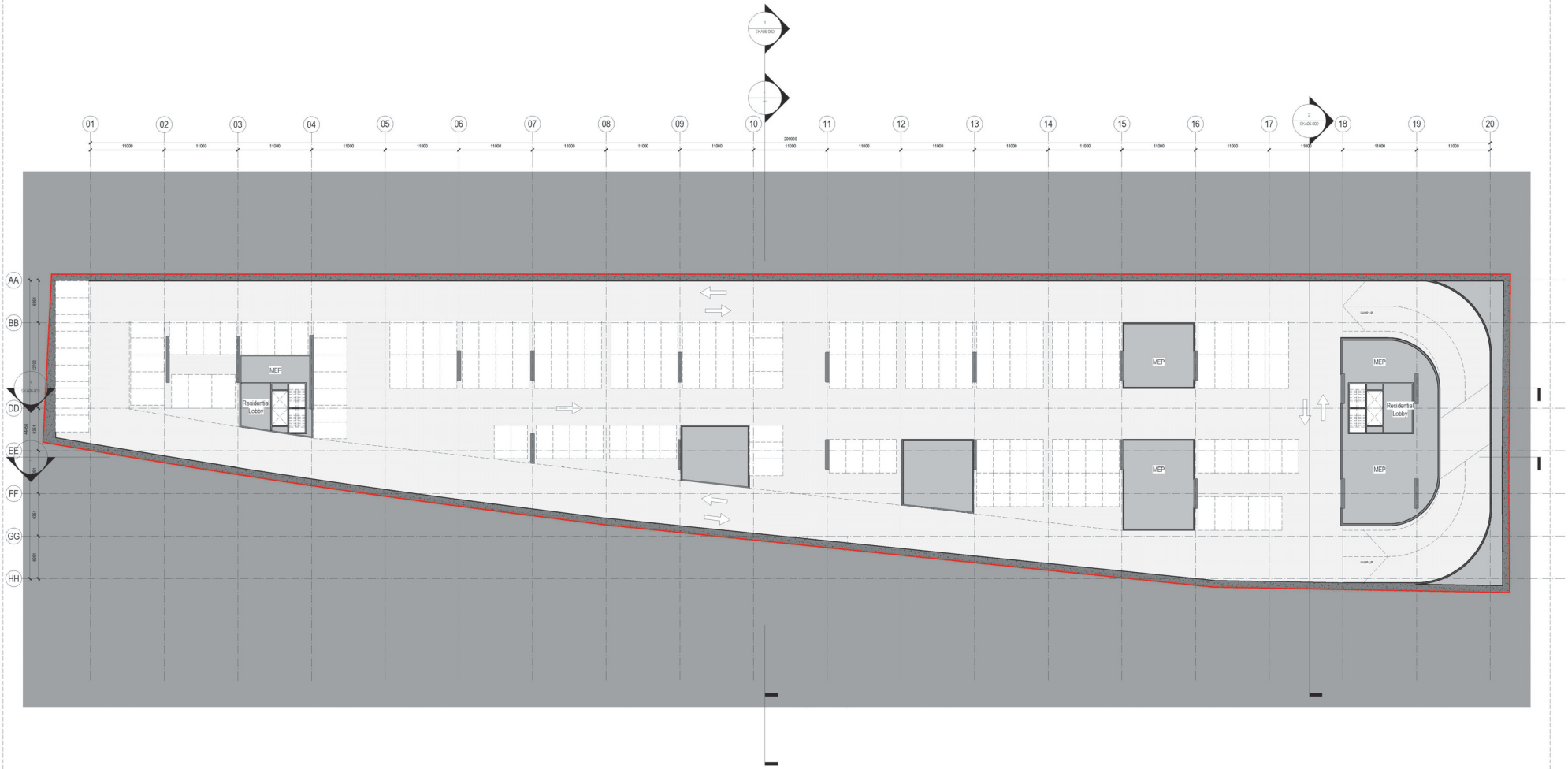
Drawing Title

LAYOUT OF BASEMENT LEVEL 1

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	SEP 2025	2.3	A

SYSTRA MVA

B2 :-
162 Car parking spaces



Rev.	Description	Checked	Date
A	MINOR AMENDMENT	WCY	9JAN26
-	-	-	-
-	-	-	-

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

LAYOUT OF BASEMENT LEVEL 2

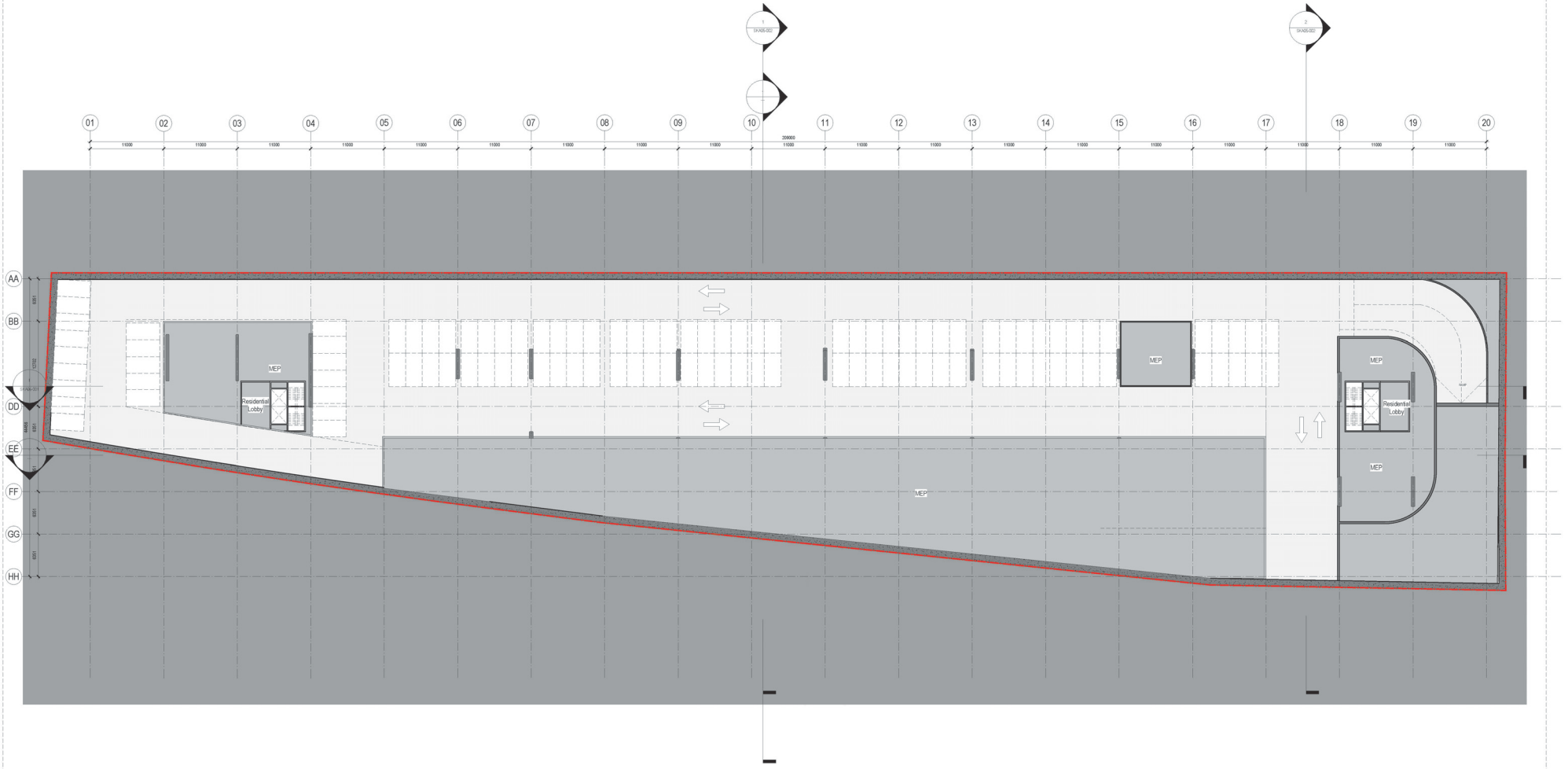
Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	SEP 2025	2.4	A

SYSTRA MVA

CHK50793710/TIA/F24-A.CDR/LLH/9JAN26

Original Size : A4

B3 :-
107 Car parking spaces



A	MINOR AMENDMENT	WCY	9JAN26	-	-	-	-	-	-	-	-
Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date

Project Title

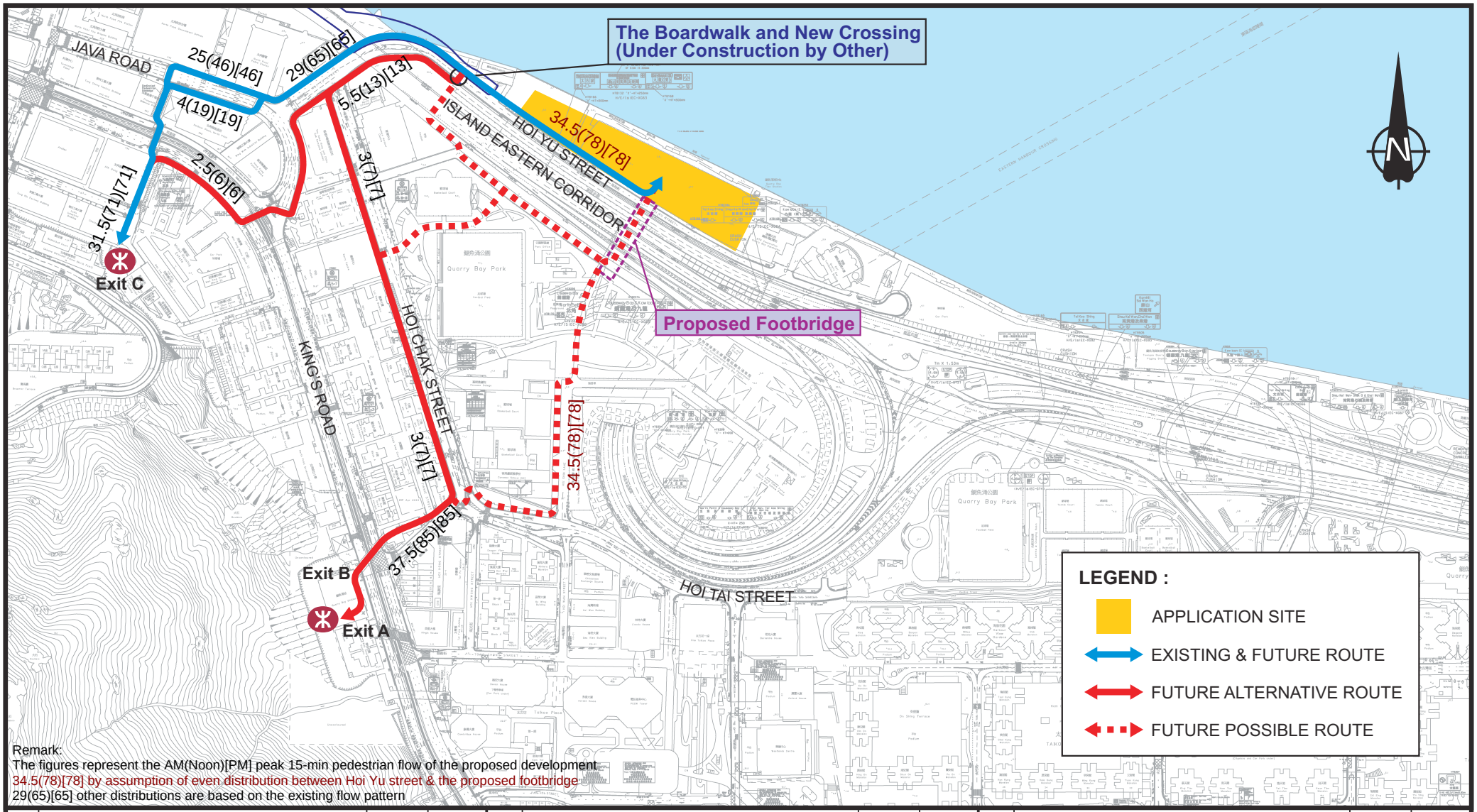
PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

LAYOUT OF BASEMENT LEVEL 3

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	MAR 2025	2.5	A

SYSTRA MVA



Remark:
The figures represent the AM(Noon)[PM] peak 15-min pedestrian flow of the proposed development
34.5(78)[78] by assumption of even distribution between Hoi Yu street & the proposed footbridge
29(65)[65] other distributions are based on the existing flow pattern

Rev.	Description	Checked	Date
A	TD'S COMMENT	WCY	17SEP25
B	MINOR AMENDMENT	WCY	9JAN26
C	TD'S COMMENT	NLY	27MAR26

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING AND FUTURE PEDESTRIAN ROUTE

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	NOV 2024	2.6	C

SYSTRA MVA

CHK50793710/TIA/F26-B.CDR/LLH/9JAN26

Original Size : A4

Rev.	Description	Checked	Date
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-	-	-	-
-	-	-	-
A	MINOR AMENDMENT	WCY	9JAN26

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

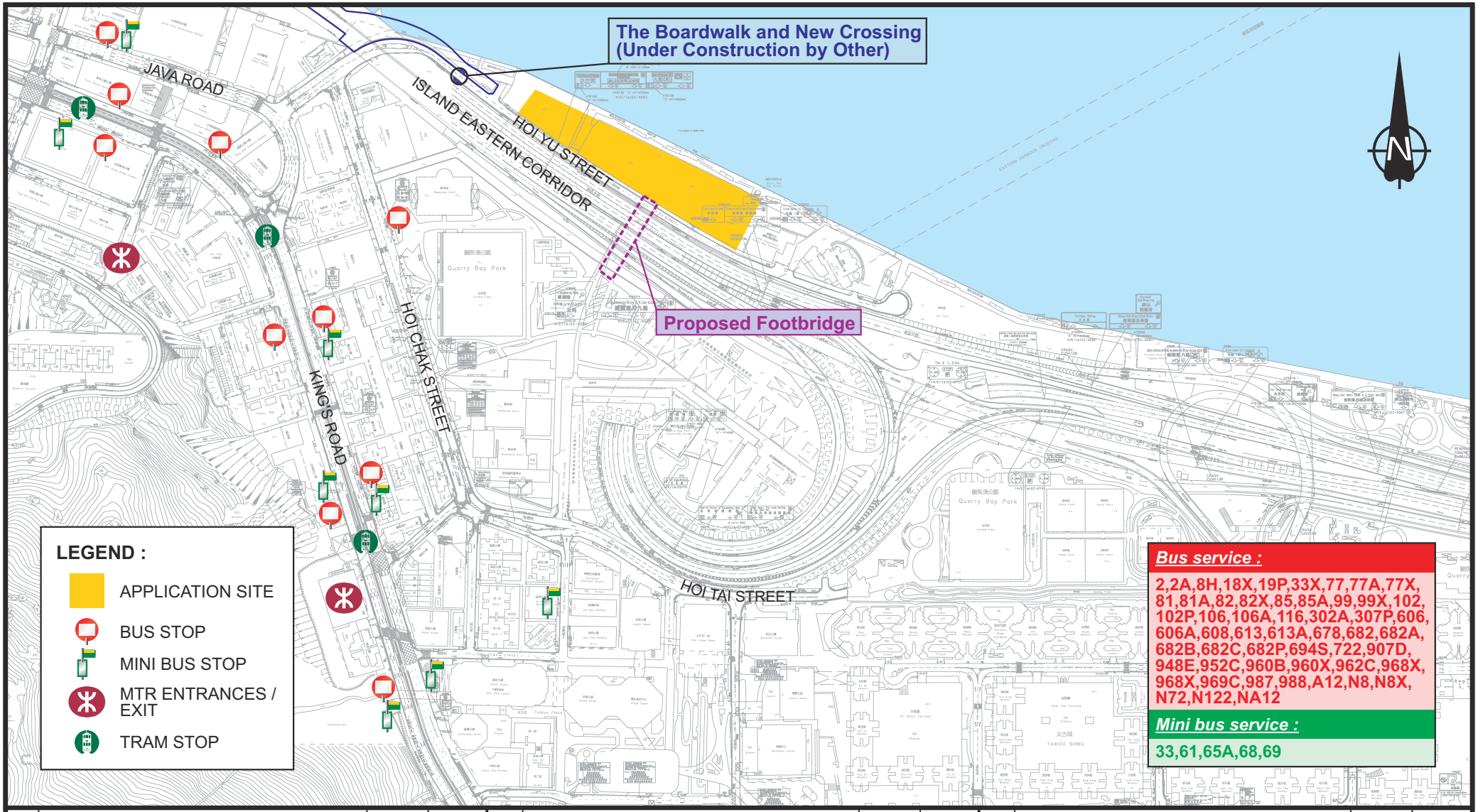
PLANNED ELEVATED WALKWAY UNDER OZP

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	NOV 2024	2.7	A

SYSTRA MVA

CHK50793710/TIA/F27-A.CDR/LLH/9JAN26

Original Size : A3



Rev.	Description	Checked	Date
A	TD'S COMMENT	WCY	17SEP25
B	MINOR AMENDMENT	WCY	9JAN26
-	-	-	-

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

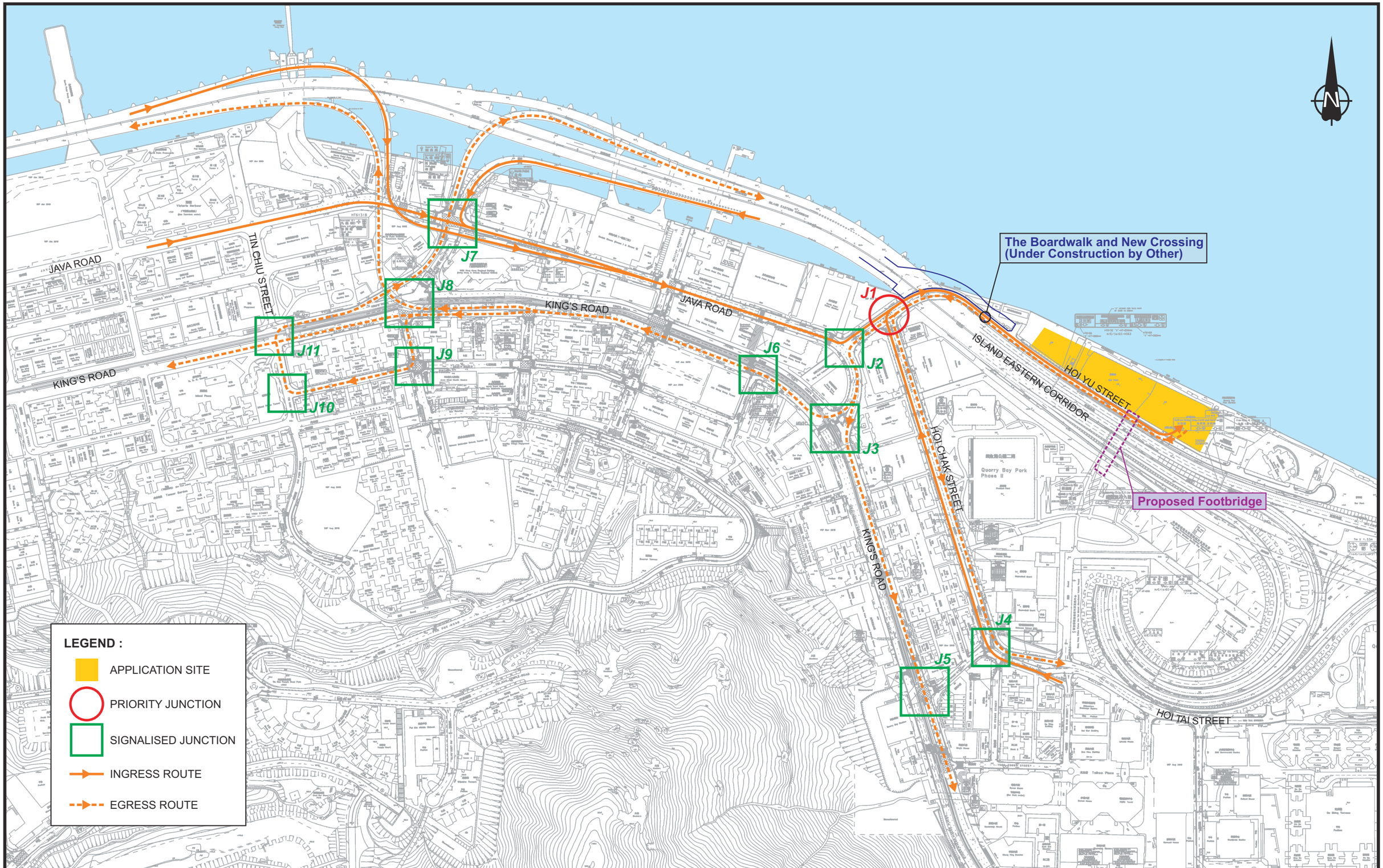
EXISTING PUBLIC TRANSPORT SERVICES

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	NOV 2024	3.1	B

SYSTRA MVA

CHK50793710/TIA/F31-B.CDR/LLH/9JAN26

Original Size : A4



Rev.	Description	Checked	Date
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-	-	-	-
B	MINOR AMENDMENT	WCY	9JAN26
A	TD'S COMMENT	NLY	17SEP25

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

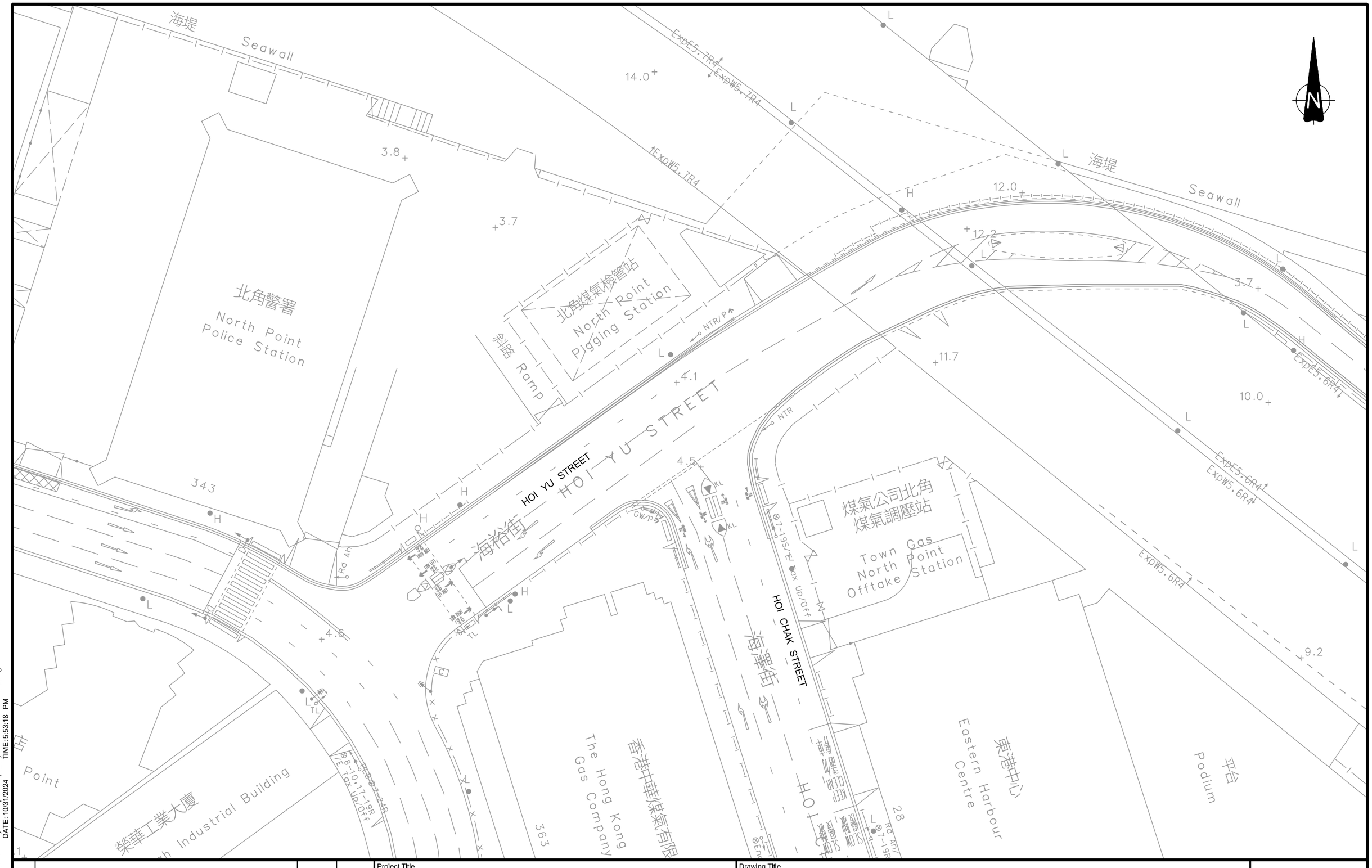
IDENTIFIED CRITICAL JUNCTIONS AND KEY VEHICULAR TRAFFIC ROUTES

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	JUN 2024	3.2	A

SYSTRA MVA

CHK50793710/TIA/F32-B.CDR/LLH/9JAN26

Original Size : A3



Rev.	Description	Checked	Date
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Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING JUNCTION LAYOUT OF HOI YU STREET / HOI CHAK STREET (J1)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	OCT 2024	3.3	-

SYSTRA MVA

FILENAME: D:\OneDrive - SystraGroup\JOBS(NEW)\CHK50793710\TIA\F33.dgn
PRINTED BY:: cchan DATE: 10/31/2024 TIME: 5:53:18 PM

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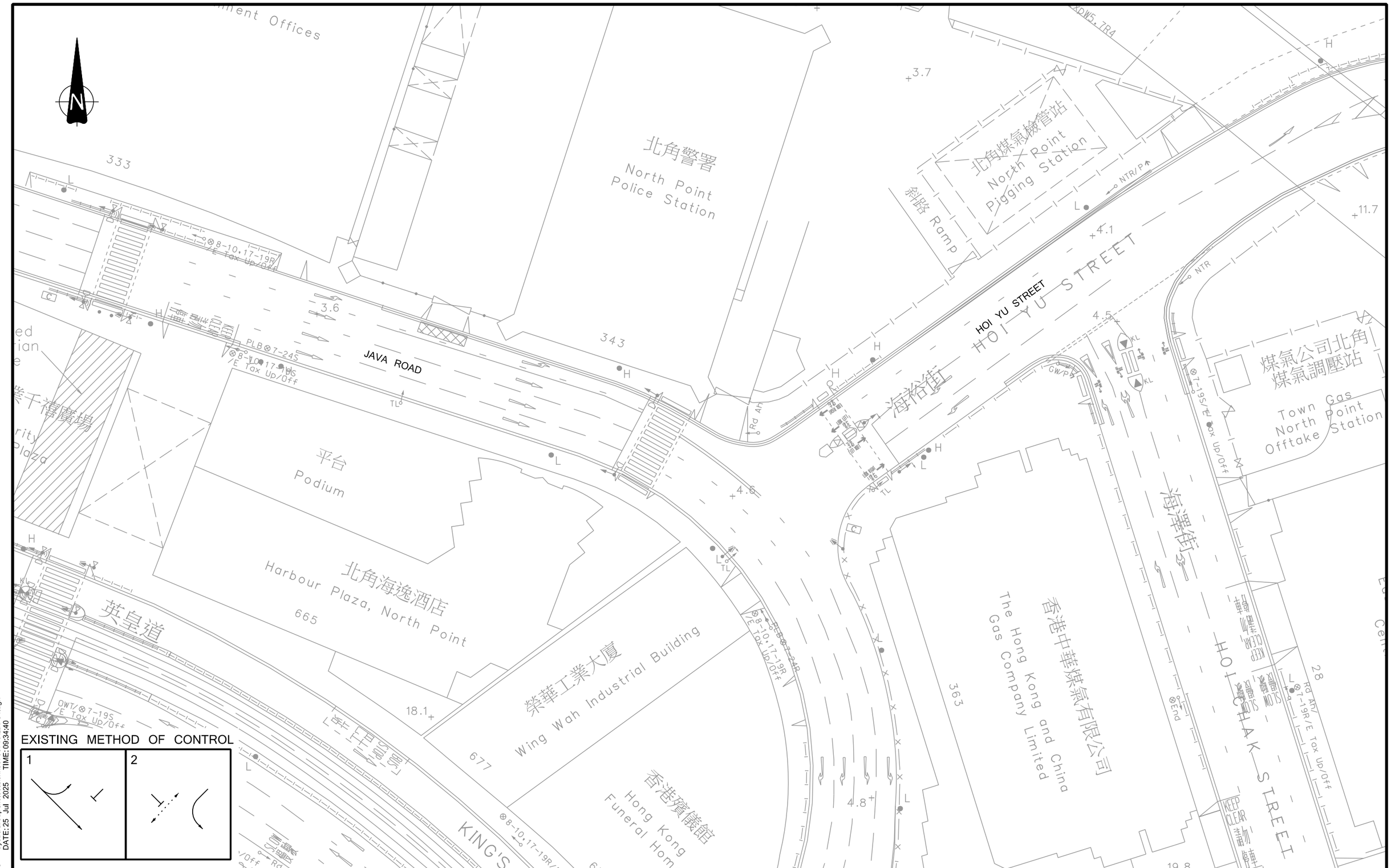

EXISTING METHOD OF CONTROL

Rev.	Description	Checked	Date
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Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING JUNCTION LAYOUT OF JAVA ROAD / HOI YU STREET (J2)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	OCT 2024	3.4	-

SYSTRA MVA

Original Size : A3

FILENAME: E:\OneDrive - SystraGroup\holocal\chk\50793710\tia\F34.dgn
PRINTED BY: lho1 DATE: 25 Jul 2025 TIME: 09:34:40

KING'S ROAD

JAVA ROAD

KING'S ROAD

Wing Wah

677

香港殯儀館
Hong Kong Funeral Home

679

Kowloon (E)
九龍(東)
North Point
北角

Causeway Bay
銅鑼灣
Kowloon
九龍

Man Ning House (Block D)
民寧樓(D座)

Ramp

Man Hong House (Block C)
民康樓(C座)

Model Housing Estate
模範邨

Car Park
停車場

民樂樓(F座)
House (Block F)

民景樓(B座)
Man King House (Block B)

3 HEAD (300 DIA.) OVERHEAD LIGHT WITH BACKING BOARD

TRAM POLE

渣華道遊樂場
Java Road Playground

籃球場
Basketball Court

籃球場
Basketball Court

平台
Podium

斜路

KEEP CLEAR 請勿停

Rd An

SLOW 減速

平台
Podium

683

Kerry Centre
嘉里中心

EXISTING METHOD OF CONTROL

1

2

3

Rev.	Description	Checked	Date
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Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING JUNCTION LAYOUT OF KING'S ROAD / JAVA ROAD (J3)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	OCT 2024	**3.5**	-

SYSTRA MVA

FILENAME: D:\OneDrive - SystraGroup\JOBS(NEW)\CHK50793710\TIA\F35.dgn
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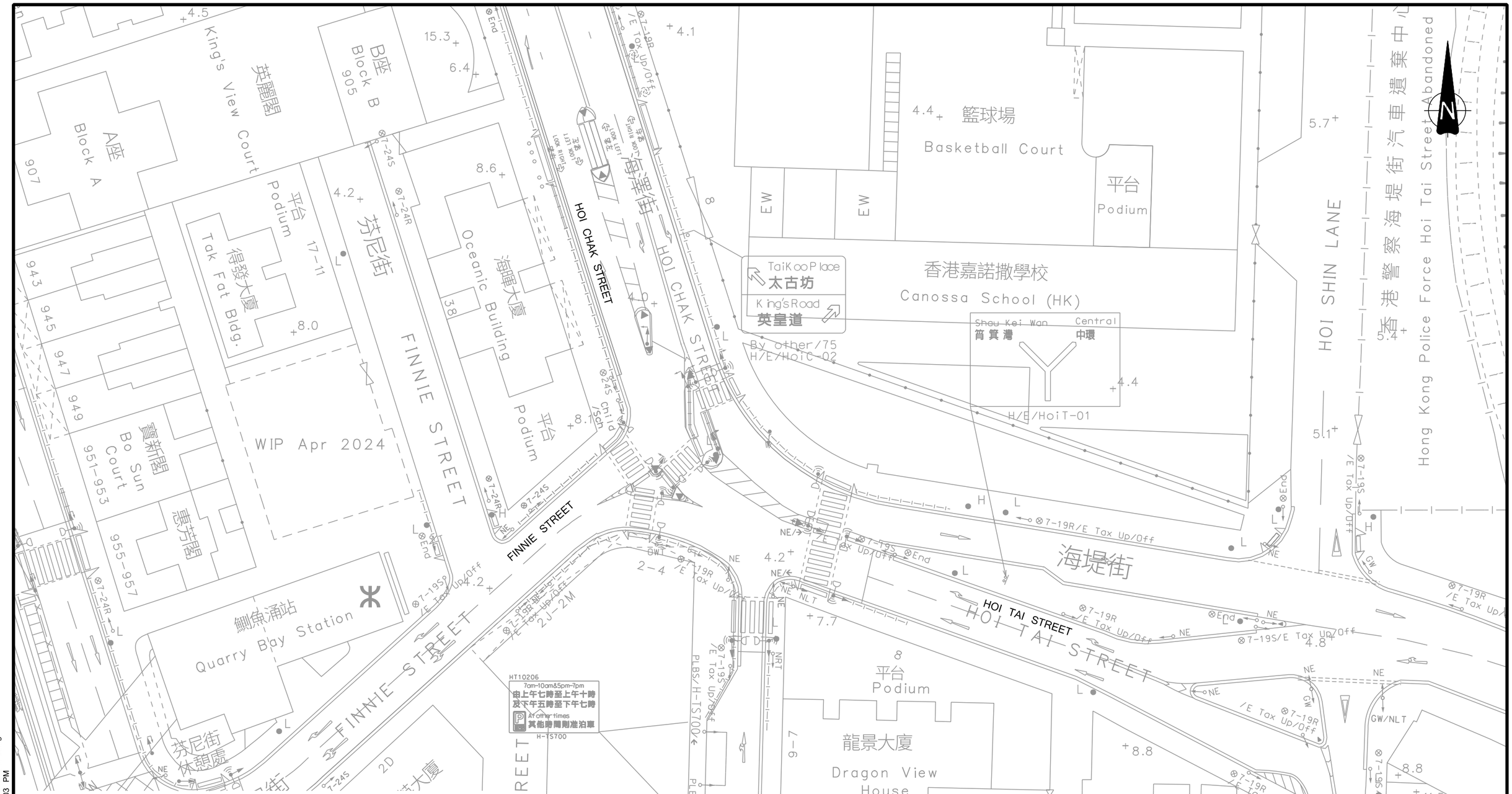

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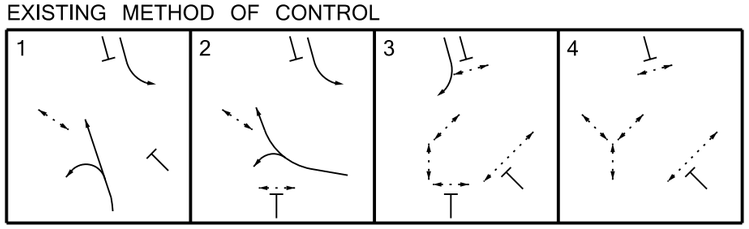

Rev.	Description	Checked	Date
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Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING JUNCTION LAYOUT OF HOI TAI STREET / HOI CHAK STREET / FINNIE STREET / HOI KWONG STREET (J4)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	OCT 2024	3.6	-

SYSTRA MVA

Original Size : A3

FILENAME: D:\OneDrive - SystraGroup\JOBS(NEW)\CHK50793710\TIA\F36.dgn
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DATE: 10/31/2024 TIME: 5:54:03 PM

EXISTING METHOD OF CONTROL

Rev.	Description	Checked	Date
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Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING JUNCTION LAYOUT OF KING'S ROAD / FINNIE STREET (J5)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	OCT 2024	3.7	-

SYSTRA MVA

Original Size : A3

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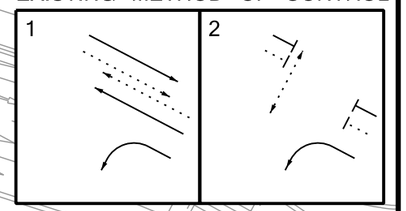
PRINTED BY: cchan DATE:10/31/2024 TIME:5:54:15 PM

EXISTING METHOD OF CONTROL



Dedicated Pedestrian Passage

泓富產業千禧廣場
Prosperity Millennia Plaza

平台
Podium

北角海逸酒店
Harbour Plaza, North Point

榮華工業大廈
Wing Wah Industrial Building

英皇道

KING'S ROAD

MODEL LANE

Kowloon (E) Dist.
九龍(東)
North Point
北角

Causeway Bay
銅鑼灣
Kowloon
九龍

H=6162B(ref)/100/2800x3600(H)
H/E/Kin-20A

3 HEAD (300 DIA.) OVERHEAD LIGHT WITH BACKING BOARD

TRAM POLE

友邦香港大樓
AIA Hong Kong Tower

駱氏工業大廈
Lok's Industrial Building

昌利大廈

香港殯儀館
Hong Kong Funeral Home

Rev.	Description	Checked	Date
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Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING JUNCTION LAYOUT OF KING'S ROAD / MODEL LANE (J6)

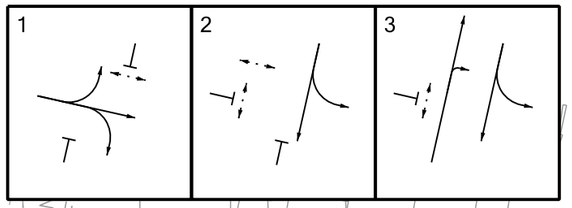
Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	JUL 2025	**3.8**	-

SYSTRA MVA

Original Size : A3

FILENAME: E:\OneDrive - SystraGroup\hholocal\chk507937101tiaF38.dgn
PRINTED BY: lho1 DATE:25 Jul 2025 TIME:09:36:37

EXISTING METHOD OF CONTROL



Rev.	Description	Checked	Date
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Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING JUNCTION LAYOUT OF JAVA ROAD / MAN HONG STREET (J7)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	JUL 2025	3.9	-

SYSTRA MVA

FILENAME: E:\OneDrive - SystraGroup\holocal\chk507937\10\tia\F39.dgn
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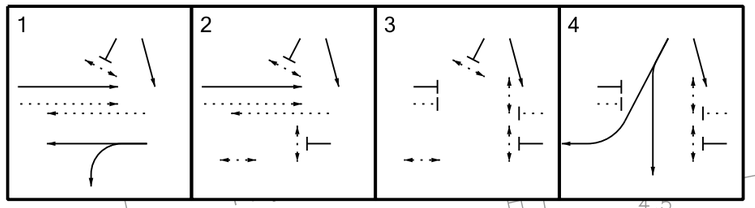
Original Size : A3

EXISTING METHOD OF CONTROL



KING'S ROAD
HEALTHY STREET WEST
MAN HONG STREET
英皇道
Skating Rink
溜冰場
ESS
Rd An
AMV Prah/E FB/EWP/EFA
NLT/E FB/EWP/EFA
AMV Prah/E FB/EWP/EFA
⊗8-10,17-19R/E Tax Up/Off
TLA/E FB/EWP/EFA
⊗8-10,17-19R /E Tax Up/Off
⊗8-10,17-19S/E Tax Up/Off
⊗7-HYS/EGH/E Tax Up/Off
H/E/ManH-X02
H/E/HeaW-02
H/E/HeaW-01
H/E/Kin-07
Kowloon (E) 九龍(東)
HT6137
HT6138
HT6144
HT9325
H-TS478
PLB 7-24R
PMC
TRAM POLE
Bd R Reduce Spd
No Access
No Exit
Stop
No Access NE In
In
水務署香港區大樓
(香港及離島分署)
WSD Hong Kong Region Building
(Hong Kong & Islands Regional Office)
寶石樓
Ruby Court
Elegance House
Healthy Gardens
Block A
Block B
Block C
Block D
Podium
平台
A座
B座
C座
D座
E座
560
611
614-628
630
平台(下層停車場)
建威花園
Quarry Bay
North Point
鰂魚涌
北角
三十米
50 m
30 m
4.2
4.5
4.6
4.1
4.4
13.4
14.5
17.5
19.4
9.1
6.7
5.3

Rev.	Description	Checked	Date
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Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING JUNCTION LAYOUT OF KING'S ROAD / HEALTHY STREET WEST / MAN HONG STREET (J8)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	JUL 2025	**3.10**	-

SYSTRA MVA

Original Size : A3

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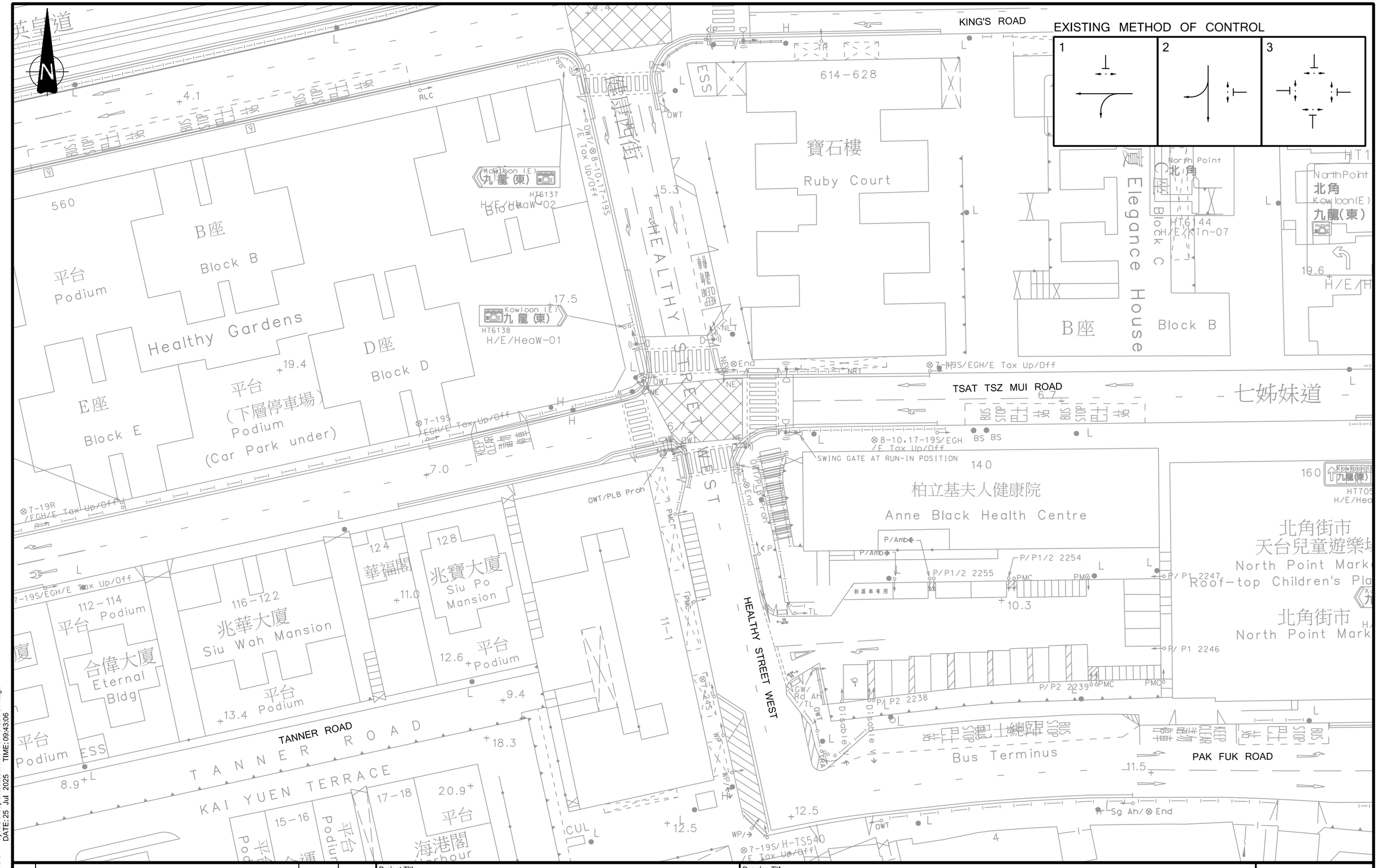

Rev.	Description	Checked	Date
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Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING JUNCTION LAYOUT OF TSAT TSZ MUI ROAD / HEALTHY STREET WEST (J9)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	JUL 2025	3.11	-

SYSTRA MVA

Original Size : A3

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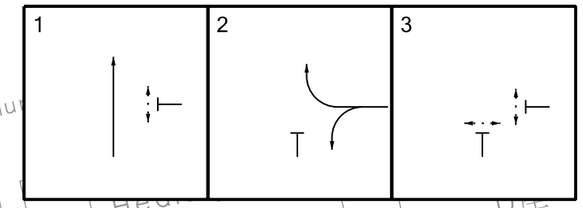
PRINTED BY: lho1 DATE:25 Jul 2025 TIME:09:43:06

EXISTING METHOD OF CONTROL



KING'S ROAD
TIN CHIU STREET
TSAT TSZ MUI ROAD
TANNER ROAD
KAI YUEN TERRACE
HT10811
Length over 車長逾 10 m
H-TS849
HT10810
No right turn for vehicles over length of 10m
車輛長度逾十米 禁止右轉
H-TS848
HT10074
HT6155 'X'-HT=75mm -H/E/TinC-02
HT6155 H/E/TsaTM-01
Kowloon (E) 九龍(東)
居民巴士站 Residents' Service Bus Stop
港運城(英皇道) Island Place (King's Rood)
上客路線 Boarding 落客路線 Alighting
NR 945
港運大廈
Island Place Tower
港運城三座
Three Island Place
港運城二座
Island Place
平台 Podium
A座 Block A
E座 Block E
F座 Block F
健威花園
天順樓 Chaton House
富邦大廈 Fu Bong Mansion
合偉大廈 Eternal Bldg
兆華大廈 Siu Wah Mansion
華福閣
丹桂閣 Tanner Court
丹拿道
繼園臺
金桃閣 (4座) Golden Peach Court (Block 4)
金松閣 (1座) Golden Pine Court (Block 1)
金運大廈
King's Way Mansion
富雅花園 Full Wealth Gardens
平台 (下層停車場) Podium (Car Park under)
Three Island Place Building

Rev.	Description	Checked	Date
-	-	-	-
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-	-	-	-

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING JUNCTION LAYOUT OF TSAT TSZ MUI ROAD / TIN CHIU STREET (J10)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	JUL 2025	**3.12**	-

SYSTRA MVA

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PRINTED BY: lho1 DATE: 25 Jul 2025 TIME: 09:44:30

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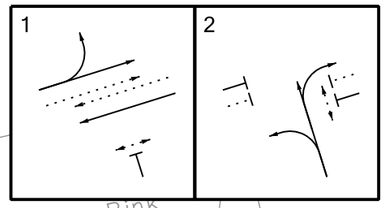

MARBLE ROAD
KING'S ROAD
TIN CHIU STREET
TSAT TSZ MUI ROAD
英皇道
Except buses and school private light buses pick up/drop off
巴士及學校私家小巴上落客除外
(HT8521)
H-TS138
HT10811
Length over 10 m 車長逾
H-TS849
HT10810
No right turn for vehicles over length of 10m
車輛長度逾十米禁止右轉
H-TS848
HT10074
HT6155 'X'-HT-75mm H/E/TinC-02
HT6155 H/E/TsaTM-01
Kowloon (E) 九龍(東)
Marble Road Telephone Exchange 馬寶道電話機房
Oi Kwan's Creative School (Hong Kong Island) 愛群創意學校(香港島)
North Point Industrial Building 北角工業大廈
Healthy Gardens 健威花園
A座 Block A
B座 Block B
E座 Block E
F座 Block F
平台 Podium
Skating Rink
King's Playground
Residents' Service Bus Stop 居民巴士站
港運城(英皇道) Island Place (King's Road)
上客路線 Boarding 落客路線 Alighting
NR 945
成坤廣場 W. S. K. Centre
Kowloon (E) 九龍(東)

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

EXISTING JUNCTION LAYOUT OF KING'S ROAD / TIN CHIU STREET (J11)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	JUL 2025	**3.13**	-

SYSTRA MVA

Original Size : A3

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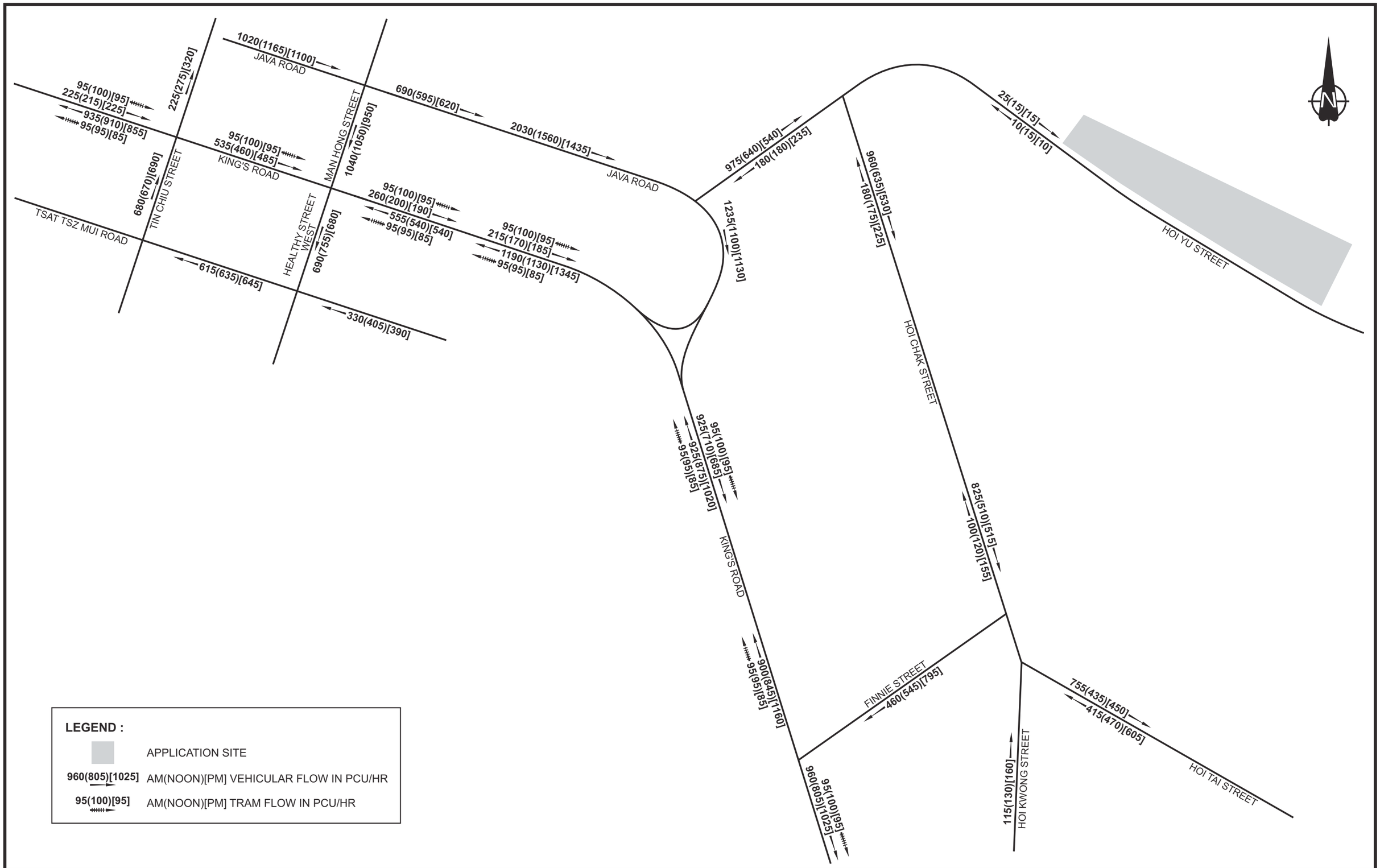
DATE:25 Jul 2025 TIME:09:52:28



LEGEND :

	APPLICATION SITE
960(805)[1025]	AM(NOON)[PM] VEHICULAR FLOW IN PCU/HR
95(100)[95]	AM(NOON)[PM] TRAM FLOW IN PCU/HR

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
A	MINOR AMENDMENT	WCY	9JAN26

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

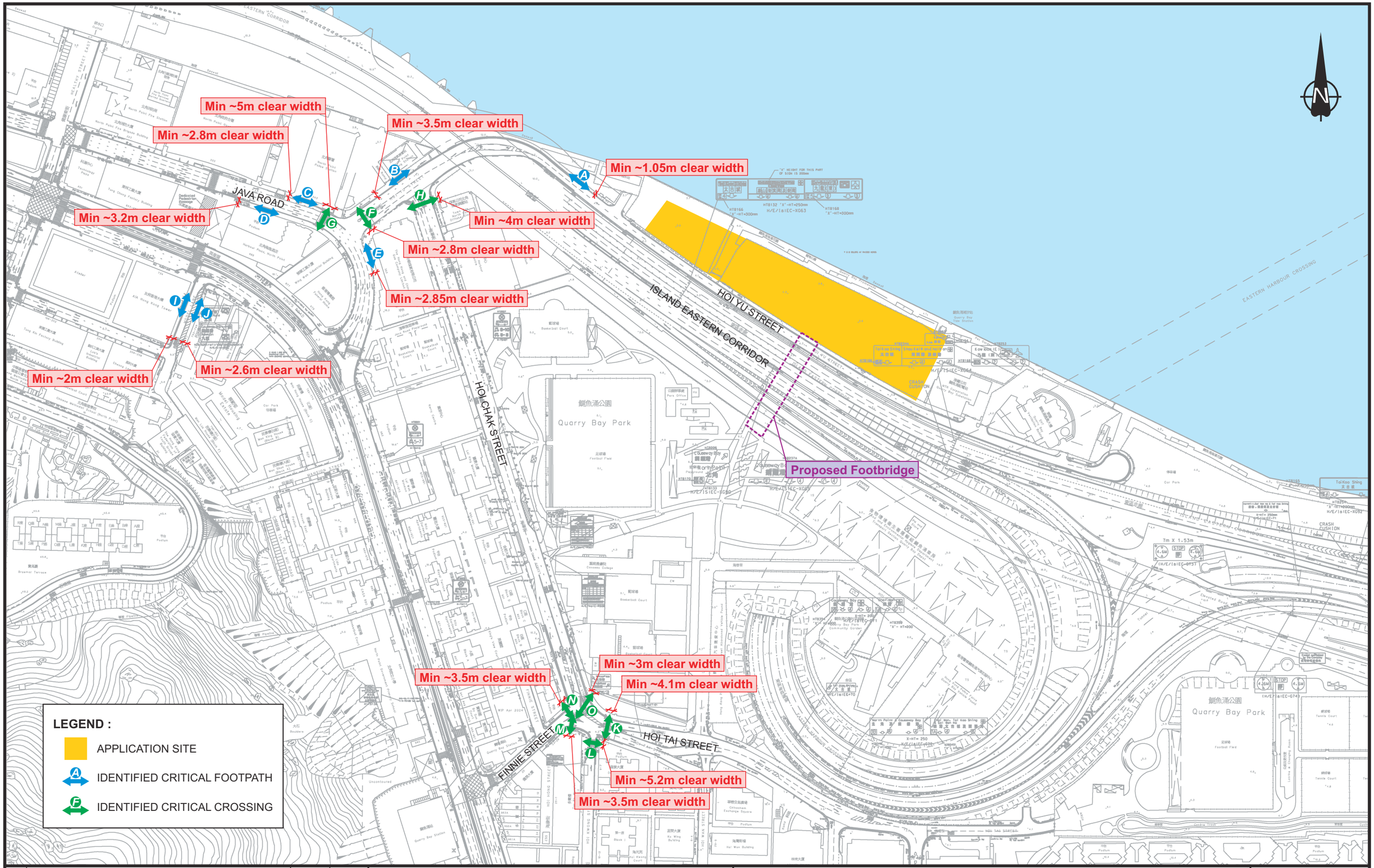
2025 OBSERVED TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHE	NLY	NTS	SEP 2025	3.14	A

SYSTRA MVA

CHK50793710/TIA/F314-A.CDR/LLH/9JAN26

Original Size : A3



Rev.	Description	Checked	Date
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-	-	-	-
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A	TD'S COMMENT	WCY	9JAN26

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

IDENTIFIED CRITICAL FOOTPATHS / CROSSINGS

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	SEP 2025	3.15	A

SYSTRA MVA

CHK50793710/TIA/F315-A.CDR/LLH/9JAN26

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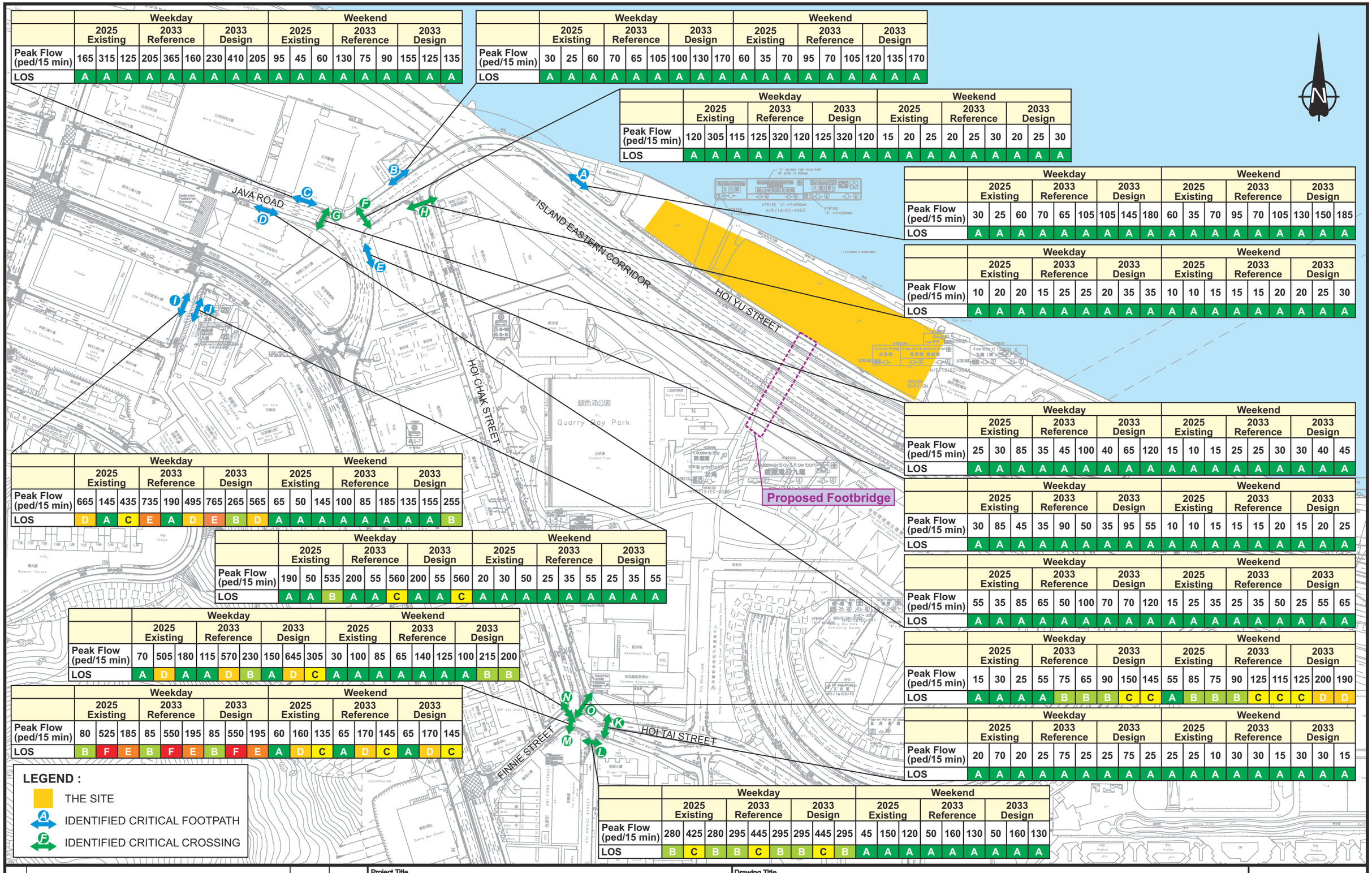

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Peak Flow (ped/15 min)	165	315	125	205	365	160	230	410	205	95	45	60	130	75	90	155	125	135
LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	30	25	60	70	65	105	100	130	170	60	35	70	95	70	105	120	135	170
LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	120	305	115	125	320	120	125	320	120	15	20	25	20	25	30	20	25	30
LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	30	25	60	70	65	105	105	145	180	60	35	70	95	70	105	130	150	185
LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	10	20	20	15	25	25	20	35	35	10	10	15	15	15	20	20	25	30
LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	25	30	85	35	45	100	40	65	120	15	10	15	25	25	30	30	40	45
LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	30	85	45	35	90	50	35	95	55	10	10	15	15	15	20	15	20	25
LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	55	35	85	65	50	100	70	70	120	15	25	35	25	35	50	25	55	65
LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	15	30	25	55	75	65	90	150	145	55	85	75	90	125	115	125	200	190
LOS	A	A	A	A	B	B	B	C	C	A	B	B	B	C	C	C	D	D

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	20	70	20	25	75	25	25	75	25	25	25	10	30	30	15	30	30	15
LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	665	145	435	735	190	495	765	265	565	65	50	145	100	85	185	135	155	255
LOS	D	A	C	E	A	D	E	B	D	A	A	A	A	A	A	A	A	B

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	190	50	535	200	55	560	200	55	560	20	30	50	25	35	55	25	35	55
LOS	A	A	B	A	A	C	A	A	C	A	A	A	A	A	A	A	A	A

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	70	505	180	115	570	230	150	645	305	30	100	85	65	140	125	100	215	200
LOS	A	D	A	A	D	B	A	D	C	A	A	A	A	A	A	A	B	B

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	80	525	185	85	550	195	85	550	195	60	160	135	65	170	145	65	170	145
LOS	B	F	E	B	F	E	B	F	E	A	D	C	A	D	C	A	D	C

	Weekday									Weekend								
	2025 Existing			2033 Reference			2033 Design			2025 Existing			2033 Reference			2033 Design		
Peak Flow (ped/15 min)	280	425	280	295	445	295	295	445	295	45	150	120	50	160	130	50	160	130
LOS	B	C	B	B	C	B	B	C	B	A	A	A	A	A	A	A	A	A

LEGEND :

- THE SITE
- A — IDENTIFIED CRITICAL FOOTPATH
- F — IDENTIFIED CRITICAL CROSSING

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
B	TD'S COMMENT	WCY	24APR26
A	TD'S COMMENT	WCY	20JAN26

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

PEDESTRIAN FLOW AND PERFORMANCE OF IDENTIFIED CRITICAL SECTIONS OF FOOTPATHS

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	AUG 2025	3.16	B

SYSTRA MVA

CHK50793710/TIA/F316-B.CDR/LLH/24APR26

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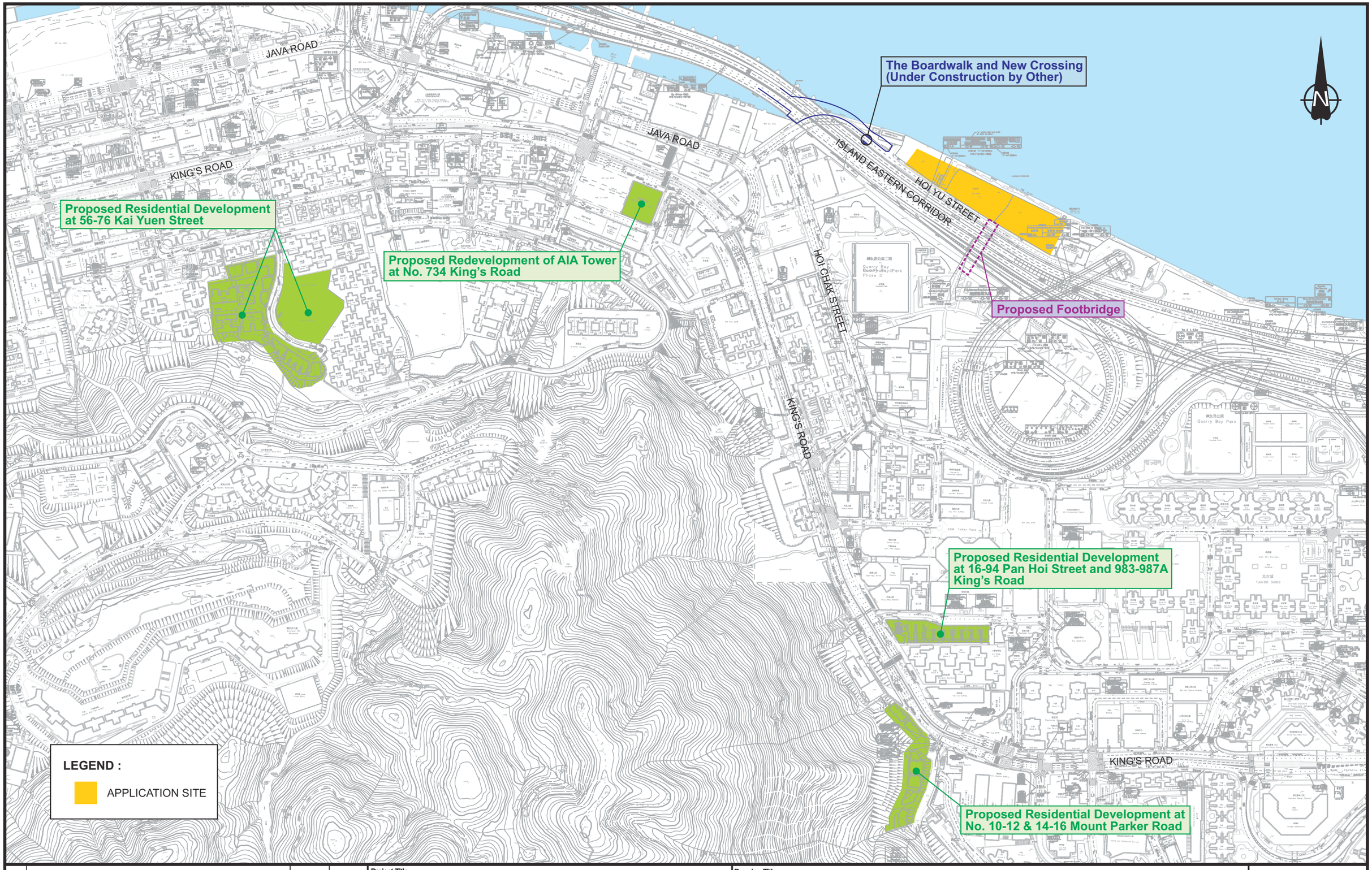

Rev.	Description	Checked	Date
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B	MINOR AMENDMENT	WCY	9JAN26
A	TD'S COMMENT	NLY	17SEP25

