S12A Amendment of Plan Application

Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19

Proposed Re-zoning from "AGR" to "G/IC" for a

Proposed "Social Welfare Facilities"

Residential Care Home for the Elderly (RCHE)

At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T

TIA Report

May 2025

CTA Consultants Limited

志達顧問有限公司

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1. INTRODUCTION

1.1 Background

1.1.1 CTA Consultants Limited was commissioned as the traffic consultant to prepare a Traffic Impact Assessment Report for proposed re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) at various lots in D.D. 23, Tung Tsz, Tai Po, New Territories (hereafter called "proposed development").

1.1.2 The location of the proposed development is shown in **Figure 1.1**.

1.2 Study Objectives

1.2.1 The main objectives of this study are as follows:

- To assess the existing traffic conditions in the vicinity of the proposed development;
- To forecast traffic demands on the adjacent road network in the design year;
- To estimate the likely traffic generated by the proposed development;
- To assess the impacts of traffic generated by the proposed development on the adjacent road network; and
- To recommend improvement measures, if necessary, to alleviate any traffic problems on the road network

2. THE DEVELOPMENT

2.1 Site Location

2.1.1 The proposed development is located at various lots in D.D. 23, Tung Tsz, Tai Po which is bounded by Treasure Spot Garden II to the west as shown in **Figure 1.1**.

2.2 Proposed Development

2.2.1 Development parameters of the proposed development are summarized in **Table 2.1**.

Table 2.1 Development Parameters of the Proposed Development

Site Location	At various lots in D.D. 23, Tung Tsz, Tai Po, New Territories
Site Area	1,494.67 m^2
No. of Blocks	1
No. of Storeys	10
No. of Staff	120 (60 per shift)
No. of Suites and Beds	Total: 276 beds (29 nos. of suites, 225 nos. of beds and 22 isolated rooms(1))

Note:
(1) Isolated rooms will be for contingency use only, normally will not be in used.

2.2.2 It is anticipated that the proposed development will be completed by 2030 tentatively. Therefore, design year 2033 (i.e. 3 years after the planned commencement year of the proposed development) is adopted assessments.

2.3 Proposed Access Road and Vehicular Access

2.3.1 With consideration of existing road configuration, no proper footpath from the proposed development to Tung Tsz Road, minor road improvement of 3.5m wide single track for two-way traffic with widening at turning area together with a

minimum 1.3m wide footpath is proposed, drawing on the proposed minor road improvement of access road between the Site and Tung Tsz Road, and the relevant swept path are shown in **Figure 2.1** and **Figure SP-01**.

2.3.2 The proposed vehicular access of ~8m wide is located at the southwest of the proposed development. Location and the sightline assessment of the proposed vehicular access is shown diagrammatically in **Figure 2.2** and **Figure 2.3** respectively, and **Figure SP-02** to **Figure SP-05** demonstrating vehicles can be manoeuvred within the site**.** Since the visibility splay for southbound vehicles does not fulfil TPDM requirement of 60m sight distance, it is proposed to add flashing alarm lights as safety measure to alert pedestrians and drivers that vehicle is going out.

2.4 Internal Transport Facilities Provision

2.4.1 It is noted that the requirement of provision of internal transport facilities for "Residential Home for Elderly" are not specified in Hong Kong Planning Standards and Guidelines (HKPSG). Therefore, parking provision has been reference to other existing RCHE and summarized in **Table 2.2**.

Table 2.2 Examples of Existing RCHE

RCHE	Location	No. of beds	No. of Staff	Parking Facilities Category[(1)(2)]	Observed no. of Parking Provision
Assemblies of God Holy Light Church Aged Home	91 Sung Ching Sun Tsuen, Tai Tong Road, Yuen Long	60	19	Category 1	Nil
Chinese Christian Worker's Fellowship Wah Hei Elderly Home (Comet Mansion	G/F & M/F, Shop 27, Comet Mansion, 45-67 Fung Cheung Road, Yuen Long	105	29	Category 1	Nil
T.W.G.Hs. Y. C. Liang Memorial Home for the Elderly	G/F & 1/F, Yiu Yat House, Tin Yiu Estate, Tin Shui Wai	88	47	Category 1	Nil
Salvation Army Kam Tin Residence for Senior Citizens (The)	103 Kam Tin Road, Yuen Long	150	81	Category 2	1 car parking space + 1 light bus parking space
Pok Oi Hospital Yeung Chun Pui Care and Attention Home	58 Sha Chau Lei Tsuen, Ha Tsuen, Yuen Long	143	92	Category 2	2 car parking spaces + 1 light bus parking space

RCHE	Location	No. of beds	No. of Staff	Parking Facilities Category[(1)(2)]	Observed no. of Parking Provision
Ching Chung Taoist Association of Hong Kong Limited Ching Chung Care and Attention Home for the Aged	57 Sha Chau Lei Chuen, Ping Ha Road, Yuen Long	120	61	Category 2	1 car parking space + 1 light bus parking space
Approved Y/YL-NTM/9	81 San Tam Road, Yuen Long	142	-	Category 2	2 car parking spaces + 1 light bus parking space + 1 LGV + 1 Ambulance

Notes:
(1) Category 1 refers to RCHE without parking provision within the Site and there is no public car parking spaces can be found in the close proximity.
(2) Category 2 refers to RCHE with parking provision within the Site.

2.4.2 With reference to **Table 2.2**, only one to two private parking spaces are provided by other RCHE for max 150 beds. Taking into consideration that a total of 276 nos. of beds will be provided in our development, the proposed provision is summarized in **Table 2.3**, which should be sufficient for the daily operation needs of the proposed development.

2.4.3 The ground floor layout plan of the proposed development showing the internal transport provision is shown in **Figure 2.2** and **Figure SP-02** to **Figure SP-05** demonstrating vehicles can be manoeuvred within the site**.**

Table 2.3 Proposed Parking Provision

Parking Spaces	Dimensions	Proposed
Motorcycle	2.4m(L) x 1m(W)	1 no.
Private Car	5m(L) x 2.5m(W)	3 nos.
Private Car for Accessible	5m(L) x 3.5m(W)	1 no.
Loading/Unloading	**Dimensions**	**Proposed**
LGV	7m(L) x 3.5m(W)	1 no.
Light bus	8m(L) x 3m(W)	1 no.
Ambulance	9m(L) x 3m(W)	1 no.

2.4.4 2 private car parking spaces at the site would be for staff and 2 private car parking spaces for visitors or persons with disabilities, booking in advance is required.

2.5 Public Transport Services in the Vicinity

2.5.1 Numerous road-based public transport services are provided in vicinity of the proposed development. Details of the current services of franchised buses and GMB routes are listed in **Table 2.4** and the service points are demonstrated in **Figure 2.4**. It is revealed that the site is well-served by public transport services in the vicinity.

Table 2.4 Road-Based Public Transport Services in the Vicinity

Service	Route	Origin – Destination	Frequency (Mins)
Franchised Bus	73P[(1)]	Nina Tower – Tai Mei Tuk	From Nina Tower: 2 Dep; From Tai Mei Tuk: 2 Dep
	74E[(1)]	Kwun Tong – Tai Mei Tuk	From Kwun Tong: 3 Dep; From Tai Mei Tuk: 3 Dep
	75K	Tai Mei Tuk – Tai Po Market Station	10-20
	275R	Wu Kau Tang – Tai Po Market Station	10-20
	72C[(1)]	Tai Mei Tuk – Tai Po Market Station	1 Dep
	75P[(1)]	Tai Mei Tuk – Tai Po Market Station	1 Dep
GMB	20B	Tung Tsz – Tai Po Market Station	10-20
	20C	Tai Mei Tuk – Tai Po Market Station	4-10
		Tai Mei Tuk – Tai Po Market Station (via Tai Po Tai Wo Road)	12-15
	20C[(2)]	Tai Mei Tuk – Tai Po Market Station (via Shan Liu Road)	4-10
	20E[(3)]	Shan Liu Road, Elle Villas – Tai Po Market Station	30
	20R	Wu Kau Tang – Tai Po Market Station	60
	20T[(4)]	Tsz Shan Monastery – Tai Po Market Station	From Tai Po Market Station: 9:15am - 9:45am and 1:15pm - 1:45pm; From Tsz Shan Monastery: 11:30am - 1:30pm and 3:30pm - 5pm

Notes:
(1) Peak hour service only.
(2) Special Route during special traffic and transport arrangements (STTA) days.
(3) Circular Route.
(4) Weekday service only.

2.6 Shuttle Service to be Provided and Visit-by-Appointment System Enforcement

2.6.1 The public could access to Tung Tsz Road by NT GMB Route Nos. 20B and 20T, and to Ting Kok Road by NT GMB Route Nos. 20C, 20E, 20R and Bus Route Nos. 73P, 74E, 75K and 275R, and then walk for about 8 min to the Site. The operator will arrange the working hours of the staff such that public transport during daytime will not be affected, shuttle service may be arranged for staff depending on actual operation.

2.6.2 To avoid overload the public transport by visitors coming/leaving the proposed development, it is proposed to provide light bus by the Applicant for the visitors with 1 veh/bound/hr during operation hour of 9am to 5pm so as to minimize traffic impact to the surrounding road network especially Ting Kok Road while maintaining shuttle service to visitors. The proposed routing of shuttle service (light bus) between the proposed development and Tai Po Market Station is shown in **Figure 2.5**. It is anticipated that visitors would arrive the site using the light bus. Swept path analysis demonstrates it is feasible to maneuver light bus is shown in **Figure SP-01**.

2.6.3 Being a RCHE, the number of visitors is very little. However, to avoid many visitors to arrive at the same period of time, the policy of limiting 2 visitors per bed under Visit-by-Appointment System will be implemented. The booking in advance by telephone/whatsapp is required. Visitors are not allowed to enter the proposed development without booking or outside the operation hour. The number of visitors allowed per hour and per day will be 19 (i.e. maximum capacity of light bus) and 152 (i.e. 19 visitor/hr x 8hr) respectively.

2.6.4 In general, booking in advance is required for parking provision for visitors or persons with disabilities.

3. THE EXISTING TRAFFIC CONDITIONS

3.1 Critical Junctions

3.1.1 As shown in **Figure 3.1**, 11 junctions were identified to be critical for assessment of traffic impact due to the proposed development. They are listed in **Table 3.1** and their existing junction layout arrangements are shown in **Figures 3.2** to **3.11** respectively.

Table 3.1 Identified Critical Junctions

Ref.	Junction	Method of Control	Figure No.
A	Tung Tsz Road/ Universal Gate Road	Priority	**3.2**
B	Ting Kok Road/ Tung Tsz Road	Priority	**3.3**
C	Ting Kok Road/ Sam Mun Tsai Road	Signal	**3.4**
D	Ting Kok Road/ Lo Fai Road	Signal	**3.5**
E	Ting Kok Road/ Dai Kwai Street	Signal	**3.6**
F	Ting Kok Road/ Dai Fat Street	Signal	**3.7**
G	Ting Kok Road/ Fung Yuen Road	Signal	**3.8**
H	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	Signal	**3.9**
I	Yuen Shin Road/ Dai Fat Street	Signal	**3.10**
J	Yuen Shin Road/ Tai Po Tai Wo Road	Signal	**3.11**

3.1.2 In order to establish the existing traffic condition in the above-mentioned critical junctions, traffic survey in form of manual classified count was conducted during the AM and PM peak periods (7:15am to 9:15am and 5:00pm to 7:00pm) on a typical weekday, 6 December 2024. Analysis of the existing traffic data indicates that the AM and PM peak hour flows occurred from 7:45am to 8:45am and 5:15pm to 6:15pm respectively. The existing traffic flows is presented in **Figure 3.12**.

3.1.3 Existing operational performance of the identified critical junctions and road links were assessed. The results are summarized in **Table 3.2**, **Table 3.3** and the junction calculation sheets are attached in **Appendix A**.

Table 3.2 Junction Performance of Identified Critical Junctions in Year 2024

Junction	Junction Location	Method of Control	Year 2024 RC[(1)]/RFC[(2)]	
			AM Peak	PM Peak
A	Tung Tsz Road/ Universal Gate Road	Priority	0.03	0.03
B	Ting Kok Road/ Tung Tsz Road	Priority	0.49	0.24
C	Ting Kok Road/ Sam Mun Tsai Road	Signal	>100%	>100%
D	Ting Kok Road/ Lo Fai Road	Signal	56%	84%
E	Ting Kok Road/ Dai Kwai Street	Signal	19%	22%
F	Ting Kok Road/ Dai Fat Street	Signal	20%	47%
G	Ting Kok Road/ Fung Yuen Road	Signal	21%	23%
H	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	Signal	31%	33%
I	Yuen Shin Road/ Dai Fat Street	Signal	25%	48%
J	Yuen Shin Road/ Tai Po Tai Wo Road	Signal	27%	44%

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

3.1.4 The assessment results in **Table 3.2** indicate that all critical junctions are at present operating within their capacities during peak hours.

Table 3.3 Traffic Flows and Volume to Capacity (V/C) Ratio Assessment of Identified Road Links in Year 2024

Road Link	Dir	Road Type	No. of Lanes	Capacity (pcu/hr)	Year 2024 Existing			
					AM Peak		PM Peak	
					Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C
Tung Tsz Road	EB	LD	1	460	260	0.57	130	0.28
	WB	LD	1	460	160	0.35	160	0.35
Ting Kok Road (between Dai Fat Street and Fung Yuen Road)	EB	PD	2	3,220	1,390	0.43	1,230	0.38
	WB	PD	2	3,220	1,490	0.46	1,110	0.34
Ting Kok Road (between Fung Yuen Road and Dai Fuk Road)	EB	PD	2	3,220	1,470	0.46	1,370	0.43
	WB	PD	2	3,220	1,580	0.49	1,200	0.37
Yuen Shin Road	EB	PD	2	3,220	730	0.23	770	0.24

Road Link	Dir	Road Type	No. of Lanes	Capacity (pcu/hr)	Year 2024 Existing			
					AM Peak		PM Peak	
					Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C
(between Dai Fuk Road and Dai Fat Street)	WB	PD	2	3,220	1,080	0.34	970	0.30
Yuen Shin Road (between Dai Fat Street and Tai Po Tai Wo Road)	EB	PD	2	3,220	1,540	0.48	1,210	0.38
	WB	PD	2	3,220	1,600	0.50	1,550	0.48

Notes:
(1) Capacity based on Table 2.4.1.1 of Section 2.4, Chapter 2, Volume 2, T.P.D.M.
(2) PCU factor of 1.15 has been derived from the result of traffic count survey. Tung Tsz Road is is single-2-lane local road of ~7m wide, therefore capacity per direction = 800÷ 2 x 1.15 = 460 pcu/hr. Ting Kok Road and Yuen Shin Road are dual-2 primary distributor of ~8m wide, therefore capacity per direction = 2,800x1.15= 3,220pcu/hr.

3.1.5 The assessment results in **Table 3.3** indicate that all critical road links have adequate road link capacity during the peak hours.

4. THE FUTURE TRAFFIC CONDITIONS

4.1 Design Year

4.1.1 The proposed development is anticipated to be completed by year 2030 tentatively. Year 2033 (i.e. 3 years after completion) is therefore adopted as the design year for assessment purpose.

4.2 Traffic Forecasts

4.2.1 The traffic growth can be estimated by applying growth factor, based on the following information source:

I. Historical traffic growth in Annual Traffic Census (ATC) published by the Transport Department (TD).

II. 2021-Based Territorial Population and Employment Data Matrices (TPEDM) published by the Planning Department.

Annual Traffic Census

4.2.2 Numerous traffic count stations are located in the vicinity of the proposed development and the traffic counts of the concerned stations reported in the Annual Traffic Census (ATC) between 2015 and 2023 are summarized in **Table 4.1**.