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

NEARBY MAJOR PLANNED AND COMMITTED DEVELOPMENT

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	OCT 2024	4.1	B

SYSTRA MVA

CHK50793710/TIA/F41-B.CDR/LLH/9JAN26

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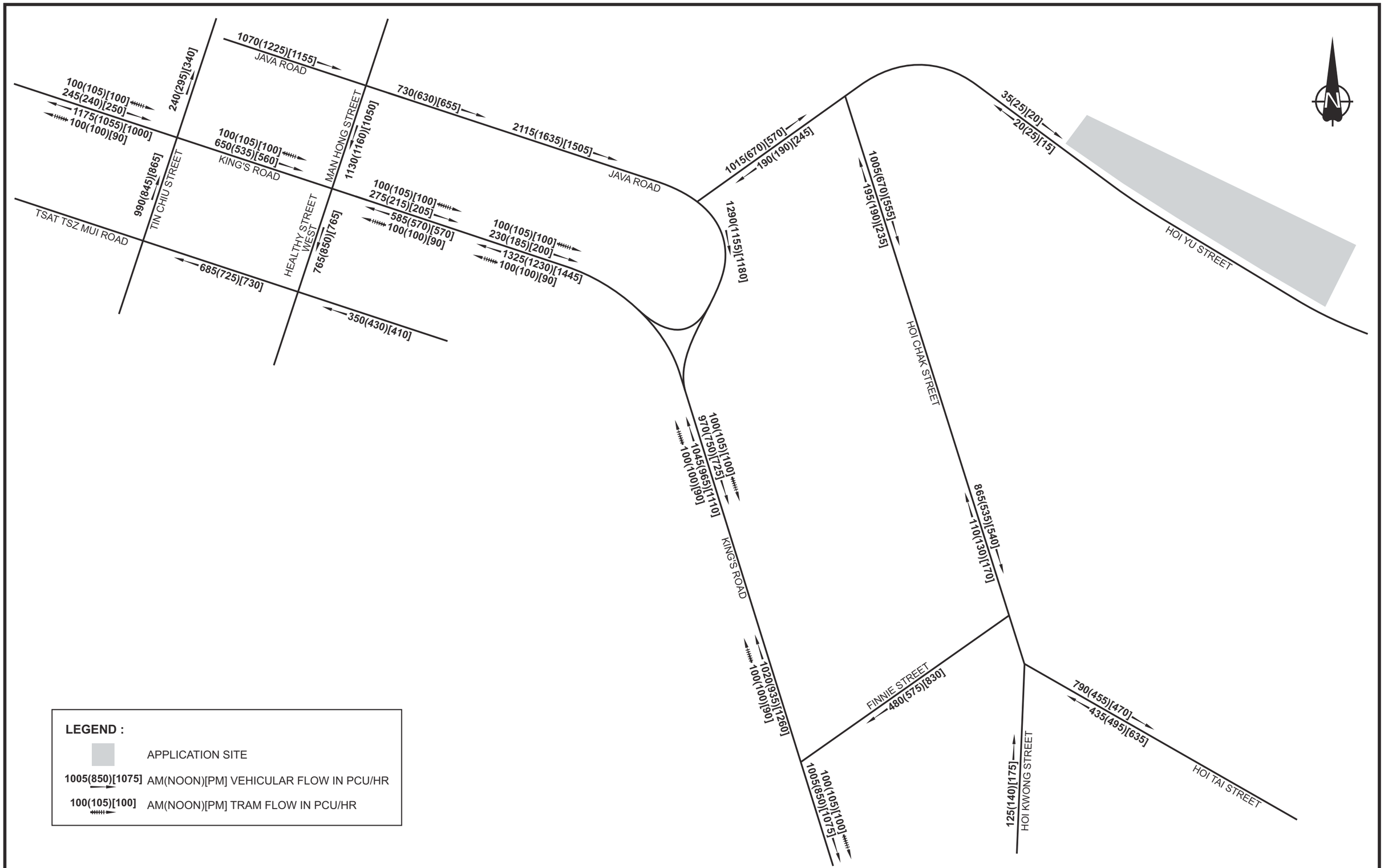

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100(105)[100]	AM(NOON)[PM] TRAM FLOW IN PCU/HR

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
B	MINOR AMENDMENT	WCY	9JAN26
A	TD'S COMMENT	NLY	17SEP25

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

2033 REFERENCE TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	NOV 2024	4.2	B

SYSTRA MVA

CHK50793710/TIA/F42-B.CDR/LLH/9JAN26

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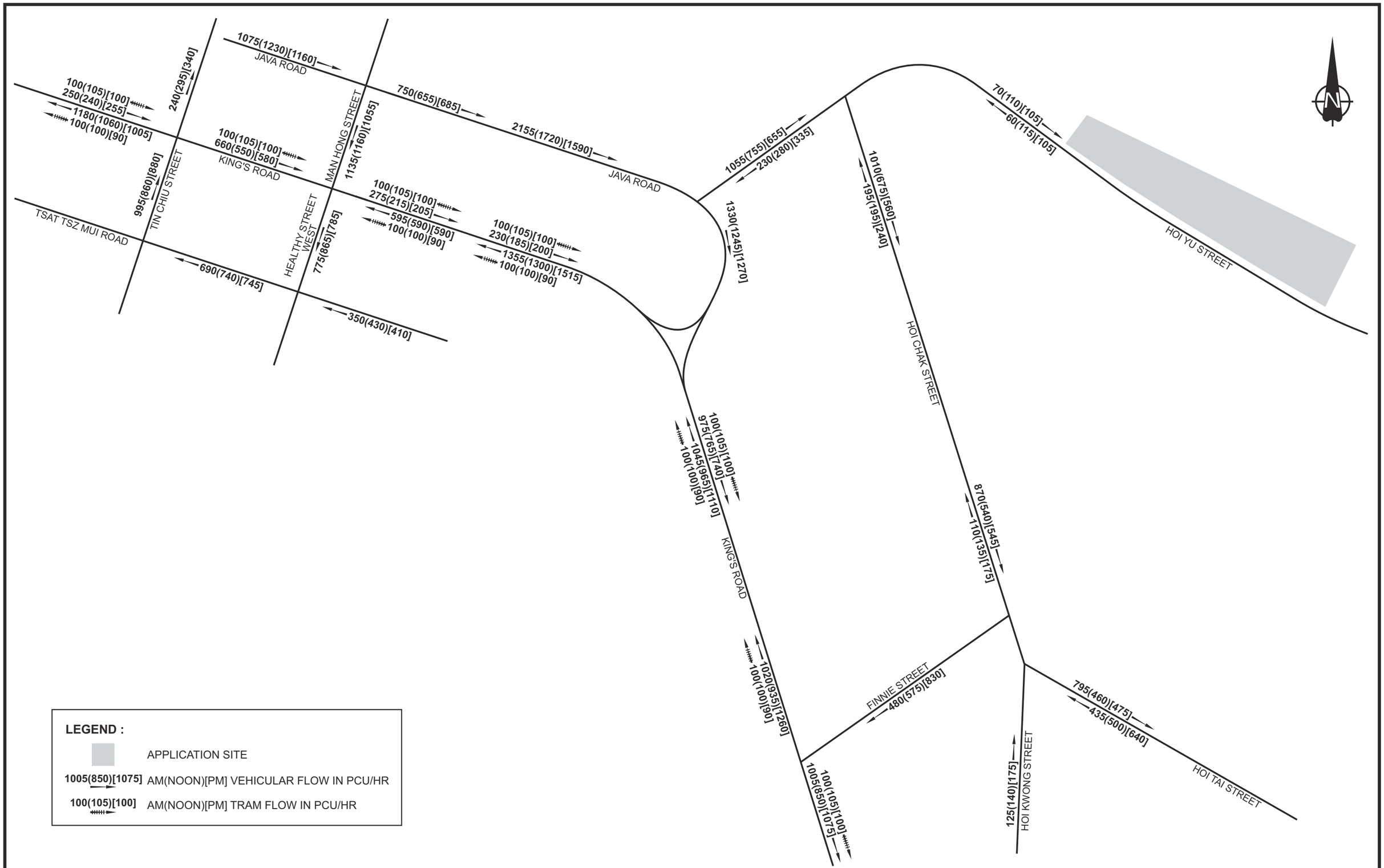

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	APPLICATION SITE
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100(105)[100]	AM(NOON)[PM] TRAM FLOW IN PCU/HR

Rev.	Description	Checked	Date
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-	-	-	-
B	MINOR AMENDMENT	WCY	9JAN26
A	TD'S COMMENT	NLY	17SEP25

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

2033 DESIGN TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	NOV 2024	4.3	B

SYSTRA MVA

CHK50793710/TIA/F43-B.CDR/LLH/9JAN26

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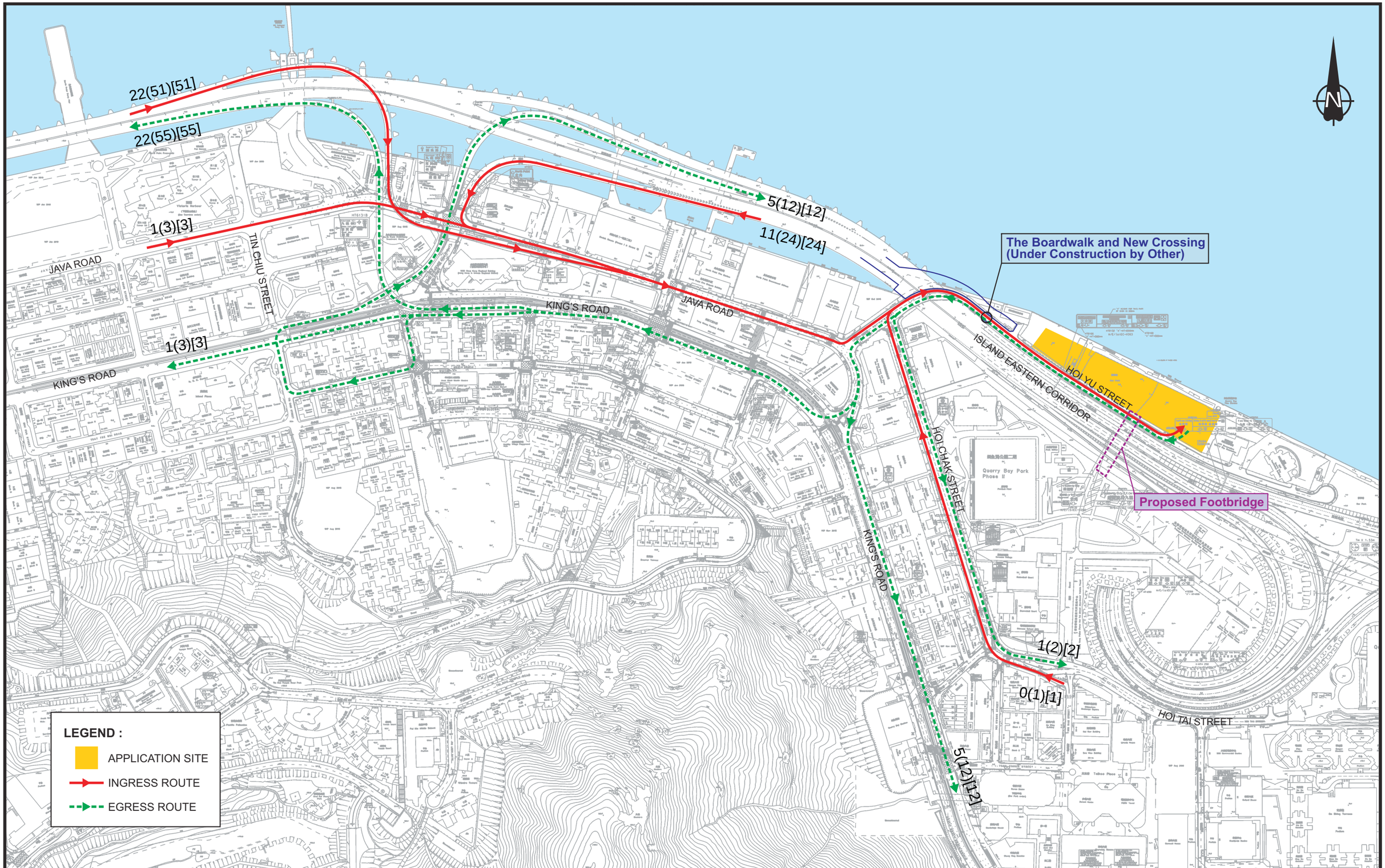

Rev.	Description	Checked	Date
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-	-	-	-
-	-	-	-
A	MINOR AMENDMENT	WCY	9JAN26

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND / OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

KEY VEHICULAR TRAFFIC ROUTES

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	NTS	SEP 2025	4.4	A

SYSTRA MVA

CHK50793710/TIA/F44-A.CDR/LLH/9JAN26

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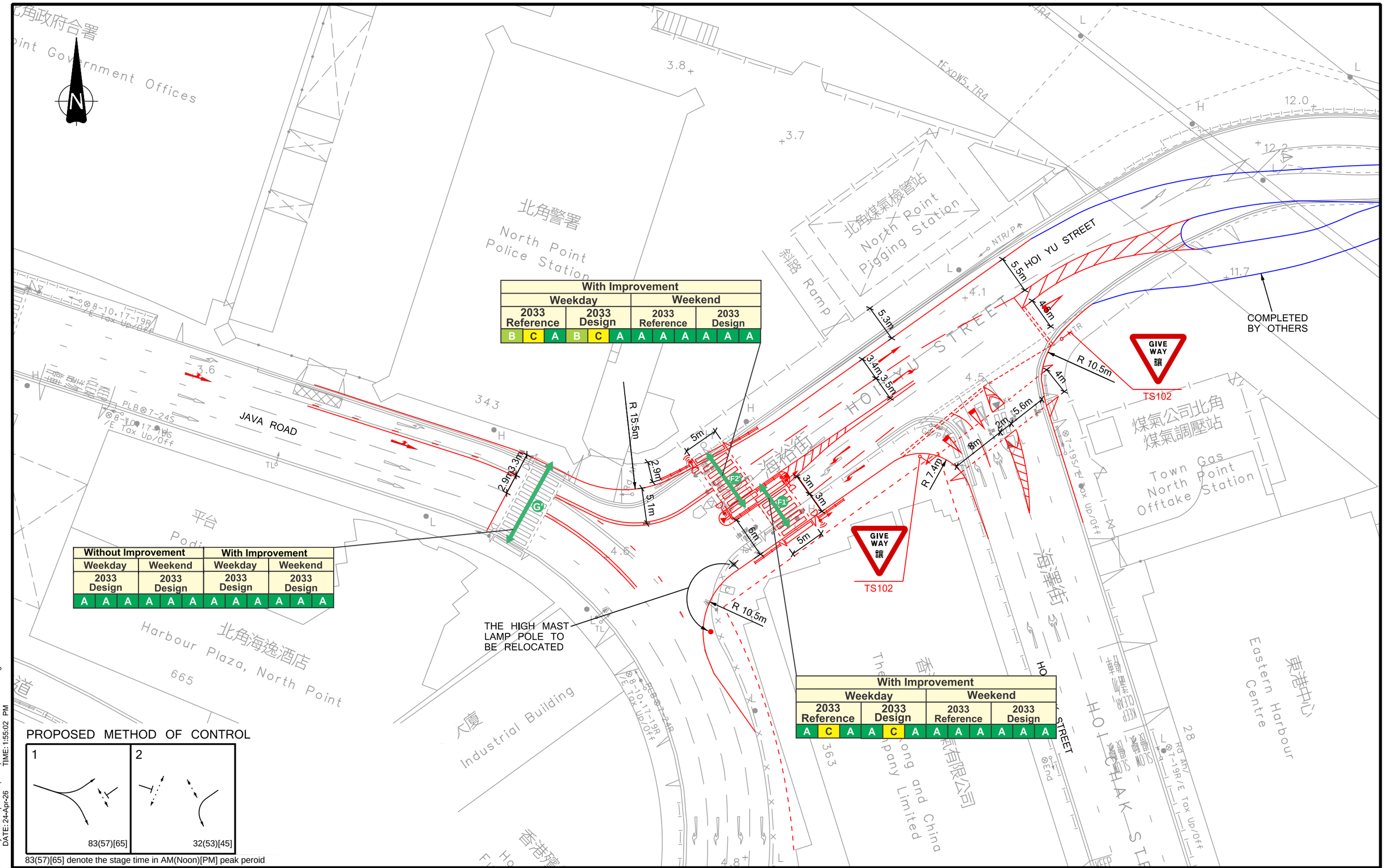

Rev.	Description	Checked	Date
-	-	-	-
C	TD'S COMMENT	WCY	24APR26
B	TD'S COMMENT	WCY	20JAN26
A	INCORPORATED CEDD'S SCHEME	WCY	09SEP25

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES" INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

PLANNED JUNCTION IMPROVEMENT SCHEME OF JAVA ROAD / HOI YU STREET / HOI CHAK STREET

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	NOV 2024	5.1	C

SYSTRA MVA

Original Size : A3

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PRINTED BY: cchan
DATE: 24-Apr-26 TIME: 1:55:02 PM

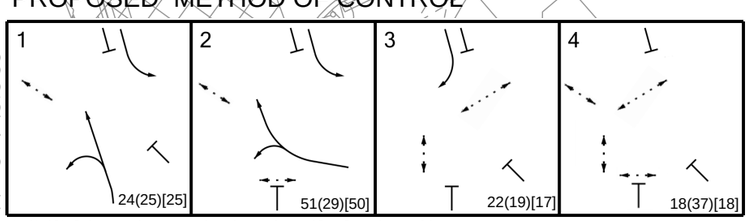
Without Improvement		With Improvement	
Weekday	Weekend	Weekday	Weekend
2033 Design	2033 Design	2033 Design	2033 Design
B C	C C D D	A A	A A B B

Without Improvement		With Improvement	
Weekday	Weekend	Weekday	Weekend
2033 Design	2033 Design	2033 Design	2033 Design
A D C	A B B	A C A	A A A A

Without Improvement		With Improvement	
Weekday	Weekend	Weekday	Weekend
2033 Design	2033 Design	2033 Design	2033 Design
B F E	A D C	A C B	A B A

HT10206
7am-10am&5pm-7pm
由上午七時至上午十時
及下午五時至下午七時
At other times
其他時間則准泊車
H-TS700

PROPOSED METHOD OF CONTROL



24(25)[25] denote the stage time in AM(Noon)[PM] peak peroid

Rev.	Description	Checked	Date
-	-	-	-
C	TD'S COMMENT	WCY	24APR26
B	TD'S COMMENT	WCY	20JAN26
A	TD'S COMMENT	WCY	09SEP25

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

PROPOSED JUNCTION IMPROVEMENT SCHEME OF HOI TAI STREET / HOI CHAK STREET / FINNIE STREET / HOI KWONG STREET

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	SEP 2025	5.2	C

SYSTRA MVA

Original Size : A3

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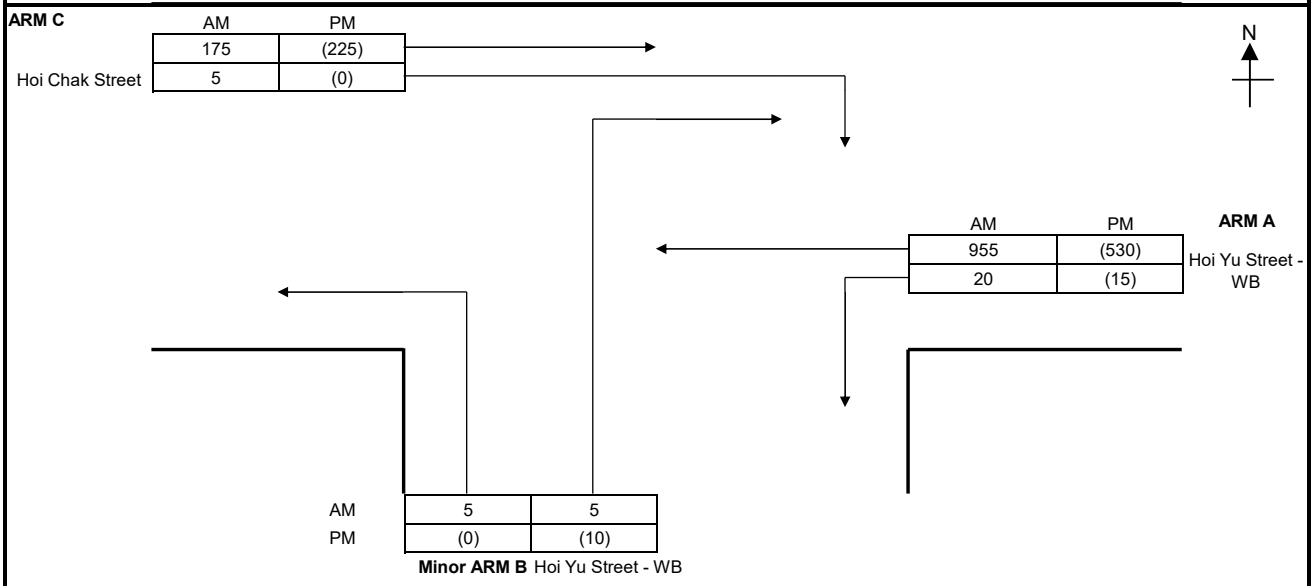
PRINTED BY: cchan DATE: 24-Apr-26 TIME: 2:32:01 PM

Appendix A - Junction Performance calculation

Calculation Sheets - 2025 Existing

Simplified picority Junction Capacity Calculation

Job Title:	Hoi Yu Street TIA		Ref. No.:	J1_pic
Junction:	Hoi Yu Street/Hoi Chak Street		Designed by:	NLY
Description:	2025 Observed		Checked by:	WCY
Design Year:	2025	Job No.:CHK50793710	Date:	九月 2025
ARM A:	Hoi Yu Street - EB			
ARM B:	Hoi Yu Street - WB			
ARM C:	Hoi Chak Street			



GEOMETRY					
Major road width	W	13.50	Lane widths	w(b-a)	3.25
Central Reserve width	Wcr	0.00		w(b-c)	3.25
2 Lane Minor Arm (Y/N)		N		w(c-b)	2.60
PARAMETER					
Visibilities	Vr(b-a)	50	Calculated	D	0.79
	Vl(b-a)	50		E	0.91
	Vr(b-c)	50		F	0.91
	Vr(c-b)	50		Y	0.56

ANALYSIS			AM Peak	PM Peak
TRAFFIC FLOWS	q(c-a)		175	225
	q(c-b)		5	0
	q(a-b)		20	15
	q(a-c)		955	530
	q(b-a)		5	10
	q(b-c)		5	0
	f		0.50	0.00
		Factor		
CAPACITIES	Q(b-a)	1	323	388
	Q(b-c)	1	499	577
	Q(c-b)	1	501	581
	Q(b-ac)	1	392	388
RFC's	b-a		0.015	0.026
	b-c		0.010	0.000
	c-b		0.010	0.000
	b-ac		0.026	0.026
RFC			**0.026**	**0.026**

Where Vl 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(Vl(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

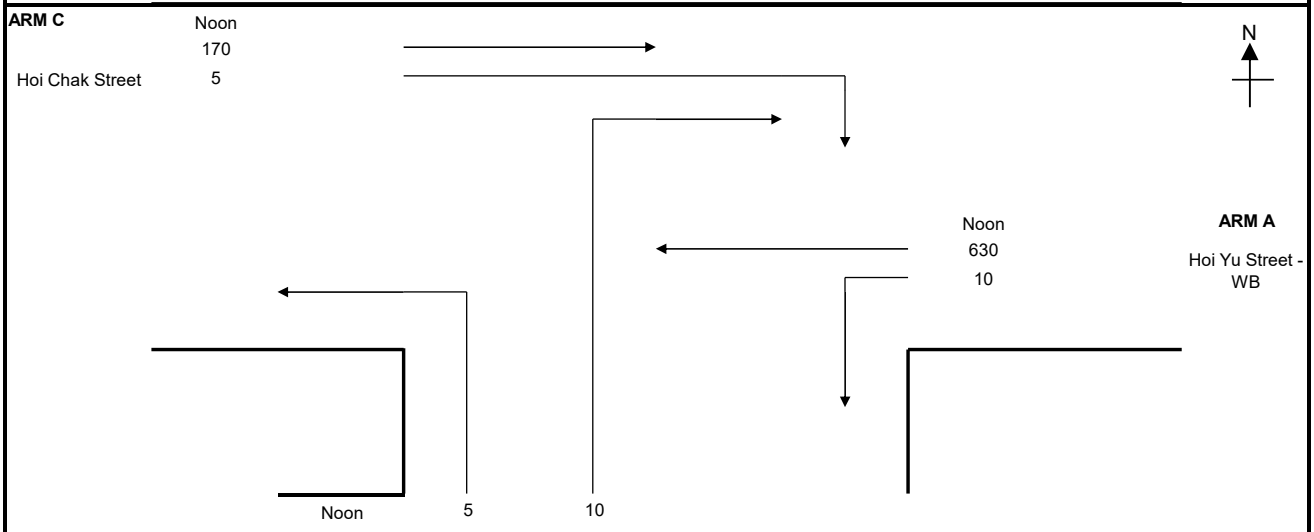
f = proportion of minor traffic turning left

Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

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

Simplified picority Junction Capacity Calculation

Job Title:	Hoi Yu Street TIA		Ref. No.:	J1_pic
Junction:	Hoi Yu Street/Hoi Chak Street		Designed by:	NLY
Description:	2025 Observed		Checked by:	WCY
Design Year:	2025	Job No.:CHK50793710	Date:	九月 2025
ARM A:	Hoi Yu Street - EB			
ARM B:	Hoi Yu Street - WB			
ARM C:	Hoi Chak Street			



GEOMETRY					
Major road width	W	13.50	Lane widths	w(b-a)	3.25
Central Reserve width	Wcr	0.00		w(b-c)	3.25
2 Lane Minor Arm (Y/N)		N		w(c-b)	2.60
PARAMETER					
Visibilities	Vr(b-a)	50	Calculated	D	0.79
	Vl(b-a)	50		E	0.91
	Vr(b-c)	50		F	0.91
	Vr(c-b)	50		Y	0.56

ANALYSIS			Noon Peak
TRAFFIC FLOWS	q(c-a)		170
	q(c-b)		5
	q(a-b)		10
	q(a-c)		630
	q(b-a)		10
	q(b-c)		5
	f		0.33
		Factor	
CAPACITIES	Q(b-a)	1	377
	Q(b-c)	1	560
	Q(c-b)	1	563
	Q(b-ac)	1	423
RFC's	b-a		0.027
	b-c		0.009
	c-b		0.009
	b-ac		0.035
RFC			**0.035**

Where Vl 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(Vl(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-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

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

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Hoi Yu Street Design Year: 2025

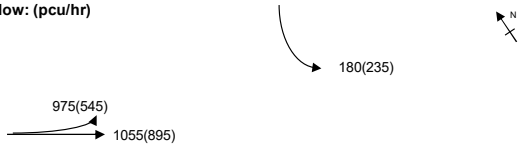
Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Java Road	↱	A	1	2.4	20					1725	1725	975	0.565	0.565	545	0.316	
	→	A	1	3.2						1040	1040	449	0.432		381	0.366	0.366
	→	A	1	3.1						825	825	356	0.432		302	0.366	
	→	A	1	3.1						580	580	250	0.431		212	0.366	
Hoi Yu Street	↰	B	2	3.4	15					1905	1905	94	0.049		123	0.065	
	↰	B	2	3.4	12.5					1745	1745	86	0.049		112	0.064	
Pedestrian Crossing		Cp	2	MIN GREEN + FLASH =	8			+	10	=	18			*			*

Notes:

1. Site factor 0.5, 0.4 and 0.3 are adopted for Java Road's second, third and fourth lane respectively due to downstream blocking and illegal parking along kerbside observed.

Flow: (pcu/hr)

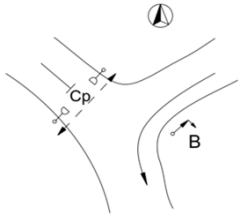


Group	A,B	A,Cp	Group	A,B	A,Cp
y	0.615	0.565	y	0.431	0.366
L (sec)	10	26	L (sec)	10	26
C (sec)	115	115	C (sec)	110	110
y pract.	0.822	0.697	y pract.	0.818	0.687
R.C. (%)	34%	23%	R.C. (%)	90%	88%

Stage / Phase Diagrams

1.

2.



3.

4.

5.

I/G= 4		I/G= 5	18	I/G=		I/G=		I/G=	
I/G= 4		I/G= 5	18	I/G=		I/G=		I/G=	

Date: 九月, 2025 **Junction:** Java Road/ Hoi Yu Street J2

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Hoi Yu Street Design Year: 2025

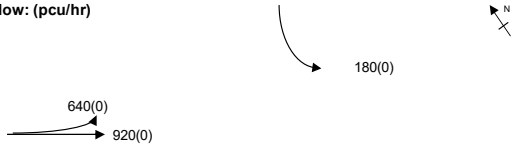
Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Java Road	↱	A	1	2.4	20					1725		640	0.371				*
	→	A	1	3.2						1040		391	0.376				
	→	A	1	3.1						825		311	0.377	0.377			
	→	A	1	3.1						580		218	0.376				
Hoi Yu Street	↰	B	2	3.4	15					1905		94	0.049				*
	↰	B	2	3.4	12.5					1745		86	0.049				
Pedestrian Crossing		Cp	2	MIN GREEN + FLASH =	8			+	10	=	18			*			

Notes:

1. Site factor 0.5, 0.4 and 0.3 are adopted for Java Road's second, third and fourth lane respectively due to downstream blocking and illegal parking along kerbside observed.

Flow: (pcu/hr)

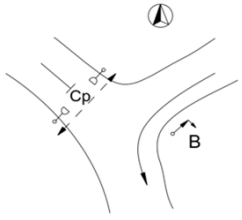


Group	A,B	A,Cp	Group		
y	0.426	0.377	y		
L (sec)	10	26	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.818	0.687	y pract.		
R.C. (%)	92%	82%	R.C. (%)		

Stage / Phase Diagrams

1.

2.



3.

4.

5.

I/G= 4		I/G= 5	18	I/G=		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=		I/G=	

Date: 九月, 2025 **Junction:** Java Road/ Hoi Yu Street J2

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Java Road Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

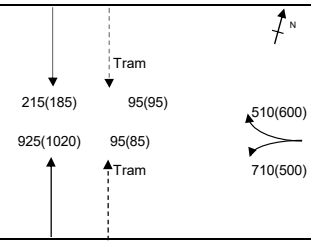
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road EB	→	A	1	5.3						2145	2145	215	0.100	0.100	185	0.086	
King's Road EB (Tram)	→	A	1	2.7						2025	2025	95	0.047		95	0.047	
Java Road	↰	C	2	3.5		30				1870	1870	242	0.129		285	0.152	0.152
	↰	C	2	4.1		32.5				2070	2070	268	0.129		315	0.152	
	↙	D	2,3	3.3	52.5					2025	2025	367	0.181		259	0.128	
	↙	D	2,3	3.3	50					1890	1890	343	0.181	0.181	241	0.128	
King's Road WB	↑	B	1,3	3.2						1935	1935	300	0.155		330	0.171	
	↑	B	1,3	3.2						2075	2075	321	0.155		355	0.171	0.171
	↑	B	1,3	3.5						1965	1965	304	0.155		335	0.170	
King's Road WB (Tram)	↑	B	1,3	2.3						1845	1845	95	0.051		85	0.046	

Pedestrian Crossing

Ep	1,3	MIN GREEN + FLASH =	5	+	7	=	12
Fp	1	MIN GREEN + FLASH =	5	+	9	=	14
Gp	2,3	MIN GREEN + FLASH =	5	+	5	=	10
Hp	2	MIN GREEN + FLASH =	5	+	13	=	18

Notes:

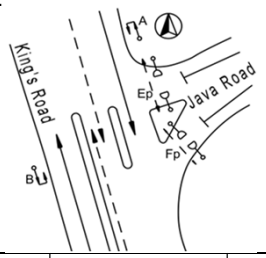
Flow: (pcu/hr)



Group	B,C	A,D	Group	A,D	B,C
y	0.285	0.282	y	0.214	0.323
L (sec)	10	12	L (sec)	12	10
C (sec)	115	115	C (sec)	110	110
y pract.	0.822	0.806	y pract.	0.802	0.818
R.C. (%)	189%	186%	R.C. (%)	274%	153%

Stage / Phase Diagrams

1.



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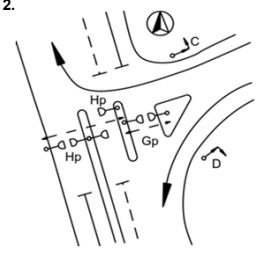

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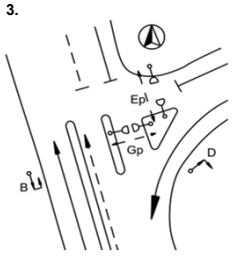


4.

5.

I/G= 5		I/G= 9		I/G=		I/G=		I/G=	
I/G=		I/G= 5		I/G= 7		I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Java Road J3

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Java Road Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

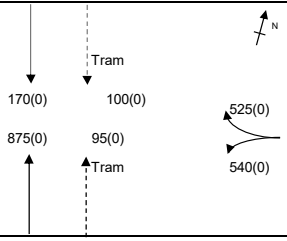
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
King's Road EB	→	A	1	5.3						2145		170	0.079				*
King's Road EB (Tram)	→	A	1	2.7						2025		100	0.049				
Java Road	↰	C	2	3.5		30				1870		249	0.133				
	↰	C	2	4.1		32.5				2070		276	0.133	0.133			
	↰	D	2,3	3.3	52.5					2025		279	0.138				*
	↰	D	2,3	3.3	50					1890		261	0.138				
King's Road WB	↑	B	1,3	3.2						1935		283	0.146				
	↑	B	1,3	3.2						2075		304	0.147				
	↑	B	1,3	3.5						1965		288	0.147	0.147			
King's Road WB (Tram)	↑	B	1,3	2.3						1845		95	0.051				

Pedestrian Crossing

Ep	1,3	MIN GREEN + FLASH =	5	+	7	=	12
Fp	1	MIN GREEN + FLASH =	5	+	9	=	14
Gp	2,3	MIN GREEN + FLASH =	5	+	5	=	10
Hp	2	MIN GREEN + FLASH =	5	+	13	=	18

Notes:

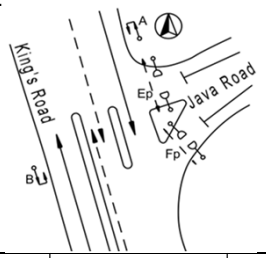
Flow: (pcu/hr)



Group	A,D	B,C	Group		
y	0.217	0.280	y		
L (sec)	12	10	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.802	0.818	y pract.		
R.C. (%)	269%	192%	R.C. (%)		

Stage / Phase Diagrams

1.



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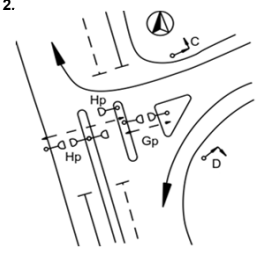

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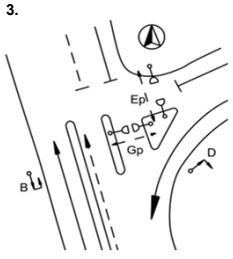


4.

5.

I/G=		I/G= 5		I/G= 7		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Java Road J3

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

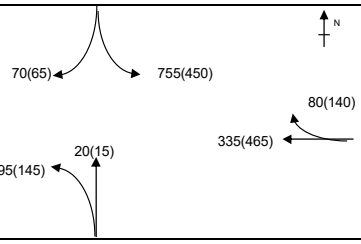
Junction: Hoi Tai Street/ Hoi Kwong Street/ Finnie Street/ Hoi Chak Street Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Hoi Tai Street	↑	D	2	3.5		40				2030	2030	80	0.039		140	0.069	
	↰	D	2	3.6	20					1835	1835	335	0.183		465	0.253	0.253
Hoi Kwong Street	↰	C	1	3.6	15			83%	91%	1825	1810	115	0.063		160	0.088	0.088
Hoi Chak Street	↳	B	1,2	3.1	35					1845	1845	755	0.409	0.409	450	0.244	
	↲	A	3	3.5		30				2005	2005	70	0.035		65	0.032	
Pedestrian Crossing																	
		Ep	2,3,4	MIN GREEN + FLASH =			8	+	5	=	13						
		Fp	3,4	MIN GREEN + FLASH =			9	+	7	=	16						
		Gp	3,4	MIN GREEN + FLASH =			8	+	10	=	18			*			*
		Hp	1,2,4	MIN GREEN + FLASH =			5	+	7	=	12						

Notes:

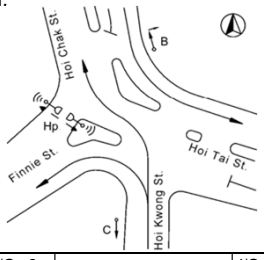
Flow: (pcu/hr)



Group	B,Fp	B,Gp	Group	C,D,Fp	C,D,Gp
y	0.409	0.409	y	0.342	0.342
L (sec)	26	27	L (sec)	33	34
C (sec)	115	115	C (sec)	110	110
y pract.	0.697	0.689	y pract.	0.630	0.622
R.C. (%)	70%	68%	R.C. (%)	84%	82%

Stage / Phase Diagrams

1.



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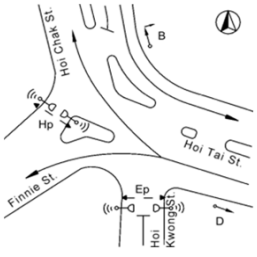

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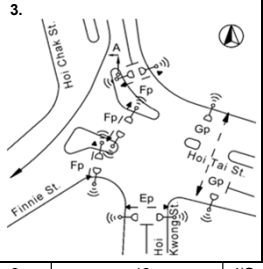

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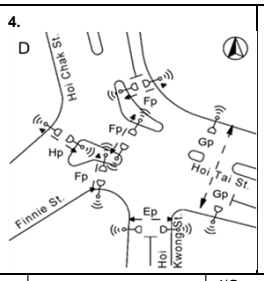


5.

I/G= 2		I/G=		I/G= 8	18	I/G=		I/G=	
I/G= 2		I/G= 6		I/G= 10	18	I/G=		I/G=	

Date: 九月, 2025 **Junction:** Hoi Tai Street/ Hoi Kwong Street/ Finnie J4

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

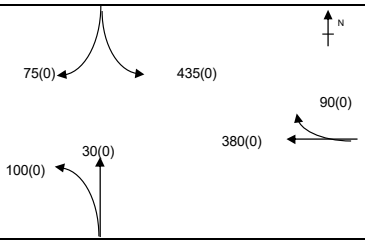
Junction: Hoi Tai Street/ Hoi Kwong Street/ Finnie Street/ Hoi Chak Street Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Hoi Tai Street	↑	D	2	3.5		40				2030		90	0.044				
	↰	D	2	3.6	20					1835		380	0.207	0.207			
Hoi Kwong Street	↱↑	C	1	3.6	15			77%		1835		130	0.071	0.071			
Hoi Chak Street	↳	B	1,2	3.1	35					1845		435	0.236				*
	↲	A	3	3.5		30				2005		75	0.037				
Pedestrian Crossing																	
		Ep	2,3,4	MIN GREEN + FLASH =			8	+	5	=	13						
		Fp	3,4	MIN GREEN + FLASH =			9	+	7	=	16						*
		Gp	3,4	MIN GREEN + FLASH =			8	+	10	=	18			*			
		Hp	1,2,4	MIN GREEN + FLASH =			5	+	7	=	12						

Notes:

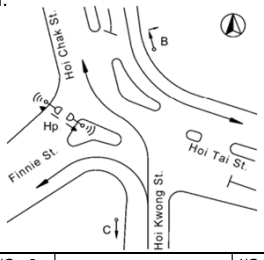
Flow: (pcu/hr)



Group	C,D,Fp	C,D,Gp	Group		
y	0.278	0.278	y		
L (sec)	33	34	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.630	0.622	y pract.		
R.C. (%)	127%	124%	R.C. (%)		

Stage / Phase Diagrams

1.



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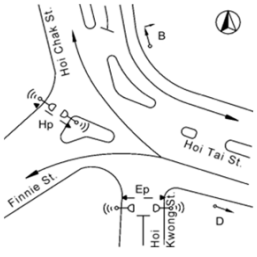

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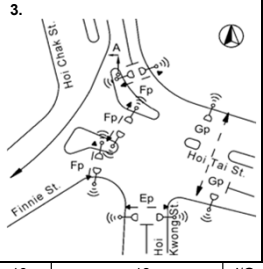

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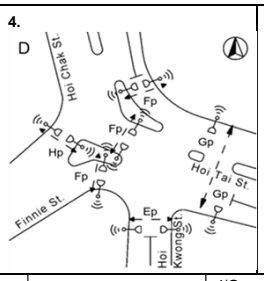


5.

I/G= 2		I/G= 6		I/G= 10	18	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=	

Date: 九月, 2025 **Junction:** Hoi Tai Street/ Hoi Kwong Street/ Finnie J4

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Finnie Street Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

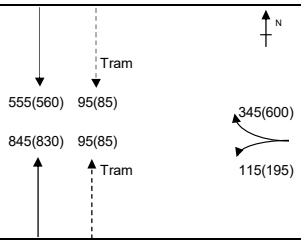
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road NB (with Tram)	↑	C	1	3.0						1915	1915	204	0.107		202	0.105	
	↑	C	1	3.3						2085	2085	222	0.106		221	0.106	
	↑	C	1	3.5						2105	2105	224	0.106		222	0.105	
Finnie Street	↰↓	D	3	3.5	10	20		51% / 49%	50% / 50%	1765	1765	225	0.127		389	0.220	
	↰	D	3	3.5		22.5				1840	1840	235	0.128	0.128	406	0.221	0.221
King's Road SB	↓	A	1,2	3.7						1985	1985	412	0.208		405	0.204	0.204
	↓	A	1,2	3.3						2085	2085	433	0.208	0.208	425	0.204	
King's Road SB (Tram)	↓	A	1,2	2.6						2015	2015	95	0.047		85	0.042	

Pedestrian Crossing

Ep	1,2	MIN GREEN + FLASH =	5	+	7	=	12
Fp	3	MIN GREEN + FLASH =	5	+	6	=	11
Gp	2	MIN GREEN + FLASH =	5	+	6	=	11

Notes:

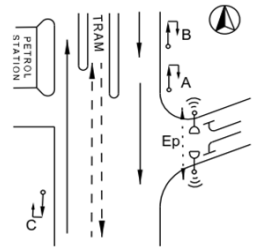
Flow: (pcu/hr)



Group	C,Gp,D	A,D	Group	C,Gp,D	A,D
y	0.234	0.335	y	0.327	0.425
L (sec)	27	10	L (sec)	27	10
C (sec)	115	115	C (sec)	110	110
y pract.	0.689	0.822	y pract.	0.679	0.818
R.C. (%)	194%	145%	R.C. (%)	108%	93%

Stage / Phase Diagrams

1.



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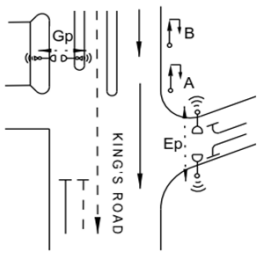

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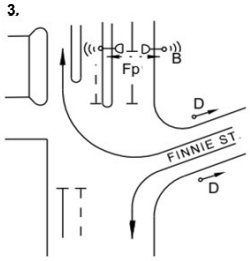


4.

5.

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

Date: 九月, 2025 **Junction:** King's Road/ Finnie Street J5

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Finnie Street Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

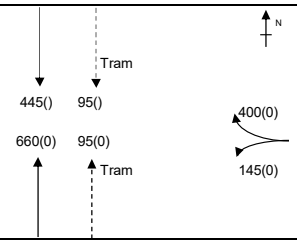
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y	
King's Road NB (with Tram)	↑	C	1	3.0						1915		169	0.088					
	↑	C	1	3.3						2085		185	0.089					
	↑	C	1	3.5						2105		186	0.088					
Finnie Street	↑↓	D	3	3.5	10	20		54% / 46%		1760		267	0.152	0.152				*
	↱	D	3	3.5		22.5				1840		278	0.151					
King's Road SB	↓	A	1,2	3.7						1985		322	0.162	0.162				*
	↓	A	1,2	3.3						2085		338	0.162					
King's Road SB (Tram)	↓	A	1,2	2.6						2015		95	0.047					

Pedestrian Crossing

Ep	1,2	MIN GREEN + FLASH =	5	+	7	=	12
Fp	3	MIN GREEN + FLASH =	5	+	6	=	11
Gp	2	MIN GREEN + FLASH =	5	+	6	=	11

Notes:

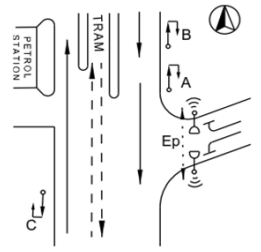
Flow: (pcu/hr)



Group	C,Gp,D	A,D	Group		
y	0.240	0.314	y		
L (sec)	27	10	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.679	0.818	y pract.		
R.C. (%)	183%	161%	R.C. (%)		

Stage / Phase Diagrams

1.



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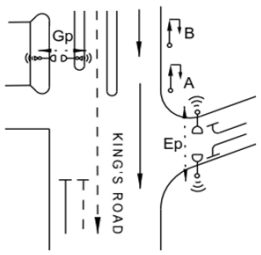

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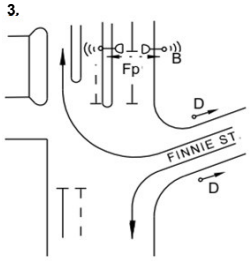


4.

5.

I/G= 7		I/G=		I/G= 5		I/G=	I/G=
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=	I/G=

Date: 九月, 2025 **Junction:** King's Road/ Finnie Street J5

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

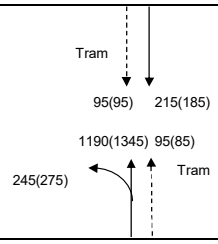
Junction: King's Road/ Model Lane Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road EB	→	A	1	5.500						2165	2165	215	0.099		185	0.085	
King's Road EB(Tram)	→	A	1	2.200						1975	1975	95	0.048		95	0.048	
King's Road WB	←	A	1	3.200						2075	2075	594	0.286	0.286	671	0.323	0.323
	←	A	1	3.300						2085	2085	596	0.286		674	0.323	
free flow	↰			3.300	8					1640	1640	245	0.149		275	0.168	
King's Road WB(Tram)	←	A	1	3.200						2075	2075	95	0.046		85	0.041	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	13		+	7	=	20				*			*

Notes:

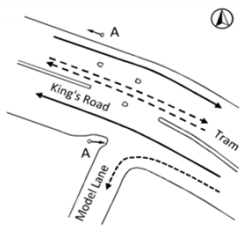
Flow: (pcu/hr)



Group		A,Bp	Group		A,Bp
y		0.286	y		0.323
L (sec)		28	L (sec)		28
C (sec)		115	C (sec)		110
y pract.		0.681	y pract.		0.671
R.C. (%)		138%	R.C. (%)		107%

Stage / Phase Diagrams

1.



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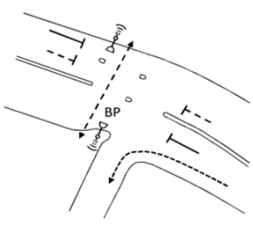


3.

4.

5.

I/G= 4		I/G= 5	20	I/G=		I/G=	
I/G= 4		I/G= 5	20	I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Model Lane J6

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

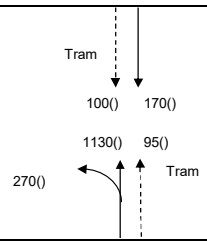
Junction: King's Road/ Model Lane Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
King's Road EB	→	A	1	5.500						2165		170	0.079				*
King's Road EB(Tram)	→	A	1	2.200						1975		100	0.051				
King's Road WB	←	A	1	3.200						2075		564	0.272	0.272			
	←	A	1	3.300						2085		566	0.271				
free flow	↰			3.300	8					1640		270	0.165				
King's Road WB(Tram)	←	A	1	3.200						2075		95	0.046				
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	13		+	7	=	20				*			*

Notes:

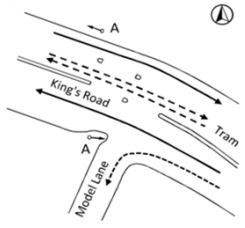
Flow: (pcu/hr)



Group		A,Bp	Group		
y		0.272	y		
L (sec)		28	L (sec)		
C (sec)		110	C (sec)		
y pract.		0.671	y pract.		
R.C. (%)		147%	R.C. (%)		

Stage / Phase Diagrams

1.



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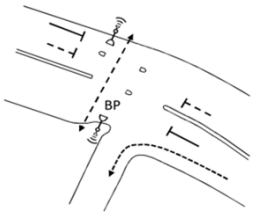


3.

4.

5.

I/G= 4		I/G= 5	20	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Model Lane J6

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Man Hong Street Design Year: 2025

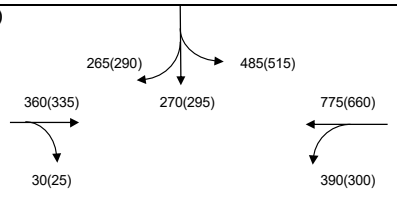
Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Java Road EB		A	1	3.000	12					1700	1700	231	0.136	0.136	257	0.151	0.151
		A	1	3.000	15			100%	95%	1870	1875	254	0.136		271	0.144	
		A	1	3.000		18		3%	4%	2050	2045	278	0.136		295	0.144	
		A	1	3.000		17				1890	1890	257	0.136		277	0.146	
Man Hong Street SB		B	2,3	3.200						2075	2075	386	0.186		328	0.158	
		B	2,3	3.400						2095	2095	389	0.186		332	0.158	
		B	2,3	3.800	12					1775	1775	390	0.220		300	0.169	
Man Hong Street NB		C	3	6.300		10		8%	7%	2105	2110	390	0.185	0.185	360	0.171	0.171
Pedestrian Crossing		Dp	2,3	MIN GREEN + FLASH =	5	+	12	=	17								
		Ep	1	MIN GREEN + FLASH =	6	+	10	=	16								
		Fp	2	MIN GREEN + FLASH =	5	+	8	=	13					*			*

Notes:

Opposing factor of 0.5 has been adopted on Man Hong Street NB due to the presence of opposite movement on right turn

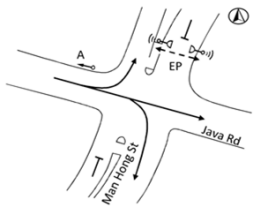
Flow: (pcu/hr)



Group	A,B	A,Fp,C	Group	A,B	A,Fp,C
y	0.356	0.321	y	0.320	0.322
L (sec)	16	30	L (sec)	16	30
C (sec)	115	115	C (sec)	110	110
y pract.	0.775	0.665	y pract.	0.769	0.655
R.C. (%)	118%	107%	R.C. (%)	140%	103%

Stage / Phase Diagrams

1.



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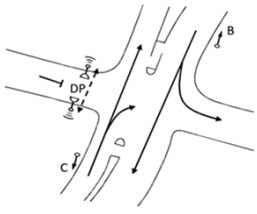
3.



4.

5.

I/G= 7		I/G= 8	13	I/G= 4		I/G=	I/G=
I/G= 7		I/G= 8	13	I/G= 4		I/G=	I/G=

Date: 九月, 2025 **Junction:** Java Road/ Man Hong Street J7

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Man Hong Street Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

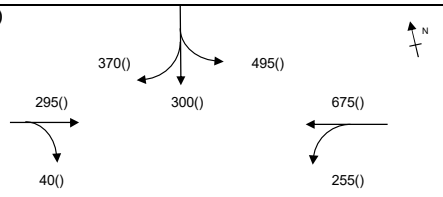
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Java Road EB		A	1	3.000	12					1700		264	0.155				*
		A	1	3.000	15			78%		1905		296	0.155	0.155			
		A	1	3.000		18		25%		2015		312	0.155				
		A	1	3.000		17				1890		293	0.155				
Man Hong Street SB		B	2,3	3.200						2075		336	0.162				*
		B	2,3	3.400						2095		339	0.162				
		B	2,3	3.800	12					1775		255	0.144				
Man Hong Street NB		C	3	6.300		10		12%		2095		335	0.160	0.160			

Pedestrian Crossing	Dp	2,3	MIN GREEN + FLASH =	5	+	12	=	17		
	Ep	1	MIN GREEN + FLASH =	6	+	10	=	16		
	Fp	2	MIN GREEN + FLASH =	5	+	8	=	13	*	

Notes:

Opposing factor of 0.5 has been adopted on Man Hong Street NB due to the presence of opposite movement on right turn

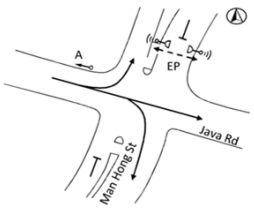
Flow: (pcu/hr)



Group	A,B	A,Fp,C	Group		
y	0.317	0.315	y		
L (sec)	16	30	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.769	0.655	y pract.		
R.C. (%)	143%	108%	R.C. (%)		

Stage / Phase Diagrams

1.



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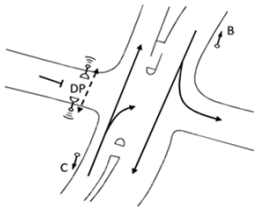


4.

5.

I/G= 7		I/G= 8	13	I/G= 4		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 九月, 2025 **Junction:** Java Road/ Man Hong Street J7

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Healthy Street West/ Man Hong Street Design Year: 2025

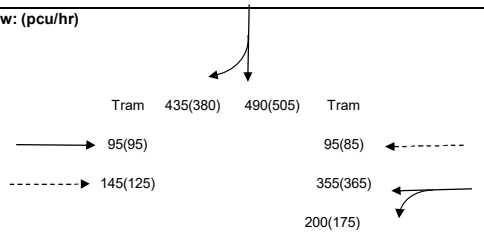
Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road	→	A	1,2	3.300						1945	1945	70	0.036		60	0.031	
EB	→	A	1,2	3.500						2105	2105	75	0.036		65	0.031	
King's Road EB(Tram)	→	A	1,2	2.500						2005	2005	95	0.047		95	0.047	
King's Road	↰	B	1	3.500	8			80%	72%	1710	1730	249	0.146		244	0.141	
WB	←	B	1	3.400						2095	2095	306	0.146	0.146	296	0.141	0.141
King's Road WB(Tram)	←	At	1,2	2.700						2025	2025	95	0.047		85	0.042	
Man Hong Street	↓	D	4	3.300						1945	1945	298	0.153		285	0.147	
SB	↲	D	4	3.500		40		40%	28%	2075	2085	318	0.153	0.153	304	0.146	
	↲	D	4	3.500		35				2020	2020	309	0.153		296	0.147	0.147

Pedestrian Crossing	Ep	3,4	MIN GREEN + FLASH =	7	+	6	=	13	
	Fp	2,3	MIN GREEN + FLASH =	5	+	10	=	15	*
	Gp	2,3,4	MIN GREEN + FLASH =	5	+	6	=	11	
	Hp	1.2,3	MIN GREEN + FLASH =	5	+	9	=	14	

Notes:

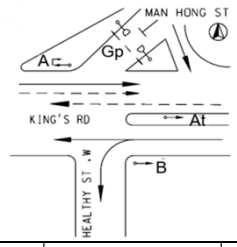
Flow: (pcu/hr)



Group	Hp,D	B,Fp,D	Group	Hp,D	B,Fp,D
y	0.153	0.299	y	0.147	0.288
L (sec)	24	35	L (sec)	24	35
C (sec)	115	115	C (sec)	110	110
y pract.	0.712	0.626	y pract.	0.704	0.614
R.C. (%)	365%	109%	R.C. (%)	380%	113%

Stage / Phase Diagrams

1.



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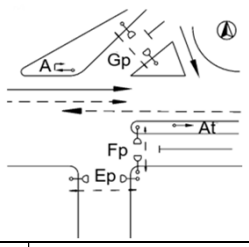

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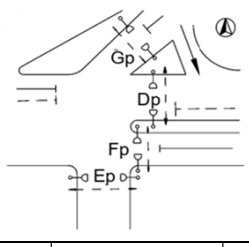

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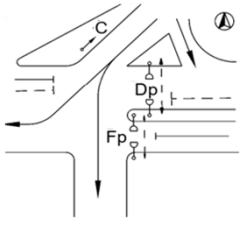


5.

I/G= 11		I/G= 9	15	I/G=		I/G= 2		I/G=	
I/G= 11		I/G= 9	15	I/G=		I/G= 2		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Healthy Street West/ Man J8

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Healthy Street West/ Man Hong Street Design Year: 2025

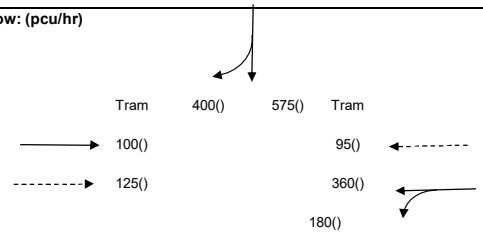
Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
King's Road	→	A	1,2	3.300						1945		60	0.031				*
EB	→	A	1,2	3.500						2105		65	0.031				
King's Road EB(Tram)	→	A	1,2	2.500						2005		100	0.050				
King's Road	↰	B	1	3.500	8			74%		1725		244	0.141	0.141			
WB	←	B	1	3.400						2095		296	0.141				
King's Road WB(Tram)	←	At	1,2	2.700						2025		95	0.047				
Man Hong Street	↓	D	4	3.300						1945		313	0.161				
SB	↲	D	4	3.500		40		22%		2090		337	0.161	0.161			
	↲	D	4	3.500		35				2020		325	0.161				

Pedestrian Crossing	Ep	3,4	MIN GREEN + FLASH =	7	+	6	=	13					*
	Fp	2,3	MIN GREEN + FLASH =	5	+	10	=	15		*			
	Gp	2,3,4	MIN GREEN + FLASH =	5	+	6	=	11					
	Hp	1.2,3	MIN GREEN + FLASH =	5	+	9	=	14					

Notes:

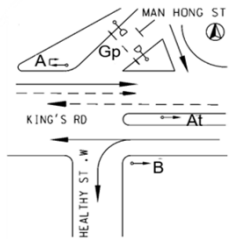
Flow: (pcu/hr)



Group	Hp,D	B,Fp,D	Group		
y	0.161	0.303	y		
L (sec)	24	35	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.704	0.614	y pract.		
R.C. (%)	336%	103%	R.C. (%)		

Stage / Phase Diagrams

1.



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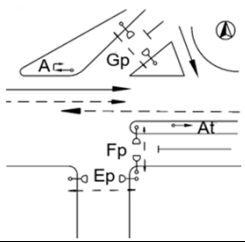

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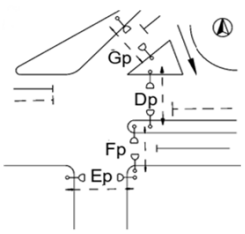

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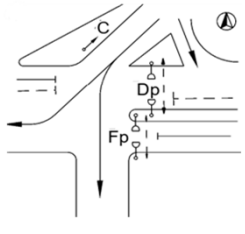


5.

I/G= 11		I/G= 9	15	I/G=		I/G= 2		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Healthy Street West/ Man J8

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

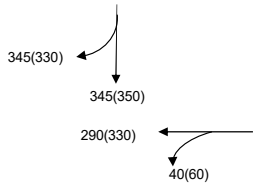
Junction: Tsat Tsz Mui Road/ Healthy Street West Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsat Tsz Mui Road		A	1	3.800	10			26%	33%	1920	1900	156	0.081		184	0.097	0.097
WB	←	A	1	3.800						2135	2135	174	0.081	0.081	206	0.096	
Healthy Street West	↓	C	2	2.500						1865	1865	227	0.122		223	0.120	
SB	↙	C	2	3.300		13		51%	46%	1970	1980	239	0.121		237	0.120	0.120
	↓	C	2	3.600		10				1840	1840	224	0.122	0.122	220	0.120	
Pedestrian Crossing		Bp	1,3	MIN GREEN + FLASH =	5	+	9	=	14								
		Dp	2,3	MIN GREEN + FLASH =	5	+	8	=	13								
		Ep	3	MIN GREEN + FLASH =	5	+	9	=	14					*			*
		Fp	3	MIN GREEN + FLASH =	5	+	8	=	13								

Notes:

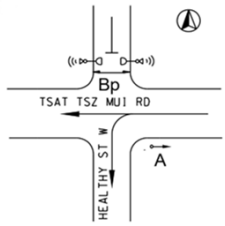
Flow: (pcu/hr)



Group	A,C,Fp	A,C,Ep	Group	A,C,Fp	A,C,Ep
y	0.203	0.203	y	0.217	0.217
L (sec)	28	29	L (sec)	28	29
C (sec)	115	115	C (sec)	110	110
y pract.	0.681	0.673	y pract.	0.671	0.663
R.C. (%)	235%	231%	R.C. (%)	210%	206%

Stage / Phase Diagrams

1.



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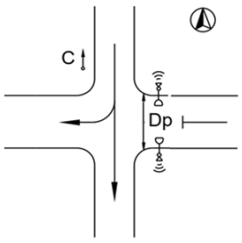

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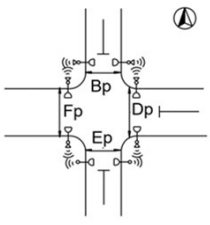


4.

5.

I/G= 4		I/G= 6		I/G= 7	14	I/G=		I/G=	
I/G= 4		I/G= 6		I/G= 7	14	I/G=		I/G=	

Date: 九月, 2025 **Junction:** Tsat Tsz Mui Road/ Healthy Street West J9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

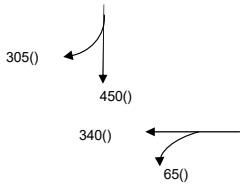
Junction: Tsat Tsz Mui Road/ Healthy Street West Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Tsat Tsz Mui Road		A	1	3.800	10			34%		1900		191	0.101	0.101			*
WB	←	A	1	3.800						2135		214	0.100				
Healthy Street West	↓	C	2	2.500						1865		246	0.132	0.132			*
SB	↙	C	2	3.300		13		24%		2030		267	0.132				
	↲	C	2	3.600		10				1840		242	0.132				
Pedestrian Crossing		Bp	1,3	MIN GREEN + FLASH =	5	+	9	=	14								
		Dp	2,3	MIN GREEN + FLASH =	5	+	8	=	13								
		Ep	3	MIN GREEN + FLASH =	5	+	9	=	14					*			*
		Fp	3	MIN GREEN + FLASH =	5	+	8	=	13								

Notes:

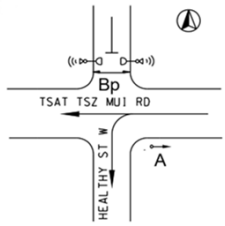
Flow: (pcu/hr)



Group	A,C,Fp	A,C,Ep	Group		
y	0.232	0.232	y		
L (sec)	28	29	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.671	0.663	y pract.		
R.C. (%)	189%	185%	R.C. (%)		

Stage / Phase Diagrams

1.



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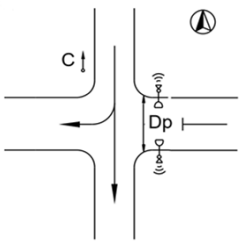

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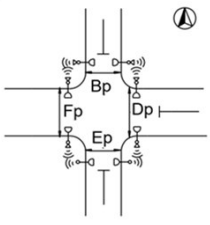


4.

5.

I/G= 4		I/G= 6		I/G= 7	14	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 九月, 2025 **Junction:** Tsat Tsz Mui Road/ Healthy Street West J9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

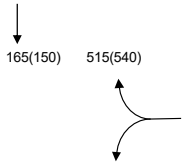
Junction: Tsat Tsz Mui Road/ Tin Chiu Street Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tin Chiu Street NB	↓	A	1	3.900						2005	2005	165	0.082	0.082	150	0.075	0.075
Tsat Tsz Mui Road	↕	B	2	4.100	6	13		34% / 66%	34% / 66%	1745	1745	291	0.167		305	0.175	
WB	↑	B	2	4.100		13				1940	1940	324	0.167	0.167	340	0.175	0.175
Pedestrian Crossing		Cp	1,3	MIN GREEN + FLASH =			10	+	9	=	19						
		Dp	3	MIN GREEN + FLASH =			7	+	9	=	16			*			*

Notes:

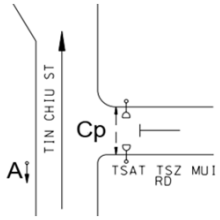
Flow: (pcu/hr)



Group	Cp,B	A,B,Dp	Group	Cp,B	A,B,Dp
y	0.167	0.249	y	0.175	0.250
L (sec)	27	32	L (sec)	27	32
C (sec)	115	115	C (sec)	110	110
y pract.	0.689	0.650	y pract.	0.679	0.638
R.C. (%)	312%	161%	R.C. (%)	287%	155%

Stage / Phase Diagrams

1.



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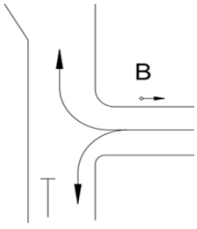

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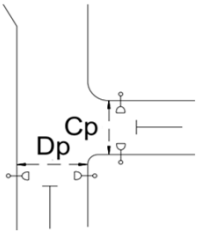


4.

5.

I/G= 4		I/G= 6		I/G= 8	16	I/G=		I/G=	
I/G= 4		I/G= 6		I/G= 8	16	I/G=		I/G=	

Date: 九月, 2025 **Junction:** Tsat Tsz Mui Road/ Tin Chiu Street J10

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

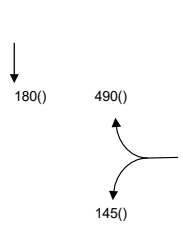
Junction: Tsat Tsz Mui Road/ Tin Chiu West Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Tin Chiu Street NB	↓	A	1	3.900						2005		180	0.090	0.090			*
Tsat Tsz Mui Road WB	↕	B	2	4.100	6	13		49% / 51%		1715		298	0.174	0.174			*
	↑	B	2	4.100		13				1940		337	0.174				
Pedestrian Crossing		Cp	1,3	MIN GREEN + FLASH =	10	+	9	=	19								
		Dp	3	MIN GREEN + FLASH =	7	+	9	=	16					*			*

Notes:

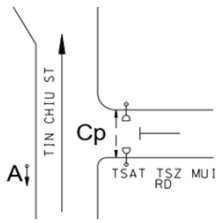
Flow: (pcu/hr)



Group	Cp,B	A,B,Dp	Group		
y	0.174	0.264	y		
L (sec)	27	32	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.679	0.638	y pract.		
R.C. (%)	291%	142%	R.C. (%)		

Stage / Phase Diagrams

1.



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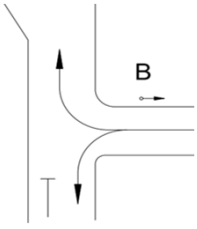

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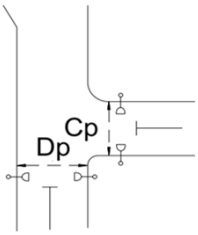


4.

5.

I/G= 4		I/G= 6		I/G= 8	16	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 九月, 2025 **Junction:** Tsat Tsz Mui Road/ Tin Chiu West J10

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

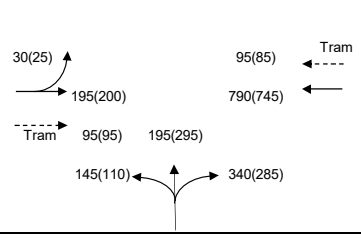
Junction: King's Road/ Tin Chiu Street Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road EB	↑→	A	1	3.200	12			13%	11%	1905	1910	225	0.118		225	0.118	
King's Road EB(Tram)	→	A	1	2.700						2025	2025	95	0.047		95	0.047	
King's Road WB	←	B	1	3.300						1945	1945	250	0.129	0.129	235	0.121	
	←	B	1	3.500						2105	2105	270	0.128		255	0.121	0.121
	←	B	1	3.500						2105	2105	270	0.128		255	0.121	
King's Road WB(Tram)	←	Dt	1	2.400						1995	1995	95	0.048		85	0.043	
Tin Chiu Street	↰	C	2	3.300	12					1730	1730	145	0.084		110	0.064	
NB	↰↑	C	2	3.500	12			57%	51%	1965	1980	195	0.099		295	0.149	
	↱	C	2	3.500		12				1870	1870	340	0.182	0.182	285	0.152	0.152
Pedestrian Crossing		Ep	1	MIN GREEN + FLASH =	6	+	12	=	18								
		Fp	2	MIN GREEN + FLASH =	5	+	9	=	14								

Notes:

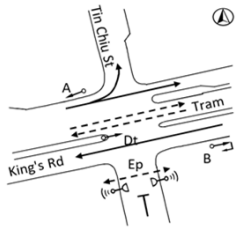
Flow: (pcu/hr)



Group	A,C	B,C	Group	A,C	B,C
y	0.300	0.310	y	0.270	0.274
L (sec)	10	11	L (sec)	10	11
C (sec)	115	115	C (sec)	110	110
y pract.	0.822	0.814	y pract.	0.818	0.810
R.C. (%)	174%	162%	R.C. (%)	203%	196%

Stage / Phase Diagrams

1.