Table 4.1 Historical Traffic Data from Annual Traffic Census (ATC)

ATC Stn	Road Name	Annual Average Daily Traffic (AADT)						Avg. Annual Growth Rate
		2015	2016	2017	2018	2022	2023	
5006	Ting Kok Rd (from Nam Wan Rd to Dai Kwai St)	26,760	29,650	30,680	30,900	30,440	29,190	1.09%
6211	Ting Kok Rd (from Dai Kwai St to Tai Mei Tuk)	25,240	27,230	27,110	29,580	28,760	28,620	1.58%
6608	Ting Kok Rd (from Tai Mei Tuk to Bride's Pool Rd)	1,350	1,390	1,520	1,400	1,290	1,240	-1.06%

ATC Stn	Road Name	Annual Average Daily Traffic (AADT)						Avg. Annual Growth Rate
		2015	2016	2017	2018	2022	2023	
6619	Dai Kwai St (from Ting Kok Rd to Dai Chong St)	3,970	4,110	4,270	3,880	3,780	4,240	0.83%
Total		**57,320**	**62,380**	**63,580**	**65,760**	**64,270**	**63,290**	**1.25%**

Note:
(1) Traffic volumes for Year 2019 to Year 2021 may be suppressed by the special working arrangement implemented during the COVID-19 outbreak period and/or social event outbreak, therefore AADT from Year 2019 to Year 2021 are not adopted.

Planning Data

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

Table 4.2 TPEDM Planning Data from 2021 to 2031

Zone	Population			Avg. Annual Growth Rate	Employment			Avg. Annual Growth Rate
	2021	2026	2031		2021	2026	2031	
Tai Po	316,450	348,900	343,250	0.82%	96,600	94,800	89,800	-0.73%

Adopted Growth Rate

4.2.4 A.A.D.T. of ATC indicates that the traffic flows in the local road network has an average annual growth rate of +1.25% from 2015 to 2023.

4.2.5 Whilst, the planning data indicates that the population and employment data of the study area are expected to grow with an average annual growth rate of +0.82% and -0.73% respectively from 2021 to 2031.

4.2.6 As a conservative approach, annual growth rate of **+1.25%** p.a. is adopted.

4.3 Traffic Generations of Adjacent New Developments

4.3.1 To fully reflect the growth traffic, trip generation of the future vicinity developments have been taken into consideration. The major planned development is detailed in **Figure 4.1** and the estimated trip rate with reference to TPDM and trips of the adjacent planned developments are shown in **Table 4.3** and **Table 4.4** respectively.

Table 4.3 Estimated Trip Rates of Planned Adjacent Developments

Approved Planning Application No.	Location	Use	Assumed GFA & Flat no.	Units	Trip Rates			
					AM Peak		PM Peak	
					Gen.	Att.	Gen.	Att.
A/TP/672	Government land at Area and Chung Nga Road East, Tai Po, New Territories	Public Housing	~316, 519m^2 7,431flats (av. flat size: 40m^2)	pcu/hr/flat	Already near to full population in-take at the time of survey (**Appendix B**).			
		Retail / Shopping Complex	~5,160m^2	pcu/hr/100 sq m GFA				
A/TP/700	Chung Nga Road West	Public Housing	1,292 flats (av. Flat size: 40m^2)	pcu/hr/flat	0.0432(1)	0.0326(1)	0.0237(1)	0.0301(1)
		Retail / Shopping Complex	~489m^2	pcu/hr/100 sq m GFA	0.2296	0.2434	0.31	0.3563
		Primary School	-	pcu/hr/ classroom	0.5670(2)	1.000(2)	0.333(2)	0.167(2)
LSPS/001	Lo Fai Road and Ting Kok Road	Public Housing	1,290 flats	-	-	-	-	-
		Retail	~1,000m^2	-	-	-	-	-
		Community Facilities	-	-	-	-	-	-
		Private Housing	460 flats					
-	Area 33, Tai Po	Construction Industry Council Training	-	-	-	-	-	-

Approved Planning Application No.	Location	Use	Assumed GFA & Flat no.	Units	Trip Rates			
					AM Peak		PM Peak	
					Gen.	Att.	Gen.	Att.
		Academy Tai Po Training Ground						
-	Tai Po Town Lot 246 (Ex-Shuen Wan Landfill Site)	Golf Course	-	-	-	-	-	-
-	Area 33, Tai Po	Football-cum-rugby pitch/underground public vehicle park 400 car spaces	-	Pcu/hr/ parking space	0.0771(6)	0.0907(6)	0.0493(6	0.0811(6)
-	On Pong Road	Community health centre	4,447m^2	pcu/hr/100 sq m GFA	0.235(7)	0.235(7)	0.23(7)	0.115(7)
-	Future Phase of CDA(1) Zone	Private Housing	~ 14,011 m^2 220 flats	pcu/hr/flat	0.0778(8)	0.063(8)	0.063(8)	0.0593(8)
Y/TP/38	Tai Po Town Lot 183 S.A ss.1 (Part) and 183 S.A ss.2 (Part), Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po	Private Housing	1,759 flats Retail not more than 800 m^2	-	-(3)	-(3)	-(3)	-(3)

Notes:
(1) Trip rates for public housing development of 40m^2 is adopted.
(2) Adopted trip rate of primary school in Queen's Hill.
(3) Adopted trip generations and attractions from TIA report of the relevant planning application.
(4) Upper limit trip rates for private housing development of 60m^2 is adopted.
(5) Trip rates for public housing development of 50m^2 is adopted.
(6) Based on surveyed trip rate at Tai Po Tung Cheong Street Sports Centre Public Vehicle Park.

(7) Adopted trip rate of community health centre in the approved TIA report for Queen's Hill, Fanling.
(8) Adopted trip rate of Mont Vert.
(9) For the planned bus depot at Dai Fuk Street (A/TP/685), the approved TIA report stated that most of the buses leave and return to the depot between 12am and 6am for daily operation, therefore will not be included in the assessment during peak hours.
(10) The transitional housing developments under applications No. A/NE-TK/702 and A/NE-TK/753 are covered by valid planning permissions until 26.3.2026 and 26.8.2027 respectively, therefore will not be included in the assessment.
(11) LSPS/001 proposed residential developments are scheduled to be completed by year 2033 tentatively, which is same as the assessment year for this TIA, therefore will be included in the assessment as sensitivity test.

Table 4.4 Estimated Trip Generations and Attractions of Planned Adjacent Developments

Approved Planning Application No.	Location	Development	Assumed GFA & Flat no.	Trips			
				AM Peak (pcu/hr)		PM Peak (pcu/hr)	
				Gen.	Att.	Gen.	Att.
A/TP/672	Government land at Area and Chung Nga Road East, Tai Po, New Territories	Public Housing	~316, 519m^2 7,431flats (av. flat size: 40m^2)	Already near to full population in-take at the time of survey (**Appendix B**).			
		Retail / Shopping Complex	~5,160m^2				
A/TP/700	Chung Nga Road West	Public Housing	1,292 flats (av. Flat size: 40m^2)	56	43	31	39
		Retail / Shopping Complex	~489m^2	2	2	3	3
		Primary School	pcu/hr/ classroom	18	30	10	6
LSPS/001	Lo Fai Road and Ting Kok Road	Public Housing	1,290 flats	100(1)	75(1)	45(1)	60(1)
		Retail	~1,000m^2	5(1)	5(1)	5(1)	5(1)
		Community Facilities	-	30(1)	30(1)	25(1)	30(1)

Approved Planning Application No.	Location	Development	Assumed GFA & Flat no.	Trips			
				AM Peak (pcu/hr)		PM Peak (pcu/hr)	
				Gen.	Att.	Gen.	Att.
		Private Housing	460 flats	45(1)	35(1)	20(1)	20(1)
-	Area 33, Tai Po	Construction Industry Council Training Academy Tai Po Training Ground	-	23(2)	23(2)	23(2)	23(2)
-	Tai Po Town Lot 246 (Ex-Shuen Wan Landfill Site)	Golf Course	-	8(1)	32(1)	50(1)	26(1)
-	Area 33, Tai Po	Football-cum-rugby pitch/underground public vehicle park 400 car spaces	-	31	37	20	33
-	On Pong Road	Community health centre	4,447m^2	11	11	11	6
-	Future Phase of CDA(1) Zone	Private Housing	~ 14,011 m^2 220 flats	17	14	14	13
Y/TP/38	Tai Po Town Lot 183 S.A ss.1 (Part) and 183 S.A ss.2 (Part), Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po	Private Housing	1,759 flats Retail not more than 800 m^2	143(1)	118(1)	123(1)	114(1)

Notes:
(1)Based on the approved TIA.
(2)Based on previous study on Construction Industry Council Training Academy.

4.4 Planned Junction Layout under Planned Project

4.4.1 Junction Fung Yuen Road / Ting Kok Road (G) will be modified according to the TIA report (January 2021) of approved A/NE-TK/702 at Wong Yue Tan, Tai Po and the latest drawing for A/NE-TK/753 at Shuen Wan, Tai Po as shown in **Figure 4.2**. It is anticipated that the planned junction layout would be in place for reference and design year 2033 (the commissioned year of the proposed development) for the assessments.

4.4.2 It is noted that Fung Yuen CDA (1) (planning application no. Y/TP/38) of about 1,800 units is undergoing planning application scheduled to be completed by year 2027 tentatively. The planned improvement scheme of Fung Yuen CDA (1) should be in place together with its development, therefore the planned improvement schemes of the critical junctions will be taken into account and summarised in **Table 4.5**.

Table 4.5 Planned Junction Layouts under Fung Yuen CDA (1) (Planning application no. Y/TP/38)

Ref.	Junction	Detail	Anticipated Completion Year
F	Ting Kok Road/ Dai Fat Street	As shown in **Figure 4.3**	By 2027
G	Ting Kok Road/ Fung Yuen Road	As shown in **Figure 4.4**	By 2027
H	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	As shown in **Figure 4.5**	By 2027
I	Yuen Shin Road/ Dai Fat Street	As shown in **Figure 4.6**	By 2027
J	Yuen Shin Road/ Tai Po Tai Wo Road	As shown in **Figure 4.7**	By 2027

4.4.3 It is noted that Land Sharing Pilot Scheme (LSPS/001) proposed residential developments at UDWYT Lot 14 RP and Lot 11RP, Tai Po are scheduled to be completed by year 2033 tentatively, which is same as the assessment year for this TIA, therefore will be included in the assessment as sensitivity test. The planned improvement scheme of LSPS/0001 should be in place together with its development, therefore the planned improvement schemes of the critical junctions will be taken into account in the sensitivity test and summarised in **Table 4.6**.

Table 4.6 Planned Junction Layouts under LSPS/0001

Ref.	Junction	Detail	Anticipated Completion Year
D	Ting Kok Road/ Lo Fai Road	As shown in **Figure 4.8**	By 2033
E	Ting Kok Road/ Dai Kwai Street	As shown in **Figure 4.9**	By 2033
F	Ting Kok Road/ Dai Fat Street	As shown in **Figure 4.10**	By 2033
G	Ting Kok Road/ Fung Yuen Road	As shown in **Figure 4.11**	By 2033
H	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	As shown in **Figure 4.12**	By 2033
I	Yuen Shin Road/ Dai Fat Street	As shown in **Figure 4.13**	By 2033
J	Yuen Shin Road/ Tai Po Tai Wo Road	As shown in **Figure 4.14**	By 2033

4.5 Reference Traffic Flows

4.5.1 2033 reference traffic flows are then derived by the following and presented diagrammatically in **Figure 4.15**.

2033 Reference Traffic Flows (Without Proposed Development) = (**2024 Observed Traffic Flows** **x** **Adopted Growth Factor (i.e. +1.25% for 9 years)**) + **Traffic Flows of Planned Adjacent Developments**

4.6 Traffic Generations and Attractions of Proposed Development

4.6.1 To estimate the trip generations of the proposed development, reference has been made to the trip generation rates of the existing Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly which comprises Pao Siu Loong Care and Attention Home, Wu York Yu Care and Attention Home, and Wu Chiang Wai Fong Care and Attention Home in the same district, and sites of similar nature at remote area. The adopted trip generation rates are summarized in **Table 4.7**.

Table 4.7 Adopted Generation and Attraction Trip Rates of Proposed Development

Reference Sites	Approx. No. of Beds	Unit	AM Peak		PM Peak	
			Generation	Attraction	Generation	Attraction
Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly, 93 Sam Mun Tsai Road, Shuen Wan, Tai Po, N.T.	255	pcu/hr	7	10	13	9
		pcu/hr/bed	0.027	0.039	0.051	0.035
Pok Oi Hospital Yeung Chun Pui Care and Attention Home, Lot No. 2273 & Ext. in DD 125, Ping Ha Road, Ping Shan, Yuen Long, N.T.	143	pcu/hr	2	2	3	2
		pcu/hr/bed	0.014	0.014	0.021	0.014
TWGHs Wong Cho Tong Social Service Building, 39 Sheung Shing Street, Homantin, Kowloon	278	pcu/hr	24	19	12	16
		pcu/hr/bed	0.086	0.068	0.043	0.058
Adopted Rate	**-**	**pcu/hr/bed**	**0.086**	**0.068**	**0.051**	**0.058**

4.6.2 Based on **Table 2.1** and **Table 4.7**, the estimated traffic generation and attraction due to the proposed development are summarized in **Table 4.8**.

Table 4.8 Estimated Traffic Generation and Attraction of Proposed Development

Proposed Development	AM Peak		PM Peak	
	Generation (pcu/hr)	**Attraction (pcu/hr)**	**Generation (pcu/hr)**	**Attraction (pcu/hr)**
276 beds	24 (say 25)	19 (say 20)	15 (say 15)	17
Visitors (1 no. of light bus/hr)(1)	=1x1.5pcu =1.5 (say 2)	=1x1.5pcu =1.5 (say 2)	=1x1.5pcu =1.5 (say 2)	=1x1.5pcu =1.5 (say 2)
Total	**26 (say 30)**	**21 (say 25)**	**17 (say 20)**	**19 (say 20)**

Note:
(1) From **Section 2.6**, shuttle service will be provided to visitor during non-peak hour, it is included for assessment in peak hour as a conservative approach.

4.6.3 It is anticipated that the proposed development would generate and attract 30 pcu/hr and 25 pcu/hr during AM peak hour respectively, and generate and attract 20 pcu/hr and 20 pcu/hr during PM peak hour respectively.

4.7 Design Traffic Flows

4.7.1 The future traffic generations of the proposed development were then assigned onto the road network and superimposed onto the 2033 reference traffic flows (without proposed development) to derive the 2033 design traffic forecasts (with proposed development).

2033 Design Traffic Flows (With Proposed Development) = **2033 Reference Traffic Flows (Without Proposed Development)** + **Proposed Development Traffic Flows**

4.7.2 Year 2033 design traffic flows (with proposed development) are shown in **Figure 4.16**.

5. TRAFFIC IMPACT ASSESSMENT

5.1 Operational Assessment

5.1.1 To assess the potential traffic impact due to the proposed development, capacity analysis of the identified critical junction and road links for both reference (without proposed development) and design scenarios (with proposed development) in year 2033 were carried out. The results are summarized in **Table 5.1**, **Table 5.2** and the junction calculation sheets are attached in **Appendix A**.

Table 5.1 Junction Performance of Identified Critical Junctions in Year 2033 (With and Without Proposed Development)

Ref.	Junction	Method of Control	Year 2033 RC/RFC (1)			
			Reference Scenario (Without Proposed Development)		Design Scenario (With Proposed Development)	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Tung Tsz Road/ Universal Gate Road	Priority	0.03	0.05	0.07	0.09
B	Ting Kok Road/ Tung Tsz Road	Priority	0.57	0.29	0.64	0.33
C	Ting Kok Road/ Sam Mun Tsai Road	Signal	>100%	>100%	>100%	>100%
D	Ting Kok Road/ Lo Fai Road	Signal	24%	48%	22%	46%
E	Ting Kok Road/ Dai Kwai Street	Signal	**-5%**	**0%**	**-7%**	**-1%**
F(2)	Ting Kok Road/ Dai Fat Street	Signal	41%	50%	40%	50%
G(2)	Ting Kok Road/ Fung Yuen Road	Signal	35%	47%	34%	45%
H(2)	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	Signal	32%	43%	30%	42%
I(2)	Yuen Shin Road/ Dai Fat Street	Signal	37%	46%	35%	44%
J(2)	Yuen Shin Road/ Tai Po Tai Wo Road	Signal	27%	43%	26%	42%

Notes:
(1) RC = Reserve Capacity for Signalized Junction
RFC = Ratio of Flow to Capacity for Priority Junction
(2) Reference has been made to the planned junction improvement works mentioned in **Section 4.4**.