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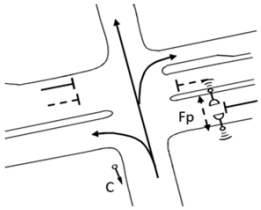


3.

4.

5.

I/G= 6		I/G= 7		I/G=		I/G=		I/G=	
I/G= 6		I/G= 7		I/G=		I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Tin Chiu Street J11

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

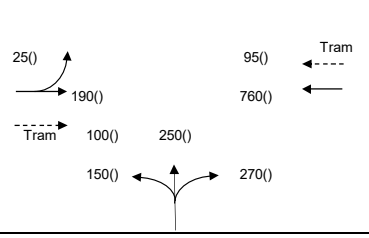
Junction: King's Road/ Tin Chiu Street Design Year: 2025

Description: 2025 Observed Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
King's Road EB		A	1	3.200	12			12%		1905		215	0.113				*
King's Road EB(Tram)	→	A	1	2.700						2025		100	0.049				
King's Road WB	←	B	1	3.300						1945		240	0.123				
	←	B	1	3.500						2105		260	0.124	0.124			
	←	B	1	3.500						2105		260	0.124				
King's Road WB(Tram)	←	Dt	1	2.400						1995		95	0.048				
Tin Chiu Street NB		C	2	3.300	12					1730		150	0.087				*
		C	2	3.500	12			63%		1950		250	0.128				
		C	2	3.500		12				1870		270	0.144	0.144			
Pedestrian Crossing		Ep	1	MIN GREEN + FLASH =	6	+	12	=	18								
		Fp	2	MIN GREEN + FLASH =	5	+	9	=	14								

Notes:

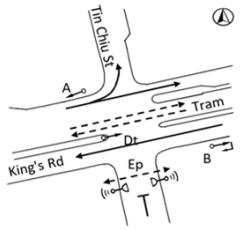
Flow: (pcu/hr)



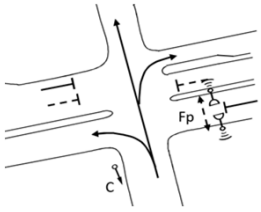
Group	A,C	B,C	Group		
y	0.257	0.268	y		
L (sec)	10	11	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.818	0.810	y pract.		
R.C. (%)	218%	202%	R.C. (%)		

Stage / Phase Diagrams

1.



2.



3.

4.

5.

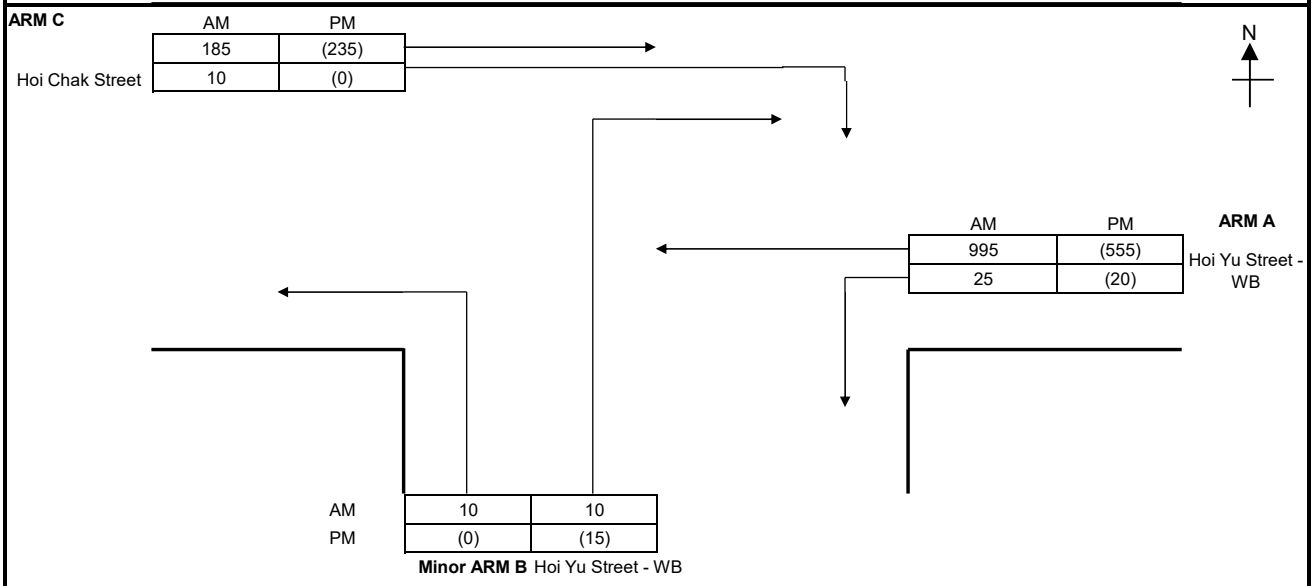
I/G= 6		I/G= 7		I/G=		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Tin Chiu Street J11

Calculation Sheets - 2033 Reference Year

Simplified picority Junction Capacity Calculation

Job Title:	Hoi Yu Street TIA		Ref. No.:	J1_pic
Junction:	Hoi Yu Street/Hoi Chak Street		Designed by:	NLY
Description:	2033 Reference		Checked by:	WCY
Design Year:	2025	Job No.:CHK50793710	Date:	九月 2025
ARM A:	Hoi Yu Street - EB			
ARM B:	Hoi Yu Street - WB			
ARM C:	Hoi Chak Street			



GEOMETRY					
Major road width	W	13.50	Lane widths	w(b-a)	3.25
Central Reserve width	Wcr	0.00		w(b-c)	3.25
2 Lane Minor Arm (Y/N)		N		w(c-b)	2.60

PARAMETER					
Visibilities	Vr(b-a)	50	Calculated	D	0.79
	Vl(b-a)	50		E	0.91
	Vr(b-c)	50		F	0.91
	Vr(c-b)	50		Y	0.56

ANALYSIS			AM Peak	PM Peak
TRAFFIC FLOWS	q(c-a)		185	235
	q(c-b)		10	0
	q(a-b)		25	20
	q(a-c)		995	555
	q(b-a)		10	15
	q(b-c)		10	0
	f		0.50	0.00
		Factor		
CAPACITIES	Q(b-a)	1	315	382
	Q(b-c)	1	492	573
	Q(c-b)	1	493	575
	Q(b-ac)	1	384	382
RFC's	b-a		0.032	0.039
	b-c		0.020	0.000
	c-b		0.020	0.000
	b-ac		0.052	0.039
RFC			**0.052**	**0.039**

Where Vl 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(Vl(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

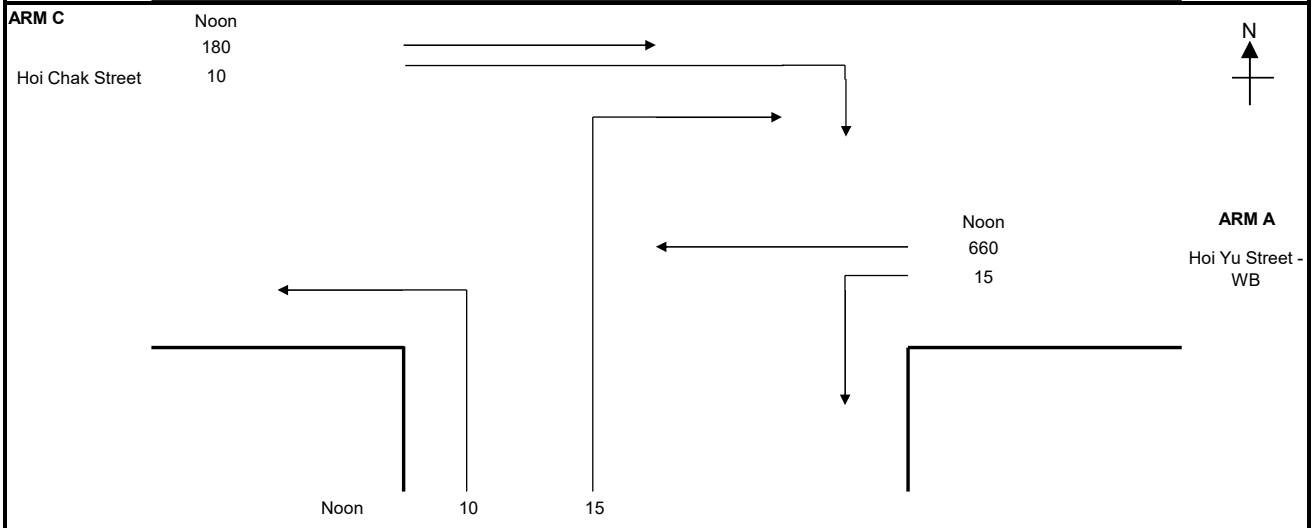
f = proportion of minor traffic turning left

Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

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

Simplified picority Junction Capacity Calculation

Job Title:	Hoi Yu Street TIA		Ref. No.:	J1_pic
Junction:	Hoi Yu Street/Hoi Chak Street		Designed by:	NLY
Description:	2033 Reference		Checked by:	WCY
Design Year:	2025	Job No.:CHK50793710	Date:	九月 2025
ARM A:	Hoi Yu Street - EB			
ARM B:	Hoi Yu Street - WB			
ARM C:	Hoi Chak Street			



GEOMETRY					
Major road width	W	13.50	Lane widths	w(b-a)	3.25
Central Reserve width	Wcr	0.00		w(b-c)	3.25
2 Lane Minor Arm (Y/N)		N		w(c-b)	2.60
PARNoonETER					
Visibilities	Vr(b-a)	50	Calculated	D	0.79
	Vl(b-a)	50		E	0.91
	Vr(b-c)	50		F	0.91
	Vr(c-b)	50		Y	0.56

ANALYSIS			Noon Peak
TRAFFIC FLOWS	q(c-a)		180
	q(c-b)		10
	q(a-b)		15
	q(a-c)		660
	q(b-a)		15
	q(b-c)		10
	f		0.40
		Factor	
CAPACITIES	Q(b-a)	1	369
	Q(b-c)	1	554
	Q(c-b)	1	557
	Q(b-ac)	1	426
RFC's	b-a		0.041
	b-c		0.018
	c-b		0.018
	b-ac		0.059
RFC			**0.059**

Where Vl and Vr are visibility distances to the left or right of the respective streNoons

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(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-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streNoons

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

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Hoi Yu Street (Existing) Design Year: 2025

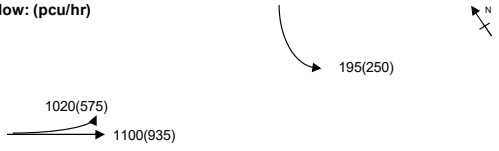
Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Java Road	↱	A	1	2.4	20					1725	1725	1020	0.591	0.591	575	0.333	
	→	A	1	3.2						1040	1040	468	0.450		398	0.383	
	→	A	1	3.1						825	825	371	0.450		315	0.382	
	→	A	1	3.1						580	580	261	0.450		222	0.383	0.383
Hoi Yu Street	↰	B	2	3.4	15					1905	1905	102	0.054		130	0.068	
	↰	B	2	3.4	12.5					1745	1745	93	0.053		120	0.069	
Pedestrian Crossing		Cp	2	MIN GREEN + FLASH =	8		+	10	=	18				*			*

Notes:

1. Site factor 0.5, 0.4 and 0.3 are adopted for Java Road's second, third and fourth lane respectively due to downstream blocking and illegal parking along kerbside observed.

Flow: (pcu/hr)

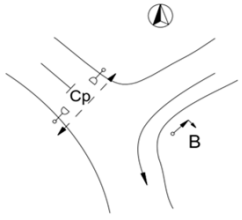


Group	A,B	A,Cp	Group	A,B	A,Cp
y	0.645	0.591	y	0.452	0.383
L (sec)	10	26	L (sec)	10	26
C (sec)	115	115	C (sec)	110	110
y pract.	0.822	0.697	y pract.	0.818	0.687
R.C. (%)	27%	18%	R.C. (%)	81%	80%

Stage / Phase Diagrams

1.

2.



3.

4.

5.

I/G= 4		I/G= 5	18	I/G=		I/G=		I/G=	
I/G= 4		I/G= 5	18	I/G=		I/G=		I/G=	

Date: 九月, 2025 **Junction:** Java Road/ Hoi Yu Street (Existing) J2

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Hoi Yu Street (Existing) Design Year: 2025

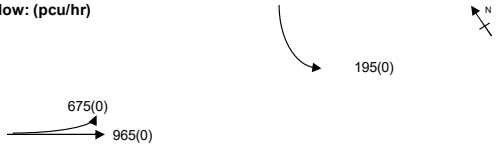
Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A	N/A	N/A
Java Road	↱	A	1	2.4	20					1725		675	0.391				*
	→	A	1	3.2						1040		410	0.394				
	→	A	1	3.1						825		326	0.395	0.395			
	→	A	1	3.1						580		229	0.395				
Hoi Yu Street	↰	B	2	3.4	15					1905		102	0.054				*
	↰	B	2	3.4	12.5					1745		93	0.053				
Pedestrian Crossing		Cp	2	MIN GREEN + FLASH =	8			+	10	=	18			*			

Notes:

1. Site factor 0.5, 0.4 and 0.3 are adopted for Java Road's second, third and fourth lane respectively due to downstream blocking and illegal parking along kerbside observed.

Flow: (pcu/hr)

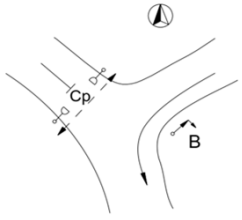


Group	A,B	A,Cp	Group		
y	0.449	0.395	y		
L (sec)	10	26	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.818	0.687	y pract.		
R.C. (%)	82%	74%	R.C. (%)		

Stage / Phase Diagrams

1.

2.



3.

4.

5.

I/G= 4		I/G= 5	18	I/G=		I/G=		I/G=			
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=		I/G=			

Date: 九月, 2025 **Junction:** Java Road/ Hoi Yu Street (Existing) J2

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Java Road Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

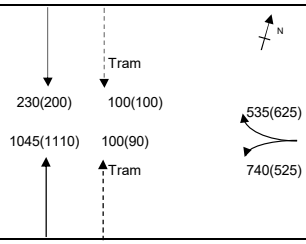
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road EB	→	A	1	5.3						2145	2145	230	0.107		200	0.093	
King's Road EB (Tram)	→	A	1	2.7						2025	2025	100	0.049		100	0.049	
Java Road	↰	C	2	3.5		30				1870	1870	254	0.136	0.136	297	0.159	0.159
	↰	C	2	4.1		32.5				2070	2070	281	0.136		328	0.158	
	↙	D	2,3	3.3	52.5					2025	2025	383	0.189		272	0.134	
	↙	D	2,3	3.3	50					1890	1890	357	0.189		253	0.134	
King's Road WB	↑	B	1,3	3.2						1935	1935	338	0.175		359	0.186	
	↑	B	1,3	3.2						2075	2075	363	0.175		386	0.186	0.186
	↑	B	1,3	3.5						1965	1965	344	0.175	0.175	365	0.186	
King's Road WB (Tram)	↑	B	1,3	2.3						1845	1845	100	0.054		90	0.049	

Pedestrian Crossing

Ep	1,3	MIN GREEN + FLASH =	5	+	7	=	12
Fp	1	MIN GREEN + FLASH =	5	+	9	=	14
Gp	2,3	MIN GREEN + FLASH =	5	+	5	=	10
Hp	2	MIN GREEN + FLASH =	5	+	13	=	18

Notes:

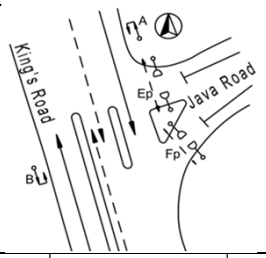
Flow: (pcu/hr)



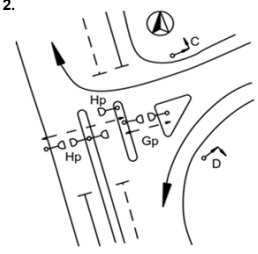
Group	A,D	B,C	Group	A,D	B,C
y	0.296	0.311	y	0.228	0.345
L (sec)	12	10	L (sec)	12	10
C (sec)	115	115	C (sec)	110	110
y pract.	0.806	0.822	y pract.	0.802	0.818
R.C. (%)	172%	164%	R.C. (%)	252%	137%

Stage / Phase Diagrams

1.



2.



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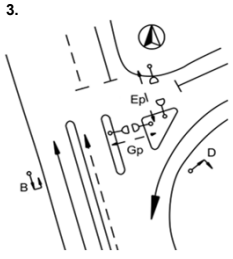


4.

5.

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

Date: 九月, 2025 **Junction:** King's Road/ Java Road J3

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Java Road Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

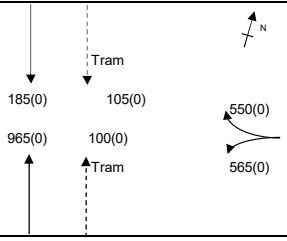
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A	N/A	N/A
King's Road EB	→	A	1	5.3						2145		185	0.086				*
King's Road EB (Tram)	→	A	1	2.7						2025		105	0.052				
Java Road	↰	C	2	3.5		30				1870		261	0.140				
	↰	C	2	4.1		32.5				2070		289	0.140	0.140			
	↰	D	2,3	3.3	52.5					2025		292	0.144				*
	↰	D	2,3	3.3	50					1890		273	0.144				
King's Road WB	↑	B	1,3	3.2						1935		313	0.162	0.162			
	↑	B	1,3	3.2						2075		335	0.161				
	↑	B	1,3	3.5						1965		317	0.161				
King's Road WB (Tram)	↑	B	1,3	2.3						1845		100	0.054				

Pedestrian Crossing

Ep	1,3	MIN GREEN + FLASH =	5	+	7	=	12	
Fp	1	MIN GREEN + FLASH =	5	+	9	=	14	
Gp	2,3	MIN GREEN + FLASH =	5	+	5	=	10	
Hp	2	MIN GREEN + FLASH =	5	+	13	=	18	

Notes:

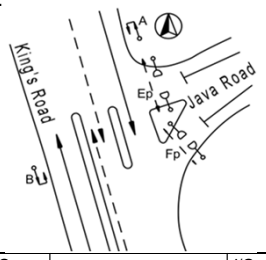
Flow: (pcu/hr)



Group	A,D	B,C	Group		
y	0.231	0.301	y		
L (sec)	12	10	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.802	0.818	y pract.		
R.C. (%)	248%	171%	R.C. (%)		

Stage / Phase Diagrams

1.



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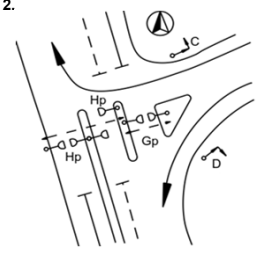

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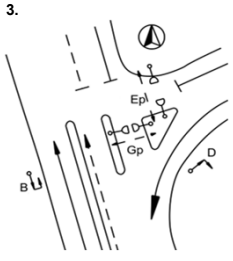


4.

5.

I/G=		I/G= 5		I/G= 7		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Java Road J3

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

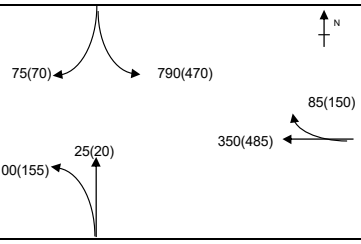
Junction: Hoi Tai Street/ Hoi Kwong Street/ Finnie Street/ Hoi Chak Street Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Hoi Tai Street	↑	D	2	3.5		40				2030	2030	85	0.042		150	0.074	
	↰	D	2	3.6	20					1835	1835	350	0.191		485	0.264	0.264
Hoi Kwong Street	↱	C	1	3.6	15			80%	89%	1830	1815	125	0.068		175	0.096	0.096
Hoi Chak Street	↳	B	1,2	3.1	35					1845	1845	790	0.428	0.428	470	0.255	
	↲	A	3	3.5		30				2005	2005	75	0.037		70	0.035	
Pedestrian Crossing																	
		Ep	2,3,4	MIN GREEN + FLASH =			8	+	5	=	13						
		Fp	3,4	MIN GREEN + FLASH =			9	+	7	=	16						
		Gp	3,4	MIN GREEN + FLASH =			8	+	10	=	18			*			*
		Hp	1,2,4	MIN GREEN + FLASH =			5	+	7	=	12						

Notes:

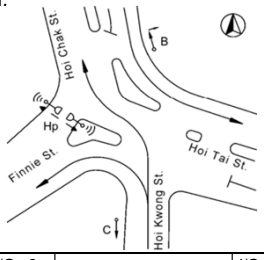
Flow: (pcu/hr)



Group	B,Fp	B,Gp	Group	C,D,Fp	C,D,Gp
y	0.428	0.428	y	0.361	0.361
L (sec)	26	27	L (sec)	33	34
C (sec)	115	115	C (sec)	110	110
y pract.	0.697	0.689	y pract.	0.630	0.622
R.C. (%)	63%	61%	R.C. (%)	75%	72%

Stage / Phase Diagrams

1.



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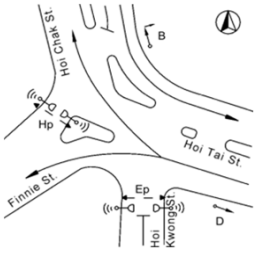

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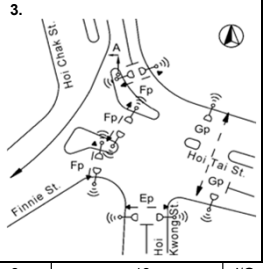

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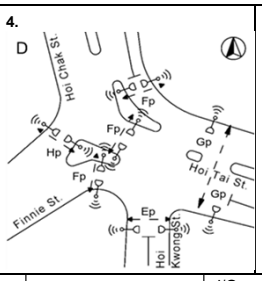


5.

I/G= 2		I/G=		I/G= 8	18	I/G=		I/G=	
I/G= 2		I/G= 6		I/G= 10	18	I/G=		I/G=	

Date: 九月, 2025 **Junction:** Hoi Tai Street/ Hoi Kwong Street/ Finnie J4

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Hoi Tai Street/ Hoi Kwong Street/ Finnie Street/ Hoi Chak Street Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

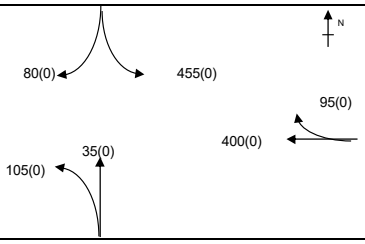
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A	N/A	N/A
Hoi Tai Street	↑	D	2	3.5		40				2030		95	0.047				
	↰	D	2	3.6	20					1835		400	0.218	0.218			
Hoi Kwong Street	↖	C	1	3.6	15			75%		1835		140	0.076	0.076			
Hoi Chak Street	↳	B	1,2	3.1	35					1845		455	0.247				*
	↲	A	3	3.5		30				2005		80	0.040				

Pedestrian Crossing

Ep	2,3,4	MIN GREEN + FLASH =	8	+	5	=	13	
Fp	3,4	MIN GREEN + FLASH =	9	+	7	=	16	*
Gp	3,4	MIN GREEN + FLASH =	8	+	10	=	18	*
Hp	1,2,4	MIN GREEN + FLASH =	5	+	7	=	12	

Notes:

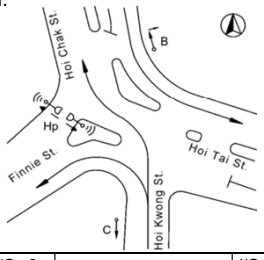
Flow: (pcu/hr)



Group	C,D,Fp	C,D,Gp	Group		
y	0.294	0.294	y		
L (sec)	33	34	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.630	0.622	y pract.		
R.C. (%)	114%	111%	R.C. (%)		

Stage / Phase Diagrams

1.



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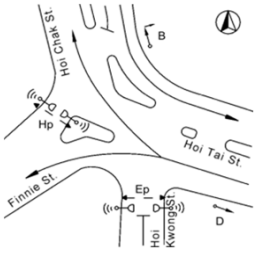

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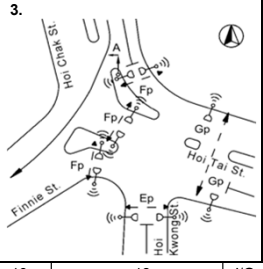

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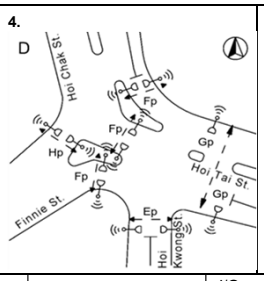


5.

I/G= 2		I/G= 6		I/G= 10	18	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=	

Date: 九月, 2025 **Junction:** Hoi Tai Street/ Hoi Kwong Street/ Finnie J4

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

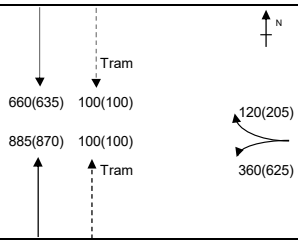
Junction: King's Road/ Finnie Street Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road NB (with Tram)	↑	C	1	3.0						1915	1915	238	0.124		231	0.121	
	↑	C	1	3.3						2085	2085	260	0.125		251	0.120	0.120
	↑	C	1	3.5						2105	2105	262	0.124		253	0.120	
Finnie Street	↑↓	D	3	3.5	10	20		100% / 0%	100% / 0%	1710	1710	360	0.211	0.211	625	0.365	0.365
	↑	D	3	3.5		22.5				1840	1840	120	0.065		205	0.111	
King's Road SB	↓	A	1,2	3.7						1985	1985	432	0.218	0.218	424	0.214	
	↓	A	1,2	3.3						2085	2085	453	0.217		446	0.214	
King's Road SB (Tram)	↓	A	1,2	2.6						1875	1875	100	0.053		100	0.053	
Pedestrian Crossing		Ep	1,2	MIN GREEN + FLASH =			5	+	7	=	12						
		Fp	3	MIN GREEN + FLASH =			5	+	6	=	11						
		Gp	2	MIN GREEN + FLASH =			5	+	6	=	11						*

Notes:

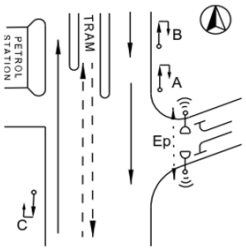
Flow: (pcu/hr)



Group	C,Gp,D	A,D	Group	A,D	C,Gp,D
y	0.335	0.428	y	0.579	0.486
L (sec)	27	10	L (sec)	10	27
C (sec)	115	115	C (sec)	110	110
y pract.	0.689	0.822	y pract.	0.818	0.679
R.C. (%)	105%	92%	R.C. (%)	41%	40%

Stage / Phase Diagrams

1.



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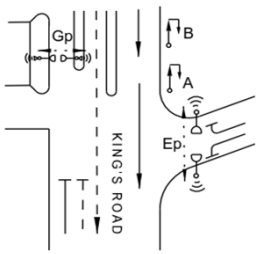

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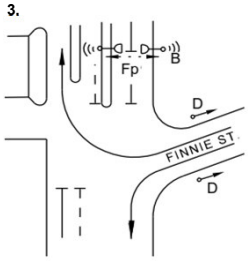


4.

5.

I/G= 7		I/G=		I/G= 5		I/G=	I/G=
I/G= 7		I/G= 9	11	I/G= 2		I/G=	I/G=

Date: 九月, 2025 **Junction:** King's Road/ Finnie Street J5

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Finnie Street Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

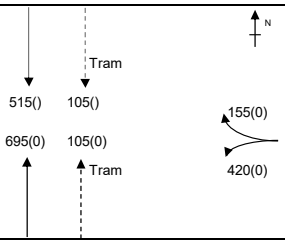
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A	N/A	N/A
King's Road NB (with Tram)	↑	C	1	3.0						1915		194	0.101				
	↑	C	1	3.3						2085		212	0.102	0.102			
	↑	C	1	3.5						2105		214	0.102				
Finnie Street	↱	D	3	3.5	10	20		100% / 0%		1710		420	0.246	0.246			*
	↱	D	3	3.5		22.5				1840		155	0.084				
King's Road SB	↓	A	1,2	3.7						1985		339	0.171				*
	↓	A	1,2	3.3						2085		356	0.171				
King's Road SB (Tram)	↓	A	1,2	2.6						1875		105	0.056				

Pedestrian Crossing

Ep	1,2	MIN GREEN + FLASH =	5	+	7	=	12	
Fp	3	MIN GREEN + FLASH =	5	+	6	=	11	
Gp	2	MIN GREEN + FLASH =	5	+	6	=	11	*

Notes:

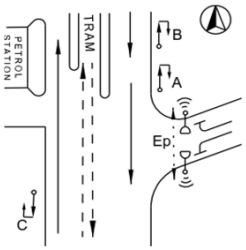
Flow: (pcu/hr)



Group	A,D	C,Gp,D	Group		
y	0.416	0.347	y		
L (sec)	10	27	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.818	0.679	y pract.		
R.C. (%)	96%	96%	R.C. (%)		

Stage / Phase Diagrams

1.



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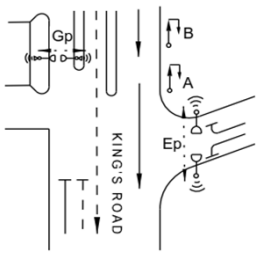

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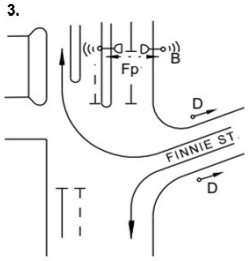


4.

5.

I/G= 7		I/G= 9	11	I/G= 2		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Finnie Street J5

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

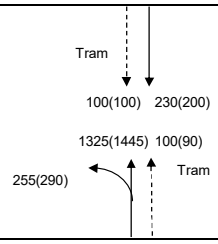
Junction: King's Road/ Model Lane Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road EB	→	A	1	5.500						2165	2165	230	0.106		200	0.092	
King's Road EB(Tram)	→	A	1	2.200						1975	1975	100	0.051		100	0.051	
King's Road WB	←	A	1	3.200						2075	2075	661	0.319	0.319	721	0.347	0.347
	←	A	1	3.300						2085	2085	664	0.318		724	0.347	
free flow	↰			3.300	8					1640	1640	255	0.155		290	0.177	
King's Road WB(Tram)	←	A	1	3.200						2075	2075	100	0.048		90	0.043	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	13		+	7		=	20			*			*

Notes:

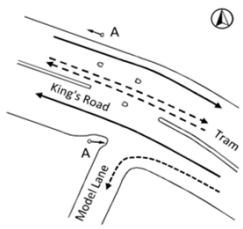
Flow: (pcu/hr)



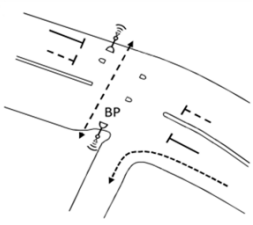
Group		A,Bp	Group		A,Bp
y		0.319	y		0.347
L (sec)		28	L (sec)		28
C (sec)		115	C (sec)		110
y pract.		0.681	y pract.		0.671
R.C. (%)		114%	R.C. (%)		93%

Stage / Phase Diagrams

1.



2.



3.

4.

5.

I/G= 4		I/G= 5	20	I/G=		I/G=		I/G=	
I/G= 4		I/G= 5	20	I/G=		I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Model Lane J6

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

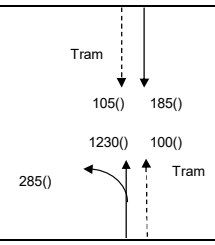
Junction: King's Road/ Model Lane Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A	N/A	N/A
King's Road EB	→	A	1	5.500						2165		185	0.085				*
King's Road EB(Tram)	→	A	1	2.200						1975		105	0.053				
King's Road WB	←	A	1	3.200						2075		614	0.296	0.296			
free flow	←	A	1	3.300						2085		616	0.295				
	↰			3.300	8					1640		285	0.174				
King's Road WB(Tram)	←	A	1	3.200						2075		100	0.048				
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	13		+	7	=	20				*			*

Notes:

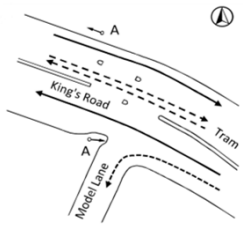
Flow: (pcu/hr)



Group		A,Bp	Group		
y		0.296	y		
L (sec)		28	L (sec)		
C (sec)		110	C (sec)		
y pract.		0.671	y pract.		
R.C. (%)		127%	R.C. (%)		

Stage / Phase Diagrams

1.



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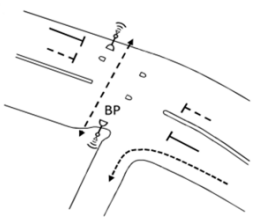


3.

4.

5.

I/G= 4		I/G= 5	20	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Model Lane J6

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Man Hong Street Design Year: 2025

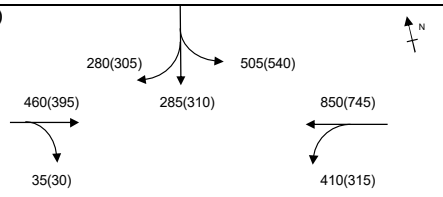
Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Java Road EB		A	1	3.000	12					1700	1700	242	0.142		270	0.159	0.159
		A	1	3.000	15			99%	95%	1870	1875	267	0.143	0.143	284	0.152	
		A	1	3.000		18		4%	5%	2050	2045	292	0.142		310	0.152	
		A	1	3.000		17				1890	1890	269	0.142		291	0.154	
Man Hong Street SB		B	2,3	3.200						2075	2075	423	0.204		371	0.179	
		B	2,3	3.400						2095	2095	427	0.204		374	0.179	
		B	2,3	3.800	12					1775	1775	410	0.231		315	0.177	
Man Hong Street NB		C	3	6.300		10		7%	7%	2110	2110	495	0.235	0.235	425	0.201	0.201
Pedestrian Crossing		Dp	2,3	MIN GREEN + FLASH =	5	+	12	=	17								
		Ep	1	MIN GREEN + FLASH =	6	+	10	=	16								
		Fp	2	MIN GREEN + FLASH =	5	+	8	=	13					*			*

Notes:

Opposing factor of 0.5 has been adopted on Man Hong Street NB due to the presence of opposite movement on right turn

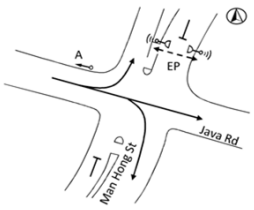
Flow: (pcu/hr)



Group	A,B	A,Fp,C	Group	A,B	A,Fp,C
y	0.374	0.377	y	0.338	0.360
L (sec)	16	30	L (sec)	16	30
C (sec)	115	115	C (sec)	110	110
y pract.	0.775	0.665	y pract.	0.769	0.655
R.C. (%)	107%	76%	R.C. (%)	128%	82%

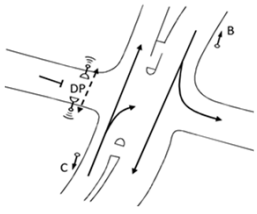
Stage / Phase Diagrams

1.



2.

3.



4.

5.

I/G= 7		I/G= 8	13	I/G= 4		I/G=	I/G=
I/G= 7		I/G= 8	13	I/G= 4		I/G=	I/G=

Date: 九月, 2025 **Junction:** Java Road/ Man Hong Street J7

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Man Hong Street Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

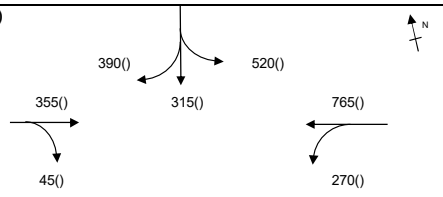
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A	N/A	N/A
Java Road EB		A	1	3.000	12					1700		277	0.163				*
		A	1	3.000	15			78%		1905		311	0.163	0.163			
		A	1	3.000		18		25%		2015		328	0.163				
		A	1	3.000		17				1890		308	0.163				
Man Hong Street SB		B	2,3	3.200						2075		381	0.184				*
		B	2,3	3.400						2095		384	0.183				
		B	2,3	3.800	12					1775		270	0.152				
Man Hong Street NB		C	3	6.300		10		11%		2095		400	0.191	0.191			

Pedestrian Crossing	Dp	2,3	MIN GREEN + FLASH =	5	+	12	=	17		
	Ep	1	MIN GREEN + FLASH =	6	+	10	=	16		
	Fp	2	MIN GREEN + FLASH =	5	+	8	=	13	*	

Notes:

Opposing factor of 0.5 has been adopted on Man Hong Street NB due to the presence of opposite movement on right turn

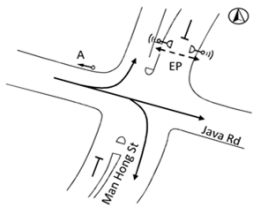
Flow: (pcu/hr)



Group	A,B	A,Fp,C	Group		
y	0.347	0.354	y		
L (sec)	16	30	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.769	0.655	y pract.		
R.C. (%)	122%	85%	R.C. (%)		

Stage / Phase Diagrams

1.



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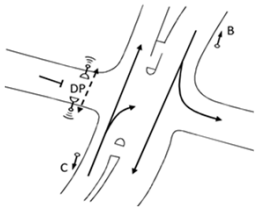
3.



4.

5.

I/G= 7		I/G= 8	13	I/G= 4		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 九月, 2025 **Junction:** Java Road/ Man Hong Street J7

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Healthy Street West/ Man Hong Street Design Year: 2025

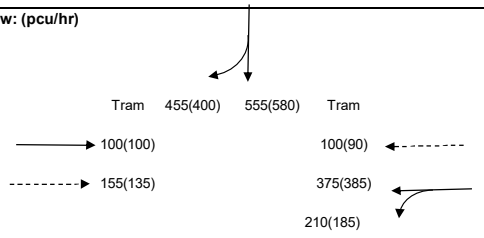
Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road EB	→	A	1,2	3.300						1945	1945	74	0.038		65	0.033	
	→	A	1,2	3.500						2105	2105	81	0.038		70	0.033	
King's Road EB(Tram)	→	A	1,2	2.500						2005	2005	100	0.050		100	0.050	
King's Road WB	↰	B	1	3.500	8			80%	72%	1710	1730	263	0.154	0.154	258	0.149	0.149
	←	B	1	3.400						2095	2095	322	0.154		312	0.149	
King's Road WB(Tram)	←	At	1,2	2.700						2025	2025	100	0.049		90	0.044	
Man Hong Street SB	↓	D	4	3.300						1945	1945	325	0.167		315	0.162	0.162
	↲	D	4	3.500		40		34%	22%	2080	2090	347	0.167		338	0.162	
	↲	D	4	3.500		35				2020	2020	338	0.167	0.167	327	0.162	

Pedestrian Crossing	Ep	3,4	MIN GREEN + FLASH =	7	+	6	=	13		
	Fp	2,3	MIN GREEN + FLASH =	5	+	10	=	15	*	*
	Gp	2,3,4	MIN GREEN + FLASH =	5	+	6	=	11		
	Hp	1.2,3	MIN GREEN + FLASH =	5	+	9	=	14		

Notes:

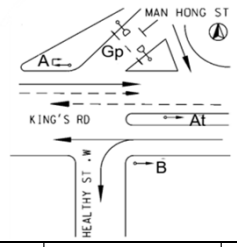
Flow: (pcu/hr)



Group	Hp,D	B,Fp,D	Group	Hp,D	B,Fp,D
y	0.167	0.321	y	0.162	0.311
L (sec)	24	35	L (sec)	24	35
C (sec)	115	115	C (sec)	110	110
y pract.	0.712	0.626	y pract.	0.704	0.614
R.C. (%)	326%	95%	R.C. (%)	334%	97%

Stage / Phase Diagrams

1.



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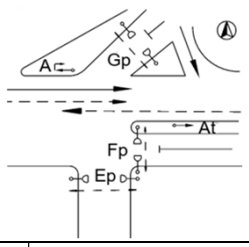

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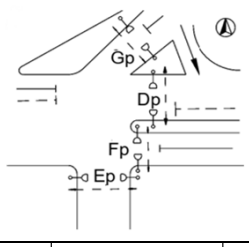

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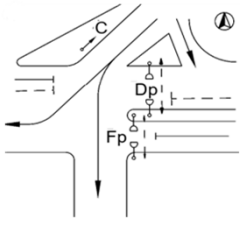


5.

I/G= 11		I/G= 9	15	I/G=		I/G= 2		I/G=	
I/G= 11		I/G= 9	15	I/G=		I/G= 2		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Healthy Street West/ Man J8

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Healthy Street West/ Man Hong Street Design Year: 2025

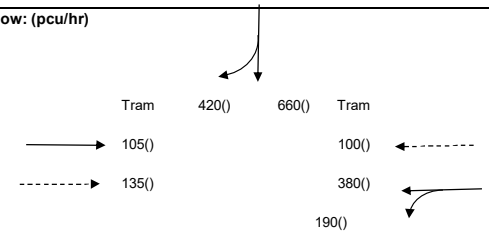
Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A	N/A	N/A
King's Road	→	A	1,2	3.300						1945		65	0.033				*
EB	→	A	1,2	3.500						2105		70	0.033				
King's Road EB(Tram)	→	A	1,2	2.500						2005		105	0.052				
King's Road	↰	B	1	3.500	8			74%		1725		257	0.149				
WB	←	B	1	3.400						2095		313	0.149	0.149			
King's Road WB(Tram)	←	At	1,2	2.700						2025		100	0.049				
Man Hong Street	↓	D	4	3.300						1945		347	0.178				
SB	↲	D	4	3.500		40		16%		2090		373	0.178	0.178			
	↲	D	4	3.500		35				2020		360	0.178				

Pedestrian Crossing	Ep	3,4	MIN GREEN + FLASH =	7	+	6	=	13					*
	Fp	2,3	MIN GREEN + FLASH =	5	+	10	=	15		*			
	Gp	2,3,4	MIN GREEN + FLASH =	5	+	6	=	11					
	Hp	1.2,3	MIN GREEN + FLASH =	5	+	9	=	14					

Notes:

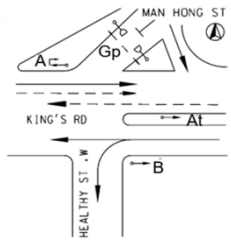
Flow: (pcu/hr)



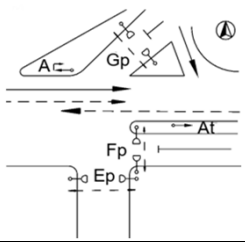
Group	Hp,D	B,Fp,D	Group		
y	0.178	0.328	y		
L (sec)	24	35	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.704	0.614	y pract.		
R.C. (%)	294%	87%	R.C. (%)		

Stage / Phase Diagrams

1.



2.



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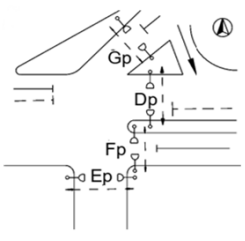
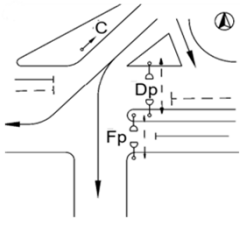


4.



5.

I/G= 11		I/G= 9	15	I/G=		I/G= 2		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Healthy Street West/ Man J8

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

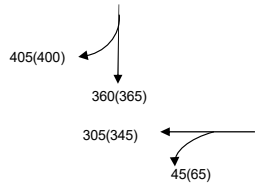
Junction: Tsat Tsz Mui Road/ Healthy Street West Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsat Tsz Mui Road	↰	A	1	3.800	10			27%	34%	1915	1900	166	0.087	0.087	193	0.102	
WB	←	A	1	3.800						2135	2135	184	0.086		217	0.102	0.102
Healthy Street West	↓	C	2	2.500						1865	1865	252	0.135		252	0.135	
SB	↰↓	C	2	3.300		13		59%	57%	1950	1955	264	0.135	0.135	264	0.135	
	↓	C	2	3.600		10				1840	1840	249	0.135		249	0.135	0.135
Pedestrian Crossing		Bp	1,3	MIN GREEN + FLASH =	5	+	9	=	14								
		Dp	2,3	MIN GREEN + FLASH =	5	+	8	=	13								
		Ep	3	MIN GREEN + FLASH =	5	+	9	=	14					*			*
		Fp	3	MIN GREEN + FLASH =	5	+	8	=	13								

Notes:

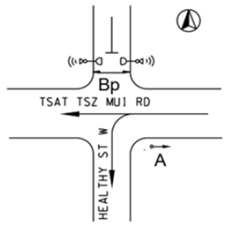
Flow: (pcu/hr)



Group	A,C,Fp	A,C,Ep	Group	A,C,Fp	A,C,Ep
y	0.222	0.222	y	0.237	0.237
L (sec)	28	29	L (sec)	28	29
C (sec)	115	115	C (sec)	110	110
y pract.	0.681	0.673	y pract.	0.671	0.663
R.C. (%)	207%	203%	R.C. (%)	183%	180%

Stage / Phase Diagrams

1.



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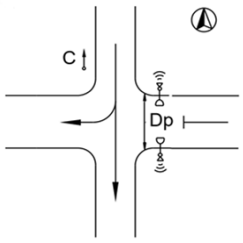

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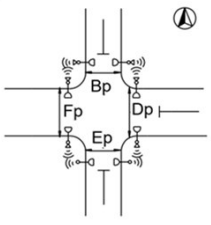


4.

5.

I/G= 4		I/G= 6		I/G= 7	14	I/G=		I/G=	
I/G= 4		I/G= 6		I/G= 7	14	I/G=		I/G=	

Date: 九月, 2025 **Junction:** Tsat Tsz Mui Road/ Healthy Street West J9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

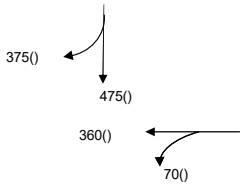
Junction: Tsat Tsz Mui Road/ Healthy Street West Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A	N/A	N/A
Tsat Tsz Mui Road	↑←	A	1	3.800	10			35%		1895		202	0.107				*
WB	←	A	1	3.800						2135		228	0.107	0.107			
Healthy Street West	↓	C	2	2.500						1865		278	0.149	0.149			*
SB	↓←	C	2	3.300		13		34%		2005		298	0.149				
	↓	C	2	3.600		10				1840		274	0.149				
Pedestrian Crossing		Bp	1,3	MIN GREEN + FLASH =	5	+	9	=	14								
		Dp	2,3	MIN GREEN + FLASH =	5	+	8	=	13								
		Ep	3	MIN GREEN + FLASH =	5	+	9	=	14					*			*
		Fp	3	MIN GREEN + FLASH =	5	+	8	=	13								

Notes:

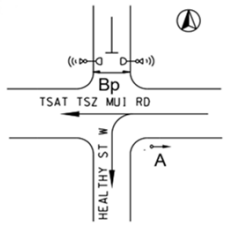
Flow: (pcu/hr)



Group	A,C,Fp	A,C,Ep	Group		
y	0.256	0.256	y		
L (sec)	28	29	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.671	0.663	y pract.		
R.C. (%)	162%	159%	R.C. (%)		

Stage / Phase Diagrams

1.



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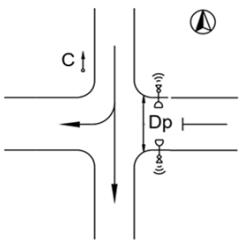

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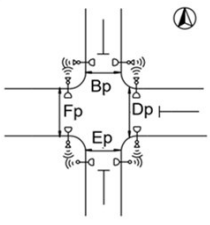


4.

5.

I/G= 4		I/G= 6		I/G= 7	14	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 九月, 2025 **Junction:** Tsat Tsz Mui Road/ Healthy Street West J9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

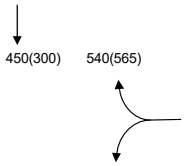
Junction: Tsat Tsz Mui Road/ Tin Chiu West Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tin Chiu Street NB	↓	A	1	3.900						2005	2005	450	0.224	0.224	300	0.150	0.150
Tsat Tsz Mui Road WB	↕	B	2	4.100	6	13		45% / 55%	48% / 52%	1720	1715	322	0.187	0.187	343	0.200	0.200
	↑	B	2	4.100		13				1940	1940	363	0.187		387	0.199	
Pedestrian Crossing		Cp	1,3	MIN GREEN + FLASH =			10	+	9	=	19						
		Dp	3	MIN GREEN + FLASH =			7	+	9	=	16			*			*

Notes:

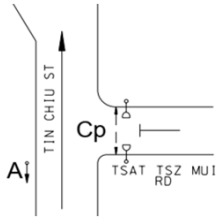
Flow: (pcu/hr)



Group	Cp,B	A,B,Dp	Group	Cp,B	A,B,Dp
y	0.187	0.412	y	0.200	0.350
L (sec)	27	32	L (sec)	27	32
C (sec)	115	115	C (sec)	110	110
y pract.	0.689	0.650	y pract.	0.679	0.638
R.C. (%)	268%	58%	R.C. (%)	240%	83%

Stage / Phase Diagrams

1.



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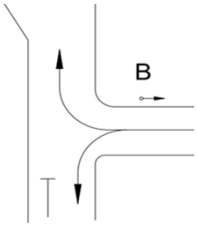

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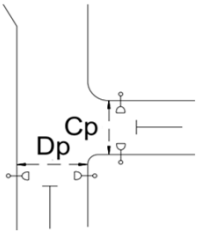


4.

5.

I/G= 4		I/G= 6		I/G= 8	16	I/G=	I/G=
I/G= 4		I/G= 6		I/G= 8	16	I/G=	I/G=

Date: 九月, 2025 **Junction:** Tsat Tsz Mui Road/ Tin Chiu West J10

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

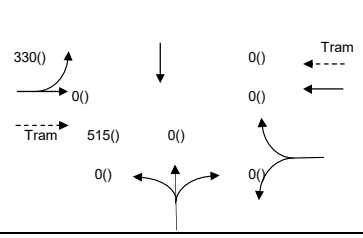
Junction: Tsat Tsz Mui Road/ Tin Chiu West Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A	N/A	N/A
Tin Chiu Street NB	↓	A	1	3.900						2005		330	0.165	0.165			*
Tsat Tsz Mui Road	↕	B	2	4.100	6	13		62% / 38%		1690		337	0.199				*
WB	↑	B	2	4.100		13				1940		388	0.200	0.200			
Pedestrian Crossing		Cp	1,3	MIN GREEN + FLASH =			10	+	9	=	19						
		Dp	3	MIN GREEN + FLASH =			7	+	9	=	16			*			*

Notes:

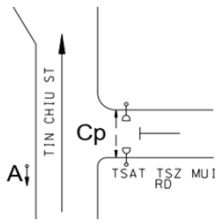
Flow: (pcu/hr)



Group	Cp,B	A,B,Dp	Group		
y	0.200	0.365	y		
L (sec)	27	32	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.679	0.638	y pract.		
R.C. (%)	240%	75%	R.C. (%)		

Stage / Phase Diagrams

1.



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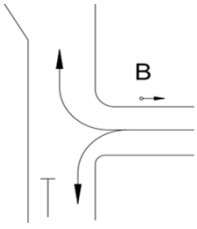

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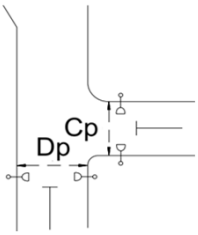


4.

5.

I/G= 4		I/G= 6		I/G= 8	16	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 九月, 2025 **Junction:** Tsat Tsz Mui Road/ Tin Chiu West J10

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

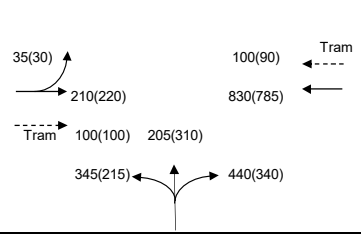
Junction: King's Road/ Tin Chiu Street Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road EB	↑→	A	1	3.200	12			14%	12%	1900	1905	245	0.129		250	0.131	0.131
King's Road EB(Tram)	→	A	1	2.700						2025	2025	100	0.049		100	0.049	
King's Road WB	←	B	1	3.300						1945	1945	262	0.135		248	0.128	
	←	B	1	3.500						2105	2105	284	0.135	0.135	269	0.128	
	←	B	1	3.500						2105	2105	284	0.135		268	0.127	
King's Road WB(Tram)	←	Dt	1	2.400						1995	1995	100	0.050		90	0.045	
Tin Chiu Street	↰	C	2	3.300	12					1730	1730	345	0.199		215	0.124	
NB	↰↑	C	2	3.500	12			37%	48%	2010	1985	205	0.102		310	0.156	
	↱	C	2	3.500		12				1870	1870	440	0.235	0.235	340	0.182	0.182
Pedestrian Crossing		Ep	1	MIN GREEN + FLASH =			6	+	12	=	18						
		Fp	2	MIN GREEN + FLASH =			5	+	9	=	14						

Notes:

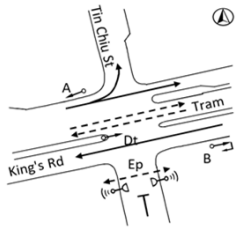
Flow: (pcu/hr)



Group	A,C	B,C	Group	B,C	A,C
y	0.364	0.370	y	0.310	0.313
L (sec)	10	11	L (sec)	11	10
C (sec)	115	115	C (sec)	110	110
y pract.	0.822	0.814	y pract.	0.810	0.818
R.C. (%)	126%	120%	R.C. (%)	162%	161%

Stage / Phase Diagrams

1.



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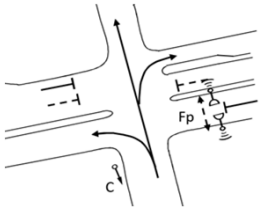


3.

4.

5.

I/G= 6		I/G= 7		I/G=		I/G=		I/G=	
I/G= 7		I/G= 5		I/G=		I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Tin Chiu Street J11

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

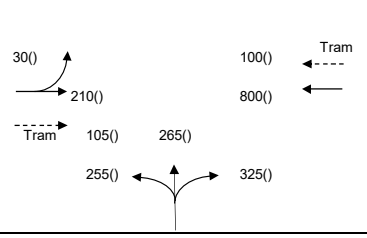
Junction: King's Road/ Tin Chiu Street Design Year: 2025

Description: 2033 Reference Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A	N/A	N/A
King's Road EB		A	1	3.200	12			13%		1905		240	0.126				*
King's Road EB(Tram)		A	1	2.700						2025		105	0.052				
King's Road WB		B	1	3.300						1945		253	0.130				
		B	1	3.500						2105		273	0.130				
		B	1	3.500						2105		274	0.130	0.130			
King's Road WB(Tram)		Dt	1	2.400						1995		100	0.050				
Tin Chiu Street NB		C	2	3.300	12					1730		255	0.147				*
		C	2	3.500	12			51%		1980		265	0.134				
		C	2	3.500		12				1870		325	0.174	0.174			
Pedestrian Crossing		Ep	1	MIN GREEN + FLASH =	6	+	12	=	18								
		Fp	2	MIN GREEN + FLASH =	5	+	9	=	14								

Notes:

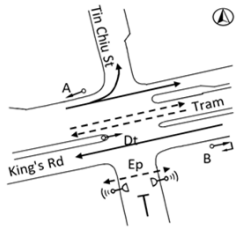
Flow: (pcu/hr)



Group	A,C	B,C	Group		
y	0.300	0.304	y		
L (sec)	10	11	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.818	0.810	y pract.		
R.C. (%)	173%	166%	R.C. (%)		

Stage / Phase Diagrams

1.



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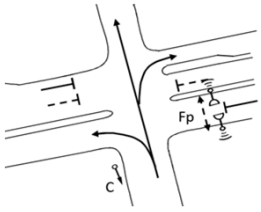


3.

4.

5.

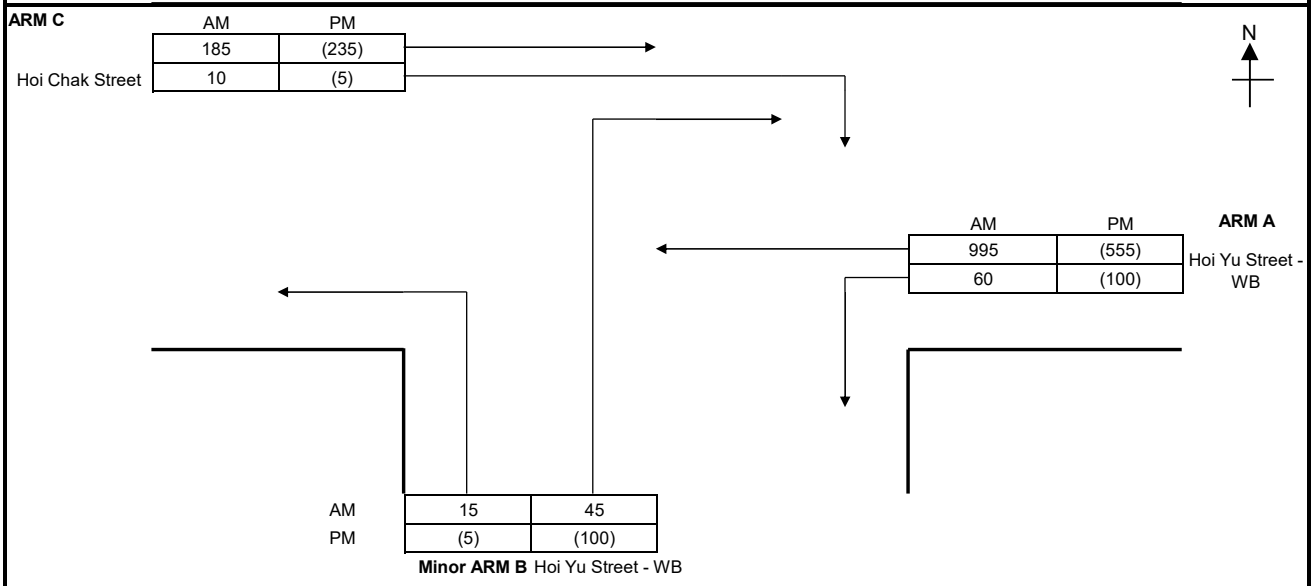
I/G= 6		I/G= 7		I/G=		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=		I/G=	

Date: 九月, 2025 **Junction:** King's Road/ Tin Chiu Street J11

Calculation Sheets - 2033 Design Year

Simplified picority Junction Capacity Calculation

Job Title:	Hoi Yu Street TIA	Ref. No.:	J1_pic
Junction:	Hoi Yu Street/Hoi Chak Street	Designed by:	NLY
Description:	2033 Design	Checked by:	WCY
Design Year:	2025 Job No.:CHK50793710	Date:	四月 2026
ARM A:	Hoi Yu Street - EB		
ARM B:	Hoi Yu Street - WB		
ARM C:	Hoi Chak Street		



GEOMETRY					
Major road width	W	13.50	Lane widths	w(b-a)	3.25
Central Reserve width	Wcr	0.00		w(b-c)	3.25
2 Lane Minor Arm (Y/N)		N		w(c-b)	2.60

PARAMETER					
Visibilities	Vr(b-a)	50	Calculated	D	0.79
	Vl(b-a)	50		E	0.91
	Vr(b-c)	50		F	0.91
	Vr(c-b)	50		Y	0.56

ANALYSIS			AM Peak	PM Peak
TRAFFIC FLOWS	q(c-a)		185	235
	q(c-b)		10	5
	q(a-b)		60	100
	q(a-c)		995	555
	q(b-a)		45	100
	q(b-c)		15	5
	f		0.25	0.05
		Factor		
CAPACITIES	Q(b-a)	1	312	376
	Q(b-c)	1	489	567
	Q(c-b)	1	487	561
	Q(b-ac)	1	343	382
RFC's	b-a		0.144	0.266
	b-c		0.031	0.009
	c-b		0.021	0.009
	b-ac		0.175	0.275
RFC			**0.175**	**0.275**

Where Vl 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(Vl(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

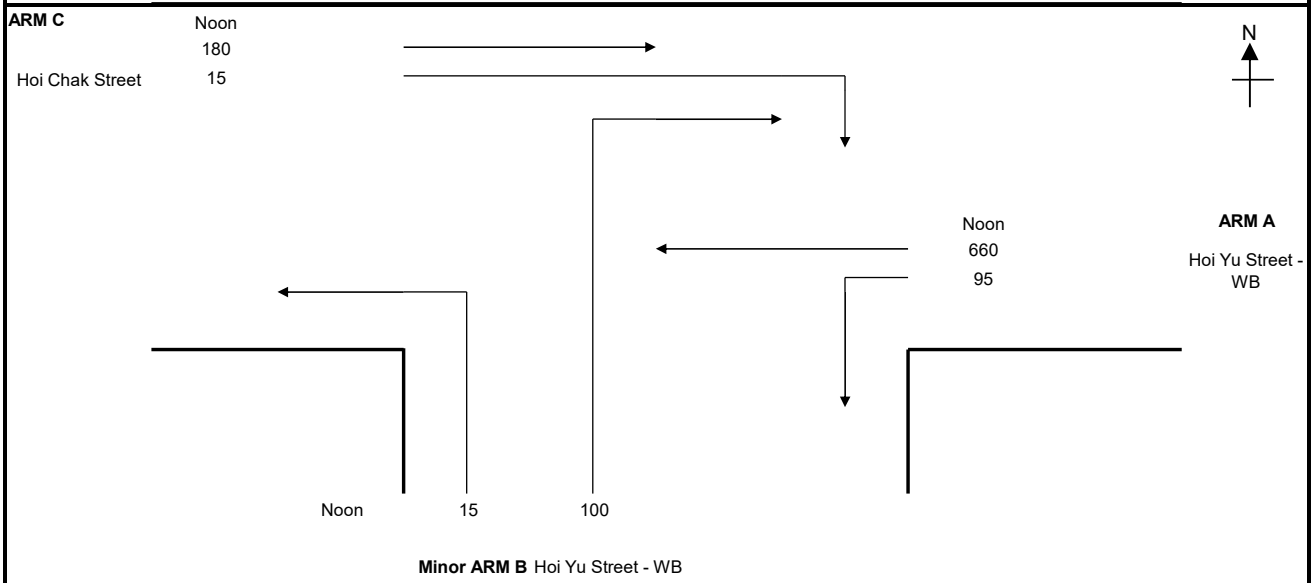
f = proportion of minor traffic turning left

Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

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

Simplified picority Junction Capacity Calculation

Job Title:	Hoi Yu Street TIA		Ref. No.:	J1_pic
Junction:	Hoi Yu Street/Hoi Chak Street		Designed by:	NLY
Description:	2033 Design		Checked by:	WCY
Design Year:	2025	Job No.:CHK50793710	Date:	四月 2026
ARM A:	Hoi Yu Street - EB			
ARM B:	Hoi Yu Street - WB			
ARM C:	Hoi Chak Street			



GEOMETRY					
Major road width	W	13.50	Lane widths	w(b-a)	3.25
Central Reserve width	Wcr	0.00		w(b-c)	3.25
2 Lane Minor Arm (Y/N)		N		w(c-b)	2.60
PARAMETER					
Visibilities	Vr(b-a)	50	Calculated	D	0.79
	Vl(b-a)	50		E	0.91
	Vr(b-c)	50		F	0.91
	Vr(c-b)	50		Y	0.56

ANALYSIS			Noon Peak
TRAFFIC FLOWS	q(c-a)		180
	q(c-b)		15
	q(a-b)		95
	q(a-c)		660
	q(b-a)		100
	q(b-c)		15
	f		0.13
		Factor	
CAPACITIES	Q(b-a)	1	363
	Q(b-c)	1	548
	Q(c-b)	1	542
	Q(b-ac)	1	380
RFC's	b-a		0.275
	b-c		0.027
	c-b		0.028
	b-ac		0.303
RFC			**0.303**

Where Vl 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(Vl(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-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

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

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Hoi Yu Street Design Year: 2025

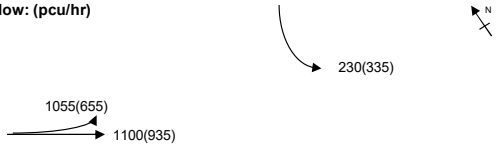
Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Java Road	↱	A	1	2.4	20					1725	1725	1055	0.612	0.612	655	0.380	
	→	A	1	3.2						1040	1040	468	0.450		398	0.383	
	→	A	1	3.1						825	825	371	0.450		315	0.382	
	→	A	1	3.1						580	580	261	0.450		222	0.383	0.383
Hoi Yu Street	↰	B	2	3.4	15					1905	1905	120	0.063		175	0.092	0.092
	↰	B	2	3.4	12.5					1745	1745	110	0.063		160	0.092	
Pedestrian Crossing		Cp	2	MIN GREEN + FLASH =			8	+	10	=	18			*			

Notes:

1. Site factor 0.5, 0.4 and 0.3 are adopted for Java Road's second, third and fourth lane respectively due to downstream blocking and illegal parking along kerbside observed.

Flow: (pcu/hr)

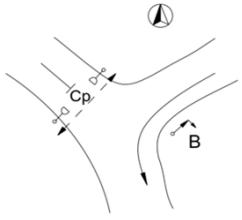


Group	A,B	A,Cp	Group	A,Cp	A,B
y	0.675	0.612	y	0.383	0.475
L (sec)	10	26	L (sec)	26	10
C (sec)	115	115	C (sec)	110	110
y pract.	0.822	0.697	y pract.	0.687	0.818
R.C. (%)	22%	14%	R.C. (%)	80%	72%

Stage / Phase Diagrams

1.

2.



3.

4.

5.

I/G= 4		I/G= 5	18	I/G=		I/G=		I/G=	
I/G= 5		I/G= 7		I/G=		I/G=		I/G=	

Date: 四月, 2026 **Junction:** Java Road/ Hoi Yu Street J2

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Hoi Yu Street Design Year: 2025

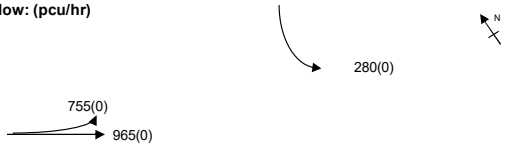
Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Java Road	↱	A	1	2.4	20					1725		755	0.438	0.438			*
	→	A	1	3.2						1040		410	0.394				
	→	A	1	3.1						825		326	0.395				
	→	A	1	3.1						580		229	0.395				
Hoi Yu Street	↰	B	2	3.4	15					1905		146	0.077				*
	↰	B	2	3.4	12.5					1745		134	0.077				
Pedestrian Crossing																	
		Cp	2	MIN GREEN + FLASH =	8		+	10		=	18			*			

Notes:

1. Site factor 0.5, 0.4 and 0.3 are adopted for Java Road's second, third and fourth lane respectively due to downstream blocking and illegal parking along kerbside observed.

Flow: (pcu/hr)

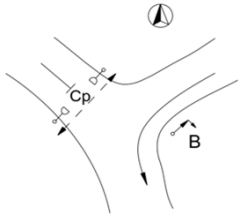


Group	A,B	A,Cp	Group		
y	0.514	0.438	y		
L (sec)	10	26	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.818	0.687	y pract.		
R.C. (%)	59%	57%	R.C. (%)		

Stage / Phase Diagrams

1.

2.



3.

4.

5.

I/G= 4		I/G= 5	18	I/G=		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=		I/G=	

Date: 四月, 2026 **Junction:** Java Road/ Hoi Yu Street J2

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Java Road Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

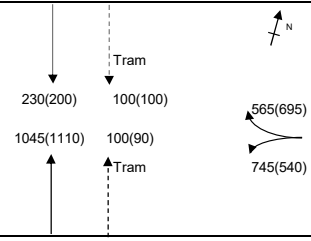
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road EB	→	A	1	5.3						2145	2145	230	0.107		200	0.093	
King's Road EB (Tram)	→	A	1	2.7						2025	2025	100	0.049		100	0.049	
Java Road	↰	C	2	3.5		30				1870	1870	268	0.143		330	0.176	0.176
	↰	C	2	4.1		32.5				2070	2070	297	0.143	0.143	365	0.176	
	↙	D	2,3	3.3	52.5					2025	2025	385	0.190		279	0.138	
	↙	D	2,3	3.3	50					1890	1890	360	0.190		261	0.138	
King's Road WB	↑	B	1,3	3.2						1935	1935	338	0.175		359	0.186	
	↑	B	1,3	3.2						2075	2075	363	0.175		386	0.186	0.186
	↑	B	1,3	3.5						1965	1965	344	0.175	0.175	365	0.186	
King's Road WB (Tram)	↑	B	1,3	2.3						1845	1845	100	0.054		90	0.049	

Pedestrian Crossing

Ep	1,3	MIN GREEN + FLASH =	5	+	7	=	12
Fp	1	MIN GREEN + FLASH =	5	+	9	=	14
Gp	2,3	MIN GREEN + FLASH =	5	+	5	=	10
Hp	2	MIN GREEN + FLASH =	5	+	13	=	18

Notes:

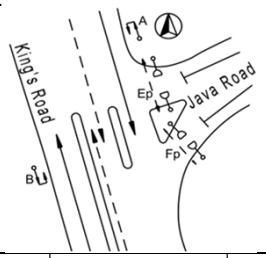
Flow: (pcu/hr)



Group	A,D	B,C	Group	A,D	B,C
y	0.298	0.319	y	0.231	0.362
L (sec)	12	10	L (sec)	12	10
C (sec)	115	115	C (sec)	110	110
y pract.	0.806	0.822	y pract.	0.802	0.818
R.C. (%)	171%	158%	R.C. (%)	247%	126%

Stage / Phase Diagrams

1.



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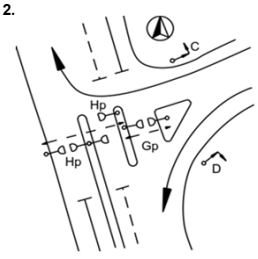

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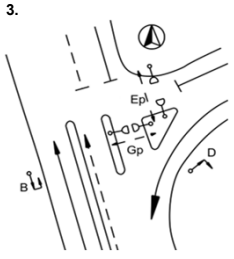


4.

5.

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

Date: 四月, 2026 **Junction:** King's Road/ Java Road J3

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Java Road Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

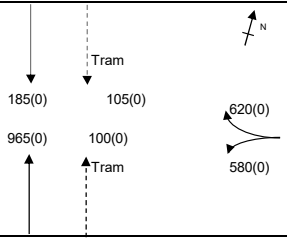
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
King's Road EB	→	A	1	5.3						2145		185	0.086				*
King's Road EB (Tram)	→	A	1	2.7						2025		105	0.052				
Java Road	↰	C	2	3.5		30				1870		294	0.157				
	↰	C	2	4.1		32.5				2070		326	0.157	0.157			
	↰	D	2,3	3.3	52.5					2025		300	0.148				*
	↰	D	2,3	3.3	50					1890		280	0.148				
King's Road WB	↑	B	1,3	3.2						1935		313	0.162	0.162			
	↑	B	1,3	3.2						2075		335	0.161				
	↑	B	1,3	3.5						1965		317	0.161				
King's Road WB (Tram)	↑	B	1,3	2.3						1845		100	0.054				

Pedestrian Crossing

Ep	1,3	MIN GREEN + FLASH =	5	+	7	=	12
Fp	1	MIN GREEN + FLASH =	5	+	9	=	14
Gp	2,3	MIN GREEN + FLASH =	5	+	5	=	10
Hp	2	MIN GREEN + FLASH =	5	+	13	=	18

Notes:

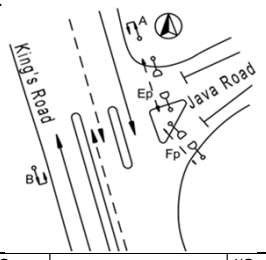
Flow: (pcu/hr)



Group	A,D	B,C	Group		
y	0.234	0.319	y		
L (sec)	12	10	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.802	0.818	y pract.		
R.C. (%)	242%	156%	R.C. (%)		

Stage / Phase Diagrams

1.



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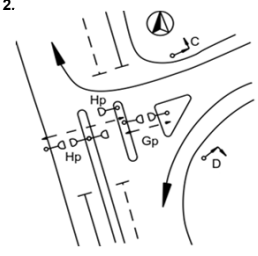

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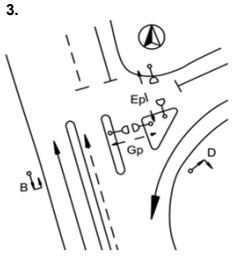


4.

5.

I/G=		I/G= 5		I/G= 7		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 四月, 2026 **Junction:** King's Road/ Java Road J3

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

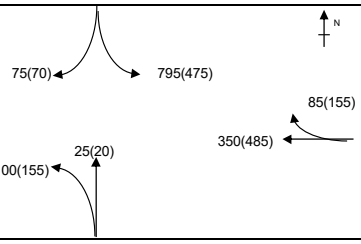
Junction: Hoi Tai Street/ Hoi Kwong Street/ Finnie Street/ Hoi Chak Street Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Hoi Tai Street	↑	D	2	3.5		40				2030	2030	85	0.042		155	0.076	
	↰	D	2	3.6	20					1835	1835	350	0.191		485	0.264	0.264
Hoi Kwong Street	↱	C	1	3.6	15			80%	89%	1830	1815	125	0.068		175	0.096	0.096
Hoi Chak Street	↳	B	1,2	3.1	35					1845	1845	795	0.431	0.431	475	0.257	
	↲	A	3	3.5		30				2005	2005	75	0.037		70	0.035	
Pedestrian Crossing																	
		Ep	2,3,4	MIN GREEN + FLASH =			8	+	5	=	13						
		Fp	3,4	MIN GREEN + FLASH =			9	+	7	=	16						
		Gp	3,4	MIN GREEN + FLASH =			8	+	10	=	18			*			*
		Hp	1,2,4	MIN GREEN + FLASH =			5	+	7	=	12						

Notes:

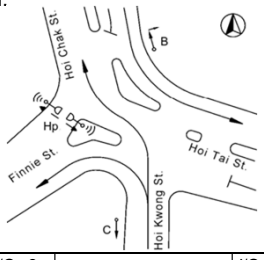
Flow: (pcu/hr)



Group	B,Fp	B,Gp	Group	C,D,Fp	C,D,Gp
y	0.431	0.431	y	0.361	0.361
L (sec)	26	27	L (sec)	33	34
C (sec)	115	115	C (sec)	110	110
y pract.	0.697	0.689	y pract.	0.630	0.622
R.C. (%)	62%	60%	R.C. (%)	75%	72%

Stage / Phase Diagrams

1.



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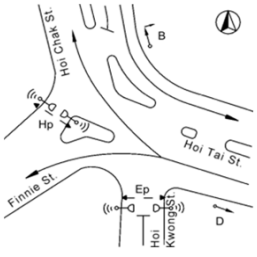

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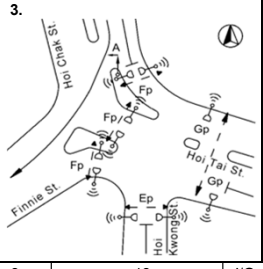
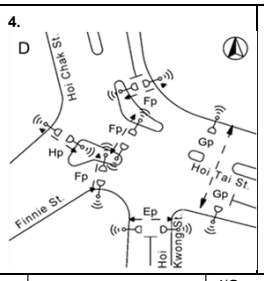


4.



5.

I/G= 2		I/G=		I/G= 8	18	I/G=		I/G=	
I/G= 2		I/G= 6		I/G= 10	18	I/G=		I/G=	

Date: 四月, 2026 **Junction:** Hoi Tai Street/ Hoi Kwong Street/ Finnie J4

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Hoi Tai Street/ Hoi Kwong Street/ Finnie Street/ Hoi Chak Street — Design Year: 2025

Description: 2033 Design — Designed By: NLY — Checked By: WCY

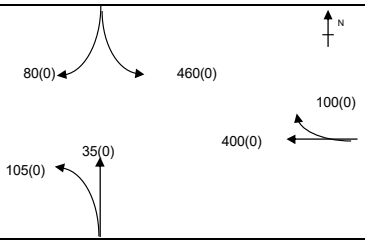
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Hoi Tai Street	↑	D	2	3.5		40				2030		100	0.049				
	↰	D	2	3.6	20					1835		400	0.218	0.218			
Hoi Kwong Street	↱↑	C	1	3.6	15			75%		1835		140	0.076	0.076			
Hoi Chak Street	→	B	1,2	3.1	35					1845		460	0.249				*
	↳	A	3	3.5		30				2005		80	0.040				

Pedestrian Crossing

Ep	2,3,4	MIN GREEN + FLASH =	8	+	5	=	13	
Fp	3,4	MIN GREEN + FLASH =	9	+	7	=	16	*
Gp	3,4	MIN GREEN + FLASH =	8	+	10	=	18	*
Hp	1,2,4	MIN GREEN + FLASH =	5	+	7	=	12	

Notes:

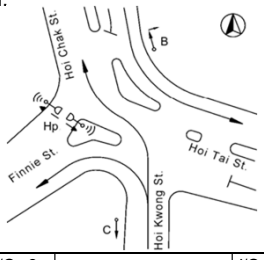
Flow: (pcu/hr)



Group	C,D,Fp	C,D,Gp	Group		
y	0.294	0.294	y		
L (sec)	33	34	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.630	0.622	y pract.		
R.C. (%)	114%	111%	R.C. (%)		

Stage / Phase Diagrams

1.



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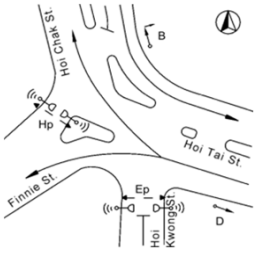

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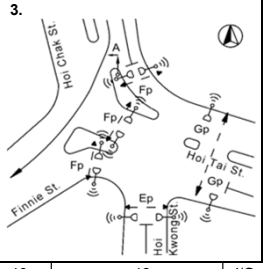
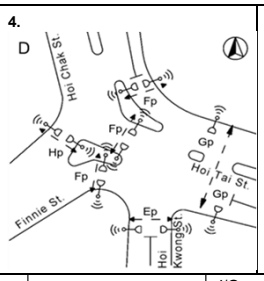


4.



5.

I/G= 2		I/G= 6		I/G= 10	18	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=	

Date: 四月, 2026 **Junction:** Hoi Tai Street/ Hoi Kwong Street/ Finnie J4

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

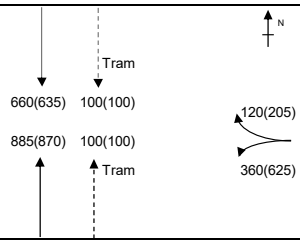
Junction: King's Road/ Finnie Street Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road NB (with Tram)	↑	C	1	3.0						1915	1915	238	0.124		231	0.121	0.121
	↑	C	1	3.3						2085	2085	260	0.125		251	0.120	
	↑	C	1	3.5						2105	2105	262	0.124		253	0.120	
Finnie Street	↱	D	3	3.5	10	20		100% / 0%	100% / 0%	1710	1710	360	0.211	0.211	625	0.365	0.365
	↱	D	3	3.5		22.5				1840	1840	120	0.065		205	0.111	
King's Road SB	↓	A	1,2	3.7						1985	1985	432	0.218	0.218	424	0.214	
	↓	A	1,2	3.3						2085	2085	453	0.217		446	0.214	
King's Road SB (Tram)	↓	A	1,2	2.6						1875	1875	100	0.053		100	0.053	
Pedestrian Crossing																	
		Ep	1,2	MIN GREEN + FLASH =			5	+	7	=	12						
		Fp	3	MIN GREEN + FLASH =			5	+	6	=	11						
		Gp	2	MIN GREEN + FLASH =			5	+	6	=	11						*

Notes:

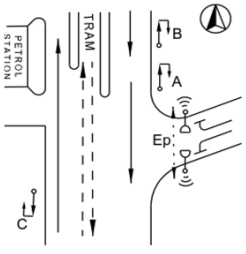
Flow: (pcu/hr)



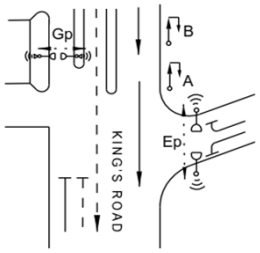
Group	C,Gp,D	A,D	Group	A,D	C,Gp,D
y	0.335	0.428	y	0.579	0.486
L (sec)	27	10	L (sec)	10	27
C (sec)	115	115	C (sec)	110	110
y pract.	0.689	0.822	y pract.	0.818	0.679
R.C. (%)	105%	92%	R.C. (%)	41%	40%

Stage / Phase Diagrams

1.



2.



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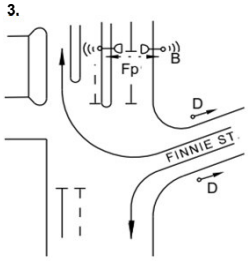


4.

5.

I/G= 7		I/G=		I/G= 5		I/G=	I/G=
I/G= 7		I/G= 9	11	I/G= 2		I/G=	I/G=

Date: 四月, 2026 **Junction:** King's Road/ Finnie Street J5

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

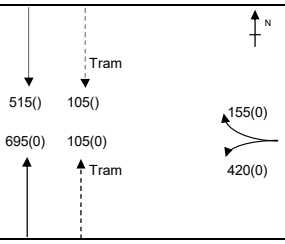
Junction: King's Road/ Finnie Street Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
King's Road NB (with Tram)	↑	C	1	3.0						1915		194	0.101				
	↑	C	1	3.3						2085		212	0.102	0.102			
	↑	C	1	3.5						2105		214	0.102				
Finnie Street	↑↓	D	3	3.5	10	20		100% / 0%		1710		420	0.246	0.246			*
	↑	D	3	3.5		22.5				1840		155	0.084				
King's Road SB	↓	A	1,2	3.7						1985		339	0.171				*
	↓	A	1,2	3.3						2085		356	0.171				
King's Road SB (Tram)	↓	A	1,2	2.6						1875		105	0.056				
Pedestrian Crossing																	
		Ep	1,2	MIN GREEN + FLASH =			5	+	7	=	12						
		Fp	3	MIN GREEN + FLASH =			5	+	6	=	11						
		Gp	2	MIN GREEN + FLASH =			5	+	6	=	11			*			

Notes:

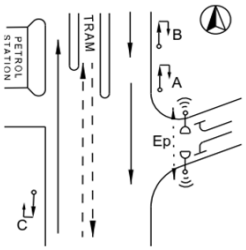
Flow: (pcu/hr)



Group	A,D	C,Gp,D	Group		
y	0.416	0.347	y		
L (sec)	10	27	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.818	0.679	y pract.		
R.C. (%)	96%	96%	R.C. (%)		

Stage / Phase Diagrams

1.



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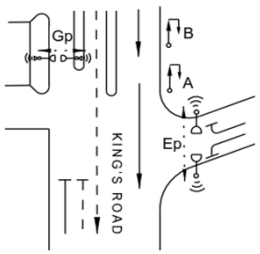

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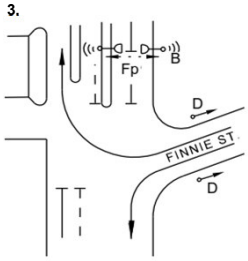


4.

5.

I/G= 7		I/G= 9	11	I/G= 2		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 四月, 2026 **Junction:** King's Road/ Finnie Street J5

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

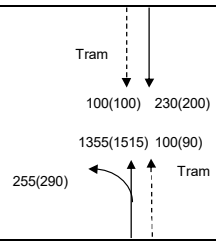
Junction: King's Road/ Model Lane Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road EB	→	A	1	5.500						2165	2165	230	0.106		200	0.092	
King's Road EB(Tram)	→	A	1	2.200						1975	1975	100	0.051		100	0.051	
King's Road WB	←	A	1	3.200						2075	2075	676	0.326	0.326	756	0.364	0.364
	←	A	1	3.300						2085	2085	679	0.326		759	0.364	
free flow	↰			3.300	8					1640	1640	255	0.155		290	0.177	
King's Road WB(Tram)	←	A	1	3.200						2075	2075	100	0.048		90	0.043	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =			13	+	7	=	20			*			*

Notes:

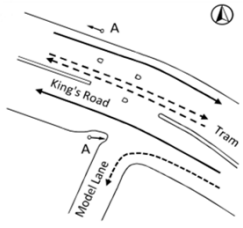
Flow: (pcu/hr)



Group		A,Bp	Group		A,Bp
y		0.326	y		0.364
L (sec)		28	L (sec)		28
C (sec)		115	C (sec)		110
y pract.		0.681	y pract.		0.671
R.C. (%)		109%	R.C. (%)		84%

Stage / Phase Diagrams

1.



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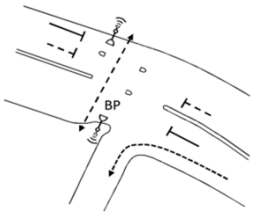


3.

4.

5.

I/G= 4		I/G= 5	20	I/G=		I/G=		I/G=	
I/G= 4		I/G= 5	20	I/G=		I/G=		I/G=	

Date: 四月, 2026 **Junction:** King's Road/ Model Lane J6

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

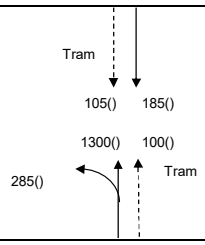
Junction: King's Road/ Model Lane Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
King's Road EB	→	A	1	5.500						2165		185	0.085				*
King's Road EB(Tram)	→	A	1	2.200						1975		105	0.053				
King's Road WB	←	A	1	3.200						2075		648	0.312				
	←	A	1	3.300						2085		652	0.313	0.313			
free flow	↰			3.300	8					1640		285	0.174				
King's Road WB(Tram)	←	A	1	3.200						2075		100	0.048				
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	13		+	7	=	20				*			*

Notes:

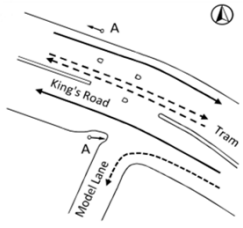
Flow: (pcu/hr)



Group		A,Bp	Group		
y		0.313	y		
L (sec)		28	L (sec)		
C (sec)		110	C (sec)		
y pract.		0.671	y pract.		
R.C. (%)		115%	R.C. (%)		

Stage / Phase Diagrams

1.



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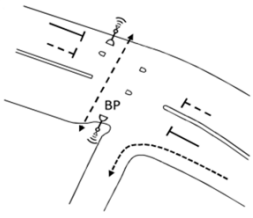


3.

4.

5.

I/G= 4		I/G= 5	20	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 四月, 2026 **Junction:** King's Road/ Model Lane J6

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Man Hong Street Design Year: 2025

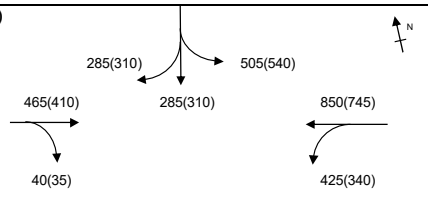
Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Java Road EB		A	1	3.000	12					1700	1700	243	0.143		270	0.159	0.159
		A	1	3.000	15			98%	94%	1870	1880	268	0.143	0.143	286	0.152	
		A	1	3.000		18		5%	6%	2045	2045	293	0.143		312	0.153	
		A	1	3.000		17				1890	1890	271	0.143		292	0.154	
Man Hong Street SB		B	2,3	3.200						2075	2075	423	0.204		371	0.179	
		B	2,3	3.400						2095	2095	427	0.204		374	0.179	
		B	2,3	3.800	12					1775	1775	425	0.239		340	0.192	
Man Hong Street NB		C	3	6.300		10		8%	8%	2105	2105	505	0.240	0.240	445	0.211	0.211
Pedestrian Crossing		Dp	2,3	MIN GREEN + FLASH =	5	+	12	=	17								
		Ep	1	MIN GREEN + FLASH =	6	+	10	=	16								
		Fp	2	MIN GREEN + FLASH =	5	+	8	=	13					*			*

Notes:

Opposing factor of 0.5 has been adopted on Man Hong Street NB due to the presence of opposite movement on right turn

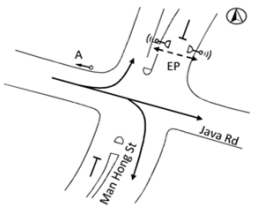
Flow: (pcu/hr)



Group	A,B	A,Fp,C	Group	A,B	A,Fp,C
y	0.383	0.383	y	0.350	0.370
L (sec)	16	30	L (sec)	16	30
C (sec)	115	115	C (sec)	110	110
y pract.	0.775	0.665	y pract.	0.769	0.655
R.C. (%)	102%	74%	R.C. (%)	120%	77%

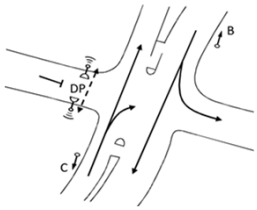
Stage / Phase Diagrams

1.



2.

3.



4.

5.

I/G= 7		I/G= 8	13	I/G= 4		I/G=	I/G=
I/G= 7		I/G= 8	13	I/G= 4		I/G=	I/G=

Date: 四月, 2026 **Junction:** Java Road/ Man Hong Street J7

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Man Hong Street Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

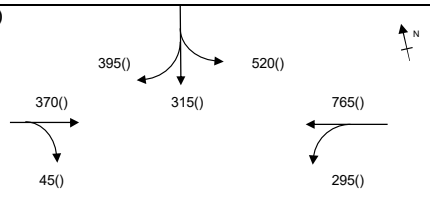
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Java Road EB		A	1	3.000	12					1700		278	0.164				*
		A	1	3.000	15			77%		1910		312	0.164				
		A	1	3.000		18		26%		2010		329	0.164	0.164			
		A	1	3.000		17				1890		310	0.164				
Man Hong Street SB		B	2,3	3.200						2075		381	0.184				*
		B	2,3	3.400						2095		384	0.183				
		B	2,3	3.800	12					1775		295	0.166				
Man Hong Street NB		C	3	6.300		10		11%		2095		415	0.198	0.198			

Pedestrian Crossing									
	Dp	2,3	MIN GREEN + FLASH =	5	+	12	=	17	
	Ep	1	MIN GREEN + FLASH =	6	+	10	=	16	
	Fp	2	MIN GREEN + FLASH =	5	+	8	=	13	*

Notes:

Opposing factor of 0.5 has been adopted on Man Hong Street NB due to the presence of opposite movement on right turn

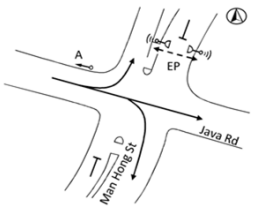
Flow: (pcu/hr)



Group	A,B	A,Fp,C	Group		
y	0.348	0.362	y		
L (sec)	16	30	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.769	0.655	y pract.		
R.C. (%)	121%	81%	R.C. (%)		

Stage / Phase Diagrams

1.



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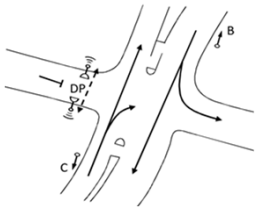
3.



4.

5.

I/G= 7		I/G= 8	13	I/G= 4		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 四月, 2026 **Junction:** Java Road/ Man Hong Street J7

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Healthy Street West/ Man Hong Street Design Year: 2025

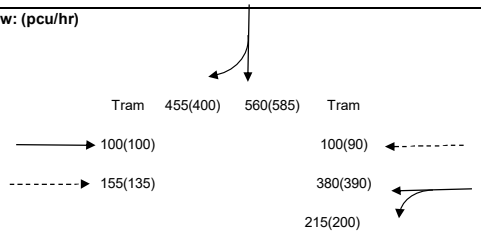
Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road	→	A	1,2	3.300						1945	1945	74	0.038		65	0.033	
EB	→	A	1,2	3.500						2105	2105	81	0.038		70	0.033	
King's Road EB(Tram)	→	A	1,2	2.500						2005	2005	100	0.050		100	0.050	
King's Road	↰	B	1	3.500	8			81%	75%	1705	1720	267	0.157	0.157	266	0.155	
WB	←	B	1	3.400						2095	2095	328	0.157		324	0.155	0.155
King's Road WB(Tram)	←	At	1,2	2.700						2025	2025	100	0.049		90	0.044	
Man Hong Street	↓	D	4	3.300						1945	1945	327	0.168	0.168	316	0.162	
SB	↲	D	4	3.500		40		33%	21%	2080	2090	349	0.168		340	0.163	
	↲	D	4	3.500		35				2020	2020	339	0.168		329	0.163	0.163

Pedestrian Crossing	Ep	3,4	MIN GREEN + FLASH =	7	+	6	=	13		
	Fp	2,3	MIN GREEN + FLASH =	5	+	10	=	15	*	*
	Gp	2,3,4	MIN GREEN + FLASH =	5	+	6	=	11		
	Hp	1.2,3	MIN GREEN + FLASH =	5	+	9	=	14		

Notes:

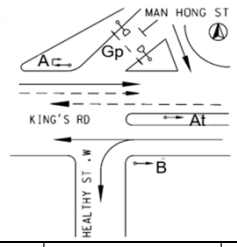
Flow: (pcu/hr)



Group	Hp,D	B,Fp,D	Group	Hp,D	B,Fp,D
y	0.168	0.325	y	0.163	0.318
L (sec)	24	35	L (sec)	24	35
C (sec)	115	115	C (sec)	110	110
y pract.	0.712	0.626	y pract.	0.704	0.614
R.C. (%)	324%	93%	R.C. (%)	332%	93%

Stage / Phase Diagrams

1.



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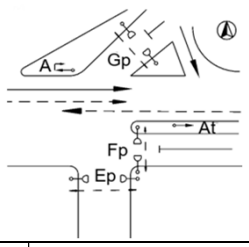

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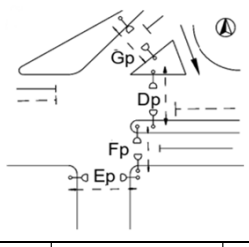

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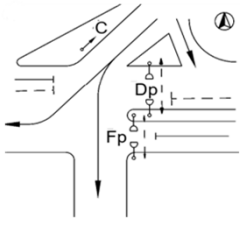


5.

I/G= 11		I/G= 9	15	I/G=		I/G= 2		I/G=	
I/G= 11		I/G= 9	15	I/G=		I/G= 2		I/G=	

Date: 四月, 2026 **Junction:** King's Road/ Healthy Street West/ Man J8

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: King's Road/ Healthy Street West/ Man Hong Street Design Year: 2025

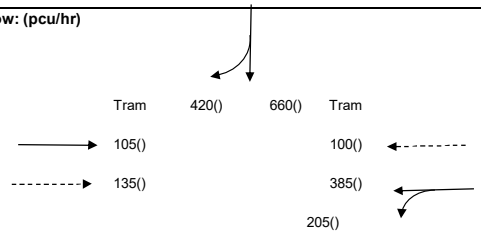
Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
King's Road	→	A	1,2	3.300						1945		65	0.033				*
EB	→	A	1,2	3.500						2105		70	0.033				
King's Road EB(Tram)	→	A	1,2	2.500						2005		105	0.052				
King's Road	↰	B	1	3.500	8			77%		1715		266	0.155	0.155			
WB	←	B	1	3.400						2095		324	0.155				
King's Road WB(Tram)	←	At	1,2	2.700						2025		100	0.049				
Man Hong Street	↓	D	4	3.300						1945		347	0.178				
SB	↲	D	4	3.500		40		16%		2090		373	0.178	0.178			
	↲	D	4	3.500		35				2020		360	0.178				

Pedestrian Crossing	Ep	3,4	MIN GREEN + FLASH =	7	+	6	=	13				*
	Fp	2,3	MIN GREEN + FLASH =	5	+	10	=	15		*		
	Gp	2,3,4	MIN GREEN + FLASH =	5	+	6	=	11				
	Hp	1.2,3	MIN GREEN + FLASH =	5	+	9	=	14				

Notes:

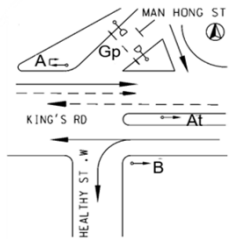
Flow: (pcu/hr)



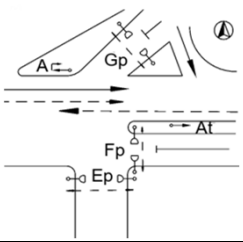
Group	Hp,D	B,Fp,D	Group		
y	0.178	0.334	y		
L (sec)	24	35	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.704	0.614	y pract.		
R.C. (%)	294%	84%	R.C. (%)		

Stage / Phase Diagrams

1.



2.



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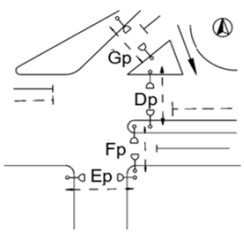

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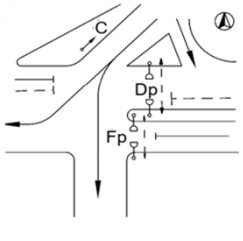


5.

I/G= 11		I/G= 9	15	I/G=		I/G= 2	I/G=
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A #N/A	I/G=

Date: 四月, 2026 **Junction:** King's Road/ Healthy Street West/ Man J8

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

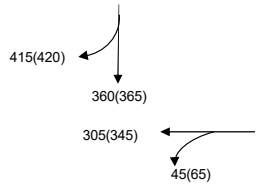
Junction: Tsat Tsz Mui Road/ Healthy Street West Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsat Tsz Mui Road	↰	A	1	3.800	10			27%	34%	1915	1900	166	0.087	0.087	193	0.102	
WB	←	A	1	3.800						2135	2135	184	0.086		217	0.102	0.102
Healthy Street West	↓	C	2	2.500						1865	1865	256	0.137	0.137	259	0.139	
SB	↰↓	C	2	3.300		13		61%	61%	1950	1950	267	0.137		271	0.139	0.139
	↓	C	2	3.600		10				1840	1840	252	0.137		255	0.139	
Pedestrian Crossing		Bp	1,3	MIN GREEN + FLASH =	5	+	9	=	14								
		Dp	2,3	MIN GREEN + FLASH =	5	+	8	=	13								
		Ep	3	MIN GREEN + FLASH =	5	+	9	=	14					*			*
		Fp	3	MIN GREEN + FLASH =	5	+	8	=	13								

Notes:

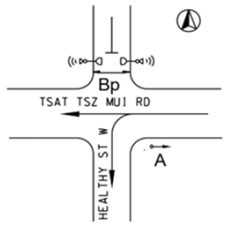
Flow: (pcu/hr)



Group	A,C,Fp	A,C,Ep	Group	A,C,Fp	A,C,Ep
y	0.224	0.224	y	0.241	0.241
L (sec)	28	29	L (sec)	28	29
C (sec)	115	115	C (sec)	110	110
y pract.	0.681	0.673	y pract.	0.671	0.663
R.C. (%)	204%	201%	R.C. (%)	179%	175%

Stage / Phase Diagrams

1.



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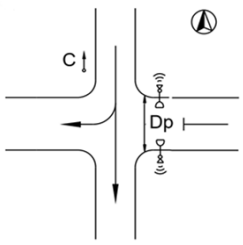

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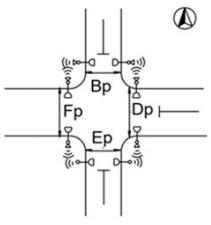


4.

5.

I/G= 4		I/G= 6		I/G= 7	14	I/G=		I/G=	
I/G= 4		I/G= 6		I/G= 7	14	I/G=		I/G=	

Date: 四月, 2026 **Junction:** Tsat Tsz Mui Road/ Healthy Street West J9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

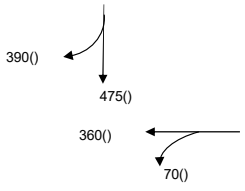
Junction: Tsat Tsz Mui Road/ Healthy Street West Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Tsat Tsz Mui Road		A	1	3.800	10			35%		1895		202	0.107				*
WB	←	A	1	3.800						2135		228	0.107	0.107			
Healthy Street West	↓	C	2	2.500						1865		283	0.152	0.152			*
SB	↙	C	2	3.300		13		37%		2000		303	0.152				
	↲	C	2	3.600		10				1840		279	0.152				
Pedestrian Crossing		Bp	1,3	MIN GREEN + FLASH =	5	+	9	=	14								
		Dp	2,3	MIN GREEN + FLASH =	5	+	8	=	13								
		Ep	3	MIN GREEN + FLASH =	5	+	9	=	14					*			*
		Fp	3	MIN GREEN + FLASH =	5	+	8	=	13								

Notes:

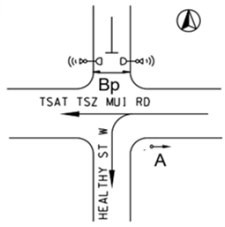
Flow: (pcu/hr)



Group	A,C,Fp	A,C,Ep	Group		
y	0.259	0.259	y		
L (sec)	28	29	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.671	0.663	y pract.		
R.C. (%)	160%	156%	R.C. (%)		

Stage / Phase Diagrams

1.



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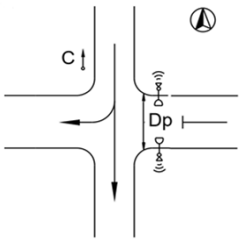

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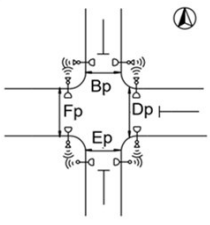


4.

5.

I/G= 4		I/G= 6		I/G= 7	14	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 四月, 2026 **Junction:** Tsat Tsz Mui Road/ Healthy Street West J9

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

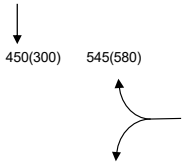
Junction: Tsat Tsz Mui Road/ Tin Chiu West Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tin Chiu Street NB	↓	A	1	3.900						2005	2005	450	0.224	0.224	300	0.150	0.150
Tsat Tsz Mui Road WB	↕	B	2	4.100	6	13		45% / 55%	47% / 53%	1725	1720	325	0.188	0.188	350	0.203	
	↑	B	2	4.100		13				1940	1940	365	0.188		395	0.204	0.204
Pedestrian Crossing		Cp	1,3	MIN GREEN + FLASH =	10	+	9	=	19								
		Dp	3	MIN GREEN + FLASH =	7	+	9	=	16					*			*

Notes:

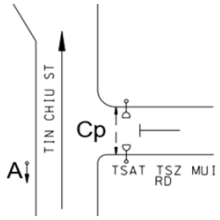
Flow: (pcu/hr)



Group	Cp,B	A,B,Dp	Group	Cp,B	A,B,Dp
y	0.188	0.413	y	0.204	0.353
L (sec)	27	32	L (sec)	27	32
C (sec)	115	115	C (sec)	110	110
y pract.	0.689	0.650	y pract.	0.679	0.638
R.C. (%)	266%	57%	R.C. (%)	234%	81%

Stage / Phase Diagrams

1.



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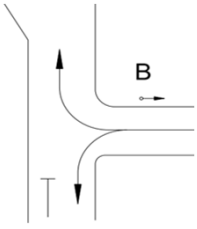

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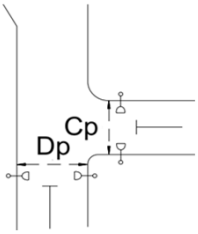


4.

5.

I/G= 4		I/G= 6		I/G= 8	16	I/G=		I/G=	
I/G= 4		I/G= 6		I/G= 8	16	I/G=		I/G=	

Date: 四月, 2026 **Junction:** Tsat Tsz Mui Road/ Tin Chiu West J10

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

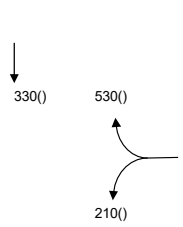
Junction: Tsat Tsz Mui Road/ Tin Chiu West Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Tin Chiu Street NB	↓	A	1	3.900						2005		330	0.165	0.165			*
Tsat Tsz Mui Road WB	↕	B	2	4.100	6	13		61% / 39%		1690		345	0.204	0.204			*
	↑	B	2	4.100		13				1940		395	0.204				
Pedestrian Crossing		Cp	1,3	MIN GREEN + FLASH =	10	+	9	=	19								
		Dp	3	MIN GREEN + FLASH =	7	+	9	=	16					*			*

Notes:

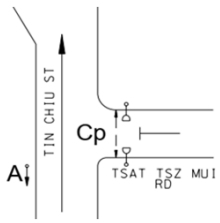
Flow: (pcu/hr)



Group	Cp,B	A,B,Dp	Group		
y	0.204	0.369	y		
L (sec)	27	32	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.679	0.638	y pract.		
R.C. (%)	233%	73%	R.C. (%)		

Stage / Phase Diagrams

1.



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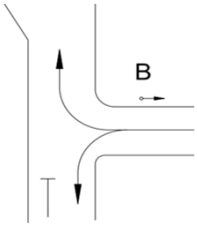

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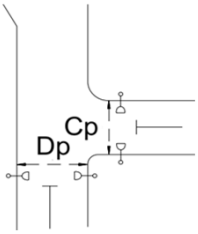


4.

5.

I/G= 4		I/G= 6		I/G= 8	16	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 四月, 2026 **Junction:** Tsat Tsz Mui Road/ Tin Chiu West J10

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

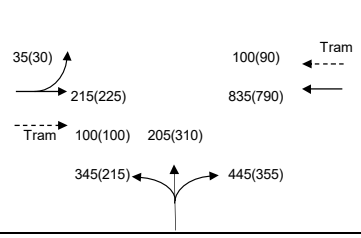
Junction: King's Road/ Tin Chiu Street Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
King's Road EB	↑→	A	1	3.200	12			14%	12%	1900	1905	250	0.132		255	0.134	0.134
King's Road EB(Tram)	→	A	1	2.700						2025	2025	100	0.049		100	0.049	
King's Road WB	←	B	1	3.300						1945	1945	264	0.136		250	0.129	
	←	B	1	3.500						2105	2105	285	0.135		270	0.128	
	←	B	1	3.500						2105	2105	286	0.136	0.136	270	0.128	
King's Road WB(Tram)	←	Dt	1	2.400						1995	1995	100	0.050		90	0.045	
Tin Chiu Street	↰	C	2	3.300	12					1730	1730	345	0.199		215	0.124	
NB	↰↑	C	2	3.500	12			37%	47%	2010	1990	205	0.102		310	0.156	
	↱	C	2	3.500		12				1870	1870	445	0.238	0.238	355	0.190	0.190
Pedestrian Crossing		Ep	1	MIN GREEN + FLASH =	6	+	12	=	18								
		Fp	2	MIN GREEN + FLASH =	5	+	9	=	14								

Notes:

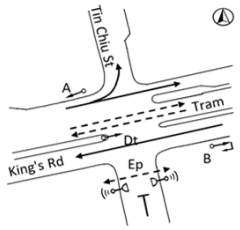
Flow: (pcu/hr)



Group	A,C	B,C	Group	B,C	A,C
y	0.370	0.374	y	0.318	0.324
L (sec)	10	11	L (sec)	11	10
C (sec)	115	115	C (sec)	110	110
y pract.	0.822	0.814	y pract.	0.810	0.818
R.C. (%)	122%	118%	R.C. (%)	154%	153%

Stage / Phase Diagrams

1.



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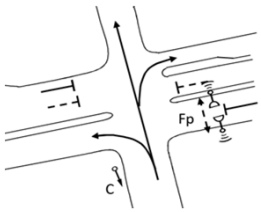


3.

4.

5.

I/G= 6		I/G= 7		I/G=		I/G=		I/G=	
I/G= 7		I/G= 5		I/G=		I/G=		I/G=	

Date: 四月, 2026 **Junction:** King's Road/ Tin Chiu Street J11

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

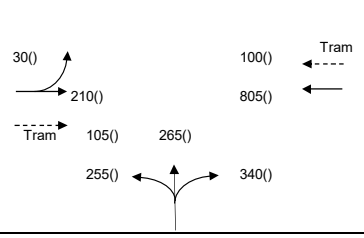
Junction: King's Road/ Tin Chiu Street Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
King's Road EB		A	1	3.200	12			13%		1905		240	0.126				*
King's Road EB(Tram)		A	1	2.700						2025		105	0.052				
King's Road WB		B	1	3.300						1945		254	0.131				
		B	1	3.500						2105		276	0.131	0.131			
		B	1	3.500						2105		275	0.131				
King's Road WB(Tram)		Dt	1	2.400						1995		100	0.050				
Tin Chiu Street		C	2	3.300	12					1730		255	0.147				*
NB		C	2	3.500	12			51%		1980		265	0.134				
		C	2	3.500		12				1870		340	0.182	0.182			
Pedestrian Crossing		Ep	1	MIN GREEN + FLASH =	6	+	12	=	18								
		Fp	2	MIN GREEN + FLASH =	5	+	9	=	14								

Notes:

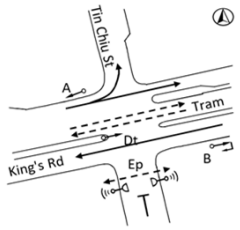
Flow: (pcu/hr)



Group	A,C	B,C	Group		
y	0.308	0.313	y		
L (sec)	10	11	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.818	0.810	y pract.		
R.C. (%)	166%	159%	R.C. (%)		

Stage / Phase Diagrams

1.



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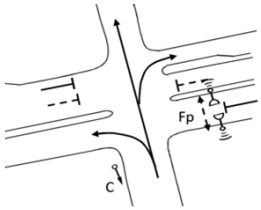


3.

4.

5.

I/G= 6		I/G= 7		I/G=		I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=		I/G=	

Date: 四月, 2026 **Junction:** King's Road/ Tin Chiu Street J11

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

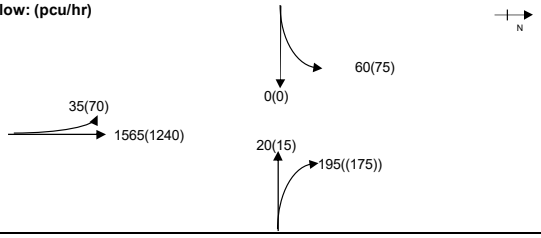
Junction: Java Road / Healthy Street East Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Java Road	↑→	A	1	3.100	10			9%	23%	1900	1860	373	0.196		301	0.162	
EB	→	A	1	3.000						2055	2055	404	0.197		333	0.162	0.162
	→	A	1	3.300						2085	2085	410	0.197		337	0.162	
	→	A	1	3.400						2095	2095	413	0.197	0.197	339	0.162	
Healthy St East	↑→	B	3	3.600		12		81%	0%	1795	1975	107	0.060	0.060	15	0.008	
NB	↱	B	3	3.300		10				1815	1815	108	0.060		-175	-0.096	
Healthy St East SB	↓→	C	4	4.800	10			100%	100%	1820	1820	60	0.033	0.033	75	0.041	0.041
Pedestrian Crossing		Dp	2,3,4	MIN GREEN + FLASH =			6	+	11	=	17						
		Ep	2	MIN GREEN + FLASH =			6	+	11	=	17			*			*

Notes:

Flow: (pcu/hr)

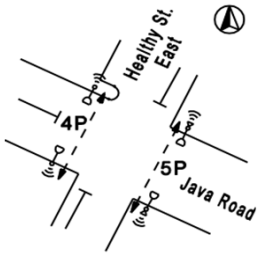


Group	A,Dp	A,Ep,B,C	Group	A,Dp	A,Ep,B,C
y	0.197	0.290	y	0.162	0.203
L (sec)	26	35	L (sec)	26	41
C (sec)	115	115	C (sec)	110	110
y pract.	0.697	0.626	y pract.	0.687	0.565
R.C. (%)	253%	116%	R.C. (%)	324%	178%

Stage / Phase Diagrams

1.

2.



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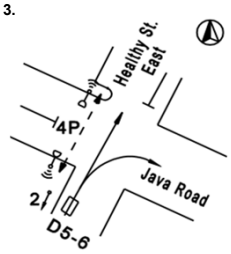

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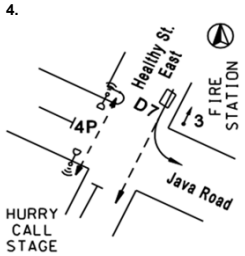


5.

I/G= 5		I/G= 8	17	I/G= 2		I/G= 6		I/G=	
I/G= 5		I/G= 8	17	I/G= 2	5	I/G= 6		I/G=	

Date: 四月, 2026 **Junction:** Java Road / Healthy Street East

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

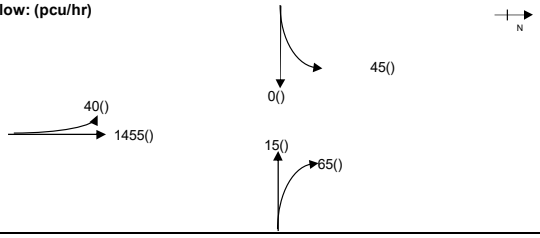
Junction: Java Road / Healthy Street East Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Java Road EB	→	A	1	3.100	10			11%		1890		348	0.184				*
	→	A	1	3.000						2055		378	0.184				
	→	A	1	3.300						2085		384	0.184	0.184			
	→	A	1	3.400						2095		385	0.184				
Healthy St East NB	↱	B	3	3.600		12		63%		1830		40	0.022				*
	↱	B	3	3.300		10				1815		40	0.022	0.022			
Healthy St East SB	↳	C	4	4.800	10			100%		1820		45	0.025	0.025			*
Pedestrian Crossing		Dp	2,3,4	MIN GREEN + FLASH =	6		+	11	=	17							
		Ep	2	MIN GREEN + FLASH =	6		+	11	=	17				*			*

Notes:

Flow: (pcu/hr)

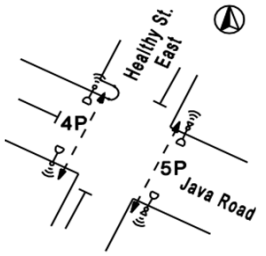


Group	A,Dp	A,Ep,B,C	Group		
y	0.184	0.231	y		
L (sec)	26	35	L (sec)		
C (sec)	115	115	C (sec)		
y pract.	0.697	0.626	y pract.		
R.C. (%)	278%	171%	R.C. (%)		

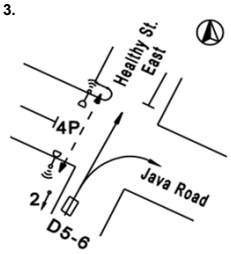
Stage / Phase Diagrams

1.

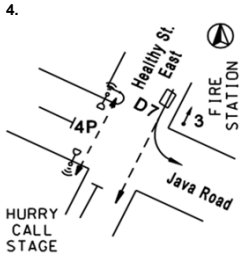
2.



3.



4.



5.

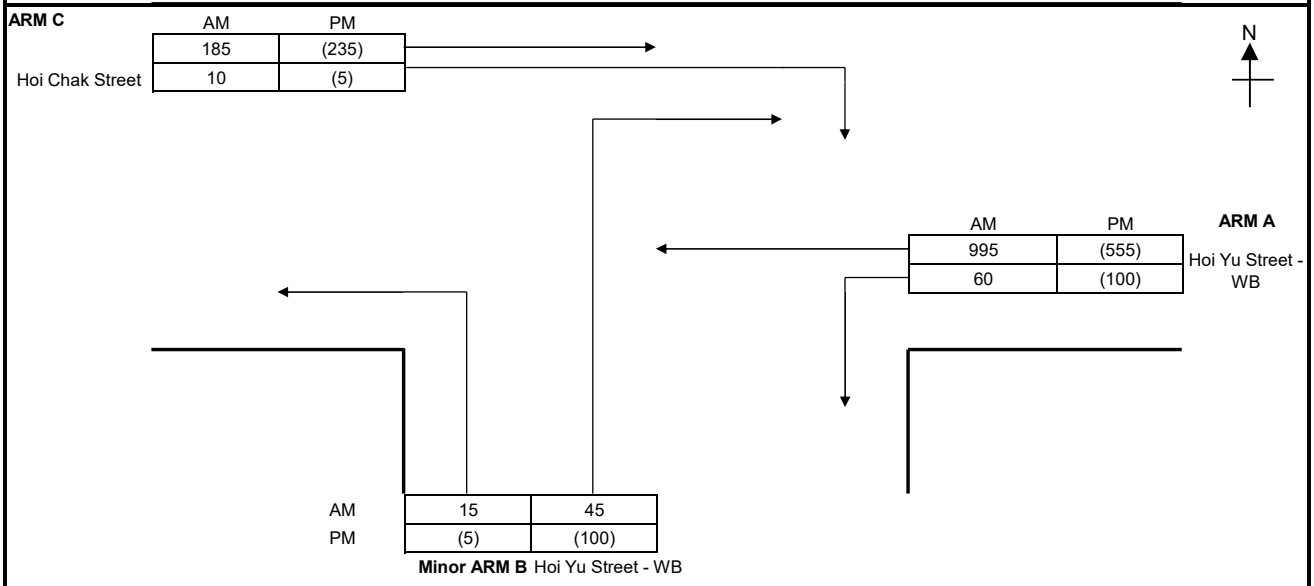
I/G= 5		I/G= 8	17	I/G= 2		I/G= 6		I/G=			
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=			

Date: 四月, 2026 **Junction:** Java Road / Healthy Street East

Calculation Sheets - 2033 Design Year (Junction Improvement)

Simplified picority Junction Capacity Calculation

Job Title:	Hoi Yu Street TIA		Ref. No.:	J1_pic-imp
Junction:	Hoi Yu Street/Hoi Chak Street		Designed by:	NLY
Description:	2033 Design		Checked by:	WCY
Design Year:	2025	Job No.:CHK50793710	Date:	四月 2026
ARM A:	Hoi Yu Street - EB			
ARM B:	Hoi Yu Street - WB			
ARM C:	Hoi Chak Street			



GEOMETRY					
Major road width	W	13.30	Lane widths	w(b-a)	3.77
Central Reserve width	Wcr	0.00		w(b-c)	3.77
2 Lane Minor Arm (Y/N)		N		w(c-b)	3.30
PARAMETER					
Visibilities	Vr(b-a)	50	Calculated	D	0.79
	Vl(b-a)	50		E	0.91
	Vr(b-c)	50		F	0.91
	Vr(c-b)	50		Y	0.56

ANALYSIS			AM Peak	PM Peak
TRAFFIC FLOWS	q(c-a)		185	235
	q(c-b)		10	5
	q(a-b)		60	100
	q(a-c)		995	555
	q(b-a)		45	100
	q(b-c)		15	5
	f		0.25	0.05
		Factor		
CAPACITIES	Q(b-a)	1	312	376
	Q(b-c)	1	489	567
	Q(c-b)	1	487	561
	Q(b-ac)	1	343	382
RFC's	b-a		0.144	0.266
	b-c		0.031	0.009
	c-b		0.021	0.009
	b-ac		0.175	0.275
RFC			**0.175**	**0.275**

Where Vl 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(Vl(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

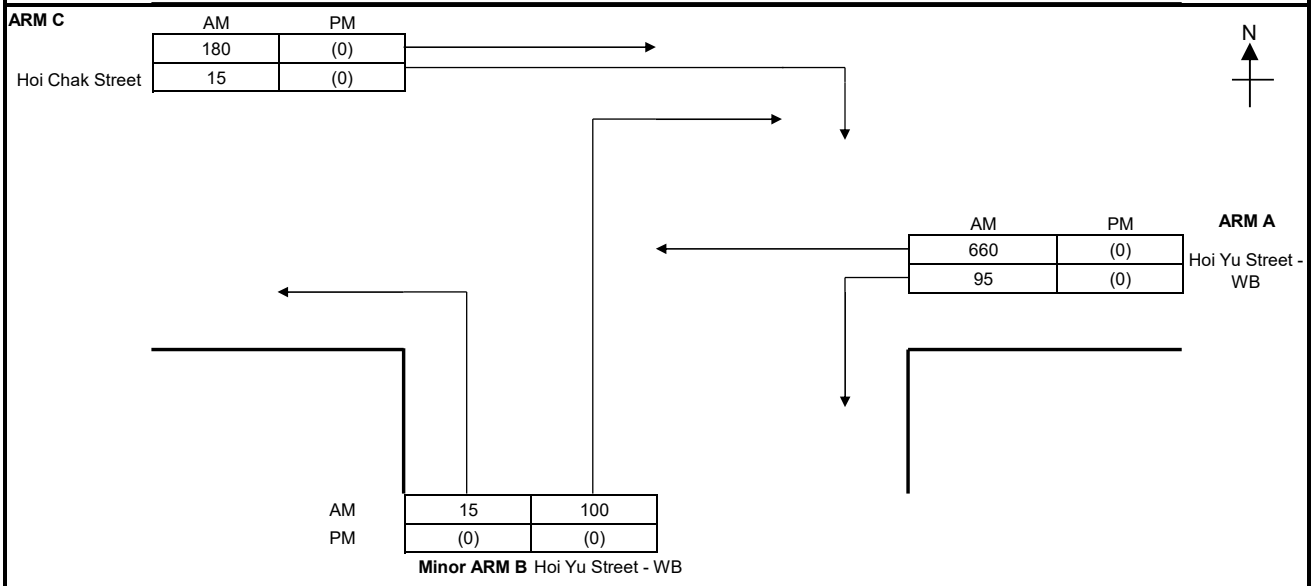
f = proportion of minor traffic turning left

Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

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

Simplified picority Junction Capacity Calculation

Job Title:	Hoi Yu Street TIA		Ref. No.:	J1_pic-imp
Junction:	Hoi Yu Street/Hoi Chak Street		Designed by:	NLY
Description:	2033 Design		Checked by:	WCY
Design Year:	2025	Job No.:CHK50793710	Date:	四月 2026
ARM A:	Hoi Yu Street - EB			
ARM B:	Hoi Yu Street - WB			
ARM C:	Hoi Chak Street			



GEOMETRY					
Major road width	W	13.30	Lane widths	w(b-a)	3.77
Central Reserve width	Wcr	0.00		w(b-c)	3.77
2 Lane Minor Arm (Y/N)		N		w(c-b)	3.30
PARAMETER					
Visibilities	Vr(b-a)	50	Calculated	D	0.79
	Vl(b-a)	50		E	0.91
	Vr(b-c)	50		F	0.91
	Vr(c-b)	50		Y	0.56

ANALYSIS			Noon Peak
TRAFFIC FLOWS	q(c-a)		180
	q(c-b)		15
	q(a-b)		95
	q(a-c)		660
	q(b-a)		100
	q(b-c)		15
	f		0.13
		Factor	
CAPACITIES	Q(b-a)	1	363
	Q(b-c)	1	548
	Q(c-b)	1	542
	Q(b-ac)	1	380
RFC's	b-a		0.275
	b-c		0.027
	c-b		0.028
	b-ac		0.303
RFC			**0.303**

Where Vl 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(Vl(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-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

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

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Hoi Yu Street Design Year: 2025

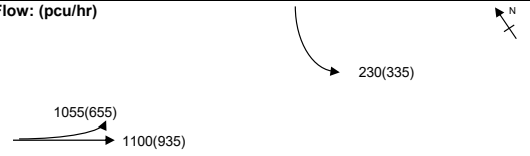
Description: 2033 Design (With Junction Improvement) Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Java Road	↑	A	1	3.30	15.0					1770	1770	739	0.418		542	0.306	
	↱	A	1	2.90	20.0			38%	18%	1990	2015	829	0.417		617	0.306	
	→	A	1	3.10						825	825	345	0.418	0.418	253	0.307	
	→	A	1	3.10						580	580	242	0.417		178	0.307	0.307
Hoi Yu Street	↲	B	2	3.600	10					1715	1715	230	0.134		335	0.195	
Pedestrian Crossing																	
		Cp	2	MIN GREEN + FLASH =			10	+	10	=	20			*			*
		Dp	1	MIN GREEN + FLASH =			5	+	7	=	12						
		Ep	2	MIN GREEN + FLASH =			8	+	10	=	18						

Notes:

1. Site factor of second lane of Java Road has been taken out due to proposed road widening and permitted left turn.

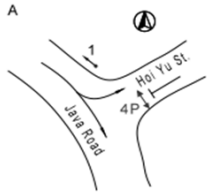
Flow: (pcu/hr)



Group	Dp,B	A,Cp	Group	Dp,B	A,Cp
y	0.134	0.418	y	0.195	0.307
L (sec)	90	38	L (sec)	72	51
C (sec)	115	115	C (sec)	110	110
y pract.	0.196	0.603	y pract.	0.311	0.483
R.C. (%)	46%	44%	R.C. (%)	59%	57%

Stage / Phase Diagrams

1.



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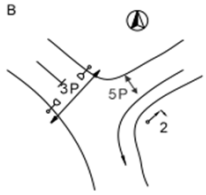


3.

4.

5.

I/G= 14		I/G= 5	20	I/G=		I/G=		I/G=	
I/G= 27		I/G= 5	20	I/G=		I/G=		I/G=	

Date: 四月, 2026 **Junction:** Java Road/ Hoi Yu Street J2_imp

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

Junction: Java Road/ Hoi Yu Street Design Year: 2025

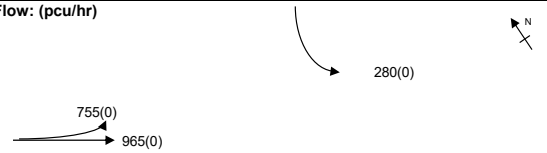
Description: 2033 Design (With Junction Improvement) Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Java Road		A	1	3.30	15.0					1770	1770	587	0.332				*
		A	1	2.90	20.0			25%		2005	2045	666	0.332				
		A	1	3.10						825	825	274	0.332				
		A	1	3.10						580	580	193	0.333	0.333			
Hoi Yu Street		B	2	3.600	10					1715	1715	280	0.163				*
Pedestrian Crossing																	
		Cp	2	MIN GREEN + FLASH =			10	+	10	=	20			*			
		Dp	1	MIN GREEN + FLASH =			5	+	7	=	12						
		Ep	2	MIN GREEN + FLASH =			8	+	10	=	18						

Notes:

1. Site factor of second lane of Java Road has been taken out due to proposed road widening and permitted left turn.

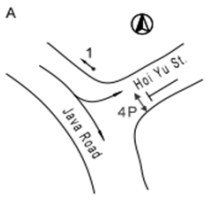
Flow: (pcu/hr)



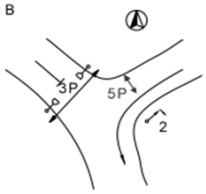
Group	A,B	A,Cp	Group		
y	0.496	0.333	y		
L (sec)	10	59	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.818	0.417	y pract.		
R.C. (%)	65%	25%	R.C. (%)		

Stage / Phase Diagrams

1.



2.



3.

4.

5.

I/G= 35		I/G= 5	20	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=		I/G=	

Date: 四月, 2026 **Junction:** Java Road/ Hoi Yu Street J2_imp

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

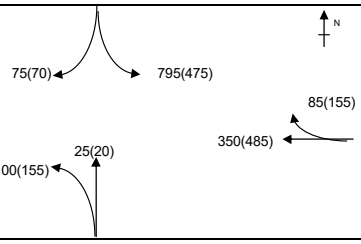
Junction: Hoi Tai Street/ Hoi Kwong Street/ Finnie Street/ Hoi Chak Street Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Hoi Tai Street	↑	D	2	3.5		40				2030	2030	85	0.042		155	0.076	
	↓	D	2	3.6	20					1835	1835	350	0.191		485	0.264	0.264
Hoi Kwong Street	←	C	1	3.6	15			80%	89%	1830	1815	125	0.068		175	0.096	0.096
Hoi Chak Street	→	B	1,2	3.1	35					1845	1845	795	0.431	0.431	475	0.257	
	↓	A	3	3.5		30				2005	2005	75	0.037		70	0.035	
Pedestrian Crossing																	
		Ep	2,3,4	MIN GREEN + FLASH =			8	+	5	=	13						
		Fp	3,4	MIN GREEN + FLASH =			9	+	7	=	16			*			*
		Hp	1,2,4	MIN GREEN + FLASH =			5	+	7	=	12						

Notes:

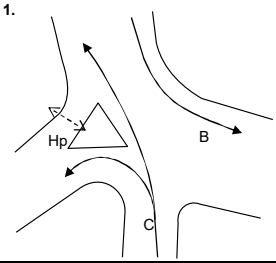
Flow: (pcu/hr)



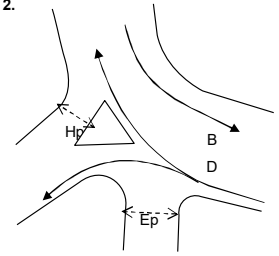
Group	C,D,Fp	B,Fp	Group	C,Ep	C,D,Fp
y	0.259	0.431	y	0.096	0.361
L (sec)	52	45	L (sec)	92	47
C (sec)	115	115	C (sec)	110	110
y pract.	0.493	0.548	y pract.	0.147	0.515
R.C. (%)	90%	27%	R.C. (%)	53%	43%

Stage / Phase Diagrams

1.



2.



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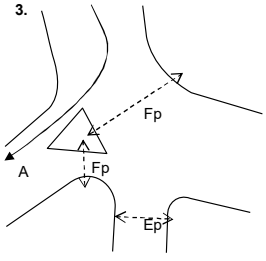
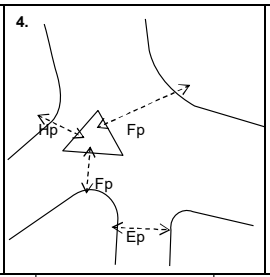


4.



5.

I/G= 4		I/G=		I/G= 26	16	I/G=		I/G=	
I/G= 4		I/G= 6		I/G= 23	16	I/G=		I/G=	

Date: 四月, 2026 **Junction:** Hoi Tai Street/ Hoi Kwong Street/ Finnie J4

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50793710 **MVA HONG KONG LIMITED**

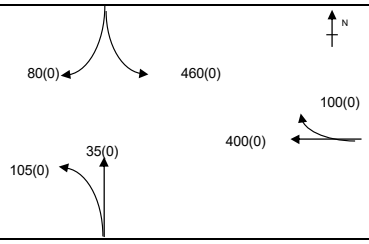
Junction: Hoi Tai Street/ Hoi Kwong Street/ Finnie Street/ Hoi Chak Street Design Year: 2025

Description: 2033 Design Designed By: NLY Checked By: WCY

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Noon	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Noon	Revised Saturation Flow (pcu/hr)	Noon Peak Flow (pcu/hr)	Noon Peak y Value	Noon Peak Critical y	N/A Flow (pcu/hr)	N/A y Value	N/A Critical y
Hoi Tai Street	↑←	D	2	3.5		40				2030		100	0.049				
	↓←	D	2	3.6	20					1835		400	0.218	0.218			
Hoi Kwong Street	↑	C	1	3.6	15			75%		1835		140	0.076	0.076			
Hoi Chak Street	→	B	1,2	3.1	35					1845		460	0.249				*
	↓	A	3	3.5		30				2005		80	0.040				
Pedestrian Crossing																	
		Ep	2,3,4	MIN GREEN + FLASH =			8	+	5	=	13						
		Fp	3,4	MIN GREEN + FLASH =			9	+	7	=	16			*			*
		Hp	1,2,4	MIN GREEN + FLASH =			5	+	7	=	12						

Notes:

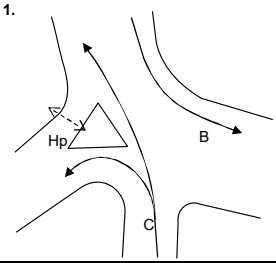
Flow: (pcu/hr)



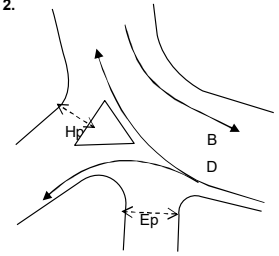
Group	B,Fp	C,D,Fp	Group		
y	0.249	0.294	y		
L (sec)	57	56	L (sec)		
C (sec)	110	110	C (sec)		
y pract.	0.434	0.442	y pract.		
R.C. (%)	74%	50%	R.C. (%)		

Stage / Phase Diagrams

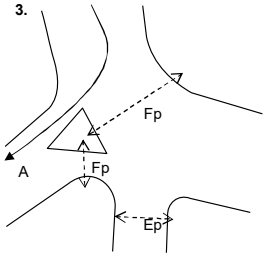
1.



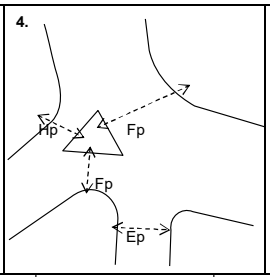
2.



3.



4.



5.