5.1.2 The assessment results in **Table 5.1** revealed that all critical junctions would still operate within their capacities in both reference scenario (without proposed development) and design scenario (with proposed development) in 2033 during the peak hours except the following junction:

- Junction Ting Kok Road/ Dai Kwai Street (E)

5.1.3 Junction E will have negative RC without and with the proposed development during AM peak hour, and will RC of 0% without the proposed development and RC of -1% with the proposed development during PM peak hour.

5.1.4 It is anticipated that the proposed development would generate and attract 30 pcu/hr and 25 pcu/hr during AM peak hour respectively, and generate and attract 20 pcu/hr and 20 pcu/hr during PM peak hour respectively.

5.1.5 The peak traffic generated by the proposed development is small and would induce insignificant impact on the surrounding road network.

Table 5.2 Traffic Flows and Volume to Capacity (V/C) Ratio Assessment of Identified Road Links in 2033 (With and Without Proposed Development)

Road Link	Dir	Road Type	No. of Lanes	Capacity (pcu/hr)	Year 2033 Reference Scenario (Without Proposed Development)				Year 2033 Design Scenario (With Proposed Development)			
					AM Peak		PM Peak		AM Peak		PM Peak	
					Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C
Tung Tsz Road	EB	LD	1	460	290	0.63	150	0.33	320	0.70	170	0.37
	WB	LD	1	460	190	0.41	180	0.39	220	0.48	200	0.43
Ting Kok Road (between Dai Fat Street and Fung Yuen Road)	EB	PD	2	3,220	1,730	0.54	1,530	0.48	1,750	0.54	1,550	0.48
	WB	PD	2	3,220	1,860	0.58	1,390	0.43	1,890	0.59	1,410	0.44
Ting Kok Road (between Fung Yuen Road and Dai Fuk Road)	EB	PD	2	3,220	1,950	0.61	1,790	0.56	1,970	0.61	1,810	0.56
	WB	PD	2	3,220	2,100	0.65	1,610	0.50	2,130	0.66	1,630	0.51
Yuen Shin	EB	PD	2	3,220	970	0.30	1,000	0.31	990	0.31	1,020	0.32

Road Link	Dir	Road Type	No. of Lanes	Capacity (pcu/hr)	Year 2033 Reference Scenario (Without Proposed Development)				Year 2033 Design Scenario (With Proposed Development)			
					AM Peak		PM Peak		AM Peak		PM Peak	
					Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C
Road (between Dai Fuk Road and Dai Fat Street)	WB	PD	2	3,220	1,440	0.45	1,270	0.39	1,470	0.46	1,290	0.40
Yuen Shin Road (between Dai Fat Street and Tai Po Tai Wo Road)	EB	PD	2	3,220	1,910	0.59	1,510	0.47	1,930	0.60	1,530	0.48
	WB	PD	2	3,220	2,000	0.62	1,910	0.59	2,030	0.63	1,930	0.60

Notes:
(1) Capacity based on Table 2.4.1.1 of Section 2.4, Chapter 2, Volume 2, T.P.D.M.
(2) PCU factor of 1.15 has been derived from the result of traffic count survey. Tung Tsz Road is is single-2-lane local road of ~7m wide, therefore capacity per direction = 800÷ 2 x 1.15 = 460 pcu/hr. Ting Kok Road and Yuen Shin Road are dual-2 primary distributor of ~8m wide, therefore capacity per direction = 2,800x1.15= 3,220pcu/hr.

5.1.6 The assessment results in **Table 5.2** indicate that all critical road links will have adequate road link capacity in 2033 during the peak hours.

5.2 Operational Assessment – Sensitivity Test for LSPS/0001

5.2.1 As mentioned in **Section 4.4**, Land Sharing Pilot Scheme (LSPS/001) proposed residential developments at UDWYT Lot 14 RP and Lot 11RP, Tai Po are scheduled to be completed by year 2033 tentatively, which is same as the assessment year for this TIA, therefore will be included in the assessment as sensitivity test. The planned improvement scheme of LSPS/0001 should be in place together with its development, therefore the planned improvement schemes of the critical junctions will be taken into account in the sensitivity test. Capacity analysis of the identified critical junction for design scenarios (with proposed development) sensitivity test for LSPS/0001 in year 2033 were carried out. The results are summarized in **Table 5.3** and the junction calculation sheets are attached in **Appendix A**.

Table 5.3 Junction Performance of Identified Critical Junctions – Sensitivity Test with LSPS/001 in Year 2033 (With Proposed Development)

Junction	Junction Location	Method of Control	Sensitivity Test with LSPS/001 Year 2033 RC/RFC (1) Design Scenario (With Proposed Development)	
			AM Peak	PM Peak
A	Tung Tsz Road/ Universal Gate Road	Priority	0.07	0.09
B	Ting Kok Road/ Tung Tsz Road	Priority	0.64	0.33
C	Ting Kok Road/ Sam Mun Tsai Road	Signal	>100%	>100%
D(2)	Ting Kok Road/ Lo Fai Road	Signal	56%	35%
E(2)	Ting Kok Road/ Dai Kwai Street	Signal	32%	55%
F(2)	Ting Kok Road/ Dai Fat Street	Signal	22%	48%
G(2)	Ting Kok Road/ Fung Yuen Road	Signal	42%	47%
H(2)	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	Signal	20%	39%
I(2)	Yuen Shin Road/ Dai Fat Street	Signal	37%	51%
J(2)	Yuen Shin Road/ Tai Po Tai Wo Road	Signal	47%	69%

Notes:
(1) RC = Reserve Capacity for Signalized Junction
RFC = Ratio of Flow to Capacity for Priority Junction
(2) Reference has been made to the planned junction improvement works mentioned in **Section 4.4**.

5.2.2 The assessment results in **Table 5.3** revealed that all critical junctions would still operate within their capacities in design scenario (with proposed development) in 2033 during the peak hours with LSPS/001 for sensitivity test.

6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 CTA Consultants Limited (CTA) is commissioned as the traffic consultant to prepare the Traffic Impact Assessment Report and provide technical justifications in supporting the proposed development from traffic engineering point of view.

6.1.2 To appraise the existing traffic condition, manual-classified counting surveys were conducted at critical junctions in 2024. Current operational performance of the critical junctions has been assessed. The results reveal all critical junctions are at present operating within their capacities during peak hours.

6.1.3 The assessment results revealed that all critical junctions would still operate within their capacities in both reference scenario (without proposed development) and design scenario (with proposed development) in 2033 during the peak hours except the following junction:

- Junction Ting Kok Road/ Dai Kwai Street (E)

6.1.4 Junction E will have negative RC without and with the proposed development during AM peak hour, and will RC of 0% without the proposed development and RC of -1% with the proposed development during PM peak hour.

6.1.5 It is anticipated that the proposed development would generate and attract 30 pcu/hr and 25 pcu/hr during AM peak hour respectively, and generate and attract 20 pcu/hr and 20 pcu/hr during PM peak hour respectively.

6.1.6 The peak traffic generated by the proposed development is small and would induce insignificant impact on the surrounding road network.

6.2 Conclusion

6.2.1 In conclusion, this Traffic Impact Assessment Report has demonstrated that the related traffic trips related to the proposed development can be absorbed by the nearby road network and no significant traffic impact will be induced.