I/G=		I/G=		I/G= 42	16	I/G=		I/G=	
I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G= #N/A	#N/A	I/G=	

Date: 四月, 2026 **Junction:** Hoi Tai Street/ Hoi Kwong Street/ Finnie J4

Appendix A2 - Crossing Performance calculation

Calculation Sheets - 2025 Existing

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location G_Java Road									Design Year: Existing
Description:	Weekday AM Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	115	sec	
	G	=	Effective Green Time for Pedestrians				=	24		
	Vcn	=	Pedestrian Count from Northern kerbside				=	60	pph	
		=	(60 / 60) x (115 / 60)				=	1.9	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	40	pph	
		=	(40 / 60) x (115 / 60)				=	1.3	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	660	pph	
		=	(660 / 60) x (115 / 60)				=	21.1	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	20	pph	
		=	(20 / 60) x (115 / 60)				=	0.6	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	1.9	+	1.3	+	21.1	=	24.3	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	1.9	+	1.3	+	0.6	=	3.8	p/cycle
	L	=	Crosswalk Length				=	12	metres	
	We	=	Effective Crosswalk Width				=	4	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	12 x 4 x (24 - 12 / (2 x 1.2))				=	912	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	2 x (115 - 24) / 115				=	2	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 12 / 1.2 + (0.81 x 2 / 4)				=	14	sec	
	T	=	Total crosswalk occupancy time							
		=	(2 + 1) x 14				=	43	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	912	/	43		=	21.1	m2/p	
	LOS	=	**A**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	1.9 x (115 - 24)^2 / (2 x 115)				=	69	p-s	
	An	=	Available Area at northern kerbside				=	18	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	18 x 115 - (0.5 x 69)				=	2035	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	2035 / (4 x 24.3)				=	21.0	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	1.3 x (115 - 24)^2 / (2 x 115)				=	46	p-s	
	As	=	Available Area at southern kerbside				=	16.8	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	16.8 x 115 - (0.5 x 46)				=	1909	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1909 / (4 x 3.8)				=	124.5	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location K_Hoi Tai Street									Design Year: Existing
Description:	Weekday AM Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	115	sec	
								36		
	Vcn	=	Pedestrian Count from Northern kerbside				=	20	pph	
		=	(20 / 60) x (115 / 60)				=	0.6	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	60	pph	
		=	(60 / 60) x (115 / 60)				=	1.9	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	100	pph	
		=	(100 / 60) x (115 / 60)				=	3.2	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	860	pph	
		=	(860 / 60) x (115 / 60)				=	27.5	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	0.6	+	1.9	+	3.2	=	5.8	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	0.6	+	1.9	+	27.5	=	30.0	p/cycle
	L	=	Crosswalk Length				=	13.5	metres	
	We	=	Effective Crosswalk Width				=	3.1	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	13.5 x 3.1 x (36 - 13.5 / (2 x 1.2))				=	1271.19	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	2 x (115 - 36) / 115				=	1	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)				=	15	sec	
	T	=	Total crosswalk occupancy time							
		=	(1 + 2) x 15				=	38	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	1271.19	/	38		=	33.6	m2/p	
	LOS	=	**A**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	0.6 x (115 - 36)^2 / (2 x 115)				=	17	p-s	
	An	=	Available Area at northern kerbside				=	15.6	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	15.6 x 115 - (0.5 x 17)				=	1785	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1785 / (4 x 5.8)				=	77.6	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	1.9 x (115 - 36)^2 / (2 x 115)				=	52	p-s	
	As	=	Available Area at southern kerbside				=	11	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	11 x 115 - (0.5 x 52)				=	1239	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1239 / (4 x 30)				=	10.3	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location L_Hoi Kwong Stree									Design Year: Existing
Description:	Weekday AM Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	115	sec	
								88		
	Vcn	=	Pedestrian Count from Western kerbside				=	960	pph	
		=	(960 / 60) x (115 / 60)				=	30.7	p/cycle	
	Vcs	=	Pedestrian Count from Eastern kerbside				=	160	pph	
		=	(160 / 60) x (115 / 60)				=	5.1	p/cycle	
	Vsn	=	Sidewalk Flow at Western Kerbside				=	240	pph	
		=	(240 / 60) x (115 / 60)				=	7.7	p/cycle	
	Vss	=	Sidewalk Flow at Eastern Kerbside				=	420	pph	
		=	(420 / 60) x (115 / 60)				=	13.4	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	30.7	+	5.1	+	7.7	=	43.4	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	30.7	+	5.1	+	13.4	=	49.2	p/cycle
	L	=	Crosswalk Length				=	3.6	metres	
	We	=	Effective Crosswalk Width				=	4.2	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	3.6 x 4.2 x (88 - 3.6 / (2 x 1.2))				=	1307.88	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	31 x (115 - 88) / 115				=	7	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 3.6 / 1.2 + (0.81 x 7 / 4.2)				=	8	sec	
	T	=	Total crosswalk occupancy time							
		=	(31 + 5) x 8				=	272	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	1307.88	/	272		=	4.8	m2/p	
	LOS	=	**B**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside							
		=	30.7 x (115 - 88) ^ 2 / (2 x 115)				=	97	p-s	
	An	=	Available Area at Western kerbside				=	31.5	m2	
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside							
		=	31.5 x 115 - (0.5 x 97)				=	3574	m2-s	
	Mn	=	Circulation Area per pedestrian at Western kerbside							
		=	3574 / (4 x 43.4)				=	20.6	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside							
		=	5.1 x (115 - 88) ^ 2 / (2 x 115)				=	16	p-s	
	As	=	Available Area at Eastern kerbside				=	12.8	m2	
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside							
		=	12.8 x 115 - (0.5 x 16)				=	1464	m2-s	
	Ms	=	Circulation Area per pedestrian at Eastern kerbside							
		=	1464 / (4 x 49.2)				=	7.4	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location M_Finnie Street									Design Year: Existing
Description:	Weekday AM Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	115	sec	
								35		
	Vcn	=	Pedestrian Count from Northern kerbside				=	120	pph	
		=	(120 / 60) x (115 / 60)				=	3.8	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	200	pph	
		=	(200 / 60) x (115 / 60)				=	6.4	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	20	pph	
		=	(20 / 60) x (115 / 60)				=	0.6	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	1180	pph	
		=	(1180 / 60) x (115 / 60)				=	37.7	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	3.8	+	6.4	+	0.6	=	10.9	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	3.8	+	6.4	+	37.7	=	47.9	p/cycle
	L	=	Crosswalk Length				=	4.6	metres	
	We	=	Effective Crosswalk Width				=	2.5	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	4.6 x 2.5 x (35 - 4.6 / (2 x 1.2))				=	380.458	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	6 x (115 - 35) / 115				=	4	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 4.6 / 1.2 + (0.27 x 4)				=	8	sec	
	T	=	Total crosswalk occupancy time							
		=	(4 + 6) x 8				=	84	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	380.458	/	84		=	4.5	m2/p	
	LOS	=	**B**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	3.8 x (115 - 35)^2 / (2 x 115)				=	107	p-s	
	An	=	Available Area at northern kerbside				=	16.2	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	16.2 x 115 - (0.5 x 107)				=	1810	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1810 / (4 x 10.9)				=	41.7	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	6.4 x (115 - 35)^2 / (2 x 115)				=	178	p-s	
	As	=	Available Area at southern kerbside				=	14.3	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	14.3 x 115 - (0.5 x 178)				=	1556	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1556 / (4 x 47.9)				=	8.1	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location N_Finnie Street									Design Year: Existing
Description:	Weekday AM Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	115	sec	
								88		
	Vcn	=	Pedestrian Count from Northern kerbside				=	100	pph	
		=	(100 / 60) x (115 / 60)				=	3.2	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	180	pph	
		=	(180 / 60) x (115 / 60)				=	5.8	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	200	pph	
		=	(200 / 60) x (115 / 60)				=	6.4	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	60	pph	
		=	(60 / 60) x (115 / 60)				=	1.9	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	3.2	+	5.8	+	6.4	=	15.3	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	3.2	+	5.8	+	1.9	=	10.9	p/cycle
	L	=	Crosswalk Length				=	5.7	metres	
	We	=	Effective Crosswalk Width				=	2.5	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	5.7 x 2.5 x (88 - 5.7 / (2 x 1.2))				=	1220.16	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	6 x (115 - 88) / 115				=	1	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 5.7 / 1.2 + (0.27 x 1)				=	8	sec	
	T	=	Total crosswalk occupancy time							
		=	(3 + 6) x 8				=	74	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	1220.16	/	74		=	16.4	m2/p	
	LOS	=	**A**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	3.2 x (115 - 88)^2 / (2 x 115)				=	10	p-s	
	An	=	Available Area at northern kerbside				=	9.5	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	9.5 x 115 - (0.5 x 10)				=	1087	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1087 / (4 x 15.3)				=	17.7	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	5.8 x (115 - 88)^2 / (2 x 115)				=	18	p-s	
	As	=	Available Area at southern kerbside				=	16.2	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	16.2 x 115 - (0.5 x 18)				=	1854	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1854 / (4 x 10.9)				=	42.7	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location O_Hoi Tai Street									Design Year: Existing
Description:	Weekday AM Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	115	sec	
								35		
	Vcn	=	Pedestrian Count from Northern kerbside				=	20	pph	
		=	(20 / 60) x (115 / 60)				=	0.6	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	40	pph	
		=	(40 / 60) x (115 / 60)				=	1.3	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	140	pph	
		=	(140 / 60) x (115 / 60)				=	4.5	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	260	pph	
		=	(260 / 60) x (115 / 60)				=	8.3	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	0.6	+	1.3	+	4.5	=	6.4	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	0.6	+	1.3	+	8.3	=	10.2	p/cycle
	L	=	Crosswalk Length				=	17	metres	
	We	=	Effective Crosswalk Width				=	2	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	17 x 2 x (35 - 17 / (2 x 1.2))				=	949.167	m2-s	
	Nped	=	Number of pedestrians during a cycle							
	t	=	Total Crossing Time							
		=	3.2 + 17 / 1.2 + (0.27 x 0)				=	17	sec	
	T	=	Total crosswalk occupancy time							
		=	(1 + 1) x 17				=	33	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	949.167	/	33		=	28.5	m2/p	
	LOS	=	**A**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	0.6 x (115 - 35)^2 / (2 x 115)				=	18	p-s	
	An	=	Available Area at northern kerbside				=	11.6	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	11.6 x 115 - (0.5 x 18)				=	1325	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1325 / (4 x 6.4)				=	51.9	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	1.3 x (115 - 35)^2 / (2 x 115)				=	36	p-s	
	As	=	Available Area at southern kerbside				=	16.2	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	16.2 x 115 - (0.5 x 36)				=	1845	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1845 / (4 x 10.2)				=	45.1	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location G_Java Road									Design Year: Existing
Description:	Weekday Noon Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	110	sec	
	G	=	Effective Green Time for Pedestrians				=	32	sec	
	Vcn	=	Pedestrian Count from Northern kerbside				=	60	pph	
		=	(60 / 60) x (110 / 60)				=	1.8	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	60	pph	
		=	(60 / 60) x (110 / 60)				=	1.8	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	1260	pph	
		=	(1260 / 60) x (110 / 60)				=	38.5	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	20	pph	
		=	(20 / 60) x (110 / 60)				=	0.6	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	1.8	+	1.8	+	38.5	=	42.2	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	1.8	+	1.8	+	0.6	=	4.3	p/cycle
	L	=	Crosswalk Length				=	12	metres	
	We	=	Effective Crosswalk Width				=	4	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	12 x 4 x (32 - 12 / (2 x 1.2))				=	1296	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	2 x (110 - 32) / 110				=	1	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 12 / 1.2 + (0.81 x 1 / 4)				=	13	sec	
	T	=	Total crosswalk occupancy time							
		=	(2 + 2) x 13				=	49	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	1296	/	49		=	26.3	m2/p	
	LOS	=	**A**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	1.8 x (110 - 32)^2 / (2 x 110)				=	51	p-s	
	An	=	Available Area at northern kerbside				=	18	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	18 x 110 - (0.5 x 51)				=	1955	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1955 / (4 x 42.2)				=	11.6	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	1.8 x (110 - 32)^2 / (2 x 110)				=	51	p-s	
	As	=	Available Area at southern kerbside				=	16.8	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	16.8 x 110 - (0.5 x 51)				=	1823	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1823 / (4 x 4.3)				=	106.5	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location K_Hoi Tai Street									Design Year: Existing
Description:	Weekday Noon Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	110	sec	
	G	=	Effective Green Time for Pedestrians				=	33	sec	
	Vcn	=	Pedestrian Count from Northern kerbside				=	160	pph	
		=	(160 / 60) x (110 / 60)				=	4.9	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	120	pph	
		=	(120 / 60) x (110 / 60)				=	3.7	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	180	pph	
		=	(180 / 60) x (110 / 60)				=	5.5	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	2040	pph	
		=	(2040 / 60) x (110 / 60)				=	62.3	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	4.9	+	3.7	+	5.5	=	14.1	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	4.9	+	3.7	+	62.3	=	70.9	p/cycle
	L	=	Crosswalk Length				=	13.5	metres	
	We	=	Effective Crosswalk Width				=	3.1	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	13.5 x 3.1 x (33 - 13.5 / (2 x 1.2))				=	1145.64	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	5 x (110 - 33) / 110				=	3	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 13.5 / 1.2 + (0.81 x 3 / 3.1)				=	15	sec	
	T	=	Total crosswalk occupancy time							
		=	(5 + 4) x 15				=	131	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	1145.64	/	131		=	8.7	m2/p	
	LOS	=	**A**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	4.9 x (110 - 33)^2 / (2 x 110)				=	132	p-s	
	An	=	Available Area at northern kerbside				=	15.6	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	15.6 x 110 - (0.5 x 132)				=	1650	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1650 / (4 x 14.1)				=	29.4	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	3.7 x (110 - 33)^2 / (2 x 110)				=	99	p-s	
	As	=	Available Area at southern kerbside				=	11	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	11 x 110 - (0.5 x 99)				=	1161	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1161 / (4 x 70.9)				=	4.1	m2/p	
	LOS	=	**B**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location L_Hoi Kwong Stree									Design Year: Existing
Description:	Weekday Noon Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	110	sec	
	G	=	Effective Green Time for Pedestrians				=	82	sec	
	Vcn	=	Pedestrian Count from Western kerbside				=	600	pph	
		=	(600 / 60) x (110 / 60)				=	18.3	p/cycle	
	Vcs	=	Pedestrian Count from Eastern kerbside				=	1100	pph	
		=	(1100 / 60) x (110 / 60)				=	33.6	p/cycle	
	Vsn	=	Sidewalk Flow at Western Kerbside				=	880	pph	
		=	(880 / 60) x (110 / 60)				=	26.9	p/cycle	
	Vss	=	Sidewalk Flow at Eastern Kerbside				=	420	pph	
		=	(420 / 60) x (110 / 60)				=	12.8	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	18.3	+	33.6	+	26.9	=	78.8	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	18.3	+	33.6	+	12.8	=	64.8	p/cycle
	L	=	Crosswalk Length				=	3.6	metres	
	We	=	Effective Crosswalk Width				=	4.2	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	3.6 x 4.2 x (82 - 3.6 / (2 x 1.2))				=	1217.16	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	34 x (110 - 82) / 110				=	9	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 3.6 / 1.2 + (0.81 x 9 / 4.2)				=	8	sec	
	T	=	Total crosswalk occupancy time							
		=	(18 + 34) x 8				=	408	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	1217.16	/	408		=	3.0	m2/p	
	LOS	=	**C**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside							
		=	18.3 x (110 - 82) ^ 2 / (2 x 110)				=	65	p-s	
	An	=	Available Area at Western kerbside				=	31.5	m2	
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside							
		=	31.5 x 110 - (0.5 x 65)				=	3432	m2-s	
	Mn	=	Circulation Area per pedestrian at Western kerbside							
		=	3432 / (4 x 78.8)				=	10.9	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside							
		=	33.6 x (110 - 82) ^ 2 / (2 x 110)				=	120	p-s	
	As	=	Available Area at Eastern kerbside				=	12.8	m2	
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside							
		=	12.8 x 110 - (0.5 x 120)				=	1348	m2-s	
	Ms	=	Circulation Area per pedestrian at Eastern kerbside							
		=	1348 / (4 x 64.8)				=	5.2	m2/p	
	LOS	=	**B**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location M_Finnie Street									Design Year: Existing
Description:	Weekday Noon Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	110	sec	
	G	=	Effective Green Time for Pedestrians				=	32	sec	
	Vcn	=	Pedestrian Count from Northern kerbside				=	1020	pph	
		=	(1020 / 60) x (110 / 60)				=	31.2	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	1080	pph	
		=	(1080 / 60) x (110 / 60)				=	33.0	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	0	pph	
		=	(0 / 60) x (110 / 60)				=	0.0	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	1180	pph	
		=	(1180 / 60) x (110 / 60)				=	36.1	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	31.2	+	33.0	+	0.0	=	64.2	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	31.2	+	33.0	+	36.1	=	100.2	p/cycle
	L	=	Crosswalk Length				=	4.6	metres	
	We	=	Effective Crosswalk Width				=	2.5	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	4.6 x 2.5 x (32 - 4.6 / (2 x 1.2))				=	345.958	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	33 x (110 - 32) / 110				=	23	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 4.6 / 1.2 + (0.27 x 23)				=	13	sec	
	T	=	Total crosswalk occupancy time							
		=	(31 + 33) x 13				=	857	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	345.958	/	857		=	0.4	m2/p	
	LOS	=	**F**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	31.2 x (110 - 32) ^ 2 / (2 x 110)				=	862	p-s	
	An	=	Available Area at northern kerbside				=	16.2	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	16.2 x 110 - (0.5 x 862)				=	1351	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1351 / (4 x 64.2)				=	5.3	m2/p	
	LOS	=	**B**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	33 x (110 - 32) ^ 2 / (2 x 110)				=	913	p-s	
	As	=	Available Area at southern kerbside				=	14.3	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	14.3 x 110 - (0.5 x 913)				=	1117	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1117 / (4 x 100.2)				=	2.8	m2/p	
	LOS	=	**C**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location N_Finnie Street									Design Year: Existing
Description:	Weekday Noon Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	110	sec	
	G	=	Effective Green Time for Pedestrians				=	86	sec	
	Vcn	=	Pedestrian Count from Northern kerbside				=	960	pph	
		=	(960 / 60) x (110 / 60)				=	29.3	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	1060	pph	
		=	(1060 / 60) x (110 / 60)				=	32.4	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	560	pph	
		=	(560 / 60) x (110 / 60)				=	17.1	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	100	pph	
		=	(100 / 60) x (110 / 60)				=	3.1	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	29.3	+	32.4	+	17.1	=	78.8	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	29.3	+	32.4	+	3.1	=	64.8	p/cycle
	L	=	Crosswalk Length				=	5.7	metres	
	We	=	Effective Crosswalk Width				=	2.5	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	5.7 x 2.5 x (86 - 5.7 / (2 x 1.2))				=	1191.66	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	32 x (110 - 86) / 110				=	7	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 5.7 / 1.2 + (0.27 x 7)				=	10	sec	
	T	=	Total crosswalk occupancy time							
		=	(29 + 32) x 10				=	608	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	1191.66	/	608		=	2.0	m2/p	
	LOS	=	**D**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	29.3 x (110 - 86) ^ 2 / (2 x 110)				=	77	p-s	
	An	=	Available Area at northern kerbside				=	9.5	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	9.5 x 110 - (0.5 x 77)				=	1007	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1007 / (4 x 78.8)				=	3.2	m2/p	
	LOS	=	**C**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	32.4 x (110 - 86) ^ 2 / (2 x 110)				=	85	p-s	
	As	=	Available Area at southern kerbside				=	16.2	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	16.2 x 110 - (0.5 x 85)				=	1740	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1740 / (4 x 64.8)				=	6.7	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710						MVA ASIA LIMITED
Junction:	Location O_Hoi Tai Street													Design Year:	Existing
Description:	Weekday Noon Peak								Designed By:	NLY				Checked By:	WCY
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	80	pph					
		=	(80 / 60) x (110 / 60)					=	2.4	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	40	pph					
		=	(40 / 60) x (110 / 60)					=	1.2	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	240	pph					
		=	(240 / 60) x (110 / 60)					=	7.3	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	2000	pph					
		=	(2000 / 60) x (110 / 60)					=	61.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	2.4	+	1.2	+	7.3	=	11.0	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	2.4	+	1.2	+	61.1	=	64.8	p/cycle					
	L	=	Crosswalk Length					=	17	metres					
	We	=	Effective Crosswalk Width					=	2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	17 x 2 x (32 - 17 / (2 x 1.2))					=	847.167	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (110 - 32) / 110					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 17 / 1.2 + (0.27 x 2)					=	18	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 1) x 18					=	65	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	847.167	/	65			=	13.0	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	2.4 x (110 - 32)^2 / (2 x 110)					=	68	p-s					
	An	=	Available Area at northern kerbside					=	11.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	11.6 x 110 - (0.5 x 68)					=	1242	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1242 / (4 x 11)					=	28.2	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.2 x (110 - 32)^2 / (2 x 110)					=	34	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 34)					=	1765	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1765 / (4 x 64.8)					=	6.8	m2/p					
	LOS	=	**A**												

DESIGN SHEET								Job No.: CHK50793710		MVA ASIA LIMITED
Junction:	Location G_Java Road									Design Year: Existing
Description:	Weekday PM Peak							Designed By: NLY		Checked By: WCY
	C	=	Cycle Time			=	110	sec		
	G	=	Effective Green Time for Pedestrians			=	33	sec		
	Vcn	=	Pedestrian Count from Northern kerbside			=	40	pph		
		=	(40 / 60) x (110 / 60)			=	1.2	p/cycle		
	Vcs	=	Pedestrian Count from Southern kerbside			=	300	pph		
		=	(300 / 60) x (110 / 60)			=	9.2	p/cycle		
	Vsn	=	Sidewalk Flow at Northern Kerbside			=	500	pph		
		=	(500 / 60) x (110 / 60)			=	15.3	p/cycle		
	Vss	=	Sidewalk Flow at Southern Kerbside			=	20	pph		
		=	(20 / 60) x (110 / 60)			=	0.6	p/cycle		
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	1.2	+	9.2 + 15.3	=	25.7	p/cycle		
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	1.2	+	9.2 + 0.6	=	11.0	p/cycle		
	L	=	Crosswalk Length			=	12	metres		
	We	=	Effective Crosswalk Width			=	4	metres		
	Sp	=	Average speed of Pedestrians			=	1.2	m/s		
	TSc	=	Time-space of the crosswalk							
		=	12 x 4 x (33 - 12 / (2 x 1.2))			=	1344	m2-s		
	Nped	=	Number of pedestrians during a cycle							
		=	9 x (110 - 33) / 110			=	6	p/cycle		
	t	=	Total Crossing Time							
		=	3.2 + 12 / 1.2 + (0.81 x 6 / 4)			=	14	sec		
	T	=	Total crosswalk occupancy time							
		=	(1 + 9) x 14			=	151	p-s		
	Mc	=	Space per pedestrian Crossing							
		=	1344	/	151	=	8.9	m2/p		
	LOS	=	**A**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	1.2 x (110 - 33)^2 / (2 x 110)			=	33	p-s		
	An	=	Available Area at northern kerbside			=	18	m2		
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	18 x 110 - (0.5 x 33)			=	1964	m2-s		
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1964 / (4 x 25.7)			=	19.1	m2/p		
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	9.2 x (110 - 33)^2 / (2 x 110)			=	247	p-s		
	As	=	Available Area at southern kerbside			=	16.8	m2		
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	16.8 x 110 - (0.5 x 247)			=	1724	m2-s		
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1724 / (4 x 11)			=	39.2	m2/p		
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location K_Hoi Tai Street									Design Year: Existing
Description:	Weekday PM Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	110	sec	
	G	=	Effective Green Time for Pedestrians				=	31	sec	
	Vcn	=	Pedestrian Count from Northern kerbside				=	60	pph	
		=	(60 / 60) x (110 / 60)				=	1.8	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	20	pph	
		=	(20 / 60) x (110 / 60)				=	0.6	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	200	pph	
		=	(200 / 60) x (110 / 60)				=	6.1	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	1020	pph	
		=	(1020 / 60) x (110 / 60)				=	31.2	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	1.8	+	0.6	+	6.1	=	8.6	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	1.8	+	0.6	+	31.2	=	33.6	p/cycle
	L	=	Crosswalk Length				=	13.5	metres	
	We	=	Effective Crosswalk Width				=	3.1	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	13.5 x 3.1 x (31 - 13.5 / (2 x 1.2))				=	1061.94	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	2 x (110 - 31) / 110				=	1	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)				=	15	sec	
	T	=	Total crosswalk occupancy time							
		=	(2 + 1) x 15				=	36	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	1061.94	/	36		=	29.4	m2/p	
	LOS	=	**A**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	1.8 x (110 - 31)^2 / (2 x 110)				=	52	p-s	
	An	=	Available Area at northern kerbside				=	15.6	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	15.6 x 110 - (0.5 x 52)				=	1690	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1690 / (4 x 8.6)				=	49.4	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	0.6 x (110 - 31)^2 / (2 x 110)				=	17	p-s	
	As	=	Available Area at southern kerbside				=	11	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	11 x 110 - (0.5 x 17)				=	1201	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1201 / (4 x 33.6)				=	8.9	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location L_Hoi Kwong Stree									Design Year: Existing
Description:	Weekday PM Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	110	sec	
	G	=	Effective Green Time for Pedestrians				=	82	sec	
	Vcn	=	Pedestrian Count from Western kerbside				=	340	pph	
		=	(340 / 60) x (110 / 60)				=	10.4	p/cycle	
	Vcs	=	Pedestrian Count from Eastern kerbside				=	780	pph	
		=	(780 / 60) x (110 / 60)				=	23.8	p/cycle	
	Vsn	=	Sidewalk Flow at Western Kerbside				=	320	pph	
		=	(320 / 60) x (110 / 60)				=	9.8	p/cycle	
	Vss	=	Sidewalk Flow at Eastern Kerbside				=	100	pph	
		=	(100 / 60) x (110 / 60)				=	3.1	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	10.4	+	23.8	+	9.8	=	44.0	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	10.4	+	23.8	+	3.1	=	37.3	p/cycle
	L	=	Crosswalk Length				=	3.6	metres	
	We	=	Effective Crosswalk Width				=	4.2	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	3.6 x 4.2 x (82 - 3.6 / (2 x 1.2))				=	1217.16	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	24 x (110 - 82) / 110				=	6	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 3.6 / 1.2 + (0.81 x 6 / 4.2)				=	7	sec	
	T	=	Total crosswalk occupancy time							
		=	(10 + 24) x 7				=	252	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	1217.16	/	252		=	4.8	m2/p	
	LOS	=	**B**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside							
		=	10.4 x (110 - 82) ^ 2 / (2 x 110)				=	37	p-s	
	An	=	Available Area at Western kerbside				=	31.5	m2	
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside							
		=	31.5 x 110 - (0.5 x 37)				=	3446	m2-s	
	Mn	=	Circulation Area per pedestrian at Western kerbside							
		=	3446 / (4 x 44)				=	19.6	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside							
		=	23.8 x (110 - 82) ^ 2 / (2 x 110)				=	85	p-s	
	As	=	Available Area at Eastern kerbside				=	12.8	m2	
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside							
		=	12.8 x 110 - (0.5 x 85)				=	1366	m2-s	
	Ms	=	Circulation Area per pedestrian at Eastern kerbside							
		=	1366 / (4 x 37.3)				=	9.2	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location M_Finnie Street									Design Year: Existing
Description:	Weekday PM Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	110	sec	
	G	=	Effective Green Time for Pedestrians				=	30	sec	
	Vcn	=	Pedestrian Count from Northern kerbside				=	160	pph	
		=	(160 / 60) x (110 / 60)				=	4.9	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	580	pph	
		=	(580 / 60) x (110 / 60)				=	17.7	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	40	pph	
		=	(40 / 60) x (110 / 60)				=	1.2	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	440	pph	
		=	(440 / 60) x (110 / 60)				=	13.4	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	4.9	+	17.7	+	1.2	=	23.8	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	4.9	+	17.7	+	13.4	=	36.1	p/cycle
	L	=	Crosswalk Length				=	4.6	metres	
	We	=	Effective Crosswalk Width				=	2.5	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	4.6 x 2.5 x (30 - 4.6 / (2 x 1.2))				=	322.958	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	18 x (110 - 30) / 110				=	13	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 4.6 / 1.2 + (0.27 x 13)				=	11	sec	
	T	=	Total crosswalk occupancy time							
		=	(5 + 18) x 11				=	238	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	322.958	/	238		=	1.4	m2/p	
	LOS	=	**E**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	4.9 x (110 - 30)^2 / (2 x 110)				=	142	p-s	
	An	=	Available Area at northern kerbside				=	16.2	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	16.2 x 110 - (0.5 x 142)				=	1711	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1711 / (4 x 23.8)				=	17.9	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	17.7 x (110 - 30)^2 / (2 x 110)				=	516	p-s	
	As	=	Available Area at southern kerbside				=	14.3	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	14.3 x 110 - (0.5 x 516)				=	1315	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1315 / (4 x 36.1)				=	9.1	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED
Junction:	Location N_Finnie Street													Design Year: Existing
Description:	Weekday PM Peak								Designed By: NLY					Checked By: WCY
	C	=	Cycle Time					=	110	sec				
	G	=	Effective Green Time for Pedestrians					=	88	sec				
	Vcn	=	Pedestrian Count from Northern kerbside					=	140	pph				
		=	(140 / 60) x (110 / 60)					=	4.3	p/cycle				
	Vcs	=	Pedestrian Count from Southern kerbside					=	580	pph				
		=	(580 / 60) x (110 / 60)					=	17.7	p/cycle				
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	220	pph				
		=	(220 / 60) x (110 / 60)					=	6.7	p/cycle				
	Vss	=	Sidewalk Flow at Southern Kerbside					=	60	pph				
		=	(60 / 60) x (110 / 60)					=	1.8	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside											
		=	4.3	+	17.7	+	6.7	=	28.7	p/cycle				
	Vtots	=	Total circulating pedestrian flow at easten kerbside											
		=	4.3	+	17.7	+	1.8	=	23.8	p/cycle				
	L	=	Crosswalk Length					=	5.7	metres				
	We	=	Effective Crosswalk Width					=	2.5	metres				
	Sp	=	Average speed of Pedestrians					=	1.2	m/s				
	TSc	=	Time-space of the crosswalk											
		=	5.7 x 2.5 x (88 - 5.7 / (2 x 1.2))					=	1220.16	m2-s				
	Nped	=	Number of pedestrians during a cycle											
		=	18 x (110 - 88) / 110					=	4	p/cycle				
	t	=	Total Crossing Time											
		=	3.2 + 5.7 / 1.2 + (0.27 x 4)					=	9	sec				
	T	=	Total crosswalk occupancy time											
		=	(4 + 18) x 9					=	196	p-s				
	Mc	=	Space per pedestrian Crossing											
		=	1220.16	/	196			=	6.2	m2/p				
	LOS	=	**A**											
	Compute the circulation space													
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside											
		=	4.3 x (110 - 88)^2 / (2 x 110)					=	9	p-s				
	An	=	Available Area at northern kerbside					=	9.5	m2				
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside											
		=	9.5 x 110 - (0.5 x 9)					=	1040	m2-s				
	Mn	=	Circulation Area per pedestrian at northern kerbside											
		=	1040 / (4 x 28.7)					=	9.1	m2/p				
	LOS	=	**A**											
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside											
		=	17.7 x (110 - 88)^2 / (2 x 110)					=	39	p-s				
	As	=	Available Area at southern kerbside					=	16.2	m2				
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside											
		=	16.2 x 110 - (0.5 x 39)					=	1763	m2-s				
	Ms	=	Circulation Area per pedestrian at southern kerbside											
		=	1763 / (4 x 23.8)					=	18.5	m2/p				
	LOS	=	**A**											

DESIGN SHEET									Job No.: CHK50793710	MVA ASIA LIMITED
Junction:	Location O_Hoi Tai Street									Design Year: Existing
Description:	Weekday PM Peak								Designed By: NLY	Checked By: WCY
	C	=	Cycle Time				=	110	sec	
	G	=	Effective Green Time for Pedestrians				=	30	sec	
	Vcn	=	Pedestrian Count from Northern kerbside				=	60	pph	
		=	(60 / 60) x (110 / 60)				=	1.8	p/cycle	
	Vcs	=	Pedestrian Count from Southern kerbside				=	40	pph	
		=	(40 / 60) x (110 / 60)				=	1.2	p/cycle	
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	180	pph	
		=	(180 / 60) x (110 / 60)				=	5.5	p/cycle	
	Vss	=	Sidewalk Flow at Southern Kerbside				=	680	pph	
		=	(680 / 60) x (110 / 60)				=	20.8	p/cycle	
	Vtotn	=	Total circulating pedestrian flow at western kerbside							
		=	1.8	+	1.2	+	5.5	=	8.6	p/cycle
	Vtots	=	Total circulating pedestrian flow at easten kerbside							
		=	1.8	+	1.2	+	20.8	=	23.8	p/cycle
	L	=	Crosswalk Length				=	17	metres	
	We	=	Effective Crosswalk Width				=	2	metres	
	Sp	=	Average speed of Pedestrians				=	1.2	m/s	
	TSc	=	Time-space of the crosswalk							
		=	17 x 2 x (30 - 17 / (2 x 1.2))				=	779.167	m2-s	
	Nped	=	Number of pedestrians during a cycle							
		=	2 x (110 - 30) / 110				=	1	p/cycle	
	t	=	Total Crossing Time							
		=	3.2 + 17 / 1.2 + (0.27 x 1)				=	18	sec	
	T	=	Total crosswalk occupancy time							
		=	(2 + 1) x 18				=	54	p-s	
	Mc	=	Space per pedestrian Crossing							
		=	779.167	/	54		=	14.4	m2/p	
	LOS	=	**A**							
	Compute the circulation space									
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside							
		=	1.8 x (110 - 30)^2 / (2 x 110)				=	53	p-s	
	An	=	Available Area at northern kerbside				=	11.6	m2	
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside							
		=	11.6 x 110 - (0.5 x 53)				=	1249	m2-s	
	Mn	=	Circulation Area per pedestrian at northern kerbside							
		=	1249 / (4 x 8.6)				=	36.5	m2/p	
	LOS	=	**A**							
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside							
		=	1.2 x (110 - 30)^2 / (2 x 110)				=	36	p-s	
	As	=	Available Area at southern kerbside				=	16.2	m2	
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside							
		=	16.2 x 110 - (0.5 x 36)				=	1764	m2-s	
	Ms	=	Circulation Area per pedestrian at southern kerbside							
		=	1764 / (4 x 23.8)				=	18.5	m2/p	
	LOS	=	**A**							

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G_Java Road												Design Year:	Existing	
Description:	Weekend AM Peak								Designed By:	NLY			Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	24	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	40	pph					
		=	(40 / 60) x (115 / 60)					=	1.3	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	20	pph					
		=	(20 / 60) x (115 / 60)					=	0.6	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	380	pph					
		=	(380 / 60) x (115 / 60)					=	12.1	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	20	pph					
		=	(20 / 60) x (115 / 60)					=	0.6	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.3	+	0.6	+	12.1	=	14.1	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.3	+	0.6	+	0.6	=	2.6	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (24 - 12 / (2 x 1.2))					=	912	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	1 x (115 - 24) / 115					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 1 / 4)					=	13	sec					
	T	=	Total crosswalk occupancy time												
		=	(1 + 1) x 13					=	26	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	912	/	26			=	35.5	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	1.3 x (115 - 24) ^ 2 / (2 x 115)					=	46	p-s					
	An	=	Available Area at northern kerbside					=	18	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	18 x 115 - (0.5 x 46)					=	2047	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2047 / (4 x 14.1)					=	36.4	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	0.6 x (115 - 24) ^ 2 / (2 x 115)					=	23	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 115 - (0.5 x 23)					=	1920	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1920 / (4 x 2.6)					=	187.9	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street												Design Year:	Existing	
Description:	Weekend AM Peak								Designed By:	NLY			Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	36	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	40	pph					
		=	(40 / 60) x (115 / 60)					=	1.3	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	60	pph					
		=	(60 / 60) x (115 / 60)					=	1.9	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	20	pph					
		=	(20 / 60) x (115 / 60)					=	0.6	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	120	pph					
		=	(120 / 60) x (115 / 60)					=	3.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.3	+	1.9	+	0.6	=	3.8	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.3	+	1.9	+	3.8	=	7.0	p/cycle					
	L	=	Crosswalk Length					=	13.5	metres					
	We	=	Effective Crosswalk Width					=	3.1	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	13.5 x 3.1 x (36 - 13.5 / (2 x 1.2))					=	1271.19	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (115 - 36) / 115					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)					=	15	sec					
	T	=	Total crosswalk occupancy time												
		=	(1 + 2) x 15					=	47	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1271.19	/	47			=	26.9	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	1.3 x (115 - 36) ^ 2 / (2 x 115)					=	35	p-s					
	An	=	Available Area at northern kerbside					=	15.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	15.6 x 115 - (0.5 x 35)					=	1777	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1777 / (4 x 3.8)					=	115.9	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.9 x (115 - 36) ^ 2 / (2 x 115)					=	52	p-s					
	As	=	Available Area at southern kerbside					=	11	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	11 x 115 - (0.5 x 52)					=	1239	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1239 / (4 x 7)					=	44.1	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED
Junction:	Location L_Hoi Kwong Street												Design Year:	Existing
Description:	Weekend AM Peak								Designed By: NLY				Checked By:	WCY
	C	=	Cycle Time					=	115	sec				
	G	=	Effective Green Time for Pedestrians					=	88	sec				
	Vcn	=	Pedestrian Count from Western kerbside					=	100	pph				
		=	(100 / 60) x (115 / 60)					=	3.2	p/cycle				
	Vcs	=	Pedestrian Count from Eastern kerbside					=	80	pph				
		=	(80 / 60) x (115 / 60)					=	2.6	p/cycle				
	Vsn	=	Sidewalk Flow at Western Kerbside					=	120	pph				
		=	(120 / 60) x (115 / 60)					=	3.8	p/cycle				
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	60	pph				
		=	(60 / 60) x (115 / 60)					=	1.9	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside											
		=	3.2	+	2.6	+	3.8	=	9.6	p/cycle				
	Vtots	=	Total circulating pedestrian flow at easten kerbside											
		=	3.2	+	2.6	+	1.9	=	7.7	p/cycle				
	L	=	Crosswalk Length					=	3.6	metres				
	We	=	Effective Crosswalk Width					=	4.2	metres				
	Sp	=	Average speed of Pedestrians					=	1.2	m/s				
	TSc	=	Time-space of the crosswalk											
		=	3.6 x 4.2 x (88 - 3.6 / (2 x 1.2))					=	1307.88	m2-s				
	Nped	=	Number of pedestrians during a cycle											
		=	3 x (115 - 88) / 115					=	1	p/cycle				
	t	=	Total Crossing Time											
		=	3.2 + 3.6 / 1.2 + (0.81 x 1 / 4.2)					=	6	sec				
	T	=	Total crosswalk occupancy time											
		=	(3 + 3) x 6					=	36	p-s				
	Mc	=	Space per pedestrian Crossing											
		=	1307.88	/	36			=	35.9	m2/p				
	LOS	=	**A**											
	Compute the circulation space													
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside											
		=	3.2 x (115 - 88) ^ 2 / (2 x 115)					=	10	p-s				
	An	=	Available Area at Western kerbside					=	31.5	m2				
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside											
		=	31.5 x 115 - (0.5 x 10)					=	3617	m2-s				
	Mn	=	Circulation Area per pedestrian at Western kerbside											
		=	3617 / (4 x 9.6)					=	94.4	m2/p				
	LOS	=	**A**											
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside											
		=	2.6 x (115 - 88) ^ 2 / (2 x 115)					=	8	p-s				
	As	=	Available Area at Eastern kerbside					=	12.8	m2				
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside											
		=	12.8 x 115 - (0.5 x 8)					=	1468	m2-s				
	Ms	=	Circulation Area per pedestrian at Eastern kerbside											
		=	1468 / (4 x 7.7)					=	47.9	m2/p				
	LOS	=	**A**											

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M_Finnie Street												Design Year: Existing		
Description:	Weekend AM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	100	pph					
		=	(100 / 60) x (115 / 60)					=	3.2	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	140	pph					
		=	(140 / 60) x (115 / 60)					=	4.5	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	60	pph					
		=	(60 / 60) x (115 / 60)					=	1.9	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	220	pph					
		=	(220 / 60) x (115 / 60)					=	7.0	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	3.2	+	4.5	+	1.9	=	9.6	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	3.2	+	4.5	+	7.0	=	14.7	p/cycle					
	L	=	Crosswalk Length					=	4.6	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	4.6 x 2.5 x (35 - 4.6 / (2 x 1.2))					=	380.458	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	4 x (115 - 35) / 115					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 4.6 / 1.2 + (0.27 x 3)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(3 + 4) x 8					=	60	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	380.458	/	60			=	6.3	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	3.2 x (115 - 35) ^ 2 / (2 x 115)					=	89	p-s					
	An	=	Available Area at northern kerbside					=	16.2	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	16.2 x 115 - (0.5 x 89)					=	1819	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1819 / (4 x 9.6)					=	47.4	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	4.5 x (115 - 35) ^ 2 / (2 x 115)					=	124	p-s					
	As	=	Available Area at southern kerbside					=	14.3	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	14.3 x 115 - (0.5 x 124)					=	1582	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1582 / (4 x 14.7)					=	26.9	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N_Finnie Street												Design Year: Existing		
Description:	Weekend AM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	88	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	60	pph					
		=	(60 / 60) x (115 / 60)					=	1.9	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	60	pph					
		=	(60 / 60) x (115 / 60)					=	1.9	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	120	pph					
		=	(120 / 60) x (115 / 60)					=	3.8	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	160	pph					
		=	(160 / 60) x (115 / 60)					=	5.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.9	+	1.9	+	3.8	=	7.7	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.9	+	1.9	+	5.1	=	8.9	p/cycle					
	L	=	Crosswalk Length					=	5.7	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.7 x 2.5 x (88 - 5.7 / (2 x 1.2))					=	1220.16	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (115 - 88) / 115					=	0	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.7 / 1.2 + (0.27 x 0)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 2) x 8					=	31	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1220.16	/	31			=	39.4	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	1.9 x (115 - 88) ^ 2 / (2 x 115)					=	6	p-s					
	An	=	Available Area at northern kerbside					=	9.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	9.5 x 115 - (0.5 x 6)					=	1089	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1089 / (4 x 7.7)					=	35.5	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.9 x (115 - 88) ^ 2 / (2 x 115)					=	6	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 115 - (0.5 x 6)					=	1860	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1860 / (4 x 8.9)					=	52.0	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street													Design Year:	Existing	
Description:	Weekend AM Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec						
	G	=	Effective Green Time for Pedestrians					=	35	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	100	pph						
		=	(100 / 60) x (115 / 60)					=	3.2	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	120	pph						
		=	(120 / 60) x (115 / 60)					=	3.8	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	100	pph						
		=	(100 / 60) x (115 / 60)					=	3.2	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	60	pph						
		=	(60 / 60) x (115 / 60)					=	1.9	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	3.2	+	3.8	+	3.2	=	10.2	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	3.2	+	3.8	+	1.9	=	8.9	p/cycle						
	L	=	Crosswalk Length					=	17	metres						
	We	=	Effective Crosswalk Width					=	2	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	17 x 2 x (35 - 17 / (2 x 1.2))					=	949.167	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	4 x (115 - 35) / 115					=	3	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 17 / 1.2 + (0.27 x 3)					=	18	sec						
	T	=	Total crosswalk occupancy time													
		=	(3 + 4) x 18					=	127	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	949.167	/	127			=	7.5	m2/p						
	LOS	=	**A**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	3.2 x (115 - 35) ^ 2 / (2 x 115)					=	89	p-s						
	An	=	Available Area at northern kerbside					=	11.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	11.6 x 115 - (0.5 x 89)					=	1290	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1290 / (4 x 10.2)					=	31.5	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	3.8 x (115 - 35) ^ 2 / (2 x 115)					=	107	p-s						
	As	=	Available Area at southern kerbside					=	16.2	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.2 x 115 - (0.5 x 107)					=	1810	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1810 / (4 x 8.9)					=	50.6	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED
Junction:	Location G_Java Road													Design Year: Existing
Description:	Weekend Noon Peak								Designed By: NLY					Checked By: WCY
	C	=	Cycle Time					=	110	sec				
	G	=	Effective Green Time for Pedestrians					=	32	sec				
	Vcn	=	Pedestrian Count from Northern kerbside					=	20	pph				
		=	(20 / 60) x (110 / 60)					=	0.6	p/cycle				
	Vcs	=	Pedestrian Count from Southern kerbside					=	20	pph				
		=	(20 / 60) x (110 / 60)					=	0.6	p/cycle				
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	180	pph				
		=	(180 / 60) x (110 / 60)					=	5.5	p/cycle				
	Vss	=	Sidewalk Flow at Southern Kerbside					=	60	pph				
		=	(60 / 60) x (110 / 60)					=	1.8	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside											
		=	0.6	+	0.6	+	5.5	=	6.7	p/cycle				
	Vtots	=	Total circulating pedestrian flow at easten kerbside											
		=	0.6	+	0.6	+	1.8	=	3.1	p/cycle				
	L	=	Crosswalk Length					=	12	metres				
	We	=	Effective Crosswalk Width					=	4	metres				
	Sp	=	Average speed of Pedestrians					=	1.2	m/s				
	TSc	=	Time-space of the crosswalk											
		=	12 x 4 x (32 - 12 / (2 x 1.2))					=	1296	m2-s				
	Nped	=	Number of pedestrians during a cycle											
		=	1 x (110 - 32) / 110					=	0	p/cycle				
	t	=	Total Crossing Time											
		=	3.2 + 12 / 1.2 + (0.81 x 0 / 4)					=	13	sec				
	T	=	Total crosswalk occupancy time											
		=	(1 + 1) x 13					=	16	p-s				
	Mc	=	Space per pedestrian Crossing											
		=	1296	/	16			=	79.8	m2/p				
	LOS	=	**A**											
	Compute the circulation space													
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside											
		=	0.6 x (110 - 32) ^ 2 / (2 x 110)					=	17	p-s				
	An	=	Available Area at northern kerbside					=	18	m2				
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside											
		=	18 x 110 - (0.5 x 17)					=	1972	m2-s				
	Mn	=	Circulation Area per pedestrian at northern kerbside											
		=	1972 / (4 x 6.7)					=	73.3	m2/p				
	LOS	=	**A**											
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside											
		=	0.6 x (110 - 32) ^ 2 / (2 x 110)					=	17	p-s				
	As	=	Available Area at southern kerbside					=	16.8	m2				
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside											
		=	16.8 x 110 - (0.5 x 17)					=	1840	m2-s				
	Ms	=	Circulation Area per pedestrian at southern kerbside											
		=	1840 / (4 x 3.1)					=	150.5	m2/p				
	LOS	=	**A**											

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street												Design Year: Existing		
Description:	Weekend Noon Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	33	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	60	pph					
		=	(60 / 60) x (110 / 60)					=	1.8	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	40	pph					
		=	(40 / 60) x (110 / 60)					=	1.2	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	60	pph					
		=	(60 / 60) x (110 / 60)					=	1.8	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	400	pph					
		=	(400 / 60) x (110 / 60)					=	12.2	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.8	+	1.2	+	1.8	=	4.9	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.8	+	1.2	+	12.2	=	15.3	p/cycle					
	L	=	Crosswalk Length					=	13.5	metres					
	We	=	Effective Crosswalk Width					=	3.1	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	13.5 x 3.1 x (33 - 13.5 / (2 x 1.2))					=	1145.64	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (110 - 33) / 110					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)					=	15	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 1) x 15					=	45	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1145.64	/	45			=	25.4	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	1.8 x (110 - 33) ^ 2 / (2 x 110)					=	49	p-s					
	An	=	Available Area at northern kerbside					=	15.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	15.6 x 110 - (0.5 x 49)					=	1691	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1691 / (4 x 4.9)					=	86.5	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.2 x (110 - 33) ^ 2 / (2 x 110)					=	33	p-s					
	As	=	Available Area at southern kerbside					=	11	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	11 x 110 - (0.5 x 33)					=	1194	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1194 / (4 x 15.3)					=	19.5	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED
Junction:	Location L_Hoi Kwong Street													Design Year: Existing
Description:	Weekend Noon Peak								Designed By: NLY					Checked By: WCY
	C	=	Cycle Time					=	110	sec				
	G	=	Effective Green Time for Pedestrians					=	82	sec				
	Vcn	=	Pedestrian Count from Western kerbside					=	300	pph				
		=	(300 / 60) x (110 / 60)					=	9.2	p/cycle				
	Vcs	=	Pedestrian Count from Eastern kerbside					=	300	pph				
		=	(300 / 60) x (110 / 60)					=	9.2	p/cycle				
	Vsn	=	Sidewalk Flow at Western Kerbside					=	220	pph				
		=	(220 / 60) x (110 / 60)					=	6.7	p/cycle				
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	120	pph				
		=	(120 / 60) x (110 / 60)					=	3.7	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside											
		=	9.2	+	9.2	+	6.7	=	25.1	p/cycle				
	Vtots	=	Total circulating pedestrian flow at easten kerbside											
		=	9.2	+	9.2	+	3.7	=	22.0	p/cycle				
	L	=	Crosswalk Length					=	3.6	metres				
	We	=	Effective Crosswalk Width					=	4.2	metres				
	Sp	=	Average speed of Pedestrians					=	1.2	m/s				
	TSc	=	Time-space of the crosswalk											
		=	3.6 x 4.2 x (82 - 3.6 / (2 x 1.2))					=	1217.16	m2-s				
	Nped	=	Number of pedestrians during a cycle											
		=	9 x (110 - 82) / 110					=	2	p/cycle				
	t	=	Total Crossing Time											
		=	3.2 + 3.6 / 1.2 + (0.81 x 2 / 4.2)					=	7	sec				
	T	=	Total crosswalk occupancy time											
		=	(9 + 9) x 7					=	122	p-s				
	Mc	=	Space per pedestrian Crossing											
		=	1217.16	/	122			=	10.0	m2/p				
	LOS	=	**A**											
	Compute the circulation space													
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside											
		=	9.2 x (110 - 82) ^ 2 / (2 x 110)					=	33	p-s				
	An	=	Available Area at Western kerbside					=	31.5	m2				
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside											
		=	31.5 x 110 - (0.5 x 33)					=	3449	m2-s				
	Mn	=	Circulation Area per pedestrian at Western kerbside											
		=	3449 / (4 x 25.1)					=	34.4	m2/p				
	LOS	=	**A**											
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside											
		=	9.2 x (110 - 82) ^ 2 / (2 x 110)					=	33	p-s				
	As	=	Available Area at Eastern kerbside					=	12.8	m2				
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside											
		=	12.8 x 110 - (0.5 x 33)					=	1392	m2-s				
	Ms	=	Circulation Area per pedestrian at Eastern kerbside											
		=	1392 / (4 x 22)					=	15.8	m2/p				
	LOS	=	**A**											

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location M_Finnie Street													Design Year: Existing		
Description:	Weekend Noon Peak								Designed By: NLY					Checked By: WCY		
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	32	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	240	pph						
		=	(240 / 60) x (110 / 60)					=	7.3	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	400	pph						
		=	(400 / 60) x (110 / 60)					=	12.2	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	40	pph						
		=	(40 / 60) x (110 / 60)					=	1.2	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	420	pph						
		=	(420 / 60) x (110 / 60)					=	12.8	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	7.3	+	12.2	+	1.2	=	20.8	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	7.3	+	12.2	+	12.8	=	32.4	p/cycle						
	L	=	Crosswalk Length					=	4.6	metres						
	We	=	Effective Crosswalk Width					=	2.5	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	4.6 x 2.5 x (32 - 4.6 / (2 x 1.2))					=	345.958	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	12 x (110 - 32) / 110					=	9	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 4.6 / 1.2 + (0.27 x 9)					=	9	sec						
	T	=	Total crosswalk occupancy time													
		=	(7 + 12) x 9					=	183	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	345.958	/	183			=	1.9	m2/p						
	LOS	=	**D**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	7.3 x (110 - 32) ^ 2 / (2 x 110)					=	203	p-s						
	An	=	Available Area at northern kerbside					=	16.2	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	16.2 x 110 - (0.5 x 203)					=	1681	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1681 / (4 x 20.8)					=	20.2	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	12.2 x (110 - 32) ^ 2 / (2 x 110)					=	338	p-s						
	As	=	Available Area at southern kerbside					=	14.3	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	14.3 x 110 - (0.5 x 338)					=	1404	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1404 / (4 x 32.4)					=	10.8	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N_Finnie Street												Design Year: Existing		
Description:	Weekend Noon Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	86	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	180	pph					
		=	(180 / 60) x (110 / 60)					=	5.5	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	220	pph					
		=	(220 / 60) x (110 / 60)					=	6.7	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	240	pph					
		=	(240 / 60) x (110 / 60)					=	7.3	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	300	pph					
		=	(300 / 60) x (110 / 60)					=	9.2	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	5.5	+	6.7	+	7.3	=	19.6	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	5.5	+	6.7	+	9.2	=	21.4	p/cycle					
	L	=	Crosswalk Length					=	5.7	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.7 x 2.5 x (86 - 5.7 / (2 x 1.2))					=	1191.66	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	7 x (110 - 86) / 110					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.7 / 1.2 + (0.27 x 1)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(6 + 7) x 8					=	102	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1191.66	/	102			=	11.7	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	5.5 x (110 - 86) ^ 2 / (2 x 110)					=	14	p-s					
	An	=	Available Area at northern kerbside					=	9.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	9.5 x 110 - (0.5 x 14)					=	1038	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1038 / (4 x 19.6)					=	13.3	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	6.7 x (110 - 86) ^ 2 / (2 x 110)					=	18	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 18)					=	1773	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1773 / (4 x 21.4)					=	20.7	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street													Design Year:	Existing	
Description:	Weekend Noon Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	32	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	120	pph						
		=	(120 / 60) x (110 / 60)					=	3.7	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	220	pph						
		=	(220 / 60) x (110 / 60)					=	6.7	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	80	pph						
		=	(80 / 60) x (110 / 60)					=	2.4	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	360	pph						
		=	(360 / 60) x (110 / 60)					=	11.0	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	3.7	+	6.7	+	2.4	=	12.8	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	3.7	+	6.7	+	11.0	=	21.4	p/cycle						
	L	=	Crosswalk Length					=	17	metres						
	We	=	Effective Crosswalk Width					=	2	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	17 x 2 x (32 - 17 / (2 x 1.2))					=	847.167	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	7 x (110 - 32) / 110					=	5	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 17 / 1.2 + (0.27 x 5)					=	19	sec						
	T	=	Total crosswalk occupancy time													
		=	(4 + 7) x 19					=	194	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	847.167	/	194			=	4.4	m2/p						
	LOS	=	**B**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	3.7 x (110 - 32) ^ 2 / (2 x 110)					=	101	p-s						
	An	=	Available Area at northern kerbside					=	11.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	11.6 x 110 - (0.5 x 101)					=	1225	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1225 / (4 x 12.8)					=	23.9	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	6.7 x (110 - 32) ^ 2 / (2 x 110)					=	186	p-s						
	As	=	Available Area at southern kerbside					=	16.2	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.2 x 110 - (0.5 x 186)					=	1689	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1689 / (4 x 21.4)					=	19.7	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G_Java Road												Design Year: Existing		
Description:	Weekend PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	20	pph					
		=	(20 / 60) x (110 / 60)					=	0.6	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	40	pph					
		=	(40 / 60) x (110 / 60)					=	1.2	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	240	pph					
		=	(240 / 60) x (110 / 60)					=	7.3	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	100	pph					
		=	(100 / 60) x (110 / 60)					=	3.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	0.6	+	1.2	+	7.3	=	9.2	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	0.6	+	1.2	+	3.1	=	4.9	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (32 - 12 / (2 x 1.2))					=	1296	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	1 x (110 - 32) / 110					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 1 / 4)					=	13	sec					
	T	=	Total crosswalk occupancy time												
		=	(1 + 1) x 13					=	25	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1296	/	25			=	52.9	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	0.6 x (110 - 32) ^ 2 / (2 x 110)					=	17	p-s					
	An	=	Available Area at northern kerbside					=	18	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	18 x 110 - (0.5 x 17)					=	1972	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1972 / (4 x 9.2)					=	53.8	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.2 x (110 - 32) ^ 2 / (2 x 110)					=	34	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 110 - (0.5 x 34)					=	1831	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1831 / (4 x 4.9)					=	93.6	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street													Design Year:	Existing	
Description:	Weekend PM Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	36	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	20	pph						
		=	(20 / 60) x (110 / 60)					=	0.6	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	20	pph						
		=	(20 / 60) x (110 / 60)					=	0.6	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	60	pph						
		=	(60 / 60) x (110 / 60)					=	1.8	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	400	pph						
		=	(400 / 60) x (110 / 60)					=	12.2	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	0.6	+	0.6	+	1.8	=	3.1	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	0.6	+	0.6	+	12.2	=	13.4	p/cycle						
	L	=	Crosswalk Length					=	13.5	metres						
	We	=	Effective Crosswalk Width					=	3.1	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	13.5 x 3.1 x (36 - 13.5 / (2 x 1.2))					=	1271.19	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	1 x (110 - 36) / 110					=	0	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 13.5 / 1.2 + (0.81 x 0 / 3.1)					=	15	sec						
	T	=	Total crosswalk occupancy time													
		=	(1 + 1) x 15					=	18	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1271.19	/	18			=	71.4	m2/p						
	LOS	=	**A**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	0.6 x (110 - 36) ^ 2 / (2 x 110)					=	15	p-s						
	An	=	Available Area at northern kerbside					=	15.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	15.6 x 110 - (0.5 x 15)					=	1708	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1708 / (4 x 3.1)					=	139.8	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	0.6 x (110 - 36) ^ 2 / (2 x 110)					=	15	p-s						
	As	=	Available Area at southern kerbside					=	11	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	11 x 110 - (0.5 x 15)					=	1202	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1202 / (4 x 13.4)					=	22.4	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location L_Hoi Kwong Street													Design Year:	Existing	
Description:	Weekend PM Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	83	sec						
	Vcn	=	Pedestrian Count from Western kerbside					=	220	pph						
		=	(220 / 60) x (110 / 60)					=	6.7	p/cycle						
	Vcs	=	Pedestrian Count from Eastern kerbside					=	260	pph						
		=	(260 / 60) x (110 / 60)					=	7.9	p/cycle						
	Vsn	=	Sidewalk Flow at Western Kerbside					=	200	pph						
		=	(200 / 60) x (110 / 60)					=	6.1	p/cycle						
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	120	pph						
		=	(120 / 60) x (110 / 60)					=	3.7	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	6.7	+	7.9	+	6.1	=	20.8	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	6.7	+	7.9	+	3.7	=	18.3	p/cycle						
	L	=	Crosswalk Length					=	3.6	metres						
	We	=	Effective Crosswalk Width					=	4.2	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	3.6 x 4.2 x (83 - 3.6 / (2 x 1.2))					=	1232.28	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	8 x (110 - 83) / 110					=	2	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 3.6 / 1.2 + (0.81 x 2 / 4.2)					=	7	sec						
	T	=	Total crosswalk occupancy time													
		=	(7 + 8) x 7					=	96	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1232.28	/	96			=	12.8	m2/p						
	LOS	=	**A**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside													
		=	6.7 x (110 - 83) ^ 2 / (2 x 110)					=	22	p-s						
	An	=	Available Area at Western kerbside					=	31.5	m2						
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside													
		=	31.5 x 110 - (0.5 x 22)					=	3454	m2-s						
	Mn	=	Circulation Area per pedestrian at Western kerbside													
		=	3454 / (4 x 20.8)					=	41.6	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside													
		=	7.9 x (110 - 83) ^ 2 / (2 x 110)					=	26	p-s						
	As	=	Available Area at Eastern kerbside					=	12.8	m2						
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside													
		=	12.8 x 110 - (0.5 x 26)					=	1395	m2-s						
	Ms	=	Circulation Area per pedestrian at Eastern kerbside													
		=	1395 / (4 x 18.3)					=	19.0	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location M_Finnie Street													Design Year:	Existing	
Description:	Weekend PM Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	35	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	180	pph						
		=	(180 / 60) x (110 / 60)					=	5.5	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	360	pph						
		=	(360 / 60) x (110 / 60)					=	11.0	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	60	pph						
		=	(60 / 60) x (110 / 60)					=	1.8	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	360	pph						
		=	(360 / 60) x (110 / 60)					=	11.0	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	5.5	+	11.0	+	1.8	=	18.3	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	5.5	+	11.0	+	11.0	=	27.5	p/cycle						
	L	=	Crosswalk Length					=	4.6	metres						
	We	=	Effective Crosswalk Width					=	2.5	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	4.6 x 2.5 x (35 - 4.6 / (2 x 1.2))					=	380.458	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	11 x (110 - 35) / 110					=	8	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 4.6 / 1.2 + (0.27 x 8)					=	9	sec						
	T	=	Total crosswalk occupancy time													
		=	(6 + 11) x 9					=	149	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	380.458	/	149			=	2.5	m2/p						
	LOS	=	**C**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	5.5 x (110 - 35) ^ 2 / (2 x 110)					=	141	p-s						
	An	=	Available Area at northern kerbside					=	16.2	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	16.2 x 110 - (0.5 x 141)					=	1712	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1712 / (4 x 18.3)					=	23.3	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	11 x (110 - 35) ^ 2 / (2 x 110)					=	281	p-s						
	As	=	Available Area at southern kerbside					=	14.3	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	14.3 x 110 - (0.5 x 281)					=	1432	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1432 / (4 x 27.5)					=	13.0	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N_Finnie Street												Design Year: Existing		
Description:	Weekend PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	83	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	160	pph					
		=	(160 / 60) x (110 / 60)					=	4.9	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	180	pph					
		=	(180 / 60) x (110 / 60)					=	5.5	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	40	pph					
		=	(40 / 60) x (110 / 60)					=	1.2	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	240	pph					
		=	(240 / 60) x (110 / 60)					=	7.3	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	4.9	+	5.5	+	1.2	=	11.6	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	4.9	+	5.5	+	7.3	=	17.7	p/cycle					
	L	=	Crosswalk Length					=	5.7	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.7 x 2.5 x (83 - 5.7 / (2 x 1.2))					=	1148.91	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	6 x (110 - 83) / 110					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.7 / 1.2 + (0.27 x 1)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(5 + 6) x 8					=	86	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1148.91	/	86			=	13.3	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	4.9 x (110 - 83) ^ 2 / (2 x 110)					=	16	p-s					
	An	=	Available Area at northern kerbside					=	9.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	9.5 x 110 - (0.5 x 16)					=	1037	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1037 / (4 x 11.6)					=	22.3	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	5.5 x (110 - 83) ^ 2 / (2 x 110)					=	18	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 18)					=	1773	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1773 / (4 x 17.7)					=	25.0	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street												Design Year:	Existing	
Description:	Weekend PM Peak								Designed By:	NLY			Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	80	pph					
		=	(80 / 60) x (110 / 60)					=	2.4	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	220	pph					
		=	(220 / 60) x (110 / 60)					=	6.7	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	100	pph					
		=	(100 / 60) x (110 / 60)					=	3.1	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	300	pph					
		=	(300 / 60) x (110 / 60)					=	9.2	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	2.4	+	6.7	+	3.1	=	12.2	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	2.4	+	6.7	+	9.2	=	18.3	p/cycle					
	L	=	Crosswalk Length					=	17	metres					
	We	=	Effective Crosswalk Width					=	2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	17 x 2 x (35 - 17 / (2 x 1.2))					=	949.167	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	7 x (110 - 35) / 110					=	5	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 17 / 1.2 + (0.27 x 5)					=	19	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 7) x 19					=	171	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	949.167	/	171			=	5.6	m2/p					
	LOS	=	**B**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	2.4 x (110 - 35) ^ 2 / (2 x 110)					=	63	p-s					
	An	=	Available Area at northern kerbside					=	11.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	11.6 x 110 - (0.5 x 63)					=	1245	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1245 / (4 x 12.2)					=	25.5	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	6.7 x (110 - 35) ^ 2 / (2 x 110)					=	172	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 172)					=	1696	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1696 / (4 x 18.3)					=	23.1	m2/p					
	LOS	=	**A**												