6.2.2 Therefore, the proposed development is reckoned feasible from traffic engineering point of view.

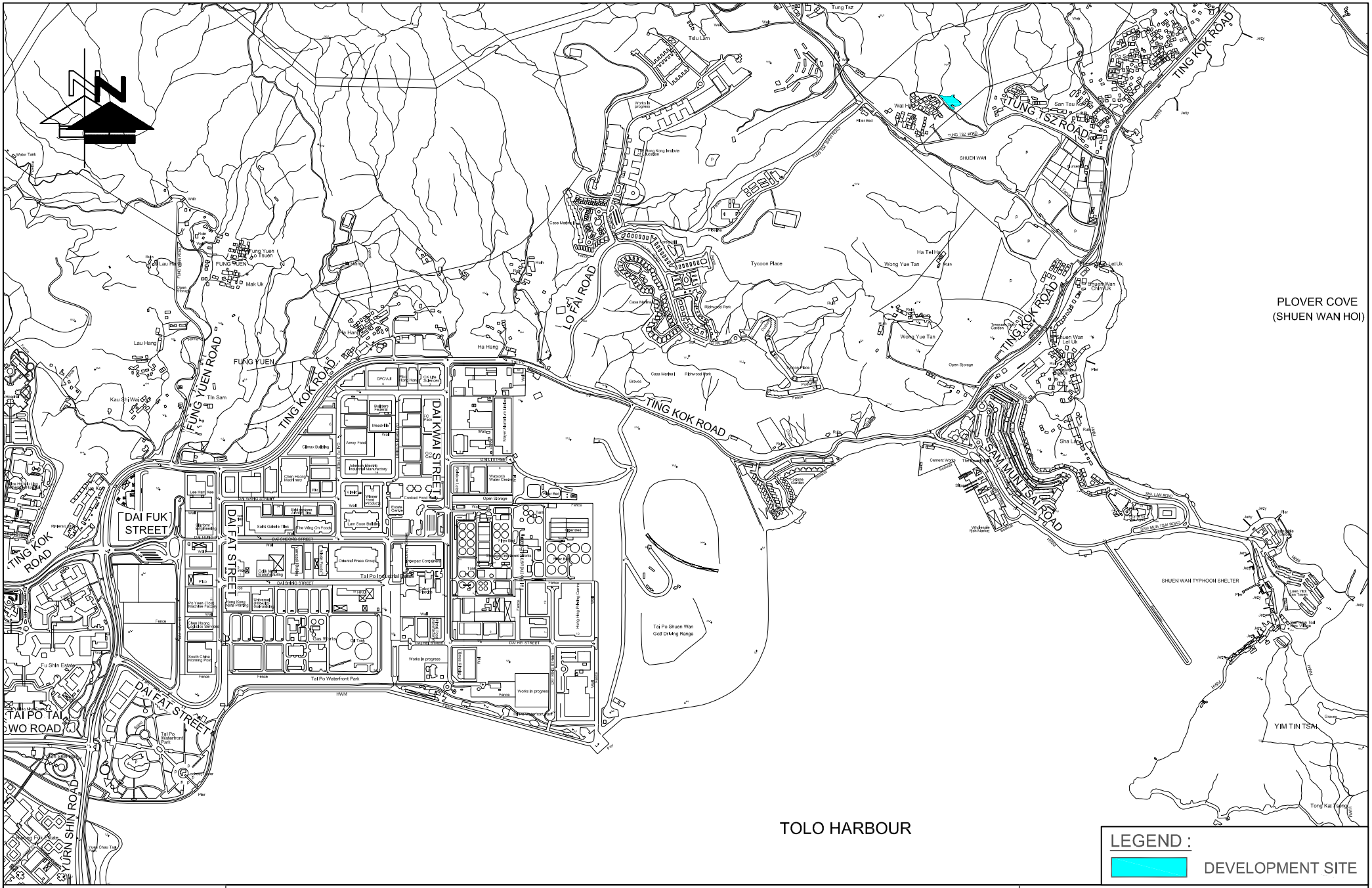

FIGURE NO.: 1.1	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: SITE LOCATION PLAN
SCALE: 1 : 16000 @A4 / DATE: 03 DEC 2024	CTA Consultants Limited 志達顧問有限公司

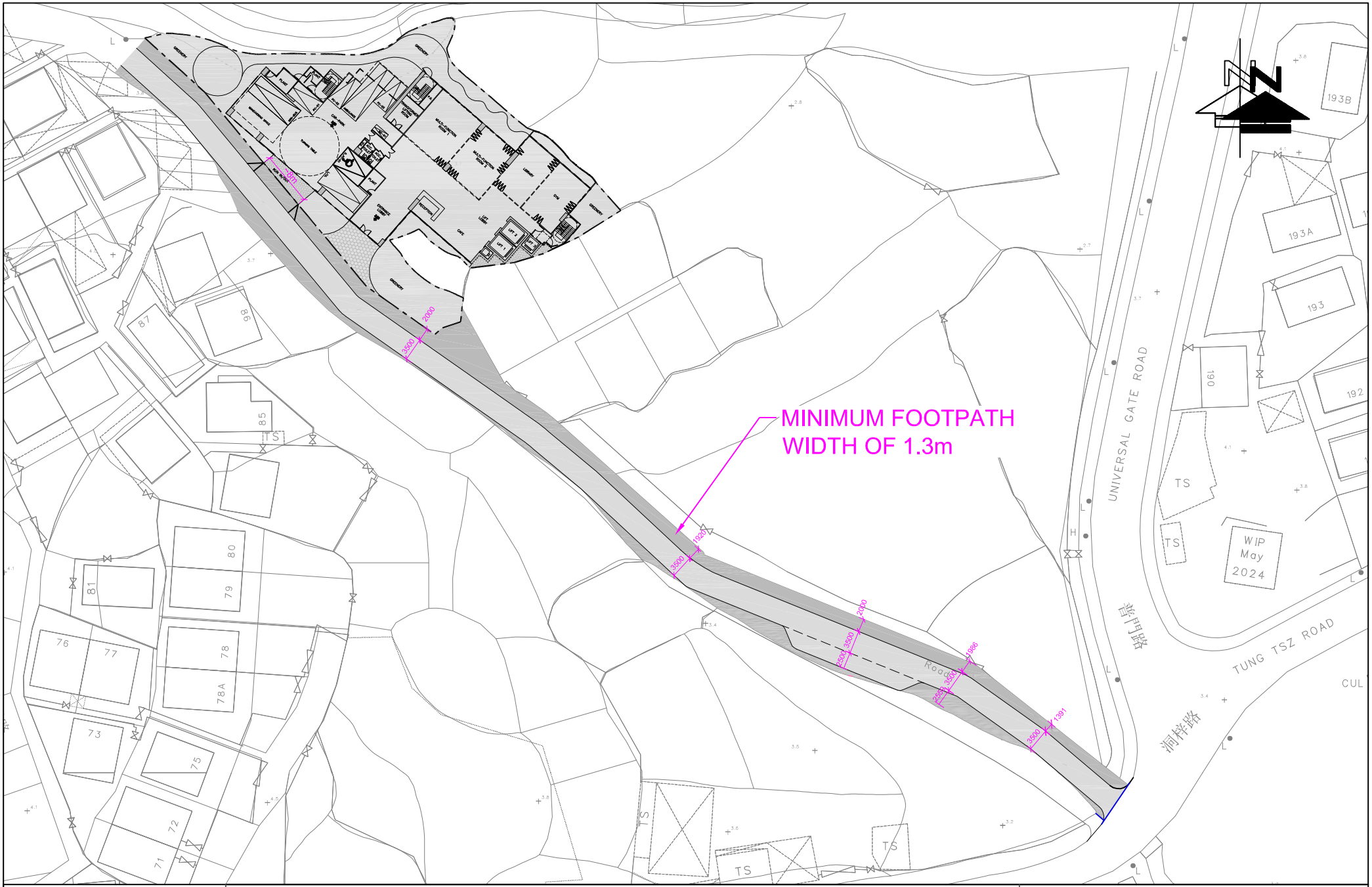

FIGURE NO.: 2.1	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: PROPOSED MINOR ROAD IMPROVEMENT OF ACCESS ROAD BETWEEN THE SITE AND TUNG TSZ ROAD	
SCALE: 1 : 750 @A4 / DATE: 14 MAY 2025		

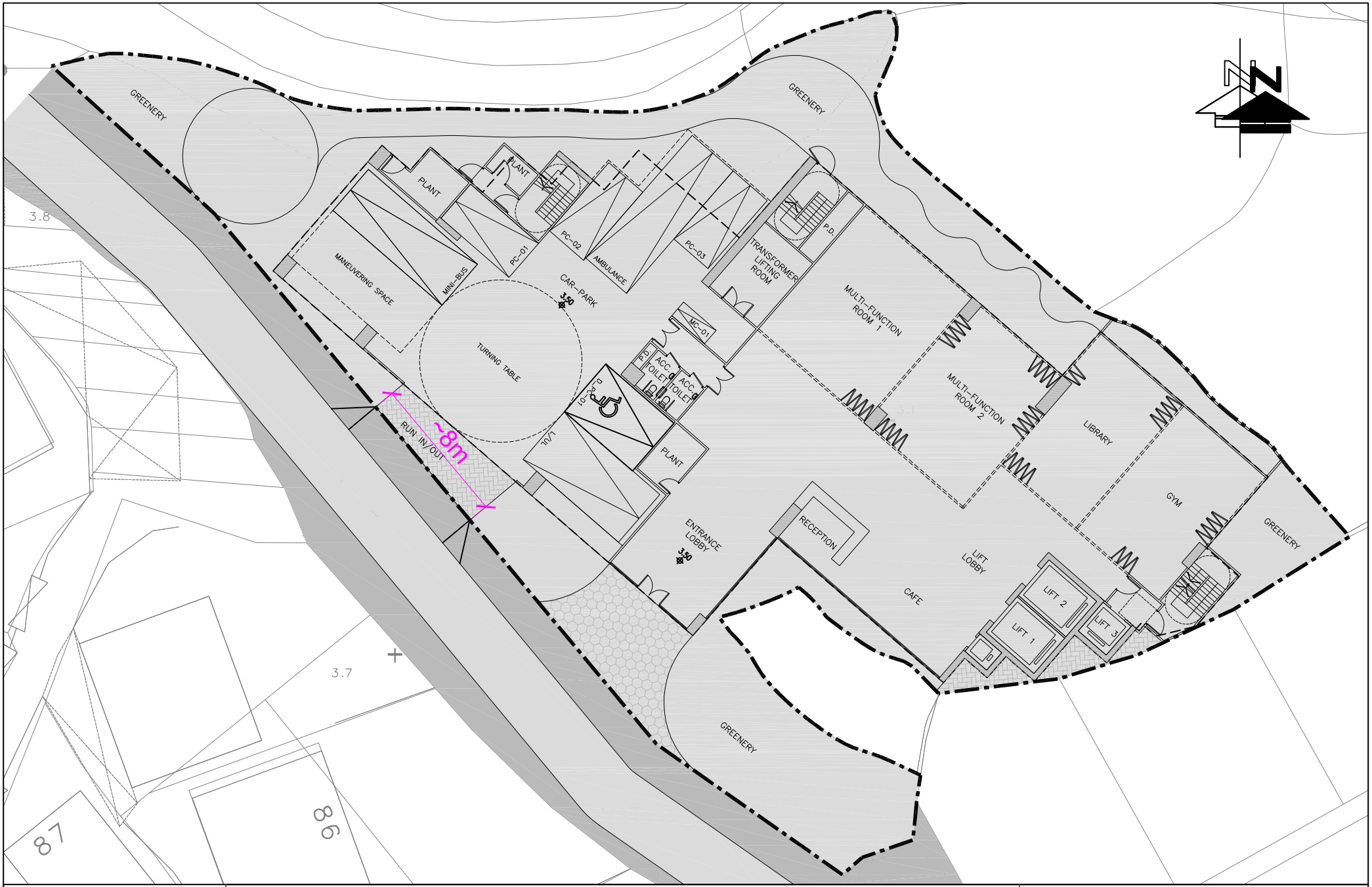

FIGURE NO.: 2.2	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: LAYOUT PLAN OF PROPOSED DEVELOPMENT	
SCALE: 1 : 275 @A4 / DATE: 09 MAY 2025		