Calculation Sheets - 2033 Reference Year

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G_Java Road												Design Year:	2033 Ref	
Description:	Weekday AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	24	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	75	pph					
		=	(75 / 60) x (115 / 60)					=	2.4	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	55	pph					
		=	(55 / 60) x (115 / 60)					=	1.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	820	pph					
		=	(820 / 60) x (115 / 60)					=	26.2	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph					
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	2.4	+	1.8	+	26.2	=	30.3	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	2.4	+	1.8	+	0.8	=	5.0	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (24 - 12 / (2 x 1.2))					=	912	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (115 - 24) / 115					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 2 / 4)					=	14	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 2) x 14					=	56	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	912	/	56			=	16.2	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	2.4 x (115 - 24) ^ 2 / (2 x 115)					=	86	p-s					
	An	=	Available Area at northern kerbside					=	18	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	18 x 115 - (0.5 x 86)					=	2027	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2027 / (4 x 30.3)					=	16.7	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.8 x (115 - 24) ^ 2 / (2 x 115)					=	63	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 115 - (0.5 x 63)					=	1900	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1900 / (4 x 5)					=	96.0	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street													Design Year:	2033 Ref	
Description:	Weekday AM Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec						
	G	=	Effective Green Time for Pedestrians					=	36	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	25	pph						
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	65	pph						
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	105	pph						
		=	(105 / 60) x (115 / 60)					=	3.4	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	900	pph						
		=	(900 / 60) x (115 / 60)					=	28.8	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	0.8	+	2.1	+	3.4	=	6.2	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	0.8	+	2.1	+	28.8	=	31.6	p/cycle						
	L	=	Crosswalk Length					=	13.5	metres						
	We	=	Effective Crosswalk Width					=	3.1	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	13.5 x 3.1 x (36 - 13.5 / (2 x 1.2))					=	1271.19	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	2 x (115 - 36) / 115					=	1	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)					=	15	sec						
	T	=	Total crosswalk occupancy time													
		=	(1 + 2) x 15					=	43	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1271.19	/	43			=	29.8	m2/p						
	LOS	=	**A**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	0.8 x (115 - 36) ^ 2 / (2 x 115)					=	22	p-s						
	An	=	Available Area at northern kerbside					=	15.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	15.6 x 115 - (0.5 x 22)					=	1783	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1783 / (4 x 6.2)					=	71.6	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	2.1 x (115 - 36) ^ 2 / (2 x 115)					=	56	p-s						
	As	=	Available Area at southern kerbside					=	11	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	11 x 115 - (0.5 x 56)					=	1237	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1237 / (4 x 31.6)					=	9.8	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location L_Hoi Kwong Street												Design Year: 2033 Ref		
Description:	Weekday AM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	88	sec					
	Vcn	=	Pedestrian Count from Western kerbside					=	1000	pph					
		=	(1000 / 60) x (115 / 60)					=	31.9	p/cycle					
	Vcs	=	Pedestrian Count from Eastern kerbside					=	170	pph					
		=	(170 / 60) x (115 / 60)					=	5.4	p/cycle					
	Vsn	=	Sidewalk Flow at Western Kerbside					=	250	pph					
		=	(250 / 60) x (115 / 60)					=	8.0	p/cycle					
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	440	pph					
		=	(440 / 60) x (115 / 60)					=	14.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	31.9	+	5.4	+	8.0	=	45.4	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	31.9	+	5.4	+	14.1	=	51.4	p/cycle					
	L	=	Crosswalk Length					=	3.6	metres					
	We	=	Effective Crosswalk Width					=	4.2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	3.6 x 4.2 x (88 - 3.6 / (2 x 1.2))					=	1307.88	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	32 x (115 - 88) / 115					=	8	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 3.6 / 1.2 + (0.81 x 8 / 4.2)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(32 + 5) x 8					=	286	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1307.88	/	286			=	4.6	m2/p					
	LOS	=	**B**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside												
		=	31.9 x (115 - 88) ^ 2 / (2 x 115)					=	101	p-s					
	An	=	Available Area at Western kerbside					=	31.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside												
		=	31.5 x 115 - (0.5 x 101)					=	3572	m2-s					
	Mn	=	Circulation Area per pedestrian at Western kerbside												
		=	3572 / (4 x 45.4)					=	19.7	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside												
		=	5.4 x (115 - 88) ^ 2 / (2 x 115)					=	17	p-s					
	As	=	Available Area at Eastern kerbside					=	12.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside												
		=	12.8 x 115 - (0.5 x 17)					=	1463	m2-s					
	Ms	=	Circulation Area per pedestrian at Eastern kerbside												
		=	1463 / (4 x 51.4)					=	7.1	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location M_Finnie Street													Design Year: 2033 Ref		
Description:	Weekday AM Peak								Designed By: NLY					Checked By: WCY		
	C	=	Cycle Time					=	115	sec						
	G	=	Effective Green Time for Pedestrians					=	35	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	125	pph						
		=	(125 / 60) x (115 / 60)					=	4.0	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	210	pph						
		=	(210 / 60) x (115 / 60)					=	6.7	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	180	pph						
		=	(180 / 60) x (115 / 60)					=	5.8	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	1230	pph						
		=	(1230 / 60) x (115 / 60)					=	39.3	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	4.0	+	6.7	+	5.8	=	16.5	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	4.0	+	6.7	+	39.3	=	50.0	p/cycle						
	L	=	Crosswalk Length					=	4.6	metres						
	We	=	Effective Crosswalk Width					=	2.5	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	4.6 x 2.5 x (35 - 4.6 / (2 x 1.2))					=	380.458	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	7 x (115 - 35) / 115					=	5	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 4.6 / 1.2 + (0.27 x 5)					=	8	sec						
	T	=	Total crosswalk occupancy time													
		=	(4 + 7) x 8					=	89	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	380.458	/	89			=	4.3	m2/p						
	LOS	=	**B**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	4 x (115 - 35) ^ 2 / (2 x 115)					=	111	p-s						
	An	=	Available Area at northern kerbside					=	16.2	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	16.2 x 115 - (0.5 x 111)					=	1807	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1807 / (4 x 16.5)					=	27.5	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	6.7 x (115 - 35) ^ 2 / (2 x 115)					=	187	p-s						
	As	=	Available Area at southern kerbside					=	14.3	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	14.3 x 115 - (0.5 x 187)					=	1551	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1551 / (4 x 50)					=	7.8	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N_Finnie Street												Design Year: 2033 Ref		
Description:	Weekday AM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	88	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	185	pph					
		=	(185 / 60) x (115 / 60)					=	5.9	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	265	pph					
		=	(265 / 60) x (115 / 60)					=	8.5	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	210	pph					
		=	(210 / 60) x (115 / 60)					=	6.7	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph					
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	5.9	+	8.5	+	6.7	=	21.1	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	5.9	+	8.5	+	2.1	=	16.5	p/cycle					
	L	=	Crosswalk Length					=	5.7	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.7 x 2.5 x (88 - 5.7 / (2 x 1.2))					=	1220.16	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	8 x (115 - 88) / 115					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.7 / 1.2 + (0.27 x 2)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(6 + 8) x 8					=	122	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1220.16	/	122			=	10.0	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	5.9 x (115 - 88) ^ 2 / (2 x 115)					=	19	p-s					
	An	=	Available Area at northern kerbside					=	9.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	9.5 x 115 - (0.5 x 19)					=	1083	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1083 / (4 x 21.1)					=	12.8	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	8.5 x (115 - 88) ^ 2 / (2 x 115)					=	27	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 115 - (0.5 x 27)					=	1850	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1850 / (4 x 16.5)					=	28.1	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street													Design Year:	2033 Ref	
Description:	Weekday AM Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec						
	G	=	Effective Green Time for Pedestrians					=	35	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	100	pph						
		=	(100 / 60) x (115 / 60)					=	3.2	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	120	pph						
		=	(120 / 60) x (115 / 60)					=	3.8	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	150	pph						
		=	(150 / 60) x (115 / 60)					=	4.8	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	275	pph						
		=	(275 / 60) x (115 / 60)					=	8.8	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	3.2	+	3.8	+	4.8	=	11.8	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	3.2	+	3.8	+	8.8	=	15.8	p/cycle						
	L	=	Crosswalk Length					=	17	metres						
	We	=	Effective Crosswalk Width					=	2	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	17 x 2 x (35 - 17 / (2 x 1.2))					=	949.167	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	4 x (115 - 35) / 115					=	3	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 17 / 1.2 + (0.27 x 3)					=	18	sec						
	T	=	Total crosswalk occupancy time													
		=	(3 + 4) x 18					=	127	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	949.167	/	127			=	7.5	m2/p						
	LOS	=	**A**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	3.2 x (115 - 35) ^ 2 / (2 x 115)					=	89	p-s						
	An	=	Available Area at northern kerbside					=	11.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	11.6 x 115 - (0.5 x 89)					=	1290	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1290 / (4 x 11.8)					=	27.3	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	3.8 x (115 - 35) ^ 2 / (2 x 115)					=	107	p-s						
	As	=	Available Area at southern kerbside					=	16.2	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.2 x 115 - (0.5 x 107)					=	1810	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1810 / (4 x 15.8)					=	28.6	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location G_Java Road													Design Year: 2033 Ref		
Description:	Weekday Noon Peak								Designed By: NLY					Checked By: WCY		
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	32	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	100	pph						
		=	(100 / 60) x (110 / 60)					=	3.1	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	75	pph						
		=	(75 / 60) x (110 / 60)					=	2.3	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	1445	pph						
		=	(1445 / 60) x (110 / 60)					=	44.2	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph						
		=	(25 / 60) x (110 / 60)					=	0.8	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	3.1	+	2.3	+	44.2	=	49.5	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	3.1	+	2.3	+	0.8	=	6.1	p/cycle						
	L	=	Crosswalk Length					=	12	metres						
	We	=	Effective Crosswalk Width					=	4	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	12 x 4 x (32 - 12 / (2 x 1.2))					=	1296	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	3 x (110 - 32) / 110					=	2	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 12 / 1.2 + (0.81 x 2 / 4)					=	14	sec						
	T	=	Total crosswalk occupancy time													
		=	(3 + 2) x 14					=	73	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1296	/	73			=	17.8	m2/p						
	LOS	=	**A**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	3.1 x (110 - 32) ^ 2 / (2 x 110)					=	85	p-s						
	An	=	Available Area at northern kerbside					=	18	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	18 x 110 - (0.5 x 85)					=	1938	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1938 / (4 x 49.5)					=	9.8	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	2.3 x (110 - 32) ^ 2 / (2 x 110)					=	63	p-s						
	As	=	Available Area at southern kerbside					=	16.8	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.8 x 110 - (0.5 x 63)					=	1816	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1816 / (4 x 6.1)					=	74.3	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street													Design Year:	2033 Ref	
Description:	Weekday Noon Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	33	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	170	pph						
		=	(170 / 60) x (110 / 60)					=	5.2	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	125	pph						
		=	(125 / 60) x (110 / 60)					=	3.8	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	190	pph						
		=	(190 / 60) x (110 / 60)					=	5.8	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	2125	pph						
		=	(2125 / 60) x (110 / 60)					=	64.9	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	5.2	+	3.8	+	5.8	=	14.8	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	5.2	+	3.8	+	64.9	=	73.9	p/cycle						
	L	=	Crosswalk Length					=	13.5	metres						
	We	=	Effective Crosswalk Width					=	3.1	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	13.5 x 3.1 x (33 - 13.5 / (2 x 1.2))					=	1145.64	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	5 x (110 - 33) / 110					=	4	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 13.5 / 1.2 + (0.81 x 4 / 3.1)					=	15	sec						
	T	=	Total crosswalk occupancy time													
		=	(5 + 4) x 15					=	139	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1145.64	/	139			=	8.3	m2/p						
	LOS	=	**A**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	5.2 x (110 - 33) ^ 2 / (2 x 110)					=	140	p-s						
	An	=	Available Area at northern kerbside					=	15.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	15.6 x 110 - (0.5 x 140)					=	1646	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1646 / (4 x 14.8)					=	27.8	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	3.8 x (110 - 33) ^ 2 / (2 x 110)					=	103	p-s						
	As	=	Available Area at southern kerbside					=	11	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	11 x 110 - (0.5 x 103)					=	1159	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1159 / (4 x 73.9)					=	3.9	m2/p						
	LOS	=	**B**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location L_Hoi Kwong Street													Design Year:	2033 Ref	
Description:	Weekday Noon Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	82	sec						
	Vcn	=	Pedestrian Count from Western kerbside					=	625	pph						
		=	(625 / 60) x (110 / 60)					=	19.1	p/cycle						
	Vcs	=	Pedestrian Count from Eastern kerbside					=	1145	pph						
		=	(1145 / 60) x (110 / 60)					=	35.0	p/cycle						
	Vsn	=	Sidewalk Flow at Western Kerbside					=	920	pph						
		=	(920 / 60) x (110 / 60)					=	28.1	p/cycle						
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	440	pph						
		=	(440 / 60) x (110 / 60)					=	13.4	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	19.1	+	35.0	+	28.1	=	82.2	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	19.1	+	35.0	+	13.4	=	67.5	p/cycle						
	L	=	Crosswalk Length					=	3.6	metres						
	We	=	Effective Crosswalk Width					=	4.2	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	3.6 x 4.2 x (82 - 3.6 / (2 x 1.2))					=	1217.16	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	35 x (110 - 82) / 110					=	9	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 3.6 / 1.2 + (0.81 x 9 / 4.2)					=	8	sec						
	T	=	Total crosswalk occupancy time													
		=	(19 + 35) x 8					=	428	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1217.16	/	428			=	2.8	m2/p						
	LOS	=	**C**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside													
		=	19.1 x (110 - 82) ^ 2 / (2 x 110)					=	68	p-s						
	An	=	Available Area at Western kerbside					=	31.5	m2						
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside													
		=	31.5 x 110 - (0.5 x 68)					=	3431	m2-s						
	Mn	=	Circulation Area per pedestrian at Western kerbside													
		=	3431 / (4 x 82.2)					=	10.4	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside													
		=	35 x (110 - 82) ^ 2 / (2 x 110)					=	125	p-s						
	As	=	Available Area at Eastern kerbside					=	12.8	m2						
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside													
		=	12.8 x 110 - (0.5 x 125)					=	1346	m2-s						
	Ms	=	Circulation Area per pedestrian at Eastern kerbside													
		=	1346 / (4 x 67.5)					=	5.0	m2/p						
	LOS	=	**B**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location M_Finnie Street													Design Year:	2033 Ref	
Description:	Weekday Noon Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	32	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	1065	pph						
		=	(1065 / 60) x (110 / 60)					=	32.5	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	1125	pph						
		=	(1125 / 60) x (110 / 60)					=	34.4	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	155	pph						
		=	(155 / 60) x (110 / 60)					=	4.7	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	1230	pph						
		=	(1230 / 60) x (110 / 60)					=	37.6	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	32.5	+	34.4	+	4.7	=	71.7	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	32.5	+	34.4	+	37.6	=	104.5	p/cycle						
	L	=	Crosswalk Length					=	4.6	metres						
	We	=	Effective Crosswalk Width					=	2.5	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	4.6 x 2.5 x (32 - 4.6 / (2 x 1.2))					=	345.958	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	34 x (110 - 32) / 110					=	24	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 4.6 / 1.2 + (0.27 x 24)					=	14	sec						
	T	=	Total crosswalk occupancy time													
		=	(33 + 34) x 14					=	911	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	345.958	/	911			=	0.4	m2/p						
	LOS	=	**F**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	32.5 x (110 - 32) ^ 2 / (2 x 110)					=	900	p-s						
	An	=	Available Area at northern kerbside					=	16.2	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	16.2 x 110 - (0.5 x 900)					=	1332	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1332 / (4 x 71.7)					=	4.6	m2/p						
	LOS	=	**B**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	34.4 x (110 - 32) ^ 2 / (2 x 110)					=	951	p-s						
	As	=	Available Area at southern kerbside					=	14.3	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	14.3 x 110 - (0.5 x 951)					=	1098	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1098 / (4 x 104.5)					=	2.6	m2/p						
	LOS	=	**C**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location N_Finnie Street													Design Year: 2033 Ref		
Description:	Weekday Noon Peak								Designed By: NLY					Checked By: WCY		
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	86	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	1080	pph						
		=	(1080 / 60) x (110 / 60)					=	33.0	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	1185	pph						
		=	(1185 / 60) x (110 / 60)					=	36.2	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	585	pph						
		=	(585 / 60) x (110 / 60)					=	17.9	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	105	pph						
		=	(105 / 60) x (110 / 60)					=	3.2	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	33.0	+	36.2	+	17.9	=	87.1	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	33.0	+	36.2	+	3.2	=	72.4	p/cycle						
	L	=	Crosswalk Length					=	5.7	metres						
	We	=	Effective Crosswalk Width					=	2.5	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	5.7 x 2.5 x (86 - 5.7 / (2 x 1.2))					=	1191.66	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	36 x (110 - 86) / 110					=	8	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 5.7 / 1.2 + (0.27 x 8)					=	10	sec						
	T	=	Total crosswalk occupancy time													
		=	(33 + 36) x 10					=	698	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1191.66	/	698			=	1.7	m2/p						
	LOS	=	**D**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	33 x (110 - 86) ^ 2 / (2 x 110)					=	86	p-s						
	An	=	Available Area at northern kerbside					=	9.5	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	9.5 x 110 - (0.5 x 86)					=	1002	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1002 / (4 x 87.1)					=	2.9	m2/p						
	LOS	=	**C**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	36.2 x (110 - 86) ^ 2 / (2 x 110)					=	95	p-s						
	As	=	Available Area at southern kerbside					=	16.2	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.2 x 110 - (0.5 x 95)					=	1735	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1735 / (4 x 72.4)					=	6.0	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street													Design Year:	2033 Ref	
Description:	Weekday Noon Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	32	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	165	pph						
		=	(165 / 60) x (110 / 60)					=	5.0	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	120	pph						
		=	(120 / 60) x (110 / 60)					=	3.7	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	250	pph						
		=	(250 / 60) x (110 / 60)					=	7.6	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	2085	pph						
		=	(2085 / 60) x (110 / 60)					=	63.7	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	5.0	+	3.7	+	7.6	=	16.3	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	5.0	+	3.7	+	63.7	=	72.4	p/cycle						
	L	=	Crosswalk Length					=	17	metres						
	We	=	Effective Crosswalk Width					=	2	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	17 x 2 x (32 - 17 / (2 x 1.2))					=	847.167	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	5 x (110 - 32) / 110					=	4	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 17 / 1.2 + (0.27 x 4)					=	18	sec						
	T	=	Total crosswalk occupancy time													
		=	(5 + 4) x 18					=	160	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	847.167	/	160			=	5.3	m2/p						
	LOS	=	**B**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	5 x (110 - 32) ^ 2 / (2 x 110)					=	139	p-s						
	An	=	Available Area at northern kerbside					=	11.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	11.6 x 110 - (0.5 x 139)					=	1206	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1206 / (4 x 16.3)					=	18.4	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	3.7 x (110 - 32) ^ 2 / (2 x 110)					=	101	p-s						
	As	=	Available Area at southern kerbside					=	16.2	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.2 x 110 - (0.5 x 101)					=	1731	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1731 / (4 x 72.4)					=	6.0	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location G_Java Road													Design Year: 2033 Ref		
Description:	Weekday PM Peak								Designed By: NLY					Checked By: WCY		
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	33	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	80	pph						
		=	(80 / 60) x (110 / 60)					=	2.4	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	320	pph						
		=	(320 / 60) x (110 / 60)					=	9.8	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	635	pph						
		=	(635 / 60) x (110 / 60)					=	19.4	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph						
		=	(25 / 60) x (110 / 60)					=	0.8	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	2.4	+	9.8	+	19.4	=	31.6	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	2.4	+	9.8	+	0.8	=	13.0	p/cycle						
	L	=	Crosswalk Length					=	12	metres						
	We	=	Effective Crosswalk Width					=	4	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	12 x 4 x (33 - 12 / (2 x 1.2))					=	1344	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	10 x (110 - 33) / 110					=	7	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 12 / 1.2 + (0.81 x 7 / 4)					=	15	sec						
	T	=	Total crosswalk occupancy time													
		=	(2 + 10) x 15					=	178	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1344	/	178			=	7.5	m2/p						
	LOS	=	**A**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	2.4 x (110 - 33) ^ 2 / (2 x 110)					=	66	p-s						
	An	=	Available Area at northern kerbside					=	18	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	18 x 110 - (0.5 x 66)					=	1947	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1947 / (4 x 31.6)					=	15.4	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	9.8 x (110 - 33) ^ 2 / (2 x 110)					=	264	p-s						
	As	=	Available Area at southern kerbside					=	16.8	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.8 x 110 - (0.5 x 264)					=	1716	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1716 / (4 x 13)					=	33.0	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street												Design Year: 2033 Ref		
Description:	Weekday PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	31	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	65	pph					
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	25	pph					
		=	(25 / 60) x (110 / 60)					=	0.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	210	pph					
		=	(210 / 60) x (110 / 60)					=	6.4	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	1065	pph					
		=	(1065 / 60) x (110 / 60)					=	32.5	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	2.0	+	0.8	+	6.4	=	9.2	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	2.0	+	0.8	+	32.5	=	35.3	p/cycle					
	L	=	Crosswalk Length					=	13.5	metres					
	We	=	Effective Crosswalk Width					=	3.1	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	13.5 x 3.1 x (31 - 13.5 / (2 x 1.2))					=	1061.94	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (110 - 31) / 110					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)					=	15	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 1) x 15					=	41	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1061.94	/	41			=	26.1	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	2 x (110 - 31) ^ 2 / (2 x 110)					=	56	p-s					
	An	=	Available Area at northern kerbside					=	15.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	15.6 x 110 - (0.5 x 56)					=	1688	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1688 / (4 x 9.2)					=	46.0	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	0.8 x (110 - 31) ^ 2 / (2 x 110)					=	22	p-s					
	As	=	Available Area at southern kerbside					=	11	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	11 x 110 - (0.5 x 22)					=	1199	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1199 / (4 x 35.3)					=	8.5	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location L_Hoi Kwong Street													Design Year:	2033 Ref	
Description:	Weekday PM Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	82	sec						
	Vcn	=	Pedestrian Count from Western kerbside					=	355	pph						
		=	(355 / 60) x (110 / 60)					=	10.8	p/cycle						
	Vcs	=	Pedestrian Count from Eastern kerbside					=	815	pph						
		=	(815 / 60) x (110 / 60)					=	24.9	p/cycle						
	Vsn	=	Sidewalk Flow at Western Kerbside					=	335	pph						
		=	(335 / 60) x (110 / 60)					=	10.2	p/cycle						
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	105	pph						
		=	(105 / 60) x (110 / 60)					=	3.2	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	10.8	+	24.9	+	10.2	=	46.0	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	10.8	+	24.9	+	3.2	=	39.0	p/cycle						
	L	=	Crosswalk Length					=	3.6	metres						
	We	=	Effective Crosswalk Width					=	4.2	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	3.6 x 4.2 x (82 - 3.6 / (2 x 1.2))					=	1217.16	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	25 x (110 - 82) / 110					=	6	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 3.6 / 1.2 + (0.81 x 6 / 4.2)					=	7	sec						
	T	=	Total crosswalk occupancy time													
		=	(11 + 25) x 7					=	265	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1217.16	/	265			=	4.6	m2/p						
	LOS	=	**B**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside													
		=	10.8 x (110 - 82) ^ 2 / (2 x 110)					=	39	p-s						
	An	=	Available Area at Western kerbside					=	31.5	m2						
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside													
		=	31.5 x 110 - (0.5 x 39)					=	3446	m2-s						
	Mn	=	Circulation Area per pedestrian at Western kerbside													
		=	3446 / (4 x 46)					=	18.7	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside													
		=	24.9 x (110 - 82) ^ 2 / (2 x 110)					=	89	p-s						
	As	=	Available Area at Eastern kerbside					=	12.8	m2						
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside													
		=	12.8 x 110 - (0.5 x 89)					=	1364	m2-s						
	Ms	=	Circulation Area per pedestrian at Eastern kerbside													
		=	1364 / (4 x 39)					=	8.8	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M_Finnie Street												Design Year: 2033 Ref		
Description:	Weekday PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	30	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	170	pph					
		=	(170 / 60) x (110 / 60)					=	5.2	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	605	pph					
		=	(605 / 60) x (110 / 60)					=	18.5	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	200	pph					
		=	(200 / 60) x (110 / 60)					=	6.1	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	460	pph					
		=	(460 / 60) x (110 / 60)					=	14.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	5.2	+	18.5	+	6.1	=	29.8	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	5.2	+	18.5	+	14.1	=	37.7	p/cycle					
	L	=	Crosswalk Length					=	4.6	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	4.6 x 2.5 x (30 - 4.6 / (2 x 1.2))					=	322.958	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	18 x (110 - 30) / 110					=	13	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 4.6 / 1.2 + (0.27 x 13)					=	11	sec					
	T	=	Total crosswalk occupancy time												
		=	(5 + 18) x 11					=	253	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	322.958	/	253			=	1.3	m2/p					
	LOS	=	**E**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	5.2 x (110 - 30) ^ 2 / (2 x 110)					=	151	p-s					
	An	=	Available Area at northern kerbside					=	16.2	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	16.2 x 110 - (0.5 x 151)					=	1706	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1706 / (4 x 29.8)					=	14.3	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	18.5 x (110 - 30) ^ 2 / (2 x 110)					=	538	p-s					
	As	=	Available Area at southern kerbside					=	14.3	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	14.3 x 110 - (0.5 x 538)					=	1304	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1304 / (4 x 37.7)					=	8.6	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location N_Finnie Street													Design Year: 2033 Ref		
Description:	Weekday PM Peak								Designed By: NLY					Checked By: WCY		
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	88	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	225	pph						
		=	(225 / 60) x (110 / 60)					=	6.9	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	685	pph						
		=	(685 / 60) x (110 / 60)					=	20.9	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	230	pph						
		=	(230 / 60) x (110 / 60)					=	7.0	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph						
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	6.9	+	20.9	+	7.0	=	34.8	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	6.9	+	20.9	+	2.0	=	29.8	p/cycle						
	L	=	Crosswalk Length					=	5.7	metres						
	We	=	Effective Crosswalk Width					=	2.5	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	5.7 x 2.5 x (88 - 5.7 / (2 x 1.2))					=	1220.16	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	21 x (110 - 88) / 110					=	4	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 5.7 / 1.2 + (0.27 x 4)					=	9	sec						
	T	=	Total crosswalk occupancy time													
		=	(7 + 21) x 9					=	252	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1220.16	/	252			=	4.8	m2/p						
	LOS	=	**B**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	6.9 x (110 - 88) ^ 2 / (2 x 110)					=	15	p-s						
	An	=	Available Area at northern kerbside					=	9.5	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	9.5 x 110 - (0.5 x 15)					=	1037	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1037 / (4 x 34.8)					=	7.4	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	20.9 x (110 - 88) ^ 2 / (2 x 110)					=	46	p-s						
	As	=	Available Area at southern kerbside					=	16.2	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.2 x 110 - (0.5 x 46)					=	1759	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1759 / (4 x 29.8)					=	14.8	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street												Design Year: 2033 Ref		
Description:	Weekday PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	30	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	140	pph					
		=	(140 / 60) x (110 / 60)					=	4.3	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	120	pph					
		=	(120 / 60) x (110 / 60)					=	3.7	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	190	pph					
		=	(190 / 60) x (110 / 60)					=	5.8	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	710	pph					
		=	(710 / 60) x (110 / 60)					=	21.7	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	4.3	+	3.7	+	5.8	=	13.8	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	4.3	+	3.7	+	21.7	=	29.6	p/cycle					
	L	=	Crosswalk Length					=	17	metres					
	We	=	Effective Crosswalk Width					=	2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	17 x 2 x (30 - 17 / (2 x 1.2))					=	779.167	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	4 x (110 - 30) / 110					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 17 / 1.2 + (0.27 x 3)					=	18	sec					
	T	=	Total crosswalk occupancy time												
		=	(4 + 4) x 18					=	145	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	779.167	/	145			=	5.4	m2/p					
	LOS	=	**B**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	4.3 x (110 - 30) ^ 2 / (2 x 110)					=	124	p-s					
	An	=	Available Area at northern kerbside					=	11.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	11.6 x 110 - (0.5 x 124)					=	1214	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1214 / (4 x 13.8)					=	22.1	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	3.7 x (110 - 30) ^ 2 / (2 x 110)					=	107	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 107)					=	1729	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1729 / (4 x 29.6)					=	14.6	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G_Java Road												Design Year:	2033 Ref	
Description:	Weekend AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	24	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	55	pph					
		=	(55 / 60) x (115 / 60)					=	1.8	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	35	pph					
		=	(35 / 60) x (115 / 60)					=	1.1	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	505	pph					
		=	(505 / 60) x (115 / 60)					=	16.1	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph					
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.8	+	1.1	+	16.1	=	19.0	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.8	+	1.1	+	0.8	=	3.7	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (24 - 12 / (2 x 1.2))					=	912	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (115 - 24) / 115					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 1 / 4)					=	13	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 1) x 13					=	39	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	912	/	39			=	23.5	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	1.8 x (115 - 24) ^ 2 / (2 x 115)					=	63	p-s					
	An	=	Available Area at northern kerbside					=	18	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	18 x 115 - (0.5 x 63)					=	2038	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2038 / (4 x 19)					=	26.8	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.1 x (115 - 24) ^ 2 / (2 x 115)					=	40	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 115 - (0.5 x 40)					=	1912	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1912 / (4 x 3.7)					=	130.1	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street												Design Year:	2033 Ref	
Description:	Weekend AM Peak								Designed By:	NLY			Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	36	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	45	pph					
		=	(45 / 60) x (115 / 60)					=	1.4	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	65	pph					
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	25	pph					
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	125	pph					
		=	(125 / 60) x (115 / 60)					=	4.0	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.4	+	2.1	+	0.8	=	4.3	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.4	+	2.1	+	4.0	=	7.5	p/cycle					
	L	=	Crosswalk Length					=	13.5	metres					
	We	=	Effective Crosswalk Width					=	3.1	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	13.5 x 3.1 x (36 - 13.5 / (2 x 1.2))					=	1271.19	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (115 - 36) / 115					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)					=	15	sec					
	T	=	Total crosswalk occupancy time												
		=	(1 + 2) x 15					=	52	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1271.19	/	52			=	24.4	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	1.4 x (115 - 36) ^ 2 / (2 x 115)					=	39	p-s					
	An	=	Available Area at northern kerbside					=	15.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	15.6 x 115 - (0.5 x 39)					=	1774	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1774 / (4 x 4.3)					=	102.9	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	2.1 x (115 - 36) ^ 2 / (2 x 115)					=	56	p-s					
	As	=	Available Area at southern kerbside					=	11	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	11 x 115 - (0.5 x 56)					=	1237	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1237 / (4 x 7.5)					=	41.2	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED
Junction:	Location L_Hoi Kwong Street													Design Year: 2033 Ref
Description:	Weekend AM Peak								Designed By: NLY					Checked By: WCY
	C	=	Cycle Time					=	115	sec				
	G	=	Effective Green Time for Pedestrians					=	88	sec				
	Vcn	=	Pedestrian Count from Western kerbside					=	105	pph				
		=	(105 / 60) x (115 / 60)					=	3.4	p/cycle				
	Vcs	=	Pedestrian Count from Eastern kerbside					=	85	pph				
		=	(85 / 60) x (115 / 60)					=	2.7	p/cycle				
	Vsn	=	Sidewalk Flow at Western Kerbside					=	125	pph				
		=	(125 / 60) x (115 / 60)					=	4.0	p/cycle				
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	65	pph				
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside											
		=	3.4	+	2.7	+	4.0	=	10.1	p/cycle				
	Vtots	=	Total circulating pedestrian flow at easten kerbside											
		=	3.4	+	2.7	+	2.1	=	8.1	p/cycle				
	L	=	Crosswalk Length					=	3.6	metres				
	We	=	Effective Crosswalk Width					=	4.2	metres				
	Sp	=	Average speed of Pedestrians					=	1.2	m/s				
	TSc	=	Time-space of the crosswalk											
		=	3.6 x 4.2 x (88 - 3.6 / (2 x 1.2))					=	1307.88	m2-s				
	Nped	=	Number of pedestrians during a cycle											
		=	3 x (115 - 88) / 115					=	1	p/cycle				
	t	=	Total Crossing Time											
		=	3.2 + 3.6 / 1.2 + (0.81 x 1 / 4.2)					=	6	sec				
	T	=	Total crosswalk occupancy time											
		=	(3 + 3) x 6					=	39	p-s				
	Mc	=	Space per pedestrian Crossing											
		=	1307.88	/	39			=	33.9	m2/p				
	LOS	=	**A**											
	Compute the circulation space													
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside											
		=	3.4 x (115 - 88) ^ 2 / (2 x 115)					=	11	p-s				
	An	=	Available Area at Western kerbside					=	31.5	m2				
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside											
		=	31.5 x 115 - (0.5 x 11)					=	3617	m2-s				
	Mn	=	Circulation Area per pedestrian at Western kerbside											
		=	3617 / (4 x 10.1)					=	89.9	m2/p				
	LOS	=	**A**											
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside											
		=	2.7 x (115 - 88) ^ 2 / (2 x 115)					=	9	p-s				
	As	=	Available Area at Eastern kerbside					=	12.8	m2				
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside											
		=	12.8 x 115 - (0.5 x 9)					=	1468	m2-s				
	Ms	=	Circulation Area per pedestrian at Eastern kerbside											
		=	1468 / (4 x 8.1)					=	45.0	m2/p				
	LOS	=	**A**											

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M_Finnie Street												Design Year:	2033 Ref	
Description:	Weekend AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	105	pph					
		=	(105 / 60) x (115 / 60)					=	3.4	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	150	pph					
		=	(150 / 60) x (115 / 60)					=	4.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	190	pph					
		=	(190 / 60) x (115 / 60)					=	6.1	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	230	pph					
		=	(230 / 60) x (115 / 60)					=	7.3	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	3.4	+	4.8	+	6.1	=	14.2	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	3.4	+	4.8	+	7.3	=	15.5	p/cycle					
	L	=	Crosswalk Length					=	4.6	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	4.6 x 2.5 x (35 - 4.6 / (2 x 1.2))					=	380.458	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	5 x (115 - 35) / 115					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 4.6 / 1.2 + (0.27 x 3)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(3 + 5) x 8					=	65	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	380.458	/	65			=	5.9	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	3.4 x (115 - 35) ^ 2 / (2 x 115)					=	93	p-s					
	An	=	Available Area at northern kerbside					=	16.2	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	16.2 x 115 - (0.5 x 93)					=	1816	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1816 / (4 x 14.2)					=	31.9	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	4.8 x (115 - 35) ^ 2 / (2 x 115)					=	133	p-s					
	As	=	Available Area at southern kerbside					=	14.3	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	14.3 x 115 - (0.5 x 133)					=	1578	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1578 / (4 x 15.5)					=	25.5	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N_Finnie Street												Design Year: 2033 Ref		
Description:	Weekend AM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	88	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	130	pph					
		=	(130 / 60) x (115 / 60)					=	4.2	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	130	pph					
		=	(130 / 60) x (115 / 60)					=	4.2	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	140	pph					
		=	(140 / 60) x (115 / 60)					=	4.5	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	170	pph					
		=	(170 / 60) x (115 / 60)					=	5.4	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	4.2	+	4.2	+	4.5	=	12.8	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	4.2	+	4.2	+	5.4	=	13.7	p/cycle					
	L	=	Crosswalk Length					=	5.7	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.7 x 2.5 x (88 - 5.7 / (2 x 1.2))					=	1220.16	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	4 x (115 - 88) / 115					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.7 / 1.2 + (0.27 x 1)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(4 + 4) x 8					=	68	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1220.16	/	68			=	17.9	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	4.2 x (115 - 88) ^ 2 / (2 x 115)					=	13	p-s					
	An	=	Available Area at northern kerbside					=	9.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	9.5 x 115 - (0.5 x 13)					=	1086	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1086 / (4 x 12.8)					=	21.2	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	4.2 x (115 - 88) ^ 2 / (2 x 115)					=	13	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 115 - (0.5 x 13)					=	1856	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1856 / (4 x 13.7)					=	33.8	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street												Design Year:	2033 Ref	
Description:	Weekend AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	170	pph					
		=	(170 / 60) x (115 / 60)					=	5.4	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	190	pph					
		=	(190 / 60) x (115 / 60)					=	6.1	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	105	pph					
		=	(105 / 60) x (115 / 60)					=	3.4	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph					
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	5.4	+	6.1	+	3.4	=	14.9	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	5.4	+	6.1	+	2.1	=	13.6	p/cycle					
	L	=	Crosswalk Length					=	17	metres					
	We	=	Effective Crosswalk Width					=	2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	17 x 2 x (35 - 17 / (2 x 1.2))					=	949.167	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	6 x (115 - 35) / 115					=	4	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 17 / 1.2 + (0.27 x 4)					=	19	sec					
	T	=	Total crosswalk occupancy time												
		=	(5 + 6) x 19					=	213	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	949.167	/	213			=	4.5	m2/p					
	LOS	=	**B**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	5.4 x (115 - 35) ^ 2 / (2 x 115)					=	151	p-s					
	An	=	Available Area at northern kerbside					=	11.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	11.6 x 115 - (0.5 x 151)					=	1258	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1258 / (4 x 14.9)					=	21.2	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	6.1 x (115 - 35) ^ 2 / (2 x 115)					=	169	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 115 - (0.5 x 169)					=	1779	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1779 / (4 x 13.6)					=	32.8	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED
Junction:	Location G_Java Road												Design Year: 2033 Ref
Description:	Weekend Noon Peak								Designed By: NLY				Checked By: WCY
	C	=	Cycle Time					=	110	sec			
	G	=	Effective Green Time for Pedestrians					=	32	sec			
	Vcn	=	Pedestrian Count from Northern kerbside					=	55	pph			
		=	(55 / 60) x (110 / 60)					=	1.7	p/cycle			
	Vcs	=	Pedestrian Count from Southern kerbside					=	35	pph			
		=	(35 / 60) x (110 / 60)					=	1.1	p/cycle			
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	300	pph			
		=	(300 / 60) x (110 / 60)					=	9.2	p/cycle			
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph			
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle			
	Vtotn	=	Total circulating pedestrian flow at western kerbside										
		=	1.7	+	1.1	+	9.2	=	11.9	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside										
		=	1.7	+	1.1	+	2.0	=	4.7	p/cycle			
	L	=	Crosswalk Length					=	12	metres			
	We	=	Effective Crosswalk Width					=	4	metres			
	Sp	=	Average speed of Pedestrians					=	1.2	m/s			
	TSc	=	Time-space of the crosswalk										
		=	12 x 4 x (32 - 12 / (2 x 1.2))					=	1296	m2-s			
	Nped	=	Number of pedestrians during a cycle										
		=	2 x (110 - 32) / 110					=	1	p/cycle			
	t	=	Total Crossing Time										
		=	3.2 + 12 / 1.2 + (0.81 x 1 / 4)					=	13	sec			
	T	=	Total crosswalk occupancy time										
		=	(2 + 1) x 13					=	37	p-s			
	Mc	=	Space per pedestrian Crossing										
		=	1296	/	37			=	35.1	m2/p			
	LOS	=	**A**										
	Compute the circulation space												
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside										
		=	1.7 x (110 - 32) ^ 2 / (2 x 110)					=	46	p-s			
	An	=	Available Area at northern kerbside					=	18	m2			
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside										
		=	18 x 110 - (0.5 x 46)					=	1957	m2-s			
	Mn	=	Circulation Area per pedestrian at northern kerbside										
		=	1957 / (4 x 11.9)					=	41.1	m2/p			
	LOS	=	**A**										
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside										
		=	1.1 x (110 - 32) ^ 2 / (2 x 110)					=	30	p-s			
	As	=	Available Area at southern kerbside					=	16.8	m2			
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside										
		=	16.8 x 110 - (0.5 x 30)					=	1833	m2-s			
	Ms	=	Circulation Area per pedestrian at southern kerbside										
		=	1833 / (4 x 4.7)					=	96.8	m2/p			
	LOS	=	**A**										

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED
Junction:	Location K_Hoi Tai Street												Design Year: 2033 Ref
Description:	Weekend Noon Peak								Designed By: NLY				Checked By: WCY
	C	=	Cycle Time					=	110	sec			
	G	=	Effective Green Time for Pedestrians					=	33	sec			
	Vcn	=	Pedestrian Count from Northern kerbside					=	65	pph			
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle			
	Vcs	=	Pedestrian Count from Southern kerbside					=	45	pph			
		=	(45 / 60) x (110 / 60)					=	1.4	p/cycle			
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	65	pph			
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle			
	Vss	=	Sidewalk Flow at Southern Kerbside					=	420	pph			
		=	(420 / 60) x (110 / 60)					=	12.8	p/cycle			
	Vtotn	=	Total circulating pedestrian flow at western kerbside										
		=	2.0	+	1.4	+	2.0	=	5.3	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside										
		=	2.0	+	1.4	+	12.8	=	16.2	p/cycle			
	L	=	Crosswalk Length					=	13.5	metres			
	We	=	Effective Crosswalk Width					=	3.1	metres			
	Sp	=	Average speed of Pedestrians					=	1.2	m/s			
	TSc	=	Time-space of the crosswalk										
		=	13.5 x 3.1 x (33 - 13.5 / (2 x 1.2))					=	1145.64	m2-s			
	Nped	=	Number of pedestrians during a cycle										
		=	2 x (110 - 33) / 110					=	1	p/cycle			
	t	=	Total Crossing Time										
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)					=	15	sec			
	T	=	Total crosswalk occupancy time										
		=	(2 + 1) x 15					=	50	p-s			
	Mc	=	Space per pedestrian Crossing										
		=	1145.64	/	50			=	23.0	m2/p			
	LOS	=	**A**										
	Compute the circulation space												
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside										
		=	2 x (110 - 33) ^ 2 / (2 x 110)					=	54	p-s			
	An	=	Available Area at northern kerbside					=	15.6	m2			
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside										
		=	15.6 x 110 - (0.5 x 54)					=	1689	m2-s			
	Mn	=	Circulation Area per pedestrian at northern kerbside										
		=	1689 / (4 x 5.3)					=	79.0	m2/p			
	LOS	=	**A**										
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside										
		=	1.4 x (110 - 33) ^ 2 / (2 x 110)					=	37	p-s			
	As	=	Available Area at southern kerbside					=	11	m2			
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside										
		=	11 x 110 - (0.5 x 37)					=	1191	m2-s			
	Ms	=	Circulation Area per pedestrian at southern kerbside										
		=	1191 / (4 x 16.2)					=	18.4	m2/p			
	LOS	=	**A**										

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED
Junction:	Location L_Hoi Kwong Street												Design Year: 2033 Ref
Description:	Weekend Noon Peak								Designed By: NLY				Checked By: WCY
	C	=	Cycle Time					=	110	sec			
	G	=	Effective Green Time for Pedestrians					=	82	sec			
	Vcn	=	Pedestrian Count from Western kerbside					=	315	pph			
		=	(315 / 60) x (110 / 60)					=	9.6	p/cycle			
	Vcs	=	Pedestrian Count from Eastern kerbside					=	315	pph			
		=	(315 / 60) x (110 / 60)					=	9.6	p/cycle			
	Vsn	=	Sidewalk Flow at Western Kerbside					=	230	pph			
		=	(230 / 60) x (110 / 60)					=	7.0	p/cycle			
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	125	pph			
		=	(125 / 60) x (110 / 60)					=	3.8	p/cycle			
	Vtotn	=	Total circulating pedestrian flow at western kerbside										
		=	9.6	+	9.6	+	7.0	=	26.3	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside										
		=	9.6	+	9.6	+	3.8	=	23.1	p/cycle			
	L	=	Crosswalk Length					=	3.6	metres			
	We	=	Effective Crosswalk Width					=	4.2	metres			
	Sp	=	Average speed of Pedestrians					=	1.2	m/s			
	TSc	=	Time-space of the crosswalk										
		=	3.6 x 4.2 x (82 - 3.6 / (2 x 1.2))					=	1217.16	m2-s			
	Nped	=	Number of pedestrians during a cycle										
		=	10 x (110 - 82) / 110					=	2	p/cycle			
	t	=	Total Crossing Time										
		=	3.2 + 3.6 / 1.2 + (0.81 x 2 / 4.2)					=	7	sec			
	T	=	Total crosswalk occupancy time										
		=	(10 + 10) x 7					=	128	p-s			
	Mc	=	Space per pedestrian Crossing										
		=	1217.16	/	128			=	9.5	m2/p			
	LOS	=	**A**										
	Compute the circulation space												
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside										
		=	9.6 x (110 - 82) ^ 2 / (2 x 110)					=	34	p-s			
	An	=	Available Area at Western kerbside					=	31.5	m2			
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside										
		=	31.5 x 110 - (0.5 x 34)					=	3448	m2-s			
	Mn	=	Circulation Area per pedestrian at Western kerbside										
		=	3448 / (4 x 26.3)					=	32.8	m2/p			
	LOS	=	**A**										
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside										
		=	9.6 x (110 - 82) ^ 2 / (2 x 110)					=	34	p-s			
	As	=	Available Area at Eastern kerbside					=	12.8	m2			
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside										
		=	12.8 x 110 - (0.5 x 34)					=	1391	m2-s			
	Ms	=	Circulation Area per pedestrian at Eastern kerbside										
		=	1391 / (4 x 23.1)					=	15.1	m2/p			
	LOS	=	**A**										

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M_Finnie Street												Design Year:	2033 Ref	
Description:	Weekend Noon Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	250	pph					
		=	(250 / 60) x (110 / 60)					=	7.6	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	420	pph					
		=	(420 / 60) x (110 / 60)					=	12.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	170	pph					
		=	(170 / 60) x (110 / 60)					=	5.2	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	440	pph					
		=	(440 / 60) x (110 / 60)					=	13.4	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	7.6	+	12.8	+	5.2	=	25.7	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	7.6	+	12.8	+	13.4	=	33.9	p/cycle					
	L	=	Crosswalk Length					=	4.6	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	4.6 x 2.5 x (32 - 4.6 / (2 x 1.2))					=	345.958	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	13 x (110 - 32) / 110					=	9	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 4.6 / 1.2 + (0.27 x 9)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(8 + 13) x 9					=	194	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	345.958	/	194			=	1.8	m2/p					
	LOS	=	**D**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	7.6 x (110 - 32) ^ 2 / (2 x 110)					=	211	p-s					
	An	=	Available Area at northern kerbside					=	16.2	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	16.2 x 110 - (0.5 x 211)					=	1676	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1676 / (4 x 25.7)					=	16.3	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	12.8 x (110 - 32) ^ 2 / (2 x 110)					=	355	p-s					
	As	=	Available Area at southern kerbside					=	14.3	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	14.3 x 110 - (0.5 x 355)					=	1396	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1396 / (4 x 33.9)					=	10.3	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N_Finnie Street												Design Year: 2033 Ref		
Description:	Weekend Noon Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	86	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	255	pph					
		=	(255 / 60) x (110 / 60)					=	7.8	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	295	pph					
		=	(295 / 60) x (110 / 60)					=	9.0	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	280	pph					
		=	(280 / 60) x (110 / 60)					=	8.6	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	315	pph					
		=	(315 / 60) x (110 / 60)					=	9.6	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	7.8	+	9.0	+	8.6	=	25.4	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	7.8	+	9.0	+	9.6	=	26.4	p/cycle					
	L	=	Crosswalk Length					=	5.7	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.7 x 2.5 x (86 - 5.7 / (2 x 1.2))					=	1191.66	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	9 x (110 - 86) / 110					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.7 / 1.2 + (0.27 x 2)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(8 + 9) x 8					=	143	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1191.66	/	143			=	8.4	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	7.8 x (110 - 86) ^ 2 / (2 x 110)					=	20	p-s					
	An	=	Available Area at northern kerbside					=	9.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	9.5 x 110 - (0.5 x 20)					=	1035	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1035 / (4 x 25.4)					=	10.2	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	9 x (110 - 86) ^ 2 / (2 x 110)					=	24	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 24)					=	1770	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1770 / (4 x 26.4)					=	16.7	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street													Design Year:	2033 Ref	
Description:	Weekend Noon Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	32	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	190	pph						
		=	(190 / 60) x (110 / 60)					=	5.8	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	295	pph						
		=	(295 / 60) x (110 / 60)					=	9.0	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	85	pph						
		=	(85 / 60) x (110 / 60)					=	2.6	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	375	pph						
		=	(375 / 60) x (110 / 60)					=	11.5	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	5.8	+	9.0	+	2.6	=	17.4	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	5.8	+	9.0	+	11.5	=	26.3	p/cycle						
	L	=	Crosswalk Length					=	17	metres						
	We	=	Effective Crosswalk Width					=	2	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	17 x 2 x (32 - 17 / (2 x 1.2))					=	847.167	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	9 x (110 - 32) / 110					=	6	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 17 / 1.2 + (0.27 x 6)					=	19	sec						
	T	=	Total crosswalk occupancy time													
		=	(6 + 9) x 19					=	283	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	847.167	/	283			=	3.0	m2/p						
	LOS	=	**C**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	5.8 x (110 - 32)^2 / (2 x 110)					=	161	p-s						
	An	=	Available Area at northern kerbside					=	11.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	11.6 x 110 - (0.5 x 161)					=	1196	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1196 / (4 x 17.4)					=	17.2	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	9 x (110 - 32)^2 / (2 x 110)					=	249	p-s						
	As	=	Available Area at southern kerbside					=	16.2	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.2 x 110 - (0.5 x 249)					=	1657	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1657 / (4 x 26.3)					=	15.8	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G_Java Road												Design Year:	2033 Ref	
Description:	Weekend PM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	55	pph					
		=	(55 / 60) x (110 / 60)					=	1.7	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	50	pph					
		=	(50 / 60) x (110 / 60)					=	1.5	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	345	pph					
		=	(345 / 60) x (110 / 60)					=	10.5	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	105	pph					
		=	(105 / 60) x (110 / 60)					=	3.2	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.7	+	1.5	+	10.5	=	13.8	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.7	+	1.5	+	3.2	=	6.4	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (32 - 12 / (2 x 1.2))					=	1296	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (110 - 32) / 110					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 1 / 4)					=	13	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 2) x 13					=	43	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1296	/	43			=	30.1	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	1.7 x (110 - 32) ^ 2 / (2 x 110)					=	46	p-s					
	An	=	Available Area at northern kerbside					=	18	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	18 x 110 - (0.5 x 46)					=	1957	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1957 / (4 x 13.8)					=	35.6	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.5 x (110 - 32) ^ 2 / (2 x 110)					=	42	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 110 - (0.5 x 42)					=	1827	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1827 / (4 x 6.4)					=	71.2	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street												Design Year:	2033 Ref	
Description:	Weekend PM Peak								Designed By:	NLY			Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	36	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	25	pph					
		=	(25 / 60) x (110 / 60)					=	0.8	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	25	pph					
		=	(25 / 60) x (110 / 60)					=	0.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	65	pph					
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	420	pph					
		=	(420 / 60) x (110 / 60)					=	12.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	0.8	+	0.8	+	2.0	=	3.5	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	0.8	+	0.8	+	12.8	=	14.4	p/cycle					
	L	=	Crosswalk Length					=	13.5	metres					
	We	=	Effective Crosswalk Width					=	3.1	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	13.5 x 3.1 x (36 - 13.5 / (2 x 1.2))					=	1271.19	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	1 x (110 - 36) / 110					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)					=	15	sec					
	T	=	Total crosswalk occupancy time												
		=	(1 + 1) x 15					=	22	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1271.19	/	22			=	57.1	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	0.8 x (110 - 36) ^ 2 / (2 x 110)					=	19	p-s					
	An	=	Available Area at northern kerbside					=	15.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	15.6 x 110 - (0.5 x 19)					=	1706	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1706 / (4 x 3.5)					=	121.4	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	0.8 x (110 - 36) ^ 2 / (2 x 110)					=	19	p-s					
	As	=	Available Area at southern kerbside					=	11	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	11 x 110 - (0.5 x 19)					=	1200	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1200 / (4 x 14.4)					=	20.9	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED
Junction:	Location L_Hoi Kwong Street												Design Year: 2033 Ref
Description:	Weekend PM Peak								Designed By: NLY				Checked By: WCY
	C	=	Cycle Time					=	110	sec			
	G	=	Effective Green Time for Pedestrians					=	83	sec			
	Vcn	=	Pedestrian Count from Western kerbside					=	230	pph			
		=	(230 / 60) x (110 / 60)					=	7.0	p/cycle			
	Vcs	=	Pedestrian Count from Eastern kerbside					=	275	pph			
		=	(275 / 60) x (110 / 60)					=	8.4	p/cycle			
	Vsn	=	Sidewalk Flow at Western Kerbside					=	210	pph			
		=	(210 / 60) x (110 / 60)					=	6.4	p/cycle			
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	125	pph			
		=	(125 / 60) x (110 / 60)					=	3.8	p/cycle			
	Vtotn	=	Total circulating pedestrian flow at western kerbside										
		=	7.0	+	8.4	+	6.4	=	21.8	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside										
		=	7.0	+	8.4	+	3.8	=	19.3	p/cycle			
	L	=	Crosswalk Length					=	3.6	metres			
	We	=	Effective Crosswalk Width					=	4.2	metres			
	Sp	=	Average speed of Pedestrians					=	1.2	m/s			
	TSc	=	Time-space of the crosswalk										
		=	3.6 x 4.2 x (83 - 3.6 / (2 x 1.2))					=	1232.28	m2-s			
	Nped	=	Number of pedestrians during a cycle										
		=	8 x (110 - 83) / 110					=	2	p/cycle			
	t	=	Total Crossing Time										
		=	3.2 + 3.6 / 1.2 + (0.81 x 2 / 4.2)					=	7	sec			
	T	=	Total crosswalk occupancy time										
		=	(7 + 8) x 7					=	102	p-s			
	Mc	=	Space per pedestrian Crossing										
		=	1232.28	/	102			=	12.1	m2/p			
	LOS	=	**A**										
	Compute the circulation space												
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside										
		=	7 x (110 - 83) ^ 2 / (2 x 110)					=	23	p-s			
	An	=	Available Area at Western kerbside					=	31.5	m2			
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside										
		=	31.5 x 110 - (0.5 x 23)					=	3453	m2-s			
	Mn	=	Circulation Area per pedestrian at Western kerbside										
		=	3453 / (4 x 21.8)					=	39.5	m2/p			
	LOS	=	**A**										
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside										
		=	8.4 x (110 - 83) ^ 2 / (2 x 110)					=	28	p-s			
	As	=	Available Area at Eastern kerbside					=	12.8	m2			
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside										
		=	12.8 x 110 - (0.5 x 28)					=	1394	m2-s			
	Ms	=	Circulation Area per pedestrian at Eastern kerbside										
		=	1394 / (4 x 19.3)					=	18.1	m2/p			
	LOS	=	**A**										

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M_Finnie Street												Design Year: 2033 Ref		
Description:	Weekend PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	190	pph					
		=	(190 / 60) x (110 / 60)					=	5.8	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	375	pph					
		=	(375 / 60) x (110 / 60)					=	11.5	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	190	pph					
		=	(190 / 60) x (110 / 60)					=	5.8	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	375	pph					
		=	(375 / 60) x (110 / 60)					=	11.5	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	5.8	+	11.5	+	5.8	=	23.1	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	5.8	+	11.5	+	11.5	=	28.7	p/cycle					
	L	=	Crosswalk Length					=	4.6	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	4.6 x 2.5 x (35 - 4.6 / (2 x 1.2))					=	380.458	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	11 x (110 - 35) / 110					=	8	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 4.6 / 1.2 + (0.27 x 8)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(6 + 11) x 9					=	158	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	380.458	/	158			=	2.4	m2/p					
	LOS	=	**C**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	5.8 x (110 - 35) ^ 2 / (2 x 110)					=	148	p-s					
	An	=	Available Area at northern kerbside					=	16.2	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	16.2 x 110 - (0.5 x 148)					=	1708	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1708 / (4 x 23.1)					=	18.5	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	11.5 x (110 - 35) ^ 2 / (2 x 110)					=	293	p-s					
	As	=	Available Area at southern kerbside					=	14.3	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	14.3 x 110 - (0.5 x 293)					=	1427	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1427 / (4 x 28.7)					=	12.4	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N_Finnie Street												Design Year: 2033 Ref		
Description:	Weekend PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	83	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	235	pph					
		=	(235 / 60) x (110 / 60)					=	7.2	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	255	pph					
		=	(255 / 60) x (110 / 60)					=	7.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	70	pph					
		=	(70 / 60) x (110 / 60)					=	2.1	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	250	pph					
		=	(250 / 60) x (110 / 60)					=	7.6	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	7.2	+	7.8	+	2.1	=	17.1	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	7.2	+	7.8	+	7.6	=	22.6	p/cycle					
	L	=	Crosswalk Length					=	5.7	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.7 x 2.5 x (83 - 5.7 / (2 x 1.2))					=	1148.91	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	8 x (110 - 83) / 110					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.7 / 1.2 + (0.27 x 2)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(7 + 8) x 8					=	127	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1148.91	/	127			=	9.1	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	7.2 x (110 - 83) ^ 2 / (2 x 110)					=	24	p-s					
	An	=	Available Area at northern kerbside					=	9.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	9.5 x 110 - (0.5 x 24)					=	1033	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1033 / (4 x 17.1)					=	15.1	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	7.8 x (110 - 83) ^ 2 / (2 x 110)					=	26	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 26)					=	1769	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1769 / (4 x 22.6)					=	19.6	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street												Design Year:	2033 Ref	
Description:	Weekend PM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	150	pph					
		=	(150 / 60) x (110 / 60)					=	4.6	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	295	pph					
		=	(295 / 60) x (110 / 60)					=	9.0	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	105	pph					
		=	(105 / 60) x (110 / 60)					=	3.2	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	315	pph					
		=	(315 / 60) x (110 / 60)					=	9.6	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	4.6	+	9.0	+	3.2	=	16.8	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	4.6	+	9.0	+	9.6	=	23.2	p/cycle					
	L	=	Crosswalk Length					=	17	metres					
	We	=	Effective Crosswalk Width					=	2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	17 x 2 x (35 - 17 / (2 x 1.2))					=	949.167	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	9 x (110 - 35) / 110					=	6	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 17 / 1.2 + (0.27 x 6)					=	19	sec					
	T	=	Total crosswalk occupancy time												
		=	(5 + 9) x 19					=	259	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	949.167	/	259			=	3.7	m2/p					
	LOS	=	**C**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	4.6 x (110 - 35)^2 / (2 x 110)					=	117	p-s					
	An	=	Available Area at northern kerbside					=	11.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	11.6 x 110 - (0.5 x 117)					=	1217	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1217 / (4 x 16.8)					=	18.1	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	9 x (110 - 35)^2 / (2 x 110)					=	230	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 230)					=	1667	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1667 / (4 x 23.2)					=	17.9	m2/p					
	LOS	=	**A**												

Calculation Sheets - 2033 Design Year

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G_Java Road												Design Year:	2033 Des	
Description:	Weekday AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	24	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	85	pph					
		=	(85 / 60) x (115 / 60)					=	2.7	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	65	pph					
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	920	pph					
		=	(920 / 60) x (115 / 60)					=	29.4	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph					
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	2.7	+	2.1	+	29.4	=	34.2	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	2.7	+	2.1	+	0.8	=	5.6	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (24 - 12 / (2 x 1.2))					=	912	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	3 x (115 - 24) / 115					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 2 / 4)					=	14	sec					
	T	=	Total crosswalk occupancy time												
		=	(3 + 2) x 14					=	65	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	912	/	65			=	14.0	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	2.7 x (115 - 24) ^ 2 / (2 x 115)					=	98	p-s					
	An	=	Available Area at northern kerbside					=	18	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	18 x 115 - (0.5 x 98)					=	2021	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2021 / (4 x 34.2)					=	14.8	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	2.1 x (115 - 24) ^ 2 / (2 x 115)					=	75	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 115 - (0.5 x 75)					=	1895	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1895 / (4 x 5.6)					=	84.7	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street													Design Year:	2033 Des	
Description:	Weekday AM Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec						
	G	=	Effective Green Time for Pedestrians					=	36	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	25	pph						
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	65	pph						
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	105	pph						
		=	(105 / 60) x (115 / 60)					=	3.4	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	900	pph						
		=	(900 / 60) x (115 / 60)					=	28.8	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	0.8	+	2.1	+	3.4	=	6.2	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	0.8	+	2.1	+	28.8	=	31.6	p/cycle						
	L	=	Crosswalk Length					=	13.5	metres						
	We	=	Effective Crosswalk Width					=	3.1	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	13.5 x 3.1 x (36 - 13.5 / (2 x 1.2))					=	1271.19	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	2 x (115 - 36) / 115					=	1	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)					=	15	sec						
	T	=	Total crosswalk occupancy time													
		=	(1 + 2) x 15					=	43	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1271.19	/	43			=	29.8	m2/p						
	LOS	=	**A**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	0.8 x (115 - 36) ^ 2 / (2 x 115)					=	22	p-s						
	An	=	Available Area at northern kerbside					=	15.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	15.6 x 115 - (0.5 x 22)					=	1783	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1783 / (4 x 6.2)					=	71.6	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	2.1 x (115 - 36) ^ 2 / (2 x 115)					=	56	p-s						
	As	=	Available Area at southern kerbside					=	11	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	11 x 115 - (0.5 x 56)					=	1237	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1237 / (4 x 31.6)					=	9.8	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location L_Hoi Kwong Street												Design Year:	2033 Des	
Description:	Weekday AM Peak								Designed By:	NLY			Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	88	sec					
	Vcn	=	Pedestrian Count from Western kerbside					=	1000	pph					
		=	(1000 / 60) x (115 / 60)					=	31.9	p/cycle					
	Vcs	=	Pedestrian Count from Eastern kerbside					=	170	pph					
		=	(170 / 60) x (115 / 60)					=	5.4	p/cycle					
	Vsn	=	Sidewalk Flow at Western Kerbside					=	250	pph					
		=	(250 / 60) x (115 / 60)					=	8.0	p/cycle					
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	440	pph					
		=	(440 / 60) x (115 / 60)					=	14.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	31.9	+	5.4	+	8.0	=	45.4	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	31.9	+	5.4	+	14.1	=	51.4	p/cycle					
	L	=	Crosswalk Length					=	3.6	metres					
	We	=	Effective Crosswalk Width					=	4.2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	3.6 x 4.2 x (88 - 3.6 / (2 x 1.2))					=	1307.88	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	32 x (115 - 88) / 115					=	8	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 3.6 / 1.2 + (0.81 x 8 / 4.2)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(32 + 5) x 8					=	286	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1307.88	/	286			=	4.6	m2/p					
	LOS	=	**B**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside												
		=	31.9 x (115 - 88) ^ 2 / (2 x 115)					=	101	p-s					
	An	=	Available Area at Western kerbside					=	31.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside												
		=	31.5 x 115 - (0.5 x 101)					=	3572	m2-s					
	Mn	=	Circulation Area per pedestrian at Western kerbside												
		=	3572 / (4 x 45.4)					=	19.7	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside												
		=	5.4 x (115 - 88) ^ 2 / (2 x 115)					=	17	p-s					
	As	=	Available Area at Eastern kerbside					=	12.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside												
		=	12.8 x 115 - (0.5 x 17)					=	1463	m2-s					
	Ms	=	Circulation Area per pedestrian at Eastern kerbside												
		=	1463 / (4 x 51.4)					=	7.1	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M_Finnie Street												Design Year:	2033 Des	
Description:	Weekday AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	125	pph					
		=	(125 / 60) x (115 / 60)					=	4.0	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	210	pph					
		=	(210 / 60) x (115 / 60)					=	6.7	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	315	pph					
		=	(315 / 60) x (115 / 60)					=	10.1	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	1230	pph					
		=	(1230 / 60) x (115 / 60)					=	39.3	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	4.0	+	6.7	+	10.1	=	20.8	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	4.0	+	6.7	+	39.3	=	50.0	p/cycle					
	L	=	Crosswalk Length					=	4.6	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	4.6 x 2.5 x (35 - 4.6 / (2 x 1.2))					=	380.458	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	7 x (115 - 35) / 115					=	5	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 4.6 / 1.2 + (0.27 x 5)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(4 + 7) x 8					=	89	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	380.458	/	89			=	4.3	m2/p					
	LOS	=	**B**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	4 x (115 - 35) ^ 2 / (2 x 115)					=	111	p-s					
	An	=	Available Area at northern kerbside					=	16.2	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	16.2 x 115 - (0.5 x 111)					=	1807	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1807 / (4 x 20.8)					=	21.8	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	6.7 x (115 - 35) ^ 2 / (2 x 115)					=	187	p-s					
	As	=	Available Area at southern kerbside					=	14.3	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	14.3 x 115 - (0.5 x 187)					=	1551	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1551 / (4 x 50)					=	7.8	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N_Finnie Street												Design Year: 2033 Des		
Description:	Weekday AM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	88	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	235	pph					
		=	(235 / 60) x (115 / 60)					=	7.5	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	350	pph					
		=	(350 / 60) x (115 / 60)					=	11.2	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	225	pph					
		=	(225 / 60) x (115 / 60)					=	7.2	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph					
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	7.5	+	11.2	+	7.2	=	25.9	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	7.5	+	11.2	+	2.1	=	20.8	p/cycle					
	L	=	Crosswalk Length					=	5.7	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.7 x 2.5 x (88 - 5.7 / (2 x 1.2))					=	1220.16	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	11 x (115 - 88) / 115					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.7 / 1.2 + (0.27 x 3)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(8 + 11) x 9					=	162	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1220.16	/	162			=	7.5	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	7.5 x (115 - 88) ^ 2 / (2 x 115)					=	24	p-s					
	An	=	Available Area at northern kerbside					=	9.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	9.5 x 115 - (0.5 x 24)					=	1081	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1081 / (4 x 25.9)					=	10.4	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	11.2 x (115 - 88) ^ 2 / (2 x 115)					=	35	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 115 - (0.5 x 35)					=	1845	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1845 / (4 x 20.8)					=	22.2	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street													Design Year:	2033 Des	
Description:	Weekday AM Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec						
	G	=	Effective Green Time for Pedestrians					=	35	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	185	pph						
		=	(185 / 60) x (115 / 60)					=	5.9	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	175	pph						
		=	(175 / 60) x (115 / 60)					=	5.6	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	150	pph						
		=	(150 / 60) x (115 / 60)					=	4.8	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	275	pph						
		=	(275 / 60) x (115 / 60)					=	8.8	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	5.9	+	5.6	+	4.8	=	16.3	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	5.9	+	5.6	+	8.8	=	20.3	p/cycle						
	L	=	Crosswalk Length					=	17	metres						
	We	=	Effective Crosswalk Width					=	2	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	17 x 2 x (35 - 17 / (2 x 1.2))					=	949.167	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	6 x (115 - 35) / 115					=	4	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 17 / 1.2 + (0.27 x 4)					=	18	sec						
	T	=	Total crosswalk occupancy time													
		=	(6 + 6) x 18					=	212	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	949.167	/	212			=	4.5	m2/p						
	LOS	=	**B**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	5.9 x (115 - 35) ^ 2 / (2 x 115)					=	164	p-s						
	An	=	Available Area at northern kerbside					=	11.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	11.6 x 115 - (0.5 x 164)					=	1252	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1252 / (4 x 16.3)					=	19.2	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	5.6 x (115 - 35) ^ 2 / (2 x 115)					=	156	p-s						
	As	=	Available Area at southern kerbside					=	16.2	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.2 x 115 - (0.5 x 156)					=	1785	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1785 / (4 x 20.3)					=	22.0	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G_Java Road												Design Year:	2033 Des	
Description:	Weekday Noon Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	115	pph					
		=	(115 / 60) x (110 / 60)					=	3.5	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	140	pph					
		=	(140 / 60) x (110 / 60)					=	4.3	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	1630	pph					
		=	(1630 / 60) x (110 / 60)					=	49.8	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph					
		=	(25 / 60) x (110 / 60)					=	0.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	3.5	+	4.3	+	49.8	=	57.6	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	3.5	+	4.3	+	0.8	=	8.6	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (32 - 12 / (2 x 1.2))					=	1296	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	4 x (110 - 32) / 110					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 3 / 4)					=	14	sec					
	T	=	Total crosswalk occupancy time												
		=	(4 + 4) x 14					=	108	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1296	/	108			=	12.0	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	3.5 x (110 - 32) ^ 2 / (2 x 110)					=	97	p-s					
	An	=	Available Area at northern kerbside					=	18	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	18 x 110 - (0.5 x 97)					=	1931	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1931 / (4 x 57.6)					=	8.4	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	4.3 x (110 - 32) ^ 2 / (2 x 110)					=	118	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 110 - (0.5 x 118)					=	1789	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1789 / (4 x 8.6)					=	52.3	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street													Design Year:	2033 Des	
Description:	Weekday Noon Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	33	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	170	pph						
		=	(170 / 60) x (110 / 60)					=	5.2	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	125	pph						
		=	(125 / 60) x (110 / 60)					=	3.8	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	190	pph						
		=	(190 / 60) x (110 / 60)					=	5.8	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	2125	pph						
		=	(2125 / 60) x (110 / 60)					=	64.9	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	5.2	+	3.8	+	5.8	=	14.8	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	5.2	+	3.8	+	64.9	=	73.9	p/cycle						
	L	=	Crosswalk Length					=	13.5	metres						
	We	=	Effective Crosswalk Width					=	3.1	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	13.5 x 3.1 x (33 - 13.5 / (2 x 1.2))					=	1145.64	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	5 x (110 - 33) / 110					=	4	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 13.5 / 1.2 + (0.81 x 4 / 3.1)					=	15	sec						
	T	=	Total crosswalk occupancy time													
		=	(5 + 4) x 15					=	139	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1145.64	/	139			=	8.3	m2/p						
	LOS	=	**A**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	5.2 x (110 - 33) ^ 2 / (2 x 110)					=	140	p-s						
	An	=	Available Area at northern kerbside					=	15.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	15.6 x 110 - (0.5 x 140)					=	1646	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1646 / (4 x 14.8)					=	27.8	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	3.8 x (110 - 33) ^ 2 / (2 x 110)					=	103	p-s						
	As	=	Available Area at southern kerbside					=	11	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	11 x 110 - (0.5 x 103)					=	1159	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1159 / (4 x 73.9)					=	3.9	m2/p						
	LOS	=	**B**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location L_Hoi Kwong Street													Design Year:	2033 Des	
Description:	Weekday Noon Peak								Designed By: NLY					Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	82	sec						
	Vcn	=	Pedestrian Count from Western kerbside					=	625	pph						
		=	(625 / 60) x (110 / 60)					=	19.1	p/cycle						
	Vcs	=	Pedestrian Count from Eastern kerbside					=	1145	pph						
		=	(1145 / 60) x (110 / 60)					=	35.0	p/cycle						
	Vsn	=	Sidewalk Flow at Western Kerbside					=	920	pph						
		=	(920 / 60) x (110 / 60)					=	28.1	p/cycle						
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	440	pph						
		=	(440 / 60) x (110 / 60)					=	13.4	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	19.1	+	35.0	+	28.1	=	82.2	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	19.1	+	35.0	+	13.4	=	67.5	p/cycle						
	L	=	Crosswalk Length					=	3.6	metres						
	We	=	Effective Crosswalk Width					=	4.2	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	3.6 x 4.2 x (82 - 3.6 / (2 x 1.2))					=	1217.16	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	35 x (110 - 82) / 110					=	9	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 3.6 / 1.2 + (0.81 x 9 / 4.2)					=	8	sec						
	T	=	Total crosswalk occupancy time													
		=	(19 + 35) x 8					=	428	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1217.16	/	428			=	2.8	m2/p						
	LOS	=	**C**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside													
		=	19.1 x (110 - 82) ^ 2 / (2 x 110)					=	68	p-s						
	An	=	Available Area at Western kerbside					=	31.5	m2						
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside													
		=	31.5 x 110 - (0.5 x 68)					=	3431	m2-s						
	Mn	=	Circulation Area per pedestrian at Western kerbside													
		=	3431 / (4 x 82.2)					=	10.4	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside													
		=	35 x (110 - 82) ^ 2 / (2 x 110)					=	125	p-s						
	As	=	Available Area at Eastern kerbside					=	12.8	m2						
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside													
		=	12.8 x 110 - (0.5 x 125)					=	1346	m2-s						
	Ms	=	Circulation Area per pedestrian at Eastern kerbside													
		=	1346 / (4 x 67.5)					=	5.0	m2/p						
	LOS	=	**B**													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location M_Finnie Street													Design Year:	2033 Des	
Description:	Weekday Noon Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	32	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	1065	pph						
		=	(1065 / 60) x (110 / 60)					=	32.5	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	1125	pph						
		=	(1125 / 60) x (110 / 60)					=	34.4	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	465	pph						
		=	(465 / 60) x (110 / 60)					=	14.2	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	1230	pph						
		=	(1230 / 60) x (110 / 60)					=	37.6	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	32.5	+	34.4	+	14.2	=	81.1	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	32.5	+	34.4	+	37.6	=	104.5	p/cycle						
	L	=	Crosswalk Length					=	4.6	metres						
	We	=	Effective Crosswalk Width					=	2.5	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	4.6 x 2.5 x (32 - 4.6 / (2 x 1.2))					=	345.958	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	34 x (110 - 32) / 110					=	24	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 4.6 / 1.2 + (0.27 x 24)					=	14	sec						
	T	=	Total crosswalk occupancy time													
		=	(33 + 34) x 14					=	911	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	345.958	/	911			=	0.4	m2/p						
	LOS	=	**F**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	32.5 x (110 - 32) ^ 2 / (2 x 110)					=	900	p-s						
	An	=	Available Area at northern kerbside					=	16.2	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	16.2 x 110 - (0.5 x 900)					=	1332	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1332 / (4 x 81.1)					=	4.1	m2/p						
	LOS	=	**B**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	34.4 x (110 - 32) ^ 2 / (2 x 110)					=	951	p-s						
	As	=	Available Area at southern kerbside					=	14.3	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	14.3 x 110 - (0.5 x 951)					=	1098	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1098 / (4 x 104.5)					=	2.6	m2/p						
	LOS	=	**C**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N_Finnie Street												Design Year: 2033 Des		
Description:	Weekday Noon Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	86	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	1230	pph					
		=	(1230 / 60) x (110 / 60)					=	37.6	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	1345	pph					
		=	(1345 / 60) x (110 / 60)					=	41.1	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	615	pph					
		=	(615 / 60) x (110 / 60)					=	18.8	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	105	pph					
		=	(105 / 60) x (110 / 60)					=	3.2	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	37.6	+	41.1	+	18.8	=	97.5	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	37.6	+	41.1	+	3.2	=	81.9	p/cycle					
	L	=	Crosswalk Length					=	5.7	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.7 x 2.5 x (86 - 5.7 / (2 x 1.2))					=	1191.66	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	41 x (110 - 86) / 110					=	9	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.7 / 1.2 + (0.27 x 9)					=	10	sec					
	T	=	Total crosswalk occupancy time												
		=	(38 + 41) x 10					=	816	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1191.66	/	816			=	1.5	m2/p					
	LOS	=	**D**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	37.6 x (110 - 86) ^ 2 / (2 x 110)					=	98	p-s					
	An	=	Available Area at northern kerbside					=	9.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	9.5 x 110 - (0.5 x 98)					=	996	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	996 / (4 x 97.5)					=	2.6	m2/p					
	LOS	=	**C**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	41.1 x (110 - 86) ^ 2 / (2 x 110)					=	108	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 108)					=	1728	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1728 / (4 x 81.9)					=	5.3	m2/p					
	LOS	=	**B**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street												Design Year:	2033 Des	
Description:	Weekday Noon Peak								Designed By:	NLY			Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	325	pph					
		=	(325 / 60) x (110 / 60)					=	9.9	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	270	pph					
		=	(270 / 60) x (110 / 60)					=	8.3	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	250	pph					
		=	(250 / 60) x (110 / 60)					=	7.6	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	2085	pph					
		=	(2085 / 60) x (110 / 60)					=	63.7	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	9.9	+	8.3	+	7.6	=	25.8	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	9.9	+	8.3	+	63.7	=	81.9	p/cycle					
	L	=	Crosswalk Length					=	17	metres					
	We	=	Effective Crosswalk Width					=	2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	17 x 2 x (32 - 17 / (2 x 1.2))					=	847.167	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	10 x (110 - 32) / 110					=	7	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 17 / 1.2 + (0.27 x 7)					=	19	sec					
	T	=	Total crosswalk occupancy time												
		=	(10 + 8) x 19					=	350	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	847.167	/	350			=	2.4	m2/p					
	LOS	=	**C**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	9.9 x (110 - 32) ^ 2 / (2 x 110)					=	275	p-s					
	An	=	Available Area at northern kerbside					=	11.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	11.6 x 110 - (0.5 x 275)					=	1139	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1139 / (4 x 25.8)					=	11.0	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	8.3 x (110 - 32) ^ 2 / (2 x 110)					=	228	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 228)					=	1668	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1668 / (4 x 81.9)					=	5.1	m2/p					
	LOS	=	**B**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location G_Java Road													Design Year:	2033 Des	
Description:	Weekday PM Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	33	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	90	pph						
		=	(90 / 60) x (110 / 60)					=	2.8	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	385	pph						
		=	(385 / 60) x (110 / 60)					=	11.8	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	820	pph						
		=	(820 / 60) x (110 / 60)					=	25.1	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph						
		=	(25 / 60) x (110 / 60)					=	0.8	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	2.8	+	11.8	+	25.1	=	39.6	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	2.8	+	11.8	+	0.8	=	15.3	p/cycle						
	L	=	Crosswalk Length					=	12	metres						
	We	=	Effective Crosswalk Width					=	4	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	12 x 4 x (33 - 12 / (2 x 1.2))					=	1344	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	12 x (110 - 33) / 110					=	8	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 12 / 1.2 + (0.81 x 8 / 4)					=	15	sec						
	T	=	Total crosswalk occupancy time													
		=	(3 + 12) x 15					=	216	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1344	/	216			=	6.2	m2/p						
	LOS	=	**A**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	2.8 x (110 - 33) ^ 2 / (2 x 110)					=	74	p-s						
	An	=	Available Area at northern kerbside					=	18	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	18 x 110 - (0.5 x 74)					=	1943	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1943 / (4 x 39.6)					=	12.3	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	11.8 x (110 - 33) ^ 2 / (2 x 110)					=	317	p-s						
	As	=	Available Area at southern kerbside					=	16.8	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.8 x 110 - (0.5 x 317)					=	1689	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1689 / (4 x 15.3)					=	27.6	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street												Design Year: 2033 Des		
Description:	Weekday PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	31	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	65	pph					
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	25	pph					
		=	(25 / 60) x (110 / 60)					=	0.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	210	pph					
		=	(210 / 60) x (110 / 60)					=	6.4	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	1065	pph					
		=	(1065 / 60) x (110 / 60)					=	32.5	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	2.0	+	0.8	+	6.4	=	9.2	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	2.0	+	0.8	+	32.5	=	35.3	p/cycle					
	L	=	Crosswalk Length					=	13.5	metres					
	We	=	Effective Crosswalk Width					=	3.1	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	13.5 x 3.1 x (31 - 13.5 / (2 x 1.2))					=	1061.94	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (110 - 31) / 110					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)					=	15	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 1) x 15					=	41	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1061.94	/	41			=	26.1	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	2 x (110 - 31) ^ 2 / (2 x 110)					=	56	p-s					
	An	=	Available Area at northern kerbside					=	15.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	15.6 x 110 - (0.5 x 56)					=	1688	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1688 / (4 x 9.2)					=	46.0	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	0.8 x (110 - 31) ^ 2 / (2 x 110)					=	22	p-s					
	As	=	Available Area at southern kerbside					=	11	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	11 x 110 - (0.5 x 22)					=	1199	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1199 / (4 x 35.3)					=	8.5	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710		MVA ASIA LIMITED
Junction:	Location L_Hoi Kwong Street										Design Year: 2033 Des
Description:	Weekday PM Peak								Designed By: NLY		Checked By: WCY
	C	=	Cycle Time				=	110	sec		
	G	=	Effective Green Time for Pedestrians				=	82	sec		
	Vcn	=	Pedestrian Count from Western kerbside				=	355	pph		
		=	(355 / 60) x (110 / 60)				=	10.8	p/cycle		
	Vcs	=	Pedestrian Count from Eastern kerbside				=	815	pph		
		=	(815 / 60) x (110 / 60)				=	24.9	p/cycle		
	Vsn	=	Sidewalk Flow at Western Kerbside				=	335	pph		
		=	(335 / 60) x (110 / 60)				=	10.2	p/cycle		
	Vss	=	Sidewalk Flow at Eastern Kerbside				=	105	pph		
		=	(105 / 60) x (110 / 60)				=	3.2	p/cycle		
	Vtotn	=	Total circulating pedestrian flow at western kerbside								
		=	10.8	+	24.9	+	10.2	=	46.0	p/cycle	
	Vtots	=	Total circulating pedestrian flow at easten kerbside								
		=	10.8	+	24.9	+	3.2	=	39.0	p/cycle	
	L	=	Crosswalk Length				=	3.6	metres		
	We	=	Effective Crosswalk Width				=	4.2	metres		
	Sp	=	Average speed of Pedestrians				=	1.2	m/s		
	TSc	=	Time-space of the crosswalk								
		=	3.6 x 4.2 x (82 - 3.6 / (2 x 1.2))				=	1217.16	m2-s		
	Nped	=	Number of pedestrians during a cycle								
		=	25 x (110 - 82) / 110				=	6	p/cycle		
	t	=	Total Crossing Time								
		=	3.2 + 3.6 / 1.2 + (0.81 x 6 / 4.2)				=	7	sec		
	T	=	Total crosswalk occupancy time								
		=	(11 + 25) x 7				=	265	p-s		
	Mc	=	Space per pedestrian Crossing								
		=	1217.16	/	265		=	4.6	m2/p		
	LOS	=	**B**								
	Compute the circulation space										
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside								
		=	10.8 x (110 - 82) ^ 2 / (2 x 110)				=	39	p-s		
	An	=	Available Area at Western kerbside				=	31.5	m2		
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside								
		=	31.5 x 110 - (0.5 x 39)				=	3446	m2-s		
	Mn	=	Circulation Area per pedestrian at Western kerbside								
		=	3446 / (4 x 46)				=	18.7	m2/p		
	LOS	=	**A**								
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside								
		=	24.9 x (110 - 82) ^ 2 / (2 x 110)				=	89	p-s		
	As	=	Available Area at Eastern kerbside				=	12.8	m2		
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside								
		=	12.8 x 110 - (0.5 x 89)				=	1364	m2-s		
	Ms	=	Circulation Area per pedestrian at Eastern kerbside								
		=	1364 / (4 x 39)				=	8.8	m2/p		
	LOS	=	**A**								

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M_Finnie Street												Design Year: 2033 Des		
Description:	Weekday PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	30	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	170	pph					
		=	(170 / 60) x (110 / 60)					=	5.2	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	605	pph					
		=	(605 / 60) x (110 / 60)					=	18.5	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	510	pph					
		=	(510 / 60) x (110 / 60)					=	15.6	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	460	pph					
		=	(460 / 60) x (110 / 60)					=	14.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	5.2	+	18.5	+	15.6	=	39.3	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	5.2	+	18.5	+	14.1	=	37.7	p/cycle					
	L	=	Crosswalk Length					=	4.6	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	4.6 x 2.5 x (30 - 4.6 / (2 x 1.2))					=	322.958	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	18 x (110 - 30) / 110					=	13	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 4.6 / 1.2 + (0.27 x 13)					=	11	sec					
	T	=	Total crosswalk occupancy time												
		=	(5 + 18) x 11					=	253	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	322.958	/	253			=	1.3	m2/p					
	LOS	=	**E**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	5.2 x (110 - 30) ^ 2 / (2 x 110)					=	151	p-s					
	An	=	Available Area at northern kerbside					=	16.2	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	16.2 x 110 - (0.5 x 151)					=	1706	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1706 / (4 x 39.3)					=	10.9	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	18.5 x (110 - 30) ^ 2 / (2 x 110)					=	538	p-s					
	As	=	Available Area at southern kerbside					=	14.3	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	14.3 x 110 - (0.5 x 538)					=	1304	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1304 / (4 x 37.7)					=	8.6	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N_Finnie Street												Design Year: 2033 Des		
Description:	Weekday PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	88	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	375	pph					
		=	(375 / 60) x (110 / 60)					=	11.5	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	845	pph					
		=	(845 / 60) x (110 / 60)					=	25.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	260	pph					
		=	(260 / 60) x (110 / 60)					=	7.9	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph					
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	11.5	+	25.8	+	7.9	=	45.2	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	11.5	+	25.8	+	2.0	=	39.3	p/cycle					
	L	=	Crosswalk Length					=	5.7	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.7 x 2.5 x (88 - 5.7 / (2 x 1.2))					=	1220.16	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	26 x (110 - 88) / 110					=	5	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.7 / 1.2 + (0.27 x 5)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(11 + 26) x 9					=	348	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1220.16	/	348			=	3.5	m2/p					
	LOS	=	**C**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	11.5 x (110 - 88) ^ 2 / (2 x 110)					=	25	p-s					
	An	=	Available Area at northern kerbside					=	9.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	9.5 x 110 - (0.5 x 25)					=	1032	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1032 / (4 x 45.2)					=	5.7	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	25.8 x (110 - 88) ^ 2 / (2 x 110)					=	57	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 57)					=	1754	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1754 / (4 x 39.3)					=	11.2	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street													Design Year:	2033 Des	
Description:	Weekday PM Peak								Designed By:	NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	30	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	305	pph						
		=	(305 / 60) x (110 / 60)					=	9.3	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	270	pph						
		=	(270 / 60) x (110 / 60)					=	8.3	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	190	pph						
		=	(190 / 60) x (110 / 60)					=	5.8	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	710	pph						
		=	(710 / 60) x (110 / 60)					=	21.7	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	9.3	+	8.3	+	5.8	=	23.4	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	9.3	+	8.3	+	21.7	=	39.3	p/cycle						
	L	=	Crosswalk Length					=	17	metres						
	We	=	Effective Crosswalk Width					=	2	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	17 x 2 x (30 - 17 / (2 x 1.2))					=	779.167	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	9 x (110 - 30) / 110					=	7	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 17 / 1.2 + (0.27 x 7)					=	19	sec						
	T	=	Total crosswalk occupancy time													
		=	(9 + 8) x 19					=	337	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	779.167	/	337			=	2.3	m2/p						
	LOS	=	**C**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	9.3 x (110 - 30) ^ 2 / (2 x 110)					=	271	p-s						
	An	=	Available Area at northern kerbside					=	11.6	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	11.6 x 110 - (0.5 x 271)					=	1140	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	1140 / (4 x 23.4)					=	12.2	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	8.3 x (110 - 30) ^ 2 / (2 x 110)					=	240	p-s						
	As	=	Available Area at southern kerbside					=	16.2	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	16.2 x 110 - (0.5 x 240)					=	1662	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1662 / (4 x 39.3)					=	10.6	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G_Java Road												Design Year:	2033 Des	
Description:	Weekend AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	24	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	60	pph					
		=	(60 / 60) x (115 / 60)					=	1.9	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	45	pph					
		=	(45 / 60) x (115 / 60)					=	1.4	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	605	pph					
		=	(605 / 60) x (115 / 60)					=	19.3	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph					
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.9	+	1.4	+	19.3	=	22.7	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.9	+	1.4	+	0.8	=	4.2	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (24 - 12 / (2 x 1.2))					=	912	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (115 - 24) / 115					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 2 / 4)					=	14	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 1) x 14					=	45	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	912	/	45			=	20.1	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	1.9 x (115 - 24) ^ 2 / (2 x 115)					=	69	p-s					
	An	=	Available Area at northern kerbside					=	18	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	18 x 115 - (0.5 x 69)					=	2035	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2035 / (4 x 22.7)					=	22.4	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.4 x (115 - 24) ^ 2 / (2 x 115)					=	52	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 115 - (0.5 x 52)					=	1906	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1906 / (4 x 4.2)					=	114.7	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street												Design Year:	2033 Des	
Description:	Weekend AM Peak								Designed By:	NLY			Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	36	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	45	pph					
		=	(45 / 60) x (115 / 60)					=	1.4	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	65	pph					
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	25	pph					
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	125	pph					
		=	(125 / 60) x (115 / 60)					=	4.0	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.4	+	2.1	+	0.8	=	4.3	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.4	+	2.1	+	4.0	=	7.5	p/cycle					
	L	=	Crosswalk Length					=	13.5	metres					
	We	=	Effective Crosswalk Width					=	3.1	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	13.5 x 3.1 x (36 - 13.5 / (2 x 1.2))					=	1271.19	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (115 - 36) / 115					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)					=	15	sec					
	T	=	Total crosswalk occupancy time												
		=	(1 + 2) x 15					=	52	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1271.19	/	52			=	24.4	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	1.4 x (115 - 36) ^ 2 / (2 x 115)					=	39	p-s					
	An	=	Available Area at northern kerbside					=	15.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	15.6 x 115 - (0.5 x 39)					=	1774	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1774 / (4 x 4.3)					=	102.9	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	2.1 x (115 - 36) ^ 2 / (2 x 115)					=	56	p-s					
	As	=	Available Area at southern kerbside					=	11	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	11 x 115 - (0.5 x 56)					=	1237	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1237 / (4 x 7.5)					=	41.2	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location L_Hoi Kwong Street												Design Year:	2033 Des	
Description:	Weekend AM Peak								Designed By:	NLY			Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	88	sec					
	Vcn	=	Pedestrian Count from Western kerbside					=	105	pph					
		=	(105 / 60) x (115 / 60)					=	3.4	p/cycle					
	Vcs	=	Pedestrian Count from Eastern kerbside					=	85	pph					
		=	(85 / 60) x (115 / 60)					=	2.7	p/cycle					
	Vsn	=	Sidewalk Flow at Western Kerbside					=	125	pph					
		=	(125 / 60) x (115 / 60)					=	4.0	p/cycle					
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	65	pph					
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	3.4	+	2.7	+	4.0	=	10.1	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	3.4	+	2.7	+	2.1	=	8.1	p/cycle					
	L	=	Crosswalk Length					=	3.6	metres					
	We	=	Effective Crosswalk Width					=	4.2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	3.6 x 4.2 x (88 - 3.6 / (2 x 1.2))					=	1307.88	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	3 x (115 - 88) / 115					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 3.6 / 1.2 + (0.81 x 1 / 4.2)					=	6	sec					
	T	=	Total crosswalk occupancy time												
		=	(3 + 3) x 6					=	39	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1307.88	/	39			=	33.9	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside												
		=	3.4 x (115 - 88) ^ 2 / (2 x 115)					=	11	p-s					
	An	=	Available Area at Western kerbside					=	31.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside												
		=	31.5 x 115 - (0.5 x 11)					=	3617	m2-s					
	Mn	=	Circulation Area per pedestrian at Western kerbside												
		=	3617 / (4 x 10.1)					=	89.9	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside												
		=	2.7 x (115 - 88) ^ 2 / (2 x 115)					=	9	p-s					
	As	=	Available Area at Eastern kerbside					=	12.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside												
		=	12.8 x 115 - (0.5 x 9)					=	1468	m2-s					
	Ms	=	Circulation Area per pedestrian at Eastern kerbside												
		=	1468 / (4 x 8.1)					=	45.0	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M_Finnie Street												Design Year:	2033 Des	
Description:	Weekend AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	105	pph					
		=	(105 / 60) x (115 / 60)					=	3.4	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	150	pph					
		=	(150 / 60) x (115 / 60)					=	4.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	330	pph					
		=	(330 / 60) x (115 / 60)					=	10.5	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	230	pph					
		=	(230 / 60) x (115 / 60)					=	7.3	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	3.4	+	4.8	+	10.5	=	18.7	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	3.4	+	4.8	+	7.3	=	15.5	p/cycle					
	L	=	Crosswalk Length					=	4.6	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	4.6 x 2.5 x (35 - 4.6 / (2 x 1.2))					=	380.458	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	5 x (115 - 35) / 115					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 4.6 / 1.2 + (0.27 x 3)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(3 + 5) x 8					=	65	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	380.458	/	65			=	5.9	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	3.4 x (115 - 35) ^ 2 / (2 x 115)					=	93	p-s					
	An	=	Available Area at northern kerbside					=	16.2	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	16.2 x 115 - (0.5 x 93)					=	1816	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1816 / (4 x 18.7)					=	24.3	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	4.8 x (115 - 35) ^ 2 / (2 x 115)					=	133	p-s					
	As	=	Available Area at southern kerbside					=	14.3	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	14.3 x 115 - (0.5 x 133)					=	1578	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1578 / (4 x 15.5)					=	25.5	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED
Junction:	Location N_Finnie Street												Design Year: 2033 Des
Description:	Weekend AM Peak								Designed By: NLY				Checked By: WCY
	C	=	Cycle Time				=	115	sec				
	G	=	Effective Green Time for Pedestrians				=	88	sec				
	Vcn	=	Pedestrian Count from Northern kerbside				=	180	pph				
		=	(180 / 60) x (115 / 60)				=	5.8	p/cycle				
	Vcs	=	Pedestrian Count from Southern kerbside				=	210	pph				
		=	(210 / 60) x (115 / 60)				=	6.7	p/cycle				
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	140	pph				
		=	(140 / 60) x (115 / 60)				=	4.5	p/cycle				
	Vss	=	Sidewalk Flow at Southern Kerbside				=	170	pph				
		=	(170 / 60) x (115 / 60)				=	5.4	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside										
		=	5.8	+	6.7	+	4.5	=	16.9	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside										
		=	5.8	+	6.7	+	5.4	=	17.9	p/cycle			
	L	=	Crosswalk Length				=	5.7	metres				
	We	=	Effective Crosswalk Width				=	2.5	metres				
	Sp	=	Average speed of Pedestrians				=	1.2	m/s				
	TSc	=	Time-space of the crosswalk										
		=	5.7 x 2.5 x (88 - 5.7 / (2 x 1.2))				=	1220.16	m2-s				
	Nped	=	Number of pedestrians during a cycle										
		=	7 x (115 - 88) / 115				=	2	p/cycle				
	t	=	Total Crossing Time										
		=	3.2 + 5.7 / 1.2 + (0.27 x 2)				=	8	sec				
	T	=	Total crosswalk occupancy time										
		=	(6 + 7) x 8				=	104	p-s				
	Mc	=	Space per pedestrian Crossing										
		=	1220.16	/	104		=	11.7	m2/p				
	LOS	=	**A**										
	Compute the circulation space												
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside										
		=	5.8 x (115 - 88) ^ 2 / (2 x 115)				=	18	p-s				
	An	=	Available Area at northern kerbside				=	9.5	m2				
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside										
		=	9.5 x 115 - (0.5 x 18)				=	1083	m2-s				
	Mn	=	Circulation Area per pedestrian at northern kerbside										
		=	1083 / (4 x 16.9)				=	16.0	m2/p				
	LOS	=	**A**										
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside										
		=	6.7 x (115 - 88) ^ 2 / (2 x 115)				=	21	p-s				
	As	=	Available Area at southern kerbside				=	16.2	m2				
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside										
		=	16.2 x 115 - (0.5 x 21)				=	1852	m2-s				
	Ms	=	Circulation Area per pedestrian at southern kerbside										
		=	1852 / (4 x 17.9)				=	25.9	m2/p				
	LOS	=	**A**										

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street												Design Year:	2033 Des	
Description:	Weekend AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	255	pph					
		=	(255 / 60) x (115 / 60)					=	8.1	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	245	pph					
		=	(245 / 60) x (115 / 60)					=	7.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	105	pph					
		=	(105 / 60) x (115 / 60)					=	3.4	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph					
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	8.1	+	7.8	+	3.4	=	19.3	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	8.1	+	7.8	+	2.1	=	18.0	p/cycle					
	L	=	Crosswalk Length					=	17	metres					
	We	=	Effective Crosswalk Width					=	2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	17 x 2 x (35 - 17 / (2 x 1.2))					=	949.167	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	8 x (115 - 35) / 115					=	6	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 17 / 1.2 + (0.27 x 6)					=	19	sec					
	T	=	Total crosswalk occupancy time												
		=	(8 + 8) x 19					=	302	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	949.167	/	302			=	3.1	m2/p					
	LOS	=	**C**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	8.1 x (115 - 35) ^ 2 / (2 x 115)					=	227	p-s					
	An	=	Available Area at northern kerbside					=	11.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	11.6 x 115 - (0.5 x 227)					=	1221	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1221 / (4 x 19.3)					=	15.8	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	7.8 x (115 - 35) ^ 2 / (2 x 115)					=	218	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 115 - (0.5 x 218)					=	1754	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1754 / (4 x 18)					=	24.3	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G_Java Road												Design Year:	2033 Des	
Description:	Weekend Noon Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	65	pph					
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	95	pph					
		=	(95 / 60) x (110 / 60)					=	2.9	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	485	pph					
		=	(485 / 60) x (110 / 60)					=	14.8	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph					
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	2.0	+	2.9	+	14.8	=	19.7	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	2.0	+	2.9	+	2.0	=	6.9	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (32 - 12 / (2 x 1.2))					=	1296	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	3 x (110 - 32) / 110					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 2 / 4)					=	14	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 3) x 14					=	67	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1296	/	67			=	19.5	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	2 x (110 - 32) ^ 2 / (2 x 110)					=	55	p-s					
	An	=	Available Area at northern kerbside					=	18	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	18 x 110 - (0.5 x 55)					=	1953	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1953 / (4 x 19.7)					=	24.8	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	2.9 x (110 - 32) ^ 2 / (2 x 110)					=	80	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 110 - (0.5 x 80)					=	1808	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1808 / (4 x 6.9)					=	65.7	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location K_Hoi Tai Street												Design Year:	2033 Des	
Description:	Weekend Noon Peak								Designed By:	NLY			Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	33	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	65	pph					
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	45	pph					
		=	(45 / 60) x (110 / 60)					=	1.4	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	65	pph					
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	420	pph					
		=	(420 / 60) x (110 / 60)					=	12.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	2.0	+	1.4	+	2.0	=	5.3	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	2.0	+	1.4	+	12.8	=	16.2	p/cycle					
	L	=	Crosswalk Length					=	13.5	metres					
	We	=	Effective Crosswalk Width					=	3.1	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	13.5 x 3.1 x (33 - 13.5 / (2 x 1.2))					=	1145.64	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (110 - 33) / 110					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)					=	15	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 1) x 15					=	50	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1145.64	/	50			=	23.0	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	2 x (110 - 33) ^ 2 / (2 x 110)					=	54	p-s					
	An	=	Available Area at northern kerbside					=	15.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	15.6 x 110 - (0.5 x 54)					=	1689	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1689 / (4 x 5.3)					=	79.0	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.4 x (110 - 33) ^ 2 / (2 x 110)					=	37	p-s					
	As	=	Available Area at southern kerbside					=	11	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	11 x 110 - (0.5 x 37)					=	1191	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1191 / (4 x 16.2)					=	18.4	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location L_Hoi Kwong Street												Design Year:	2033 Des	
Description:	Weekend Noon Peak								Designed By:	NLY			Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	82	sec					
	Vcn	=	Pedestrian Count from Western kerbside					=	315	pph					
		=	(315 / 60) x (110 / 60)					=	9.6	p/cycle					
	Vcs	=	Pedestrian Count from Eastern kerbside					=	315	pph					
		=	(315 / 60) x (110 / 60)					=	9.6	p/cycle					
	Vsn	=	Sidewalk Flow at Western Kerbside					=	230	pph					
		=	(230 / 60) x (110 / 60)					=	7.0	p/cycle					
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	125	pph					
		=	(125 / 60) x (110 / 60)					=	3.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	9.6	+	9.6	+	7.0	=	26.3	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	9.6	+	9.6	+	3.8	=	23.1	p/cycle					
	L	=	Crosswalk Length					=	3.6	metres					
	We	=	Effective Crosswalk Width					=	4.2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	3.6 x 4.2 x (82 - 3.6 / (2 x 1.2))					=	1217.16	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	10 x (110 - 82) / 110					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 3.6 / 1.2 + (0.81 x 2 / 4.2)					=	7	sec					
	T	=	Total crosswalk occupancy time												
		=	(10 + 10) x 7					=	128	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1217.16	/	128			=	9.5	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside												
		=	9.6 x (110 - 82) ^ 2 / (2 x 110)					=	34	p-s					
	An	=	Available Area at Western kerbside					=	31.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside												
		=	31.5 x 110 - (0.5 x 34)					=	3448	m2-s					
	Mn	=	Circulation Area per pedestrian at Western kerbside												
		=	3448 / (4 x 26.3)					=	32.8	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside												
		=	9.6 x (110 - 82) ^ 2 / (2 x 110)					=	34	p-s					
	As	=	Available Area at Eastern kerbside					=	12.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside												
		=	12.8 x 110 - (0.5 x 34)					=	1391	m2-s					
	Ms	=	Circulation Area per pedestrian at Eastern kerbside												
		=	1391 / (4 x 23.1)					=	15.1	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M_Finnie Street												Design Year:	2033 Des	
Description:	Weekend Noon Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	250	pph					
		=	(250 / 60) x (110 / 60)					=	7.6	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	420	pph					
		=	(420 / 60) x (110 / 60)					=	12.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	480	pph					
		=	(480 / 60) x (110 / 60)					=	14.7	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	440	pph					
		=	(440 / 60) x (110 / 60)					=	13.4	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	7.6	+	12.8	+	14.7	=	35.1	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	7.6	+	12.8	+	13.4	=	33.9	p/cycle					
	L	=	Crosswalk Length					=	4.6	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	4.6 x 2.5 x (32 - 4.6 / (2 x 1.2))					=	345.958	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	13 x (110 - 32) / 110					=	9	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 4.6 / 1.2 + (0.27 x 9)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(8 + 13) x 9					=	194	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	345.958	/	194			=	1.8	m2/p					
	LOS	=	**D**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	7.6 x (110 - 32) ^ 2 / (2 x 110)					=	211	p-s					
	An	=	Available Area at northern kerbside					=	16.2	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	16.2 x 110 - (0.5 x 211)					=	1676	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1676 / (4 x 35.1)					=	11.9	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	12.8 x (110 - 32) ^ 2 / (2 x 110)					=	355	p-s					
	As	=	Available Area at southern kerbside					=	14.3	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	14.3 x 110 - (0.5 x 355)					=	1396	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1396 / (4 x 33.9)					=	10.3	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N_Finnie Street												Design Year: 2033 Des		
Description:	Weekend Noon Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	86	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	400	pph					
		=	(400 / 60) x (110 / 60)					=	12.2	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	455	pph					
		=	(455 / 60) x (110 / 60)					=	13.9	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	280	pph					
		=	(280 / 60) x (110 / 60)					=	8.6	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	315	pph					
		=	(315 / 60) x (110 / 60)					=	9.6	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	12.2	+	13.9	+	8.6	=	34.7	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	12.2	+	13.9	+	9.6	=	35.8	p/cycle					
	L	=	Crosswalk Length					=	5.7	metres					
	We	=	Effective Crosswalk Width					=	2.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.7 x 2.5 x (86 - 5.7 / (2 x 1.2))					=	1191.66	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	14 x (110 - 86) / 110					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.7 / 1.2 + (0.27 x 3)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(12 + 14) x 9					=	229	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1191.66	/	229			=	5.2	m2/p					
	LOS	=	**B**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	12.2 x (110 - 86) ^ 2 / (2 x 110)					=	32	p-s					
	An	=	Available Area at northern kerbside					=	9.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	9.5 x 110 - (0.5 x 32)					=	1029	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1029 / (4 x 34.7)					=	7.4	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	13.9 x (110 - 86) ^ 2 / (2 x 110)					=	36	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 36)					=	1764	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1764 / (4 x 35.8)					=	12.3	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location O_Hoi Tai Street												Design Year:	2033 Des	
Description:	Weekend Noon Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	350	pph					
		=	(350 / 60) x (110 / 60)					=	10.7	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	445	pph					
		=	(445 / 60) x (110 / 60)					=	13.6	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	85	pph					
		=	(85 / 60) x (110 / 60)					=	2.6	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	375	pph					
		=	(375 / 60) x (110 / 60)					=	11.5	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	10.7	+	13.6	+	2.6	=	26.9	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	10.7	+	13.6	+	11.5	=	35.8	p/cycle					
	L	=	Crosswalk Length					=	17	metres					
	We	=	Effective Crosswalk Width					=	2	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	17 x 2 x (32 - 17 / (2 x 1.2))					=	847.167	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	14 x (110 - 32) / 110					=	10	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 17 / 1.2 + (0.27 x 10)					=	20	sec					
	T	=	Total crosswalk occupancy time												
		=	(11 + 14) x 20					=	485	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	847.167	/	485			=	1.7	m2/p					
	LOS	=	**D**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	10.7 x (110 - 32) ^ 2 / (2 x 110)					=	296	p-s					
	An	=	Available Area at northern kerbside					=	11.6	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	11.6 x 110 - (0.5 x 296)					=	1128	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1128 / (4 x 26.9)					=	10.5	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	13.6 x (110 - 32) ^ 2 / (2 x 110)					=	376	p-s					
	As	=	Available Area at southern kerbside					=	16.2	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.2 x 110 - (0.5 x 376)					=	1594	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1594 / (4 x 35.8)					=	11.1	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED
Junction:	Location G_Java Road												Design Year:	2033 Des
Description:	Weekend PM Peak								Designed By: NLY				Checked By:	WCY
	C	=	Cycle Time				=	110	sec					
	G	=	Effective Green Time for Pedestrians				=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside				=	65	pph					
		=	(65 / 60) x (110 / 60)				=	2.0	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside				=	115	pph					
		=	(115 / 60) x (110 / 60)				=	3.5	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	530	pph					
		=	(530 / 60) x (110 / 60)				=	16.2	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside				=	105	pph					
		=	(105 / 60) x (110 / 60)				=	3.2	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside											
		=	2.0	+	3.5	+	16.2	=	21.7	p/cycle				
	Vtots	=	Total circulating pedestrian flow at easten kerbside											
		=	2.0	+	3.5	+	3.2	=	8.7	p/cycle				
	L	=	Crosswalk Length				=	12	metres					
	We	=	Effective Crosswalk Width				=	4	metres					
	Sp	=	Average speed of Pedestrians				=	1.2	m/s					
	TSc	=	Time-space of the crosswalk											
		=	12 x 4 x (32 - 12 / (2 x 1.2))				=	1296	m2-s					
	Nped	=	Number of pedestrians during a cycle											
		=	4 x (110 - 32) / 110				=	2	p/cycle					
	t	=	Total Crossing Time											
		=	3.2 + 12 / 1.2 + (0.81 x 2 / 4)				=	14	sec					
	T	=	Total crosswalk occupancy time											
		=	(2 + 4) x 14				=	75	p-s					
	Mc	=	Space per pedestrian Crossing											
		=	1296	/	75		=	17.2	m2/p					
	LOS	=	**A**											
	Compute the circulation space													
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside											
		=	2 x (110 - 32)^2 / (2 x 110)				=	55	p-s					
	An	=	Available Area at northern kerbside				=	18	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside											
		=	18 x 110 - (0.5 x 55)				=	1953	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside											
		=	1953 / (4 x 21.7)				=	22.5	m2/p					
	LOS	=	**A**											
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside											
		=	3.5 x (110 - 32)^2 / (2 x 110)				=	97	p-s					
	As	=	Available Area at southern kerbside				=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside											
		=	16.8 x 110 - (0.5 x 97)				=	1799	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside											
		=	1799 / (4 x 8.7)				=	51.7	m2/p					
	LOS	=	**A**											

DESIGN SHEET									Job No.: CHK50793710		MVA ASIA LIMITED
Junction:	Location K_Hoi Tai Street										Design Year: 2033 Des
Description:	Weekend PM Peak								Designed By: NLY		Checked By: WCY
	C	=	Cycle Time				=	110	sec		
	G	=	Effective Green Time for Pedestrians				=	36	sec		
	Vcn	=	Pedestrian Count from Northern kerbside				=	25	pph		
		=	(25 / 60) x (110 / 60)				=	0.8	p/cycle		
	Vcs	=	Pedestrian Count from Southern kerbside				=	25	pph		
		=	(25 / 60) x (110 / 60)				=	0.8	p/cycle		
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	65	pph		
		=	(65 / 60) x (110 / 60)				=	2.0	p/cycle		
	Vss	=	Sidewalk Flow at Southern Kerbside				=	420	pph		
		=	(420 / 60) x (110 / 60)				=	12.8	p/cycle		
	Vtotn	=	Total circulating pedestrian flow at western kerbside								
		=	0.8	+	0.8	+	2.0	=	3.5	p/cycle	
	Vtots	=	Total circulating pedestrian flow at easten kerbside								
		=	0.8	+	0.8	+	12.8	=	14.4	p/cycle	
	L	=	Crosswalk Length				=	13.5	metres		
	We	=	Effective Crosswalk Width				=	3.1	metres		
	Sp	=	Average speed of Pedestrians				=	1.2	m/s		
	TSc	=	Time-space of the crosswalk								
		=	13.5 x 3.1 x (36 - 13.5 / (2 x 1.2))				=	1271.19	m2-s		
	Nped	=	Number of pedestrians during a cycle								
		=	1 x (110 - 36) / 110				=	1	p/cycle		
	t	=	Total Crossing Time								
		=	3.2 + 13.5 / 1.2 + (0.81 x 1 / 3.1)				=	15	sec		
	T	=	Total crosswalk occupancy time								
		=	(1 + 1) x 15				=	22	p-s		
	Mc	=	Space per pedestrian Crossing								
		=	1271.19	/	22		=	57.1	m2/p		
	LOS	=	**A**								
	Compute the circulation space										
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside								
		=	0.8 x (110 - 36)^2 / (2 x 110)				=	19	p-s		
	An	=	Available Area at northern kerbside				=	15.6	m2		
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside								
		=	15.6 x 110 - (0.5 x 19)				=	1706	m2-s		
	Mn	=	Circulation Area per pedestrian at northern kerbside								
		=	1706 / (4 x 3.5)				=	121.4	m2/p		
	LOS	=	**A**								
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside								
		=	0.8 x (110 - 36)^2 / (2 x 110)				=	19	p-s		
	As	=	Available Area at southern kerbside				=	11	m2		
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside								
		=	11 x 110 - (0.5 x 19)				=	1200	m2-s		
	Ms	=	Circulation Area per pedestrian at southern kerbside								
		=	1200 / (4 x 14.4)				=	20.9	m2/p		
	LOS	=	**A**								

DESIGN SHEET									Job No.: CHK50793710		MVA ASIA LIMITED
Junction:	Location L_Hoi Kwong Street										Design Year: 2033 Des
Description:	Weekend PM Peak								Designed By: NLY		Checked By: WCY
	C	=	Cycle Time			=	110	sec			
	G	=	Effective Green Time for Pedestrians			=	83	sec			
	Vcn	=	Pedestrian Count from Western kerbside			=	230	pph			
		=	(230 / 60) x (110 / 60)			=	7.0	p/cycle			
	Vcs	=	Pedestrian Count from Eastern kerbside			=	275	pph			
		=	(275 / 60) x (110 / 60)			=	8.4	p/cycle			
	Vsn	=	Sidewalk Flow at Western Kerbside			=	210	pph			
		=	(210 / 60) x (110 / 60)			=	6.4	p/cycle			
	Vss	=	Sidewalk Flow at Eastern Kerbside			=	125	pph			
		=	(125 / 60) x (110 / 60)			=	3.8	p/cycle			
	Vtotn	=	Total circulating pedestrian flow at western kerbside								
		=	7.0	+	8.4 + 6.4	=	21.8	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside								
		=	7.0	+	8.4 + 3.8	=	19.3	p/cycle			
	L	=	Crosswalk Length			=	3.6	metres			
	We	=	Effective Crosswalk Width			=	4.2	metres			
	Sp	=	Average speed of Pedestrians			=	1.2	m/s			
	TSc	=	Time-space of the crosswalk								
		=	3.6 x 4.2 x (83 - 3.6 / (2 x 1.2))			=	1232.28	m2-s			
	Nped	=	Number of pedestrians during a cycle								
		=	8 x (110 - 83) / 110			=	2	p/cycle			
	t	=	Total Crossing Time								
		=	3.2 + 3.6 / 1.2 + (0.81 x 2 / 4.2)			=	7	sec			
	T	=	Total crosswalk occupancy time								
		=	(7 + 8) x 7			=	102	p-s			
	Mc	=	Space per pedestrian Crossing								
		=	1232.28	/	102	=	12.1	m2/p			
	LOS	=	**A**								
	Compute the circulation space										
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside								
		=	7 x (110 - 83)^2 / (2 x 110)			=	23	p-s			
	An	=	Available Area at Western kerbside			=	31.5	m2			
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside								
		=	31.5 x 110 - (0.5 x 23)			=	3453	m2-s			
	Mn	=	Circulation Area per pedestrian at Western kerbside								
		=	3453 / (4 x 21.8)			=	39.5	m2/p			
	LOS	=	**A**								
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside								
		=	8.4 x (110 - 83)^2 / (2 x 110)			=	28	p-s			
	As	=	Available Area at Eastern kerbside			=	12.8	m2			
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside								
		=	12.8 x 110 - (0.5 x 28)			=	1394	m2-s			
	Ms	=	Circulation Area per pedestrian at Eastern kerbside								
		=	1394 / (4 x 19.3)			=	18.1	m2/p			
	LOS	=	**A**								

DESIGN SHEET									Job No.: CHK50793710		MVA ASIA LIMITED
Junction:	Location M_Finnie Street										Design Year: 2033 Des
Description:	Weekend PM Peak								Designed By: NLY		Checked By: WCY
	C	=	Cycle Time			=	110	sec			
	G	=	Effective Green Time for Pedestrians			=	35	sec			
	Vcn	=	Pedestrian Count from Northern kerbside			=	190	pph			
		=	(190 / 60) x (110 / 60)			=	5.8	p/cycle			
	Vcs	=	Pedestrian Count from Southern kerbside			=	375	pph			
		=	(375 / 60) x (110 / 60)			=	11.5	p/cycle			
	Vsn	=	Sidewalk Flow at Northern Kerbside			=	500	pph			
		=	(500 / 60) x (110 / 60)			=	15.3	p/cycle			
	Vss	=	Sidewalk Flow at Southern Kerbside			=	375	pph			
		=	(375 / 60) x (110 / 60)			=	11.5	p/cycle			
	Vtotn	=	Total circulating pedestrian flow at western kerbside								
		=	5.8	+	11.5 + 15.3	=	32.5	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside								
		=	5.8	+	11.5 + 11.5	=	28.7	p/cycle			
	L	=	Crosswalk Length			=	4.6	metres			
	We	=	Effective Crosswalk Width			=	2.5	metres			
	Sp	=	Average speed of Pedestrians			=	1.2	m/s			
	TSc	=	Time-space of the crosswalk								
		=	4.6 x 2.5 x (35 - 4.6 / (2 x 1.2))			=	380.458	m2-s			
	Nped	=	Number of pedestrians during a cycle								
		=	11 x (110 - 35) / 110			=	8	p/cycle			
	t	=	Total Crossing Time								
		=	3.2 + 4.6 / 1.2 + (0.27 x 8)			=	9	sec			
	T	=	Total crosswalk occupancy time								
		=	(6 + 11) x 9			=	158	p-s			
	Mc	=	Space per pedestrian Crossing								
		=	380.458	/	158	=	2.4	m2/p			
	LOS	=	**C**								
	Compute the circulation space										
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside								
		=	5.8 x (110 - 35)^2 / (2 x 110)			=	148	p-s			
	An	=	Available Area at northern kerbside			=	16.2	m2			
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside								
		=	16.2 x 110 - (0.5 x 148)			=	1708	m2-s			
	Mn	=	Circulation Area per pedestrian at northern kerbside								
		=	1708 / (4 x 32.5)			=	13.1	m2/p			
	LOS	=	**A**								
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside								
		=	11.5 x (110 - 35)^2 / (2 x 110)			=	293	p-s			
	As	=	Available Area at southern kerbside			=	14.3	m2			
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside								
		=	14.3 x 110 - (0.5 x 293)			=	1427	m2-s			
	Ms	=	Circulation Area per pedestrian at southern kerbside								
		=	1427 / (4 x 28.7)			=	12.4	m2/p			
	LOS	=	**A**								

DESIGN SHEET									Job No.: CHK50793710		MVA ASIA LIMITED
Junction:	Location N_Finnie Street										Design Year: 2033 Des
Description:	Weekend PM Peak								Designed By: NLY		Checked By: WCY
	C	=	Cycle Time				=	110	sec		
	G	=	Effective Green Time for Pedestrians				=	83	sec		
	Vcn	=	Pedestrian Count from Northern kerbside				=	380	pph		
		=	(380 / 60) x (110 / 60)				=	11.6	p/cycle		
	Vcs	=	Pedestrian Count from Southern kerbside				=	415	pph		
		=	(415 / 60) x (110 / 60)				=	12.7	p/cycle		
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	70	pph		
		=	(70 / 60) x (110 / 60)				=	2.1	p/cycle		
	Vss	=	Sidewalk Flow at Southern Kerbside				=	250	pph		
		=	(250 / 60) x (110 / 60)				=	7.6	p/cycle		
	Vtotn	=	Total circulating pedestrian flow at western kerbside								
		=	11.6	+	12.7	+	2.1	=	26.4	p/cycle	
	Vtots	=	Total circulating pedestrian flow at easten kerbside								
		=	11.6	+	12.7	+	7.6	=	31.9	p/cycle	
	L	=	Crosswalk Length				=	5.7	metres		
	We	=	Effective Crosswalk Width				=	2.5	metres		
	Sp	=	Average speed of Pedestrians				=	1.2	m/s		
	TSc	=	Time-space of the crosswalk								
		=	5.7 x 2.5 x (83 - 5.7 / (2 x 1.2))				=	1148.91	m2-s		
	Nped	=	Number of pedestrians during a cycle								
		=	13 x (110 - 83) / 110				=	3	p/cycle		
	t	=	Total Crossing Time								
		=	3.2 + 5.7 / 1.2 + (0.27 x 3)				=	9	sec		
	T	=	Total crosswalk occupancy time								
		=	(12 + 13) x 9				=	214	p-s		
	Mc	=	Space per pedestrian Crossing								
		=	1148.91	/	214		=	5.4	m2/p		
	LOS	=	**B**								
	Compute the circulation space										
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside								
		=	11.6 x (110 - 83) ^ 2 / (2 x 110)				=	38	p-s		
	An	=	Available Area at northern kerbside				=	9.5	m2		
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside								
		=	9.5 x 110 - (0.5 x 38)				=	1026	m2-s		
	Mn	=	Circulation Area per pedestrian at northern kerbside								
		=	1026 / (4 x 26.4)				=	9.7	m2/p		
	LOS	=	**A**								
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside								
		=	12.7 x (110 - 83) ^ 2 / (2 x 110)				=	42	p-s		
	As	=	Available Area at southern kerbside				=	16.2	m2		
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside								
		=	16.2 x 110 - (0.5 x 42)				=	1761	m2-s		
	Ms	=	Circulation Area per pedestrian at southern kerbside								
		=	1761 / (4 x 31.9)				=	13.8	m2/p		
	LOS	=	**A**								

DESIGN SHEET									Job No.: CHK50793710		MVA ASIA LIMITED
Junction:	Location O_Hoi Tai Street										Design Year: 2033 Des
Description:	Weekend PM Peak								Designed By: NLY		Checked By: WCY
	C	=	Cycle Time			=	110	sec			
	G	=	Effective Green Time for Pedestrians			=	35	sec			
	Vcn	=	Pedestrian Count from Northern kerbside			=	310	pph			
		=	(310 / 60) x (110 / 60)			=	9.5	p/cycle			
	Vcs	=	Pedestrian Count from Southern kerbside			=	445	pph			
		=	(445 / 60) x (110 / 60)			=	13.6	p/cycle			
	Vsn	=	Sidewalk Flow at Northern Kerbside			=	105	pph			
		=	(105 / 60) x (110 / 60)			=	3.2	p/cycle			
	Vss	=	Sidewalk Flow at Southern Kerbside			=	315	pph			
		=	(315 / 60) x (110 / 60)			=	9.6	p/cycle			
	Vtotn	=	Total circulating pedestrian flow at western kerbside								
		=	9.5	+	13.6 + 3.2	=	26.3	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside								
		=	9.5	+	13.6 + 9.6	=	32.7	p/cycle			
	L	=	Crosswalk Length			=	17	metres			
	We	=	Effective Crosswalk Width			=	2	metres			
	Sp	=	Average speed of Pedestrians			=	1.2	m/s			
	TSc	=	Time-space of the crosswalk								
		=	17 x 2 x (35 - 17 / (2 x 1.2))			=	949.167	m2-s			
	Nped	=	Number of pedestrians during a cycle								
		=	14 x (110 - 35) / 110			=	9	p/cycle			
	t	=	Total Crossing Time								
		=	3.2 + 17 / 1.2 + (0.27 x 9)			=	20	sec			
	T	=	Total crosswalk occupancy time								
		=	(9 + 14) x 20			=	458	p-s			
	Mc	=	Space per pedestrian Crossing								
		=	949.167	/	458	=	2.1	m2/p			
	LOS	=	**D**								
	Compute the circulation space										
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside								
		=	9.5 x (110 - 35)^2 / (2 x 110)			=	242	p-s			
	An	=	Available Area at northern kerbside			=	11.6	m2			
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside								
		=	11.6 x 110 - (0.5 x 242)			=	1155	m2-s			
	Mn	=	Circulation Area per pedestrian at northern kerbside								
		=	1155 / (4 x 26.3)			=	11.0	m2/p			
	LOS	=	**A**								
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside								
		=	13.6 x (110 - 35)^2 / (2 x 110)			=	348	p-s			
	As	=	Available Area at southern kerbside			=	16.2	m2			
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside								
		=	16.2 x 110 - (0.5 x 348)			=	1608	m2-s			
	Ms	=	Circulation Area per pedestrian at southern kerbside								
		=	1608 / (4 x 32.7)			=	12.3	m2/p			
	LOS	=	**A**								

Calculation Sheets - 2033 Design Year (Improvement)

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G' Java Road												Design Year:	2033 Des(imp)	
Description:	Weekday AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	30	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	85	pph					
		=	(85 / 60) x (115 / 60)					=	2.7	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	65	pph					
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	920	pph					
		=	(920 / 60) x (115 / 60)					=	29.4	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph					
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	2.7	+	2.1	+	29.4	=	34.2	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	2.7	+	2.1	+	0.8	=	5.6	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (30 - 12 / (2 x 1.2))					=	1200	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	3 x (115 - 30) / 115					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 2 / 4)					=	14	sec					
	T	=	Total crosswalk occupancy time												
		=	(3 + 2) x 14					=	65	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1200	/	65			=	18.4	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	2.7 x (115 - 30) ^ 2 / (2 x 115)					=	85	p-s					
	An	=	Available Area at northern kerbside					=	17.3	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	17.3 x 115 - (0.5 x 85)					=	1947	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1947 / (4 x 34.2)					=	14.2	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	2.1 x (115 - 30) ^ 2 / (2 x 115)					=	65	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 115 - (0.5 x 65)					=	1899	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1899 / (4 x 5.6)					=	84.9	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location F1' Hoi Yu Street												Design Year:	2033 Des(imp)	
Description:	Weekday AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	81	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	225	pph					
		=	(225 / 60) x (115 / 60)					=	7.2	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	275	pph					
		=	(275 / 60) x (115 / 60)					=	8.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	0	pph					
		=	(0 / 60) x (115 / 60)					=	0.0	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	35	pph					
		=	(35 / 60) x (115 / 60)					=	1.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	7.2	+	8.8	+	0.0	=	16.0	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	7.2	+	8.8	+	1.1	=	17.1	p/cycle					
	L	=	Crosswalk Length					=	6	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	6 x 4 x (81 - 6 / (2 x 1.2))					=	1884	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	9 x (115 - 81) / 115					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 6 / 1.2 + (0.81 x 3 / 4)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(7 + 9) x 9					=	139	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1884	/	139			=	13.5	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	7.2 x (115 - 81)^2 / (2 x 115)					=	36	p-s					
	An	=	Available Area at northern kerbside					=	10.8	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	10.8333333333333 x 115 - (0.5 x 36)					=	1228	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1228 / (4 x 16)					=	19.2	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	8.8 x (115 - 81)^2 / (2 x 115)					=	44	p-s					
	As	=	Available Area at southern kerbside					=	25.0	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	25 x 115 - (0.5 x 44)					=	2853	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	2853 / (4 x 17.1)					=	41.7	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location F2' Hoi Yu Street													Design Year:	2033 Des(imp)	
Description:	Weekday AM Peak								Designed By: NLY					Checked By:	WCY	
	C	=	Cycle Time					=	115	sec						
	G	=	Effective Green Time for Pedestrians					=	30	sec						
	Vcn	=	Pedestrian Count from Western kerbside					=	275	pph						
		=	(275 / 60) x (115 / 60)					=	8.8	p/cycle						
	Vcs	=	Pedestrian Count from Eastern kerbside					=	225	pph						
		=	(225 / 60) x (115 / 60)					=	7.2	p/cycle						
	Vsn	=	Sidewalk Flow at Western Kerbside					=	500	pph						
		=	(500 / 60) x (115 / 60)					=	16.0	p/cycle						
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	0	pph						
		=	(0 / 60) x (115 / 60)					=	0.0	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	8.8	+	7.2	+	16.0	=	31.9	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	8.8	+	7.2	+	0.0	=	16.0	p/cycle						
	L	=	Crosswalk Length					=	7.5	metres						
	We	=	Effective Crosswalk Width					=	4	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	7.5 x 4 x (30 - 7.5 / (2 x 1.2))					=	806.25	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	9 x (115 - 30) / 115					=	6	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 7.5 / 1.2 + (0.81 x 6 / 4)					=	11	sec						
	T	=	Total crosswalk occupancy time													
		=	(9 + 7) x 11					=	172	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	806.25	/	172			=	4.7	m2/p						
	LOS	=	**B**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside													
		=	8.8 x (115 - 30) ^ 2 / (2 x 115)					=	276	p-s						
	An	=	Available Area at Western kerbside					=	16.5	m2						
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside													
		=	16.5 x 115 - (0.5 x 276)					=	1760	m2-s						
	Mn	=	Circulation Area per pedestrian at Western kerbside													
		=	1760 / (4 x 31.9)					=	13.8	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside													
		=	7.2 x (115 - 30) ^ 2 / (2 x 115)					=	226	p-s						
	As	=	Available Area at Eastern kerbside					=	10.9	m2						
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside													
		=	10.8833333333333 x 115 - (0.5 x 226)					=	1139	m2-s						
	Ms	=	Circulation Area per pedestrian at Eastern kerbside													
		=	1139 / (4 x 16)					=	17.8	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M'_Finnie Street												Design Year: 2033 Des(imp)		
Description:	Weekday AM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	125	pph					
		=	(125 / 60) x (115 / 60)					=	4.0	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	210	pph					
		=	(210 / 60) x (115 / 60)					=	6.7	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	315	pph					
		=	(315 / 60) x (115 / 60)					=	10.1	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	1230	pph					
		=	(1230 / 60) x (115 / 60)					=	39.3	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	4.0	+	6.7	+	10.1	=	20.8	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	4.0	+	6.7	+	39.3	=	50.0	p/cycle					
	L	=	Crosswalk Length					=	5.8	metres					
	We	=	Effective Crosswalk Width					=	6.0	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.8 x 6 x (35 - 5.8 / (2 x 1.2))					=	1133.9	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	7 x (115 - 35) / 115					=	5	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.8 / 1.2 + (0.81 x 5 / 6)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(4 + 7) x 9					=	93	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1133.9	/	93			=	12.2	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	4 x (115 - 35)^2 / (2 x 115)					=	111	p-s					
	An	=	Available Area at northern kerbside					=	27.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	27.5 x 115 - (0.5 x 111)					=	3107	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	3107 / (4 x 20.8)					=	37.4	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	6.7 x (115 - 35)^2 / (2 x 115)					=	187	p-s					
	As	=	Available Area at southern kerbside					=	17.5	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	17.5 x 115 - (0.5 x 187)					=	1919	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1919 / (4 x 50)					=	9.6	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED		
Junction:	Location N'_Finnie Street													Design Year:	2033 Des(imp)	
Description:	Weekday AM Peak								Designed By: NLY					Checked By:	WCY	
	C	=	Cycle Time					=	115	sec						
	G	=	Effective Green Time for Pedestrians					=	88	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	235	pph						
		=	(235 / 60) x (115 / 60)					=	7.5	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	350	pph						
		=	(350 / 60) x (115 / 60)					=	11.2	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	225	pph						
		=	(225 / 60) x (115 / 60)					=	7.2	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph						
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	7.5	+	11.2	+	7.2	=	25.9	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	7.5	+	11.2	+	2.1	=	20.8	p/cycle						
	L	=	Crosswalk Length					=	6	metres						
	We	=	Effective Crosswalk Width					=	4.5	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	6 x 4.5 x (88 - 6 / (2 x 1.2))					=	2308.5	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	11 x (115 - 88) / 115					=	3	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 6 / 1.2 + (0.81 x 3 / 4.5)					=	9	sec						
	T	=	Total crosswalk occupancy time													
		=	(8 + 11) x 9					=	162	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	2308.5	/	162			=	14.2	m2/p						
	LOS	=	A													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	7.5 x (115 - 88) ^ 2 / (2 x 115)					=	24	p-s						
	An	=	Available Area at northern kerbside					=	20	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	20 x 115 - (0.5 x 24)					=	2288	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	2288 / (4 x 25.9)					=	22.1	m2/p						
	LOS	=	A													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	11.2 x (115 - 88) ^ 2 / (2 x 115)					=	35	p-s						
	As	=	Available Area at southern kerbside					=	27.5	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	27.5 x 115 - (0.5 x 35)					=	3145	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	3145 / (4 x 20.8)					=	37.9	m2/p						
	LOS	=	A													

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED
Junction:	Location O'_Hoi Tai Street													Design Year: 2033 Des(imp)
Description:	Weekday AM Peak								Designed By: NLY					Checked By: WCY
	C	=	Cycle Time					=	115	sec				
	G	=	Effective Green Time for Pedestrians					=	35	sec				
	Vcn	=	Pedestrian Count from Northern kerbside					=	185	pph				
		=	(185 / 60) x (115 / 60)					=	5.9	p/cycle				
	Vcs	=	Pedestrian Count from Southern kerbside					=	175	pph				
		=	(175 / 60) x (115 / 60)					=	5.6	p/cycle				
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	150	pph				
		=	(150 / 60) x (115 / 60)					=	4.8	p/cycle				
	Vss	=	Sidewalk Flow at Southern Kerbside					=	275	pph				
		=	(275 / 60) x (115 / 60)					=	8.8	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside											
		=	5.9	+	5.6	+	4.8	=	16.3	p/cycle				
	Vtots	=	Total circulating pedestrian flow at easten kerbside											
		=	5.9	+	5.6	+	8.8	=	20.3	p/cycle				
	L	=	Crosswalk Length					=	11	metres				
	We	=	Effective Crosswalk Width					=	5	metres				
	Sp	=	Average speed of Pedestrians					=	1.2	m/s				
	TSc	=	Time-space of the crosswalk											
		=	11 x 5 x (35 - 11 / (2 x 1.2))					=	1672.92	m2-s				
	Nped	=	Number of pedestrians during a cycle											
		=	6 x (115 - 35) / 115					=	4	p/cycle				
	t	=	Total Crossing Time											
		=	3.2 + 11 / 1.2 + (0.81 x 4 / 5)					=	13	sec				
	T	=	Total crosswalk occupancy time											
		=	(6 + 6) x 13					=	150	p-s				
	Mc	=	Space per pedestrian Crossing											
		=	1672.92	/	150			=	11.2	m2/p				
	LOS	=	A											
	Compute the circulation space													
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside											
		=	5.9 x (115 - 35)^2 / (2 x 115)					=	164	p-s				
	An	=	Available Area at northern kerbside					=	22	m2				
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside											
		=	22 x 115 - (0.5 x 164)					=	2448	m2-s				
	Mn	=	Circulation Area per pedestrian at northern kerbside											
		=	2448 / (4 x 16.3)					=	37.6	m2/p				
	LOS	=	A											
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside											
		=	5.6 x (115 - 35)^2 / (2 x 115)					=	156	p-s				
	As	=	Available Area at southern kerbside					=	27.5	m2				
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside											
		=	27.5 x 115 - (0.5 x 156)					=	3085	m2-s				
	Ms	=	Circulation Area per pedestrian at southern kerbside											
		=	3085 / (4 x 20.3)					=	38.0	m2/p				
	LOS	=	A											

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G' Java Road												Design Year:	2033 Des(imp)	
Description:	Weekday Noon Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time				=	110	sec						
	G	=	Effective Green Time for Pedestrians				=	51	sec						
	Vcn	=	Pedestrian Count from Northern kerbside				=	165	pph						
		=	(165 / 60) x (110 / 60)				=	5.0	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside				=	90	pph						
		=	(90 / 60) x (110 / 60)				=	2.8	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	1630	pph						
		=	(1630 / 60) x (110 / 60)				=	49.8	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside				=	25	pph						
		=	(25 / 60) x (110 / 60)				=	0.8	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	5.0	+	2.8	+	49.8	=	57.6	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	5.0	+	2.8	+	0.8	=	8.6	p/cycle					
	L	=	Crosswalk Length				=	12	metres						
	We	=	Effective Crosswalk Width				=	4	metres						
	Sp	=	Average speed of Pedestrians				=	1.2	m/s						
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (51 - 12 / (2 x 1.2))				=	2208	m2-s						
	Nped	=	Number of pedestrians during a cycle												
		=	5 x (110 - 51) / 110				=	3	p/cycle						
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 3 / 4)				=	14	sec						
	T	=	Total crosswalk occupancy time												
		=	(5 + 3) x 14				=	107	p-s						
	Mc	=	Space per pedestrian Crossing												
		=	2208	/	107		=	20.6	m2/p						
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	5 x (110 - 51)^2 / (2 x 110)				=	80	p-s						
	An	=	Available Area at northern kerbside				=	17.3	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	17.3 x 110 - (0.5 x 80)				=	1863	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1863 / (4 x 57.6)				=	8.1	m2/p						
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	2.8 x (110 - 51)^2 / (2 x 110)				=	44	p-s						
	As	=	Available Area at southern kerbside				=	16.8	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 110 - (0.5 x 44)				=	1826	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1826 / (4 x 8.6)				=	53.4	m2/p						
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED
Junction:	Location F1'_Hoi Yu Street												Design Year: 2033 Des(imp)
Description:	Weekday Noon Peak								Designed By: NLY				Checked By: WCY
	C	=	Cycle Time				=	110	sec				
	G	=	Effective Green Time for Pedestrians				=	55	sec				
	Vcn	=	Pedestrian Count from Northern kerbside				=	995	pph				
		=	(995 / 60) x (110 / 60)				=	30.4	p/cycle				
	Vcs	=	Pedestrian Count from Southern kerbside				=	260	pph				
		=	(260 / 60) x (110 / 60)				=	7.9	p/cycle				
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	0	pph				
		=	(0 / 60) x (110 / 60)				=	0.0	p/cycle				
	Vss	=	Sidewalk Flow at Southern Kerbside				=	45	pph				
		=	(45 / 60) x (110 / 60)				=	1.4	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside										
		=	30.4	+	7.9	+	0.0	=	38.3	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside										
		=	30.4	+	7.9	+	1.4	=	39.7	p/cycle			
	L	=	Crosswalk Length				=	6	metres				
	We	=	Effective Crosswalk Width				=	4	metres				
	Sp	=	Average speed of Pedestrians				=	1.2	m/s				
	TSc	=	Time-space of the crosswalk										
		=	6 x 4 x (55 - 6 / (2 x 1.2))				=	1260	m2-s				
	Nped	=	Number of pedestrians during a cycle										
		=	30 x (110 - 55) / 110				=	15	p/cycle				
	t	=	Total Crossing Time										
		=	3.2 + 6 / 1.2 + (0.81 x 15 / 4)				=	11	sec				
	T	=	Total crosswalk occupancy time										
		=	(30 + 8) x 11				=	432	p-s				
	Mc	=	Space per pedestrian Crossing										
		=	1260	/	432		=	2.9	m2/p				
	LOS	=	C										
	Compute the circulation space												
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside										
		=	30.4 x (110 - 55) ^ 2 / (2 x 110)				=	418	p-s				
	An	=	Available Area at northern kerbside				=	10.8	m2				
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside										
		=	10.8333333333333 x 110 - (0.5 x 418)				=	983	m2-s				
	Mn	=	Circulation Area per pedestrian at northern kerbside										
		=	983 / (4 x 38.3)				=	6.4	m2/p				
	LOS	=	A										
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside										
		=	7.9 x (110 - 55) ^ 2 / (2 x 110)				=	109	p-s				
	As	=	Available Area at southern kerbside				=	25	m2				
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside										
		=	25 x 110 - (0.5 x 109)				=	2695	m2-s				
	Ms	=	Circulation Area per pedestrian at southern kerbside										
		=	2695 / (4 x 39.7)				=	17.0	m2/p				
	LOS	=	A										

DESIGN SHEET										Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location F2' Hoi Yu Street													Design Year:	2033 Des(imp)	
Description:	Weekday Noon Peak									Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	51	sec						
	Vcn	=	Pedestrian Count from Western kerbside					=	260	pph						
		=	(260 / 60) x (110 / 60)					=	7.9	p/cycle						
	Vcs	=	Pedestrian Count from Eastern kerbside					=	995	pph						
		=	(995 / 60) x (110 / 60)					=	30.4	p/cycle						
	Vsn	=	Sidewalk Flow at Western Kerbside					=	545	pph						
		=	(545 / 60) x (110 / 60)					=	16.7	p/cycle						
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	0	pph						
		=	(0 / 60) x (110 / 60)					=	0.0	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	7.9	+	30.4	+	16.7	=	55.0	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	7.9	+	30.4	+	0.0	=	38.3	p/cycle						
	L	=	Crosswalk Length					=	7.5	metres						
	We	=	Effective Crosswalk Width					=	4	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	7.5 x 4 x (51 - 7.5 / (2 x 1.2))					=	1436.25	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	30 x (110 - 51) / 110					=	16	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 7.5 / 1.2 + (0.81 x 16 / 4)					=	13	sec						
	T	=	Total crosswalk occupancy time													
		=	(8 + 30) x 13					=	489	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1436.25	/	489			=	2.9	m2/p						
	LOS	=	**C**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside													
		=	7.9 x (110 - 51)^2 / (2 x 110)					=	126	p-s						
	An	=	Available Area at Western kerbside					=	16.5	m2						
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside													
		=	16.5 x 110 - (0.5 x 126)					=	1752	m2-s						
	Mn	=	Circulation Area per pedestrian at Western kerbside													
		=	1752 / (4 x 55)					=	8.0	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside													
		=	30.4 x (110 - 51)^2 / (2 x 110)					=	481	p-s						
	As	=	Available Area at Eastern kerbside					=	10.9	m2						
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside													
		=	10.8833333333333 x 110 - (0.5 x 481)					=	957	m2-s						
	Ms	=	Circulation Area per pedestrian at Eastern kerbside													
		=	957 / (4 x 38.3)					=	6.2	m2/p						
	LOS	=	**A**													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED
Junction:	Location M'_Finnie Street												Design Year: 2033 Des(imp)
Description:	Weekday Noon Peak								Designed By: NLY				Checked By: WCY
	C	=	Cycle Time				=	110	sec				
	G	=	Effective Green Time for Pedestrians				=	51	sec				
	Vcn	=	Pedestrian Count from Northern kerbside				=	1065	pph				
		=	(1065 / 60) x (110 / 60)				=	32.5	p/cycle				
	Vcs	=	Pedestrian Count from Southern kerbside				=	1125	pph				
		=	(1125 / 60) x (110 / 60)				=	34.4	p/cycle				
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	465	pph				
		=	(465 / 60) x (110 / 60)				=	14.2	p/cycle				
	Vss	=	Sidewalk Flow at Southern Kerbside				=	1230	pph				
		=	(1230 / 60) x (110 / 60)				=	37.6	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside										
		=	32.5	+	34.4	+	14.2	=	81.1	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside										
		=	32.5	+	34.4	+	37.6	=	104.5	p/cycle			
	L	=	Crosswalk Length				=	5.8	metres				
	We	=	Effective Crosswalk Width				=	6	metres				
	Sp	=	Average speed of Pedestrians				=	1.2	m/s				
	TSc	=	Time-space of the crosswalk										
		=	5.8 x 6 x (51 - 5.8 / (2 x 1.2))				=	1690.7	m2-s				
	Nped	=	Number of pedestrians during a cycle										
		=	34 x (110 - 51) / 110				=	18	p/cycle				
	t	=	Total Crossing Time										
		=	3.2 + 5.8 / 1.2 + (0.81 x 18 / 6)				=	11	sec				
	T	=	Total crosswalk occupancy time										
		=	(33 + 34) x 11				=	704	p-s				
	Mc	=	Space per pedestrian Crossing										
		=	1690.7	/	704		=	2.4	m2/p				
	LOS	=	**C**										
	Compute the circulation space												
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside										
		=	32.5 x (110 - 51)^2 / (2 x 110)				=	515	p-s				
	An	=	Available Area at northern kerbside				=	27.5	m2				
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside										
		=	27.5 x 110 - (0.5 x 515)				=	2768	m2-s				
	Mn	=	Circulation Area per pedestrian at northern kerbside										
		=	2768 / (4 x 81.1)				=	8.5	m2/p				
	LOS	=	**A**										
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside										
		=	34.4 x (110 - 51)^2 / (2 x 110)				=	544	p-s				
	As	=	Available Area at southern kerbside				=	17.5	m2				
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside										
		=	17.5 x 110 - (0.5 x 544)				=	1653	m2-s				
	Ms	=	Circulation Area per pedestrian at southern kerbside										
		=	1653 / (4 x 104.5)				=	4.0	m2/p				
	LOS	=	**B**										

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED
Junction:	Location N'_Finnie Street												Design Year: 2033 Des(imp)
Description:	Weekday Noon Peak								Designed By: NLY				Checked By: WCY
	C	=	Cycle Time				=	110	sec				
	G	=	Effective Green Time for Pedestrians				=	86	sec				
	Vcn	=	Pedestrian Count from Northern kerbside				=	1230	pph				
		=	(1230 / 60) x (110 / 60)				=	37.6	p/cycle				
	Vcs	=	Pedestrian Count from Southern kerbside				=	1345	pph				
		=	(1345 / 60) x (110 / 60)				=	41.1	p/cycle				
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	615	pph				
		=	(615 / 60) x (110 / 60)				=	18.8	p/cycle				
	Vss	=	Sidewalk Flow at Southern Kerbside				=	105	pph				
		=	(105 / 60) x (110 / 60)				=	3.2	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside										
		=	37.6	+	41.1	+	18.8	=	97.5	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside										
		=	37.6	+	41.1	+	3.2	=	81.9	p/cycle			
	L	=	Crosswalk Length				=	6	metres				
	We	=	Effective Crosswalk Width				=	4.5	metres				
	Sp	=	Average speed of Pedestrians				=	1.2	m/s				
	TSc	=	Time-space of the crosswalk										
		=	6 x 4.5 x (86 - 6 / (2 x 1.2))				=	2254.5	m2-s				
	Nped	=	Number of pedestrians during a cycle										
		=	41 x (110 - 86) / 110				=	9	p/cycle				
	t	=	Total Crossing Time										
		=	3.2 + 6 / 1.2 + (0.81 x 9 / 4.5)				=	10	sec				
	T	=	Total crosswalk occupancy time										
		=	(38 + 41) x 10				=	772	p-s				
	Mc	=	Space per pedestrian Crossing										
		=	2254.5	/	772		=	2.9	m2/p				
	LOS	=	**C**										
	Compute the circulation space												
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside										
		=	37.6 x (110 - 86) ^ 2 / (2 x 110)				=	98	p-s				
	An	=	Available Area at northern kerbside				=	20	m2				
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside										
		=	20 x 110 - (0.5 x 98)				=	2151	m2-s				
	Mn	=	Circulation Area per pedestrian at northern kerbside										
		=	2151 / (4 x 97.5)				=	5.5	m2/p				
	LOS	=	**B**										
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside										
		=	41.1 x (110 - 86) ^ 2 / (2 x 110)				=	108	p-s				
	As	=	Available Area at southern kerbside				=	27.5	m2				
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside										
		=	27.5 x 110 - (0.5 x 108)				=	2971	m2-s				
	Ms	=	Circulation Area per pedestrian at southern kerbside										
		=	2971 / (4 x 81.9)				=	9.1	m2/p				
	LOS	=	**A**										

DESIGN SHEET									Job No.: CHK50793710					MVA ASIA LIMITED
Junction:	Location O'_Hoi Tai Street													Design Year: 2033 Des(imp)
Description:	Weekday Noon Peak								Designed By: NLY					Checked By: WCY
	C	=	Cycle Time					=	110	sec				
	G	=	Effective Green Time for Pedestrians					=	51	sec				
	Vcn	=	Pedestrian Count from Northern kerbside					=	325	pph				
		=	(325 / 60) x (110 / 60)					=	9.9	p/cycle				
	Vcs	=	Pedestrian Count from Southern kerbside					=	270	pph				
		=	(270 / 60) x (110 / 60)					=	8.3	p/cycle				
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	250	pph				
		=	(250 / 60) x (110 / 60)					=	7.6	p/cycle				
	Vss	=	Sidewalk Flow at Southern Kerbside					=	2085	pph				
		=	(2085 / 60) x (110 / 60)					=	63.7	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside											
		=	9.9	+	8.3	+	7.6	=	25.8	p/cycle				
	Vtots	=	Total circulating pedestrian flow at easten kerbside											
		=	9.9	+	8.3	+	63.7	=	81.9	p/cycle				
	L	=	Crosswalk Length					=	11	metres				
	We	=	Effective Crosswalk Width					=	5	metres				
	Sp	=	Average speed of Pedestrians					=	1.2	m/s				
	TSc	=	Time-space of the crosswalk											
		=	11 x 5 x (51 - 11 / (2 x 1.2))					=	2552.92	m2-s				
	Nped	=	Number of pedestrians during a cycle											
		=	10 x (110 - 51) / 110					=	5	p/cycle				
	t	=	Total Crossing Time											
		=	3.2 + 11 / 1.2 + (0.81 x 5 / 5)					=	13	sec				
	T	=	Total crosswalk occupancy time											
		=	(10 + 8) x 13					=	241	p-s				
	Mc	=	Space per pedestrian Crossing											
		=	2552.92	/	241			=	10.6	m2/p				
	LOS	=	A											
	Compute the circulation space													
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside											
		=	9.9 x (110 - 51)^2 / (2 x 110)					=	157	p-s				
	An	=	Available Area at northern kerbside					=	22	m2				
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside											
		=	22 x 110 - (0.5 x 157)					=	2341	m2-s				
	Mn	=	Circulation Area per pedestrian at northern kerbside											
		=	2341 / (4 x 25.8)					=	22.7	m2/p				
	LOS	=	A											
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside											
		=	8.3 x (110 - 51)^2 / (2 x 110)					=	131	p-s				
	As	=	Available Area at southern kerbside					=	27.5	m2				
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside											
		=	27.5 x 110 - (0.5 x 131)					=	2960	m2-s				
	Ms	=	Circulation Area per pedestrian at southern kerbside											
		=	2960 / (4 x 81.9)					=	9.0	m2/p				
	LOS	=	A											

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G' Java Road												Design Year:	2033 Des(imp)	
Description:	Weekday PM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	43	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	140	pph					
		=	(140 / 60) x (110 / 60)					=	4.3	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	335	pph					
		=	(335 / 60) x (110 / 60)					=	10.2	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	820	pph					
		=	(820 / 60) x (110 / 60)					=	25.1	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph					
		=	(25 / 60) x (110 / 60)					=	0.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	4.3	+	10.2	+	25.1	=	39.6	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	4.3	+	10.2	+	0.8	=	15.3	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (43 - 12 / (2 x 1.2))					=	1824	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	10 x (110 - 43) / 110					=	6	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 6 / 4)					=	14	sec					
	T	=	Total crosswalk occupancy time												
		=	(4 + 10) x 14					=	210	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1824	/	210			=	8.7	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	4.3 x (110 - 43) ^ 2 / (2 x 110)					=	87	p-s					
	An	=	Available Area at northern kerbside					=	17.3	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	17.3 x 110 - (0.5 x 87)					=	1859	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1859 / (4 x 39.6)					=	11.7	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	10.2 x (110 - 43) ^ 2 / (2 x 110)					=	209	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 110 - (0.5 x 209)					=	1744	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1744 / (4 x 15.3)					=	28.5	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location F1' Hoi Yu Street												Design Year:	2033 Des(imp)	
Description:	Weekday PM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	63	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	230	pph					
		=	(230 / 60) x (110 / 60)					=	7.0	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	250	pph					
		=	(250 / 60) x (110 / 60)					=	7.6	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	0	pph					
		=	(0 / 60) x (110 / 60)					=	0.0	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph					
		=	(25 / 60) x (110 / 60)					=	0.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	7.0	+	7.6	+	0.0	=	14.7	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	7.0	+	7.6	+	0.8	=	15.4	p/cycle					
	L	=	Crosswalk Length					=	6	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	6 x 4 x (63 - 6 / (2 x 1.2))					=	1452	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	8 x (110 - 63) / 110					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 6 / 1.2 + (0.81 x 3 / 4)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(7 + 8) x 9					=	130	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1452	/	130			=	11.2	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	7 x (110 - 63) ^ 2 / (2 x 110)					=	71	p-s					
	An	=	Available Area at northern kerbside					=	10.8	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	10.8333333333333 x 110 - (0.5 x 71)					=	1156	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1156 / (4 x 14.7)					=	19.7	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	7.6 x (110 - 63) ^ 2 / (2 x 110)					=	77	p-s					
	As	=	Available Area at southern kerbside					=	25.0	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	25 x 110 - (0.5 x 77)					=	2712	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	2712 / (4 x 15.4)					=	43.9	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location F2' Hoi Yu Street												Design Year:	2033 Des(imp)	
Description:	Weekday PM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	43	sec					
	Vcn	=	Pedestrian Count from Western kerbside					=	250	pph					
		=	(250 / 60) x (110 / 60)					=	7.6	p/cycle					
	Vcs	=	Pedestrian Count from Eastern kerbside					=	230	pph					
		=	(230 / 60) x (110 / 60)					=	7.0	p/cycle					
	Vsn	=	Sidewalk Flow at Western Kerbside					=	750	pph					
		=	(750 / 60) x (110 / 60)					=	22.9	p/cycle					
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	0	pph					
		=	(0 / 60) x (110 / 60)					=	0.0	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	7.6	+	7.0	+	22.9	=	37.6	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	7.6	+	7.0	+	0.0	=	14.7	p/cycle					
	L	=	Crosswalk Length					=	7.5	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	7.5 x 4 x (43 - 7.5 / (2 x 1.2))					=	1196.25	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	8 x (110 - 43) / 110					=	5	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 7.5 / 1.2 + (0.81 x 5 / 4)					=	10	sec					
	T	=	Total crosswalk occupancy time												
		=	(8 + 7) x 10					=	152	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1196.25	/	152			=	7.8	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside												
		=	7.6 x (110 - 43) ^ 2 / (2 x 110)					=	156	p-s					
	An	=	Available Area at Western kerbside					=	16.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside												
		=	16.5 x 110 - (0.5 x 156)					=	1737	m2-s					
	Mn	=	Circulation Area per pedestrian at Western kerbside												
		=	1737 / (4 x 37.6)					=	11.6	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside												
		=	7 x (110 - 43) ^ 2 / (2 x 110)					=	143	p-s					
	As	=	Available Area at Eastern kerbside					=	10.9	m2					
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside												
		=	10.8833333333333 x 110 - (0.5 x 143)					=	1125	m2-s					
	Ms	=	Circulation Area per pedestrian at Eastern kerbside												
		=	1125 / (4 x 14.7)					=	19.2	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M' Finnie Street												Design Year: 2033 Des(imp)		
Description:	Weekday PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	30	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	170	pph					
		=	(170 / 60) x (110 / 60)					=	5.2	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	605	pph					
		=	(605 / 60) x (110 / 60)					=	18.5	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	510	pph					
		=	(510 / 60) x (110 / 60)					=	15.6	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	460	pph					
		=	(460 / 60) x (110 / 60)					=	14.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	5.2	+	18.5	+	15.6	=	39.3	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	5.2	+	18.5	+	14.1	=	37.7	p/cycle					
	L	=	Crosswalk Length					=	5.8	metres					
	We	=	Effective Crosswalk Width					=	6	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.8 x 6 x (30 - 5.8 / (2 x 1.2))					=	959.9	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	18 x (110 - 30) / 110					=	13	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.8 / 1.2 + (0.81 x 13 / 6)					=	10	sec					
	T	=	Total crosswalk occupancy time												
		=	(5 + 18) x 10					=	233	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	959.9	/	233			=	4.1	m2/p					
	LOS	=	**B**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	5.2 x (110 - 30) ^ 2 / (2 x 110)					=	151	p-s					
	An	=	Available Area at northern kerbside					=	27.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	27.5 x 110 - (0.5 x 151)					=	2949	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2949 / (4 x 39.3)					=	18.8	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	18.5 x (110 - 30) ^ 2 / (2 x 110)					=	538	p-s					
	As	=	Available Area at southern kerbside					=	17.5	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	17.5 x 110 - (0.5 x 538)					=	1656	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1656 / (4 x 37.7)					=	11.0	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N'_Finnie Street												Design Year:	2033 Des(imp)	
Description:	Weekday PM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	88	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	375	pph					
		=	(375 / 60) x (110 / 60)					=	11.5	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	845	pph					
		=	(845 / 60) x (110 / 60)					=	25.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	260	pph					
		=	(260 / 60) x (110 / 60)					=	7.9	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph					
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	11.5	+	25.8	+	7.9	=	45.2	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	11.5	+	25.8	+	2.0	=	39.3	p/cycle					
	L	=	Crosswalk Length					=	6	metres					
	We	=	Effective Crosswalk Width					=	4.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	6 x 4.5 x (88 - 6 / (2 x 1.2))					=	2308.5	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	26 x (110 - 88) / 110					=	5	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 6 / 1.2 + (0.81 x 5 / 4.5)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(11 + 26) x 9					=	340	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	2308.5	/	340			=	6.8	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	11.5 x (110 - 88) ^ 2 / (2 x 110)					=	25	p-s					
	An	=	Available Area at northern kerbside					=	20	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	20 x 110 - (0.5 x 25)					=	2187	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2187 / (4 x 45.2)					=	12.1	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	25.8 x (110 - 88) ^ 2 / (2 x 110)					=	57	p-s					
	As	=	Available Area at southern kerbside					=	27.5	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	27.5 x 110 - (0.5 x 57)					=	2997	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	2997 / (4 x 39.3)					=	19.1	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location O' Hoi Tai Street												Design Year: 2033 Des(imp)		
Description:	Weekday PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	30	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	305	pph					
		=	(305 / 60) x (110 / 60)					=	9.3	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	270	pph					
		=	(270 / 60) x (110 / 60)					=	8.3	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	190	pph					
		=	(190 / 60) x (110 / 60)					=	5.8	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	710	pph					
		=	(710 / 60) x (110 / 60)					=	21.7	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	9.3	+	8.3	+	5.8	=	23.4	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	9.3	+	8.3	+	21.7	=	39.3	p/cycle					
	L	=	Crosswalk Length					=	11	metres					
	We	=	Effective Crosswalk Width					=	5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	11 x 5 x (30 - 11 / (2 x 1.2))					=	1397.92	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	9 x (110 - 30) / 110					=	7	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 11 / 1.2 + (0.81 x 7 / 5)					=	13	sec					
	T	=	Total crosswalk occupancy time												
		=	(9 + 8) x 13					=	237	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1397.92	/	237			=	5.9	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	9.3 x (110 - 30) ^ 2 / (2 x 110)					=	271	p-s					
	An	=	Available Area at northern kerbside					=	22	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	22 x 110 - (0.5 x 271)					=	2284	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2284 / (4 x 23.4)					=	24.4	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	8.3 x (110 - 30) ^ 2 / (2 x 110)					=	240	p-s					
	As	=	Available Area at southern kerbside					=	27.5	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	27.5 x 110 - (0.5 x 240)					=	2905	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	2905 / (4 x 39.3)					=	18.5	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G' Java Road												Design Year:	2033 Des(imp)	
Description:	Weekend AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	24	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	65	pph					
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	40	pph					
		=	(40 / 60) x (115 / 60)					=	1.3	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	605	pph					
		=	(605 / 60) x (115 / 60)					=	19.3	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	25	pph					
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	2.1	+	1.3	+	19.3	=	22.7	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	2.1	+	1.3	+	0.8	=	4.2	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4.0	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (24 - 12 / (2 x 1.2))					=	912	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	2 x (115 - 24) / 115					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 2 / 4)					=	14	sec					
	T	=	Total crosswalk occupancy time												
		=	(2 + 1) x 14					=	45	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	912	/	45			=	20.1	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	2.1 x (115 - 24) ^ 2 / (2 x 115)					=	75	p-s					
	An	=	Available Area at northern kerbside					=	17.3	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	17.3 x 115 - (0.5 x 75)					=	1952	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1952 / (4 x 22.7)					=	21.5	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.3 x (115 - 24) ^ 2 / (2 x 115)					=	46	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 115 - (0.5 x 46)					=	1909	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1909 / (4 x 4.2)					=	114.9	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location F1' Hoi Yu Street												Design Year:	2033 Des(imp)	
Description:	Weekend AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	87	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	40	pph					
		=	(40 / 60) x (115 / 60)					=	1.3	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	25	pph					
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	0	pph					
		=	(0 / 60) x (115 / 60)					=	0.0	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	35	pph					
		=	(35 / 60) x (115 / 60)					=	1.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.3	+	0.8	+	0.0	=	2.1	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.3	+	0.8	+	1.1	=	3.2	p/cycle					
	L	=	Crosswalk Length					=	6	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	6 x 4 x (87 - 6 / (2 x 1.2))					=	2028	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	1 x (115 - 87) / 115					=	0	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 6 / 1.2 + (0.81 x 0 / 4)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(1 + 1) x 8					=	17	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	2028	/	17			=	118.2	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	1.3 x (115 - 87) ^ 2 / (2 x 115)					=	4	p-s					
	An	=	Available Area at northern kerbside					=	10.8	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	10.8333333333333 x 115 - (0.5 x 4)					=	1244	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1244 / (4 x 2.1)					=	149.7	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	0.8 x (115 - 87) ^ 2 / (2 x 115)					=	3	p-s					
	As	=	Available Area at southern kerbside					=	25.0	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	25 x 115 - (0.5 x 3)					=	2874	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	2874 / (4 x 3.2)					=	224.9	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location F2' Hoi Yu Street												Design Year:	2033 Des(imp)	
Description:	Weekend AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	24	sec					
	Vcn	=	Pedestrian Count from Western kerbside					=	25	pph					
		=	(25 / 60) x (115 / 60)					=	0.8	p/cycle					
	Vcs	=	Pedestrian Count from Eastern kerbside					=	40	pph					
		=	(40 / 60) x (115 / 60)					=	1.3	p/cycle					
	Vsn	=	Sidewalk Flow at Western Kerbside					=	535	pph					
		=	(535 / 60) x (115 / 60)					=	17.1	p/cycle					
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	0	pph					
		=	(0 / 60) x (115 / 60)					=	0.0	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	0.8	+	1.3	+	17.1	=	19.2	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	0.8	+	1.3	+	0.0	=	2.1	p/cycle					
	L	=	Crosswalk Length					=	7.5	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	7.5 x 4 x (24 - 7.5 / (2 x 1.2))					=	626.25	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	1 x (115 - 24) / 115					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 7.5 / 1.2 + (0.81 x 1 / 4)					=	10	sec					
	T	=	Total crosswalk occupancy time												
		=	(1 + 1) x 10					=	20	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	626.25	/	20			=	31.2	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside												
		=	0.8 x (115 - 24) ^ 2 / (2 x 115)					=	29	p-s					
	An	=	Available Area at Western kerbside					=	16.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside												
		=	16.5 x 115 - (0.5 x 29)					=	1883	m2-s					
	Mn	=	Circulation Area per pedestrian at Western kerbside												
		=	1883 / (4 x 19.2)					=	24.6	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside												
		=	1.3 x (115 - 24) ^ 2 / (2 x 115)					=	46	p-s					
	As	=	Available Area at Eastern kerbside					=	10.9	m2					
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside												
		=	10.8833333333333 x 115 - (0.5 x 46)					=	1229	m2-s					
	Ms	=	Circulation Area per pedestrian at Eastern kerbside												
		=	1229 / (4 x 2.1)					=	147.9	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M' Finnie Street												Design Year: 2033 Des(imp)		
Description:	Weekend AM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	105	pph					
		=	(105 / 60) x (115 / 60)					=	3.4	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	150	pph					
		=	(150 / 60) x (115 / 60)					=	4.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	330	pph					
		=	(330 / 60) x (115 / 60)					=	10.5	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	230	pph					
		=	(230 / 60) x (115 / 60)					=	7.3	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	3.4	+	4.8	+	10.5	=	18.7	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	3.4	+	4.8	+	7.3	=	15.5	p/cycle					
	L	=	Crosswalk Length					=	5.8	metres					
	We	=	Effective Crosswalk Width					=	6	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.8 x 6 x (35 - 5.8 / (2 x 1.2))					=	1133.9	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	5 x (115 - 35) / 115					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.8 / 1.2 + (0.81 x 3 / 6)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(3 + 5) x 8					=	69	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1133.9	/	69			=	16.4	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	3.4 x (115 - 35) ^ 2 / (2 x 115)					=	93	p-s					
	An	=	Available Area at northern kerbside					=	27.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	27.5 x 115 - (0.5 x 93)					=	3116	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	3116 / (4 x 18.7)					=	41.7	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	4.8 x (115 - 35) ^ 2 / (2 x 115)					=	133	p-s					
	As	=	Available Area at southern kerbside					=	17.5	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	17.5 x 115 - (0.5 x 133)					=	1946	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1946 / (4 x 15.5)					=	31.4	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N'_Finnie Street												Design Year:	2033 Des(imp)	
Description:	Weekend AM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	88	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	180	pph					
		=	(180 / 60) x (115 / 60)					=	5.8	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	210	pph					
		=	(210 / 60) x (115 / 60)					=	6.7	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	140	pph					
		=	(140 / 60) x (115 / 60)					=	4.5	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	170	pph					
		=	(170 / 60) x (115 / 60)					=	5.4	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	5.8	+	6.7	+	4.5	=	16.9	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	5.8	+	6.7	+	5.4	=	17.9	p/cycle					
	L	=	Crosswalk Length					=	6	metres					
	We	=	Effective Crosswalk Width					=	4.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	6 x 4.5 x (88 - 6 / (2 x 1.2))					=	2308.5	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	7 x (115 - 88) / 115					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 6 / 1.2 + (0.81 x 2 / 4.5)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(6 + 7) x 8					=	106	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	2308.5	/	106			=	21.8	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	5.8 x (115 - 88) ^ 2 / (2 x 115)					=	18	p-s					
	An	=	Available Area at northern kerbside					=	20	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	20 x 115 - (0.5 x 18)					=	2291	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2291 / (4 x 16.9)					=	33.8	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	6.7 x (115 - 88) ^ 2 / (2 x 115)					=	21	p-s					
	As	=	Available Area at southern kerbside					=	27.5	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	27.5 x 115 - (0.5 x 21)					=	3152	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	3152 / (4 x 17.9)					=	44.0	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location O' Hoi Tai Street												Design Year: 2033 Des(imp)		
Description:	Weekend AM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	115	sec					
	G	=	Effective Green Time for Pedestrians					=	35	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	255	pph					
		=	(255 / 60) x (115 / 60)					=	8.1	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	245	pph					
		=	(245 / 60) x (115 / 60)					=	7.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	105	pph					
		=	(105 / 60) x (115 / 60)					=	3.4	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph					
		=	(65 / 60) x (115 / 60)					=	2.1	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	8.1	+	7.8	+	3.4	=	19.3	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	8.1	+	7.8	+	2.1	=	18.0	p/cycle					
	L	=	Crosswalk Length					=	11	metres					
	We	=	Effective Crosswalk Width					=	5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	11 x 5 x (35 - 11 / (2 x 1.2))					=	1672.92	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	8 x (115 - 35) / 115					=	6	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 11 / 1.2 + (0.81 x 6 / 5)					=	13	sec					
	T	=	Total crosswalk occupancy time												
		=	(8 + 8) x 13					=	212	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1672.92	/	212			=	7.9	m2/p					
	LOS	=	**A**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	8.1 x (115 - 35) ^ 2 / (2 x 115)					=	227	p-s					
	An	=	Available Area at northern kerbside					=	22	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	22 x 115 - (0.5 x 227)					=	2417	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2417 / (4 x 19.3)					=	31.3	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	7.8 x (115 - 35) ^ 2 / (2 x 115)					=	218	p-s					
	As	=	Available Area at southern kerbside					=	27.5	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	27.5 x 115 - (0.5 x 218)					=	3054	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	3054 / (4 x 18)					=	42.3	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location G' Java Road												Design Year:	2033 Des(imp)	
Description:	Weekend Noon Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	115	pph					
		=	(115 / 60) x (110 / 60)					=	3.5	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	45	pph					
		=	(45 / 60) x (110 / 60)					=	1.4	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	485	pph					
		=	(485 / 60) x (110 / 60)					=	14.8	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	65	pph					
		=	(65 / 60) x (110 / 60)					=	2.0	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	3.5	+	1.4	+	14.8	=	19.7	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	3.5	+	1.4	+	2.0	=	6.9	p/cycle					
	L	=	Crosswalk Length					=	12	metres					
	We	=	Effective Crosswalk Width					=	4.0	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	12 x 4 x (32 - 12 / (2 x 1.2))					=	1296	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	4 x (110 - 32) / 110					=	2	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 12 / 1.2 + (0.81 x 2 / 4)					=	14	sec					
	T	=	Total crosswalk occupancy time												
		=	(4 + 1) x 14					=	67	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1296	/	67			=	19.3	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	3.5 x (110 - 32) ^ 2 / (2 x 110)					=	97	p-s					
	An	=	Available Area at northern kerbside					=	17.3	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	17.3 x 110 - (0.5 x 97)					=	1854	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1854 / (4 x 19.7)					=	23.5	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.4 x (110 - 32) ^ 2 / (2 x 110)					=	38	p-s					
	As	=	Available Area at southern kerbside					=	16.8	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	16.8 x 110 - (0.5 x 38)					=	1829	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1829 / (4 x 6.9)					=	66.5	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location F1' Hoi Yu Street												Design Year:	2033 Des(imp)	
Description:	Weekend Noon Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	74	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	40	pph					
		=	(40 / 60) x (110 / 60)					=	1.2	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	45	pph					
		=	(45 / 60) x (110 / 60)					=	1.4	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	0	pph					
		=	(0 / 60) x (110 / 60)					=	0.0	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	45	pph					
		=	(45 / 60) x (110 / 60)					=	1.4	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.2	+	1.4	+	0.0	=	2.6	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.2	+	1.4	+	1.4	=	4.0	p/cycle					
	L	=	Crosswalk Length					=	6	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	6 x 4 x (74 - 6 / (2 x 1.2))					=	1716	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	1 x (110 - 74) / 110					=	0	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 6 / 1.2 + (0.81 x 0 / 4)					=	8	sec					
	T	=	Total crosswalk occupancy time												
		=	(1 + 1) x 8					=	22	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1716	/	22			=	79.7	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	1.2 x (110 - 74) ^ 2 / (2 x 110)					=	7	p-s					
	An	=	Available Area at northern kerbside					=	10.8	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	10.8333333333333 x 110 - (0.5 x 7)					=	1188	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	1188 / (4 x 2.6)					=	114.4	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	1.4 x (110 - 74) ^ 2 / (2 x 110)					=	8	p-s					
	As	=	Available Area at southern kerbside					=	25.0	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	25 x 110 - (0.5 x 8)					=	2746	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	2746 / (4 x 4)					=	172.8	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location F2' Hoi Yu Street												Design Year:	2033 Des(imp)	
Description:	Weekend Noon Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Western kerbside					=	45	pph					
		=	(45 / 60) x (110 / 60)					=	1.4	p/cycle					
	Vcs	=	Pedestrian Count from Eastern kerbside					=	40	pph					
		=	(40 / 60) x (110 / 60)					=	1.2	p/cycle					
	Vsn	=	Sidewalk Flow at Western Kerbside					=	535	pph					
		=	(535 / 60) x (110 / 60)					=	16.3	p/cycle					
	Vss	=	Sidewalk Flow at Eastern Kerbside					=	0	pph					
		=	(0 / 60) x (110 / 60)					=	0.0	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	1.4	+	1.2	+	16.3	=	18.9	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	1.4	+	1.2	+	0.0	=	2.6	p/cycle					
	L	=	Crosswalk Length					=	7.5	metres					
	We	=	Effective Crosswalk Width					=	4	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	7.5 x 4 x (32 - 7.5 / (2 x 1.2))					=	866.25	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	1 x (110 - 32) / 110					=	1	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 7.5 / 1.2 + (0.81 x 1 / 4)					=	10	sec					
	T	=	Total crosswalk occupancy time												
		=	(1 + 1) x 10					=	25	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	866.25	/	25			=	34.6	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside												
		=	1.4 x (110 - 32) ^ 2 / (2 x 110)					=	38	p-s					
	An	=	Available Area at Western kerbside					=	16.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside												
		=	16.5 x 110 - (0.5 x 38)					=	1796	m2-s					
	Mn	=	Circulation Area per pedestrian at Western kerbside												
		=	1796 / (4 x 18.9)					=	23.7	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside												
		=	1.2 x (110 - 32) ^ 2 / (2 x 110)					=	34	p-s					
	As	=	Available Area at Eastern kerbside					=	10.9	m2					
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside												
		=	10.8833333333333 x 110 - (0.5 x 34)					=	1180	m2-s					
	Ms	=	Circulation Area per pedestrian at Eastern kerbside												
		=	1180 / (4 x 2.6)					=	113.6	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location M' Finnie Street												Design Year: 2033 Des(imp)		
Description:	Weekend Noon Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	250	pph					
		=	(250 / 60) x (110 / 60)					=	7.6	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	420	pph					
		=	(420 / 60) x (110 / 60)					=	12.8	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	480	pph					
		=	(480 / 60) x (110 / 60)					=	14.7	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	440	pph					
		=	(440 / 60) x (110 / 60)					=	13.4	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	7.6	+	12.8	+	14.7	=	35.1	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	7.6	+	12.8	+	13.4	=	33.9	p/cycle					
	L	=	Crosswalk Length					=	5.8	metres					
	We	=	Effective Crosswalk Width					=	6	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	5.8 x 6 x (32 - 5.8 / (2 x 1.2))					=	1029.5	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	13 x (110 - 32) / 110					=	9	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 5.8 / 1.2 + (0.81 x 9 / 6)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(8 + 13) x 9					=	190	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1029.5	/	190			=	5.4	m2/p					
	LOS	=	**B**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	7.6 x (110 - 32) ^ 2 / (2 x 110)					=	211	p-s					
	An	=	Available Area at northern kerbside					=	27.5	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	27.5 x 110 - (0.5 x 211)					=	2919	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2919 / (4 x 35.1)					=	20.8	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	12.8 x (110 - 32) ^ 2 / (2 x 110)					=	355	p-s					
	As	=	Available Area at southern kerbside					=	17.5	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	17.5 x 110 - (0.5 x 355)					=	1748	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	1748 / (4 x 33.9)					=	12.9	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N' Finnie Street												Design Year:	2033 Des(imp)	
Description:	Weekend Noon Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	86	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	400	pph					
		=	(400 / 60) x (110 / 60)					=	12.2	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	455	pph					
		=	(455 / 60) x (110 / 60)					=	13.9	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	280	pph					
		=	(280 / 60) x (110 / 60)					=	8.6	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	315	pph					
		=	(315 / 60) x (110 / 60)					=	9.6	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	12.2	+	13.9	+	8.6	=	34.7	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	12.2	+	13.9	+	9.6	=	35.8	p/cycle					
	L	=	Crosswalk Length					=	6	metres					
	We	=	Effective Crosswalk Width					=	4.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	6 x 4.5 x (86 - 6 / (2 x 1.2))					=	2254.5	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	14 x (110 - 86) / 110					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 6 / 1.2 + (0.81 x 3 / 4.5)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(12 + 14) x 9					=	228	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	2254.5	/	228			=	9.9	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	12.2 x (110 - 86) ^ 2 / (2 x 110)					=	32	p-s					
	An	=	Available Area at northern kerbside					=	20	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	20 x 110 - (0.5 x 32)					=	2184	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2184 / (4 x 34.7)					=	15.7	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	13.9 x (110 - 86) ^ 2 / (2 x 110)					=	36	p-s					
	As	=	Available Area at southern kerbside					=	27.5	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	27.5 x 110 - (0.5 x 36)					=	3007	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	3007 / (4 x 35.8)					=	21.0	m2/p					
	LOS	=	A												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location O' Hoi Tai Street												Design Year: 2033 Des(imp)		
Description:	Weekend Noon Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	32	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	350	pph					
		=	(350 / 60) x (110 / 60)					=	10.7	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	445	pph					
		=	(445 / 60) x (110 / 60)					=	13.6	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	85	pph					
		=	(85 / 60) x (110 / 60)					=	2.6	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	375	pph					
		=	(375 / 60) x (110 / 60)					=	11.5	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	10.7	+	13.6	+	2.6	=	26.9	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	10.7	+	13.6	+	11.5	=	35.8	p/cycle					
	L	=	Crosswalk Length					=	11	metres					
	We	=	Effective Crosswalk Width					=	5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	11 x 5 x (32 - 11 / (2 x 1.2))					=	1507.92	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	14 x (110 - 32) / 110					=	10	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 11 / 1.2 + (0.81 x 10 / 5)					=	14	sec					
	T	=	Total crosswalk occupancy time												
		=	(11 + 14) x 14					=	338	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	1507.92	/	338			=	4.5	m2/p					
	LOS	=	**B**												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	10.7 x (110 - 32) ^ 2 / (2 x 110)					=	296	p-s					
	An	=	Available Area at northern kerbside					=	22	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	22 x 110 - (0.5 x 296)					=	2272	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2272 / (4 x 26.9)					=	21.1	m2/p					
	LOS	=	**A**												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	13.6 x (110 - 32) ^ 2 / (2 x 110)					=	376	p-s					
	As	=	Available Area at southern kerbside					=	27.5	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	27.5 x 110 - (0.5 x 376)					=	2837	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	2837 / (4 x 35.8)					=	19.8	m2/p					
	LOS	=	**A**												

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED
Junction:	Location G' Java Road												Design Year: 2033 Des(imp)
Description:	Weekend PM Peak								Designed By: NLY				Checked By: WCY
	C	=	Cycle Time				=	110	sec				
	G	=	Effective Green Time for Pedestrians				=	32	sec				
	Vcn	=	Pedestrian Count from Northern kerbside				=	115	pph				
		=	(115 / 60) x (110 / 60)				=	3.5	p/cycle				
	Vcs	=	Pedestrian Count from Southern kerbside				=	65	pph				
		=	(65 / 60) x (110 / 60)				=	2.0	p/cycle				
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	530	pph				
		=	(530 / 60) x (110 / 60)				=	16.2	p/cycle				
	Vss	=	Sidewalk Flow at Southern Kerbside				=	105	pph				
		=	(105 / 60) x (110 / 60)				=	3.2	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside										
		=	3.5	+	2.0	+	16.2	=	21.7	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside										
		=	3.5	+	2.0	+	3.2	=	8.7	p/cycle			
	L	=	Crosswalk Length				=	12	metres				
	We	=	Effective Crosswalk Width				=	4.0	metres				
	Sp	=	Average speed of Pedestrians				=	1.2	m/s				
	TSc	=	Time-space of the crosswalk										
		=	12 x 4 x (32 - 12 / (2 x 1.2))				=	1296	m2-s				
	Nped	=	Number of pedestrians during a cycle										
		=	4 x (110 - 32) / 110				=	2	p/cycle				
	t	=	Total Crossing Time										
		=	3.2 + 12 / 1.2 + (0.81 x 2 / 4)				=	14	sec				
	T	=	Total crosswalk occupancy time										
		=	(4 + 2) x 14				=	75	p-s				
	Mc	=	Space per pedestrian Crossing										
		=	1296	/	75		=	17.2	m2/p				
	LOS	=	A										
	Compute the circulation space												
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside										
		=	3.5 x (110 - 32)^2 / (2 x 110)				=	97	p-s				
	An	=	Available Area at northern kerbside				=	17.3	m2				
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside										
		=	17.3 x 110 - (0.5 x 97)				=	1854	m2-s				
	Mn	=	Circulation Area per pedestrian at northern kerbside										
		=	1854 / (4 x 21.7)				=	21.4	m2/p				
	LOS	=	A										
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside										
		=	2 x (110 - 32)^2 / (2 x 110)				=	55	p-s				
	As	=	Available Area at southern kerbside				=	16.8	m2				
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside										
		=	16.8 x 110 - (0.5 x 55)				=	1821	m2-s				
	Ms	=	Circulation Area per pedestrian at southern kerbside										
		=	1821 / (4 x 8.7)				=	52.3	m2/p				
	LOS	=	A										

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED
Junction:	Location F1' Hoi Yu Street												Design Year: 2033 Des(imp)
Description:	Weekend PM Peak								Designed By: NLY				Checked By: WCY
	C	=	Cycle Time				=	110	sec				
	G	=	Effective Green Time for Pedestrians				=	74	sec				
	Vcn	=	Pedestrian Count from Northern kerbside				=	40	pph				
		=	(40 / 60) x (110 / 60)				=	1.2	p/cycle				
	Vcs	=	Pedestrian Count from Southern kerbside				=	60	pph				
		=	(60 / 60) x (110 / 60)				=	1.8	p/cycle				
	Vsn	=	Sidewalk Flow at Northern Kerbside				=	0	pph				
		=	(0 / 60) x (110 / 60)				=	0.0	p/cycle				
	Vss	=	Sidewalk Flow at Southern Kerbside				=	45	pph				
		=	(45 / 60) x (110 / 60)				=	1.4	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside										
		=	1.2	+	1.8	+	0.0	=	3.1	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside										
		=	1.2	+	1.8	+	1.4	=	4.4	p/cycle			
	L	=	Crosswalk Length				=	6	metres				
	We	=	Effective Crosswalk Width				=	4	metres				
	Sp	=	Average speed of Pedestrians				=	1.2	m/s				
	TSc	=	Time-space of the crosswalk										
		=	6 x 4 x (74 - 6 / (2 x 1.2))				=	1716	m2-s				
	Nped	=	Number of pedestrians during a cycle										
		=	2 x (110 - 74) / 110				=	1	p/cycle				
	t	=	Total Crossing Time										
		=	3.2 + 6 / 1.2 + (0.81 x 1 / 4)				=	8	sec				
	T	=	Total crosswalk occupancy time										
		=	(1 + 2) x 8				=	25	p-s				
	Mc	=	Space per pedestrian Crossing										
		=	1716	/	25		=	67.5	m2/p				
	LOS	=	A										
	Compute the circulation space												
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside										
		=	1.2 x (110 - 74) ^ 2 / (2 x 110)				=	7	p-s				
	An	=	Available Area at northern kerbside				=	10.8	m2				
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside										
		=	10.8333333333333 x 110 - (0.5 x 7)				=	1188	m2-s				
	Mn	=	Circulation Area per pedestrian at northern kerbside										
		=	1188 / (4 x 3.1)				=	97.2	m2/p				
	LOS	=	A										
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside										
		=	1.8 x (110 - 74) ^ 2 / (2 x 110)				=	11	p-s				
	As	=	Available Area at southern kerbside				=	25.0	m2				
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside										
		=	25 x 110 - (0.5 x 11)				=	2745	m2-s				
	Ms	=	Circulation Area per pedestrian at southern kerbside										
		=	2745 / (4 x 4.4)				=	154.9	m2/p				
	LOS	=	A										

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED
Junction:	Location F2' Hoi Yu Street												Design Year: 2033 Des(imp)
Description:	Weekend PM Peak								Designed By: NLY				Checked By: WCY
	C	=	Cycle Time				=	110	sec				
	G	=	Effective Green Time for Pedestrians				=	32	sec				
	Vcn	=	Pedestrian Count from Western kerbside				=	60	pph				
		=	(60 / 60) x (110 / 60)				=	1.8	p/cycle				
	Vcs	=	Pedestrian Count from Eastern kerbside				=	40	pph				
		=	(40 / 60) x (110 / 60)				=	1.2	p/cycle				
	Vsn	=	Sidewalk Flow at Western Kerbside				=	620	pph				
		=	(620 / 60) x (110 / 60)				=	18.9	p/cycle				
	Vss	=	Sidewalk Flow at Eastern Kerbside				=	0	pph				
		=	(0 / 60) x (110 / 60)				=	0.0	p/cycle				
	Vtotn	=	Total circulating pedestrian flow at western kerbside										
		=	1.8	+	1.2	+	18.9	=	22.0	p/cycle			
	Vtots	=	Total circulating pedestrian flow at easten kerbside										
		=	1.8	+	1.2	+	0.0	=	3.1	p/cycle			
	L	=	Crosswalk Length				=	7.5	metres				
	We	=	Effective Crosswalk Width				=	4	metres				
	Sp	=	Average speed of Pedestrians				=	1.2	m/s				
	TSc	=	Time-space of the crosswalk										
		=	7.5 x 4 x (32 - 7.5 / (2 x 1.2))				=	866.25	m2-s				
	Nped	=	Number of pedestrians during a cycle										
		=	2 x (110 - 32) / 110				=	1	p/cycle				
	t	=	Total Crossing Time										
		=	3.2 + 7.5 / 1.2 + (0.81 x 1 / 4)				=	10	sec				
	T	=	Total crosswalk occupancy time										
		=	(2 + 1) x 10				=	30	p-s				
	Mc	=	Space per pedestrian Crossing										
		=	866.25	/	30		=	29.2	m2/p				
	LOS	=	A										
	Compute the circulation space												
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from Western kerbside										
		=	1.8 x (110 - 32)^2 / (2 x 110)				=	51	p-s				
	An	=	Available Area at Western kerbside				=	16.5	m2				
	TSn	=	Total time -space available for circulating pedestrians at Western kerbside										
		=	16.5 x 110 - (0.5 x 51)				=	1790	m2-s				
	Mn	=	Circulation Area per pedestrian at Western kerbside										
		=	1790 / (4 x 22)				=	20.3	m2/p				
	LOS	=	A										
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from Eastern kerbside										
		=	1.2 x (110 - 32)^2 / (2 x 110)				=	34	p-s				
	As	=	Available Area at Eastern kerbside				=	10.9	m2				
	TSs	=	Total time -space available for circulating pedestrians at Eastern kerbside										
		=	10.8833333333333 x 110 - (0.5 x 34)				=	1180	m2-s				
	Ms	=	Circulation Area per pedestrian at Eastern kerbside										
		=	1180 / (4 x 3.1)				=	96.6	m2/p				
	LOS	=	A										

DESIGN SHEET										Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:		Location M'_Finnie Street												Design Year: 2033 Des(imp)		
Description:		Weekend PM Peak								Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	35	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	190	pph						
		=	(190 / 60) x (110 / 60)					=	5.8	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	375	pph						
		=	(375 / 60) x (110 / 60)					=	11.5	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	500	pph						
		=	(500 / 60) x (110 / 60)					=	15.3	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	375	pph						
		=	(375 / 60) x (110 / 60)					=	11.5	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	5.8	+	11.5	+	15.3	=	32.5	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	5.8	+	11.5	+	11.5	=	28.7	p/cycle						
	L	=	Crosswalk Length					=	5.8	metres						
	We	=	Effective Crosswalk Width					=	6	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	5.8 x 6 x (35 - 5.8 / (2 x 1.2))					=	1133.9	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	11 x (110 - 35) / 110					=	8	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 5.8 / 1.2 + (0.81 x 8 / 6)					=	9	sec						
	T	=	Total crosswalk occupancy time													
		=	(6 + 11) x 9					=	157	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1133.9	/	157			=	7.2	m2/p						
	LOS	=	A													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	5.8 x (110 - 35)^2 / (2 x 110)					=	148	p-s						
	An	=	Available Area at northern kerbside					=	27.5	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	27.5 x 110 - (0.5 x 148)					=	2951	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	2951 / (4 x 32.5)					=	22.7	m2/p						
	LOS	=	A													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	11.5 x (110 - 35)^2 / (2 x 110)					=	293	p-s						
	As	=	Available Area at southern kerbside					=	17.5	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	17.5 x 110 - (0.5 x 293)					=	1779	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	1779 / (4 x 28.7)					=	15.5	m2/p						
	LOS	=	A													

DESIGN SHEET									Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location N'_Finnie Street												Design Year:	2033 Des(imp)	
Description:	Weekend PM Peak								Designed By: NLY				Checked By:	WCY	
	C	=	Cycle Time					=	110	sec					
	G	=	Effective Green Time for Pedestrians					=	83	sec					
	Vcn	=	Pedestrian Count from Northern kerbside					=	380	pph					
		=	(380 / 60) x (110 / 60)					=	11.6	p/cycle					
	Vcs	=	Pedestrian Count from Southern kerbside					=	415	pph					
		=	(415 / 60) x (110 / 60)					=	12.7	p/cycle					
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	70	pph					
		=	(70 / 60) x (110 / 60)					=	2.1	p/cycle					
	Vss	=	Sidewalk Flow at Southern Kerbside					=	250	pph					
		=	(250 / 60) x (110 / 60)					=	7.6	p/cycle					
	Vtotn	=	Total circulating pedestrian flow at western kerbside												
		=	11.6	+	12.7	+	2.1	=	26.4	p/cycle					
	Vtots	=	Total circulating pedestrian flow at easten kerbside												
		=	11.6	+	12.7	+	7.6	=	31.9	p/cycle					
	L	=	Crosswalk Length					=	6	metres					
	We	=	Effective Crosswalk Width					=	4.5	metres					
	Sp	=	Average speed of Pedestrians					=	1.2	m/s					
	TSc	=	Time-space of the crosswalk												
		=	6 x 4.5 x (83 - 6 / (2 x 1.2))					=	2173.5	m2-s					
	Nped	=	Number of pedestrians during a cycle												
		=	13 x (110 - 83) / 110					=	3	p/cycle					
	t	=	Total Crossing Time												
		=	3.2 + 6 / 1.2 + (0.81 x 3 / 4.5)					=	9	sec					
	T	=	Total crosswalk occupancy time												
		=	(12 + 13) x 9					=	213	p-s					
	Mc	=	Space per pedestrian Crossing												
		=	2173.5	/	213			=	10.2	m2/p					
	LOS	=	A												
	Compute the circulation space														
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside												
		=	11.6 x (110 - 83)^2 / (2 x 110)					=	38	p-s					
	An	=	Available Area at northern kerbside					=	20	m2					
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside												
		=	20 x 110 - (0.5 x 38)					=	2181	m2-s					
	Mn	=	Circulation Area per pedestrian at northern kerbside												
		=	2181 / (4 x 26.4)					=	20.6	m2/p					
	LOS	=	A												
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside												
		=	12.7 x (110 - 83)^2 / (2 x 110)					=	42	p-s					
	As	=	Available Area at southern kerbside					=	27.5	m2					
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside												
		=	27.5 x 110 - (0.5 x 42)					=	3004	m2-s					
	Ms	=	Circulation Area per pedestrian at southern kerbside												
		=	3004 / (4 x 31.9)					=	23.5	m2/p					
	LOS	=	A												

DESIGN SHEET										Job No.: CHK50793710				MVA ASIA LIMITED		
Junction:	Location O'_Hoi Tai Street													Design Year: 2033 Des(imp)		
Description:	Weekend PM Peak									Designed By: NLY				Checked By: WCY		
	C	=	Cycle Time					=	110	sec						
	G	=	Effective Green Time for Pedestrians					=	35	sec						
	Vcn	=	Pedestrian Count from Northern kerbside					=	310	pph						
		=	(310 / 60) x (110 / 60)					=	9.5	p/cycle						
	Vcs	=	Pedestrian Count from Southern kerbside					=	445	pph						
		=	(445 / 60) x (110 / 60)					=	13.6	p/cycle						
	Vsn	=	Sidewalk Flow at Northern Kerbside					=	105	pph						
		=	(105 / 60) x (110 / 60)					=	3.2	p/cycle						
	Vss	=	Sidewalk Flow at Southern Kerbside					=	315	pph						
		=	(315 / 60) x (110 / 60)					=	9.6	p/cycle						
	Vtotn	=	Total circulating pedestrian flow at western kerbside													
		=	9.5	+	13.6	+	3.2	=	26.3	p/cycle						
	Vtots	=	Total circulating pedestrian flow at easten kerbside													
		=	9.5	+	13.6	+	9.6	=	32.7	p/cycle						
	L	=	Crosswalk Length					=	11	metres						
	We	=	Effective Crosswalk Width					=	5	metres						
	Sp	=	Average speed of Pedestrians					=	1.2	m/s						
	TSc	=	Time-space of the crosswalk													
		=	11 x 5 x (35 - 11 / (2 x 1.2))					=	1672.92	m2-s						
	Nped	=	Number of pedestrians during a cycle													
		=	14 x (110 - 35) / 110					=	9	p/cycle						
	t	=	Total Crossing Time													
		=	3.2 + 11 / 1.2 + (0.81 x 9 / 5)					=	14	sec						
	T	=	Total crosswalk occupancy time													
		=	(9 + 14) x 14					=	320	p-s						
	Mc	=	Space per pedestrian Crossing													
		=	1672.92	/	320			=	5.2	m2/p						
	LOS	=	**B**													
	Compute the circulation space															
	Qtno	=	Total time spent by pedestrians waiting to cross the crossing from northern kerbside													
		=	9.5 x (110 - 35)^2 / (2 x 110)					=	242	p-s						
	An	=	Available Area at northern kerbside					=	22	m2						
	TSn	=	Total time -space available for circulating pedestrians at northern kerbside													
		=	22 x 110 - (0.5 x 242)					=	2299	m2-s						
	Mn	=	Circulation Area per pedestrian at northern kerbside													
		=	2299 / (4 x 26.3)					=	21.9	m2/p						
	LOS	=	**A**													
	Qtso	=	Total time spent by pedestrians waiting to cross the crossing from southern kerbside													
		=	13.6 x (110 - 35)^2 / (2 x 110)					=	348	p-s						
	As	=	Available Area at southern kerbside					=	27.5	m2						
	TSs	=	Total time -space available for circulating pedestrians at southern kerbside													
		=	27.5 x 110 - (0.5 x 348)					=	2851	m2-s						
	Ms	=	Circulation Area per pedestrian at southern kerbside													
		=	2851 / (4 x 32.7)					=	21.8	m2/p						
	LOS	=	**A**													

Appendix B - Swept Path Analysis

北角政府合署
Government Offices

北角警署
North Point Police Station

北角煤氣檢管站
North Point Pigging Station

斜路 Ramp

HOI YU STREET

JAVA ROAD

HOI CHAK STREET

煤氣公司北角煤氣調壓站
Town Gas North Point Offtake Station

平台
Podium

北角海逸酒店
Harbour Plaza, North Point

665

榮華工業大廈
Wing Wah Industrial Building

677

363

香港中華煤氣有限公司
The Hong Kong and China Gas Company Limited

海澤街

東港中心
Eastern Harbour Centre

28

343

Rev.	Description	Checked	Date
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C	TD'S COMMENT	WCY	23APR26
B	TD'S COMMENT	WCY	20JAN26
A	INCORPORATED CEDD'S SCHEME	WCY	09SEP25

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

SWEPT PATH ANALYSIS OF PLANNED JUNCTION IMPROVEMENT SCHEME OF JAVA ROAD / HOI YU STREET / HOI CHAK STREET (1)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	MAR 2025	AP1	C

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北角政府合署
Government Offices
北角警署
North Point Police Station
北角煤氣檢管站
North Point Pigging Station
斜路 Ramp
HOI YU STREET
JAVA ROAD
海裕街
HOI CHAK STREET
煤氣公司北角煤氣調壓站
Town Gas North Point Offtake Station
平台
Podium
北角海逸酒店
Harbour Plaza, North Point
665
榮華工業大廈
Wing Wah Industrial Building
677
363
香港中華煤氣有限公司
The Hong Kong and China Gas Company Limited
東港中心
Eastern Harbour Centre
28
343
3.8
3.7
12.0
12.2
11.7
4.1
4.5
4.6
4.8
3.6
18.1
8-10.17-19R/E Tax Up/Off
PLB 7-24S
7-19S/E Tax Up/Off
7-19R/E Tax Up/Off
NTR/P
NTR
Rd Adv
End

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B	TD'S COMMENT	WCY	20JAN26
A	INCORPORATED CEDD'S SCHEME	WCY	09SEP25

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

SWEPT PATH ANALYSIS OF PLANNED JUNCTION IMPROVEMENT SCHEME OF JAVA ROAD / HOI YU STREET / HOI CHAK STREET (2)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	MAR 2025	AP2	C

SYSTRA MVA

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北角政府合署
Government Offices
North Point
北角警署
North Point Police Station
北角煤氣檢管站
North Point Pigging Station
斜路 Ramp
HOI YU STREET
JAVA ROAD
海裕街
HOI CHAK STREET
煤氣公司北角煤氣調壓站
Town Gas North Point Offtake Station
平台
Podium
北角海逸酒店
Harbour Plaza, North Point
665
榮華工業大廈
Wing Wah Industrial Building
677
香港中華煤氣有限公司
The Hong Kong and China Gas Company Limited
363
東港中心
Eastern Harbour Centre
343
28
3.8
3.7
12.0
12.2
11.7
4.1
4.5
4.6
3.6
18.1
4.1
8
PLB⊗7-24R
8-10.17-19R/E Tax Up/Off
7-19S/E Tax Up/Off
Rd Adj 7-19R/E Tax Up/Off
NTR/P
NTR
End
TL

Rev.	Description	Checked	Date
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C	TD'S COMMENT	WCY	23APR26
B	TD'S COMMENT	WCY	20JAN26
A	INCORPORATED CEDD'S SCHEME	WCY	09SEP25

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

SWEPT PATH ANALYSIS OF PLANNED JUNCTION IMPROVEMENT SCHEME OF JAVA ROAD / HOI YU STREET / HOI CHAK STREET (3)

Designed	Checked	Scale	Date	Drawing No.	Rev.
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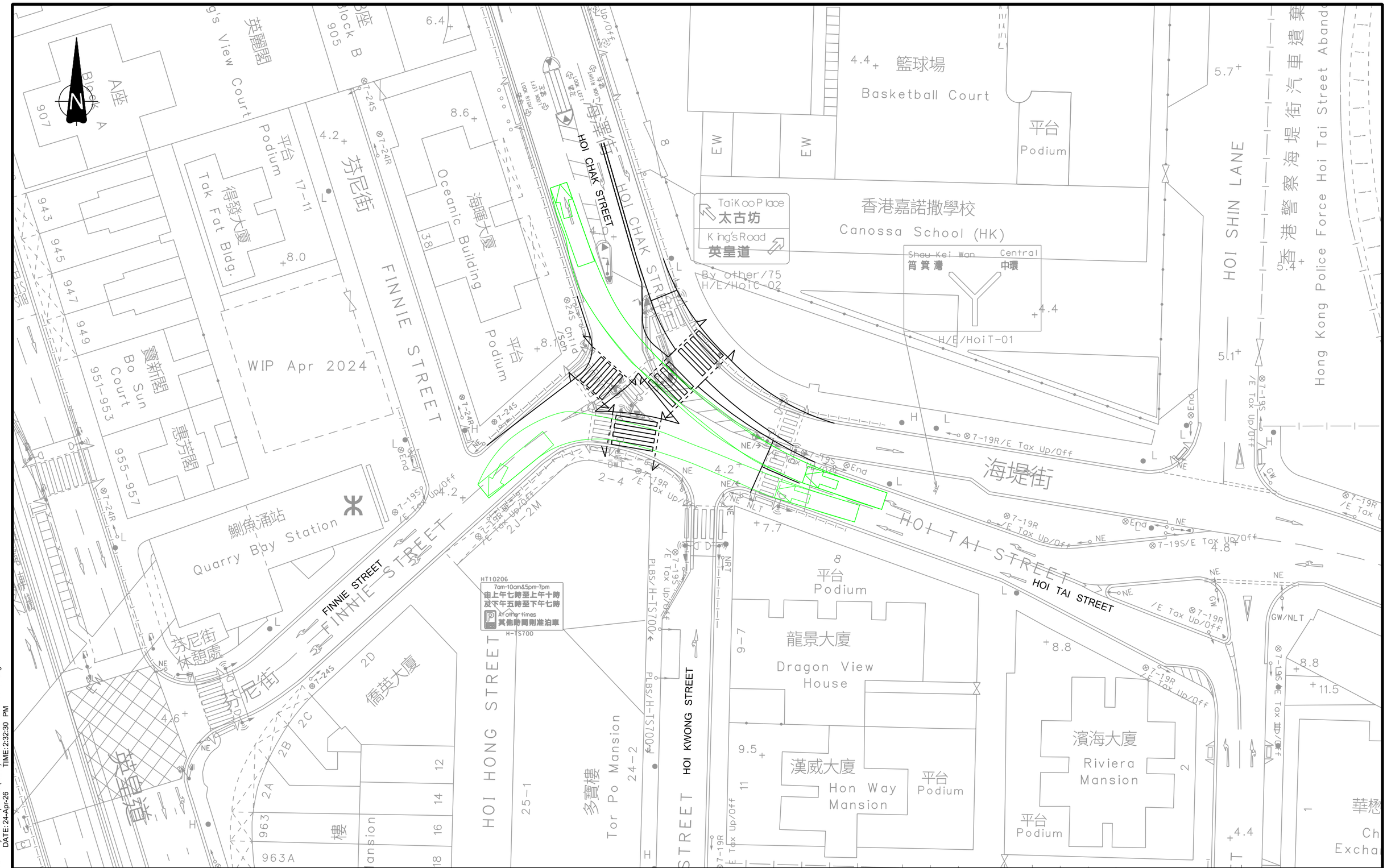

Rev.	Description	Checked	Date
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A	TD'S COMMENT	WCY	23APR26

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

SWEPT PATH ANALYSIS OF PLANNED JUNCTION IMPROVEMENT SCHEME OF HOI TAI STREET / HOI CHAK STREET / FINNIE STREET / HOI KWONG STREET (1)

Designed	Checked	Scale	Date	Drawing No.	Rev.
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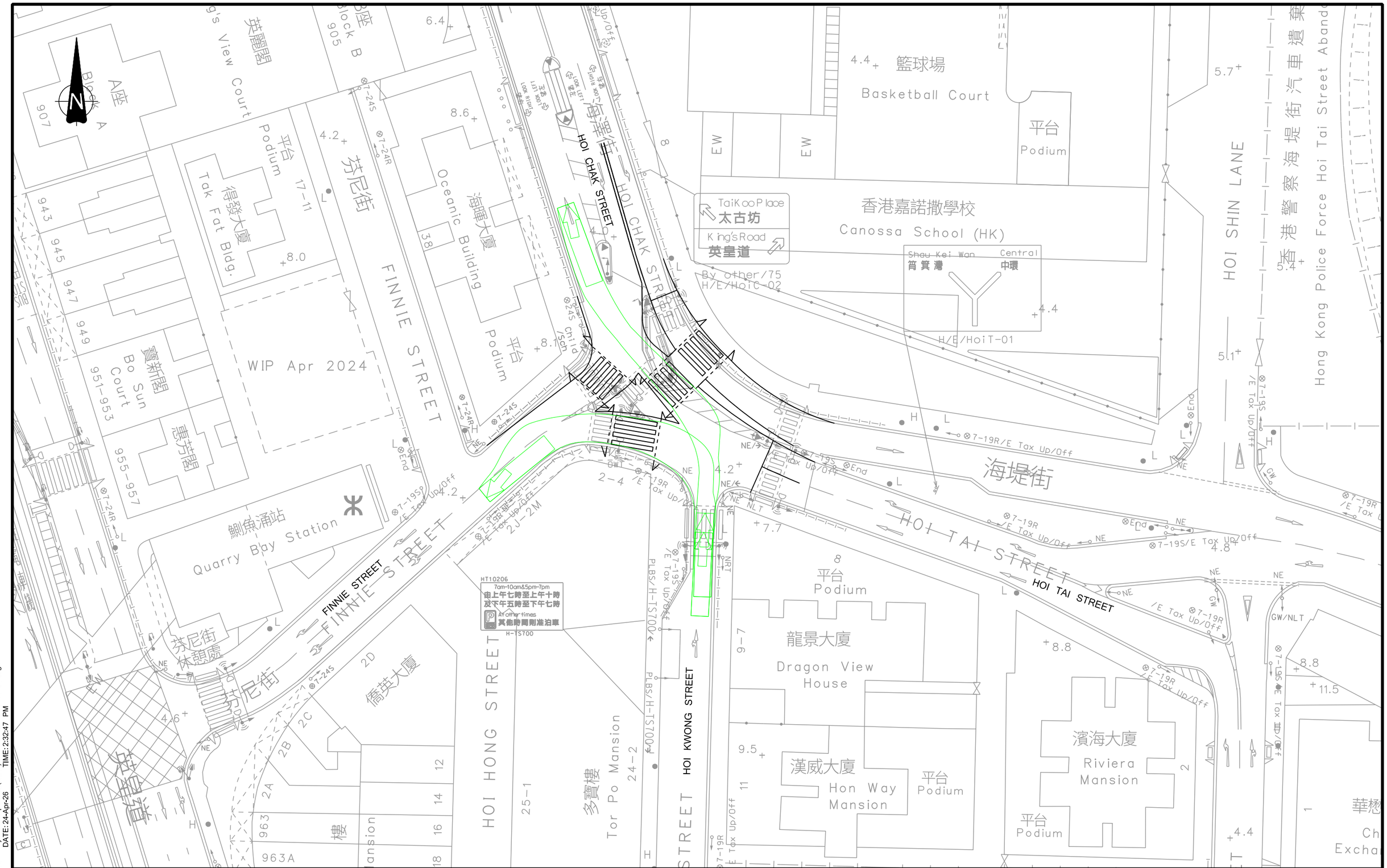

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A	TD'S COMMENT	WCY	23APR26

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

SWEPT PATH ANALYSIS OF PLANNED JUNCTION IMPROVEMENT SCHEME OF HOI TAI STREET / HOI CHAK STREET / FINNIE STREET / HOI KWONG STREET (2)

Designed	Checked	Scale	Date	Drawing No.	Rev.
NLY	WCY	1:500(A3)	SEP 2025	AP5	A

SYSTRA MVA

Original Size : A3

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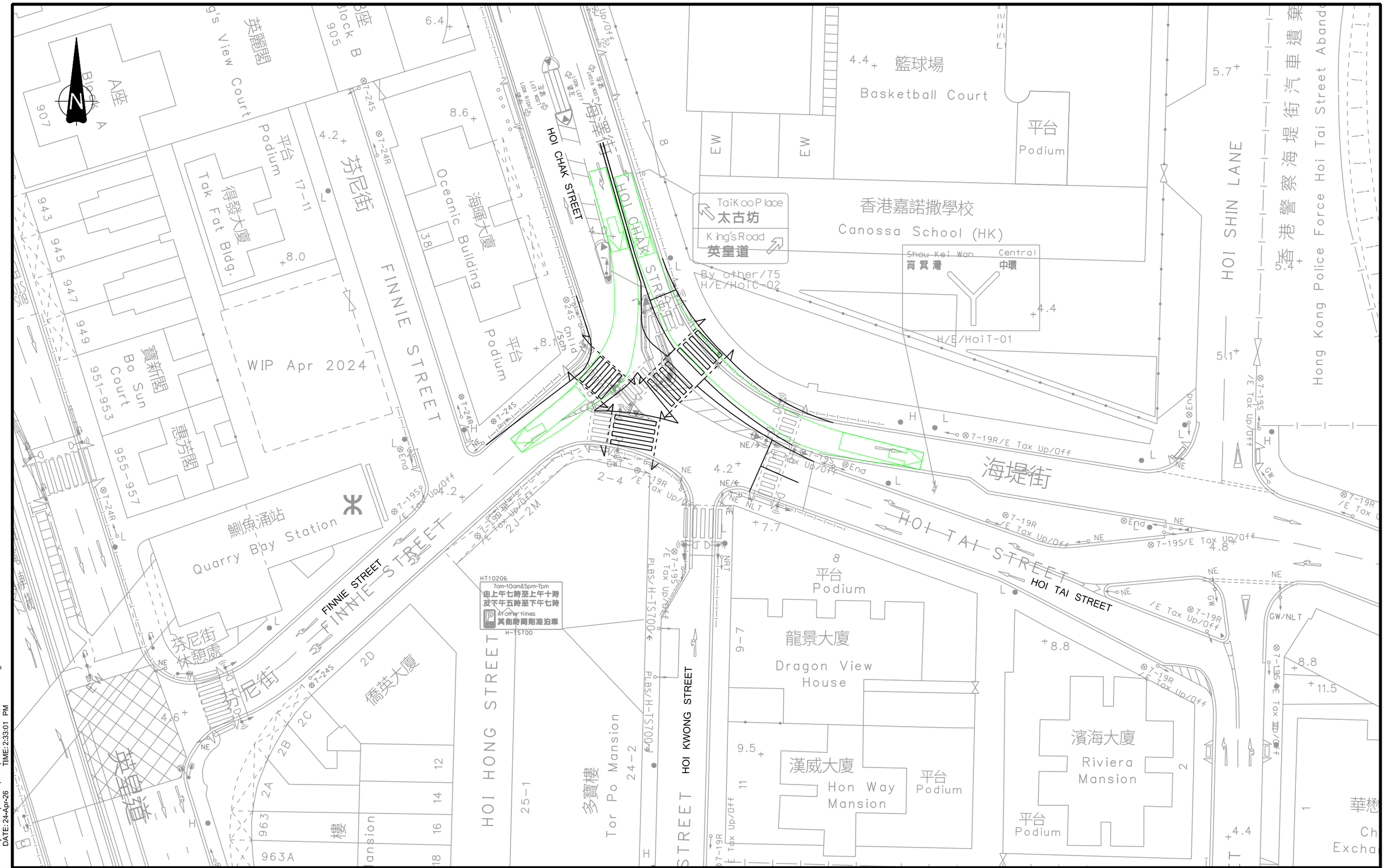

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A	TD'S COMMENT	WCY	23APR26

Project Title

PROPOSED AMENDMENT TO THE NOTES OF THE APPROVED QUARRY BAY OZP RELATING TO THE "OTHER SPECIFIED USES" ZONE ANNOTATED "CULTURAL AND/OR COMMERCIAL LEISURE AND TOURISM RELATED USES"
INLAND LOTS 8590 RP (PART) AND 8723 RP (PART) AND ADJOINING GOVERNMENT LAND, HOI YU STREET, QUARRY BAY

Drawing Title

SWEPT PATH ANALYSIS OF PLANNED JUNCTION IMPROVEMENT SCHEME OF HOI TAI STREET / HOI CHAK STREET / FINNIE STREET / HOI KWONG STREET (3)

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NLY	WCY	1:500(A3)	JAN 2026	AP6	A

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