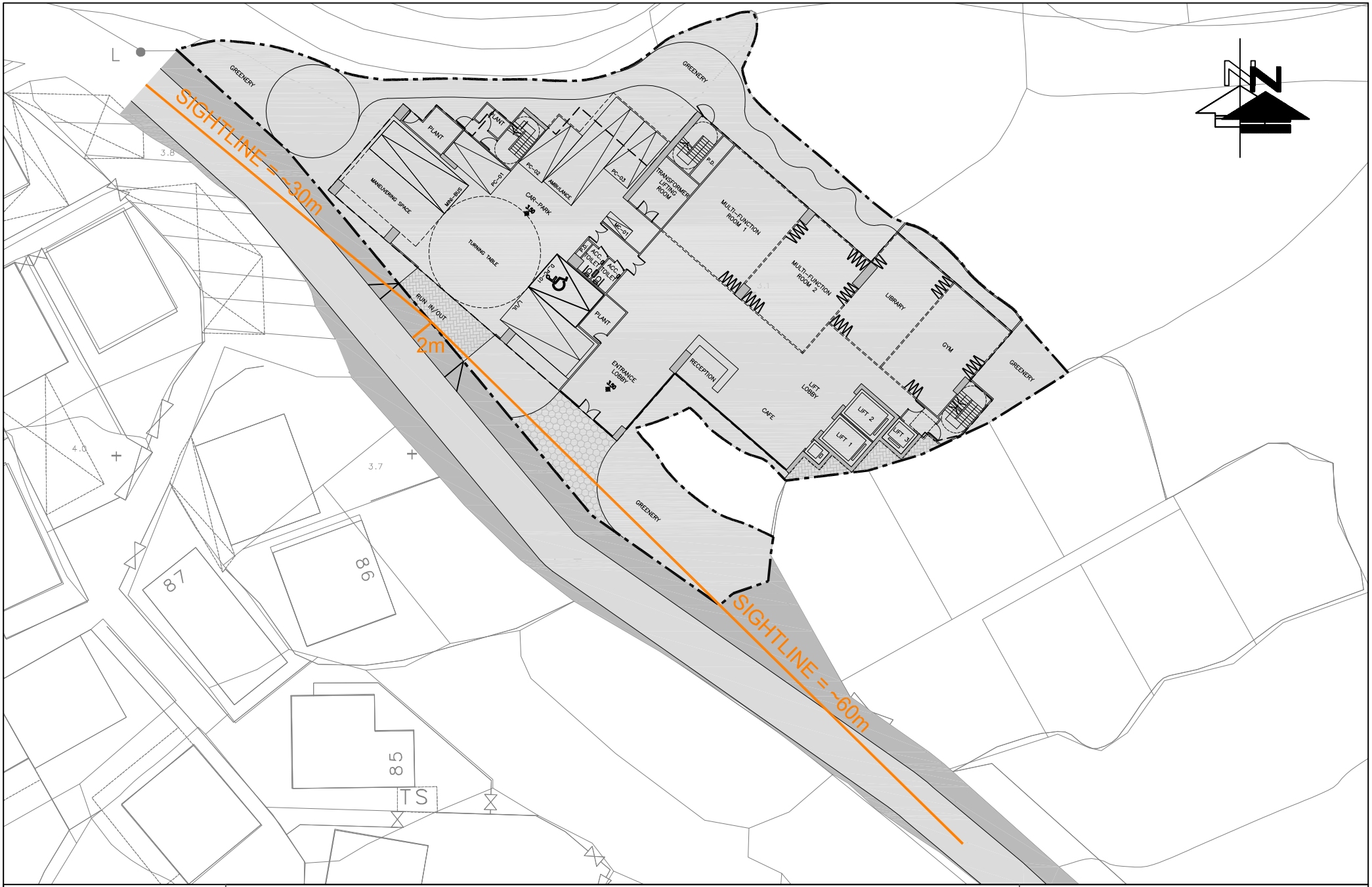

FIGURE NO.: 2.3	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
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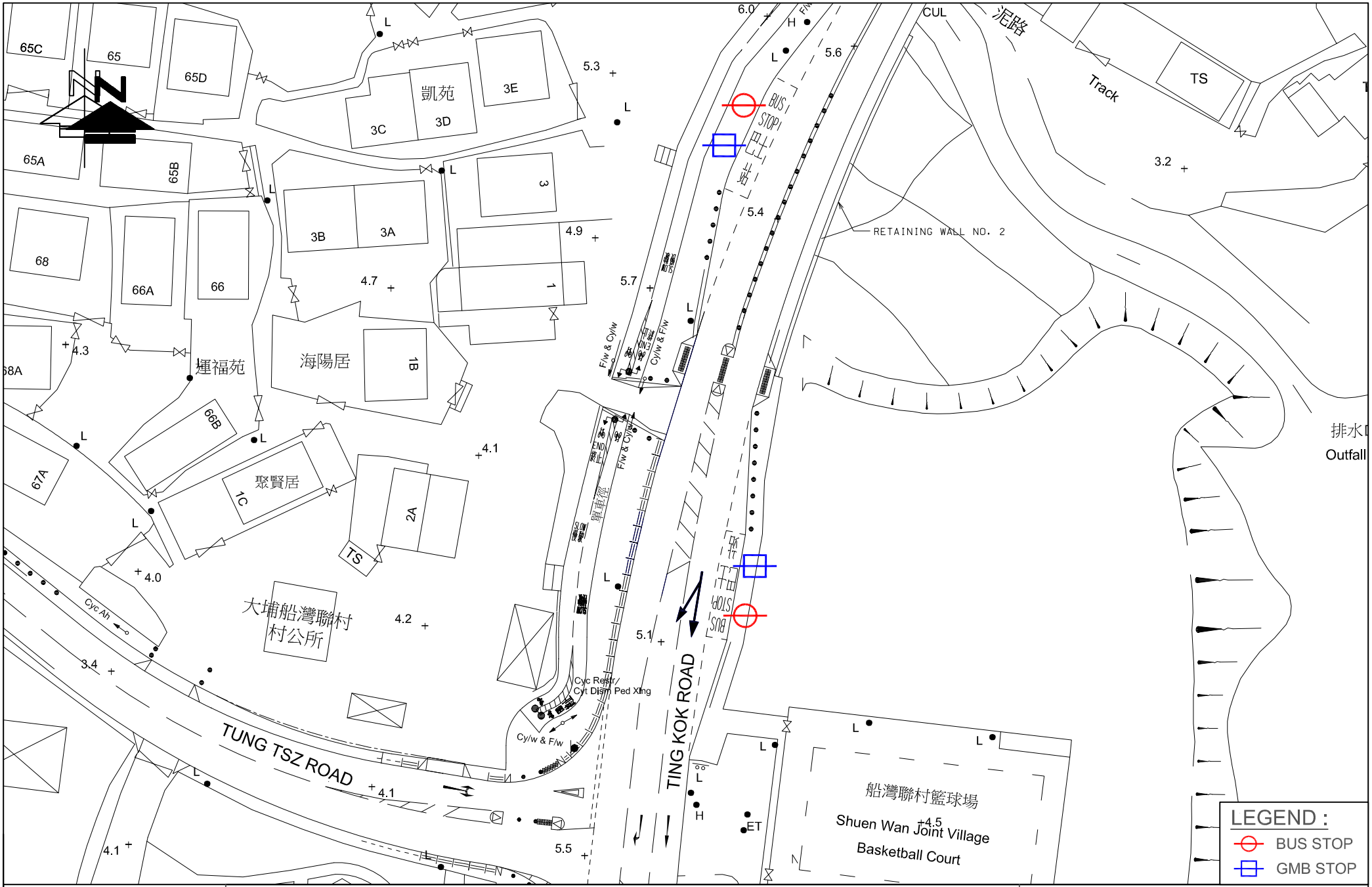

FIGURE NO.: 2.4	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: EXISTING PUBLIC TRANSPORT FACILITIES
SCALE: 1 : 600 @A4 / DATE: 13 DEC 2024	CTA Consultants Limited 志達顧問有限公司

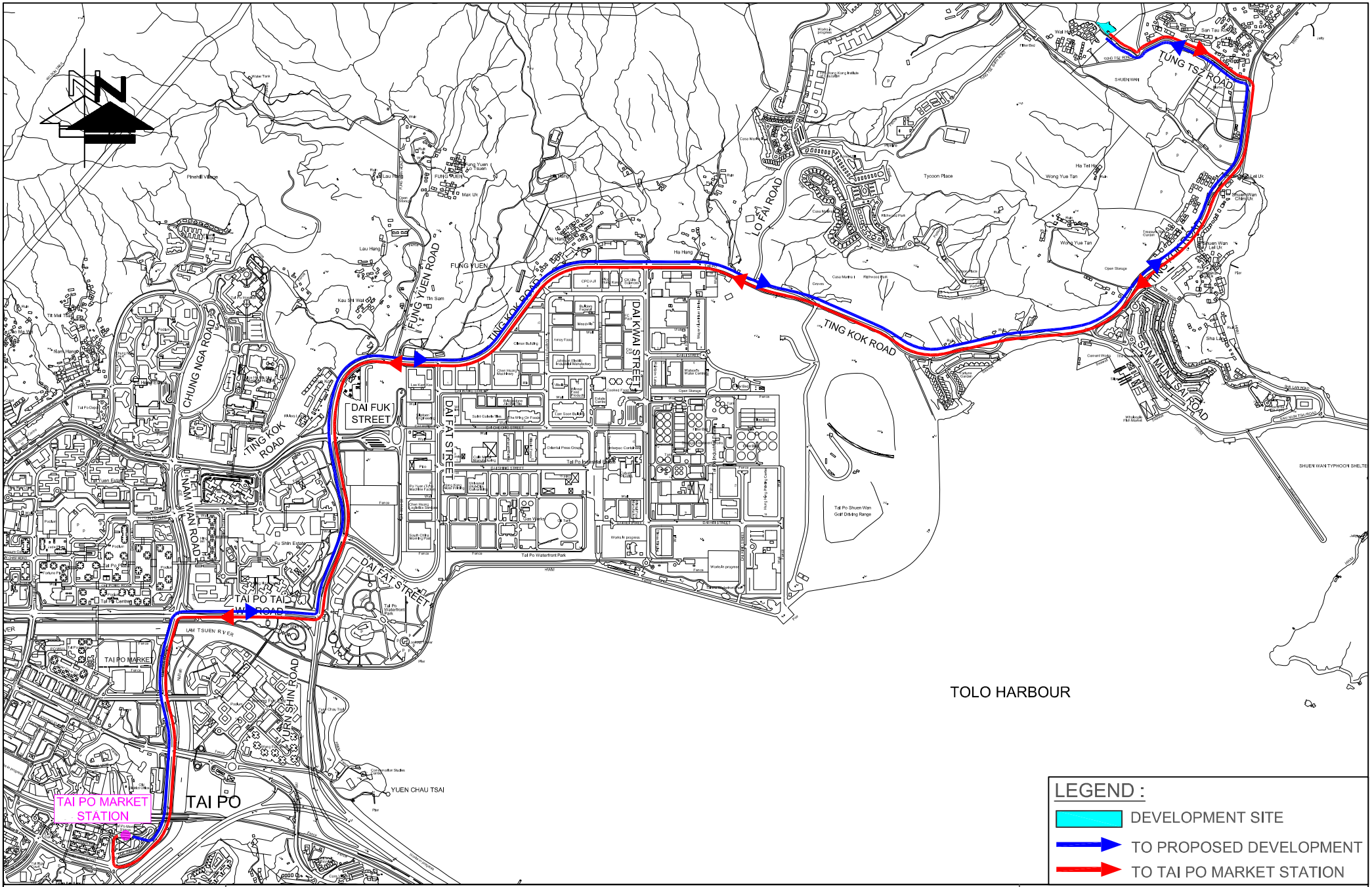

FIGURE NO.: 2.5	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE:
SCALE: 1 : 17500 @A4 / DATE: 14 MAY 2025	PROPOSED ROUTING OF SHUTTLE SERVICE

CTA Consultants Limited
志達顧問有限公司

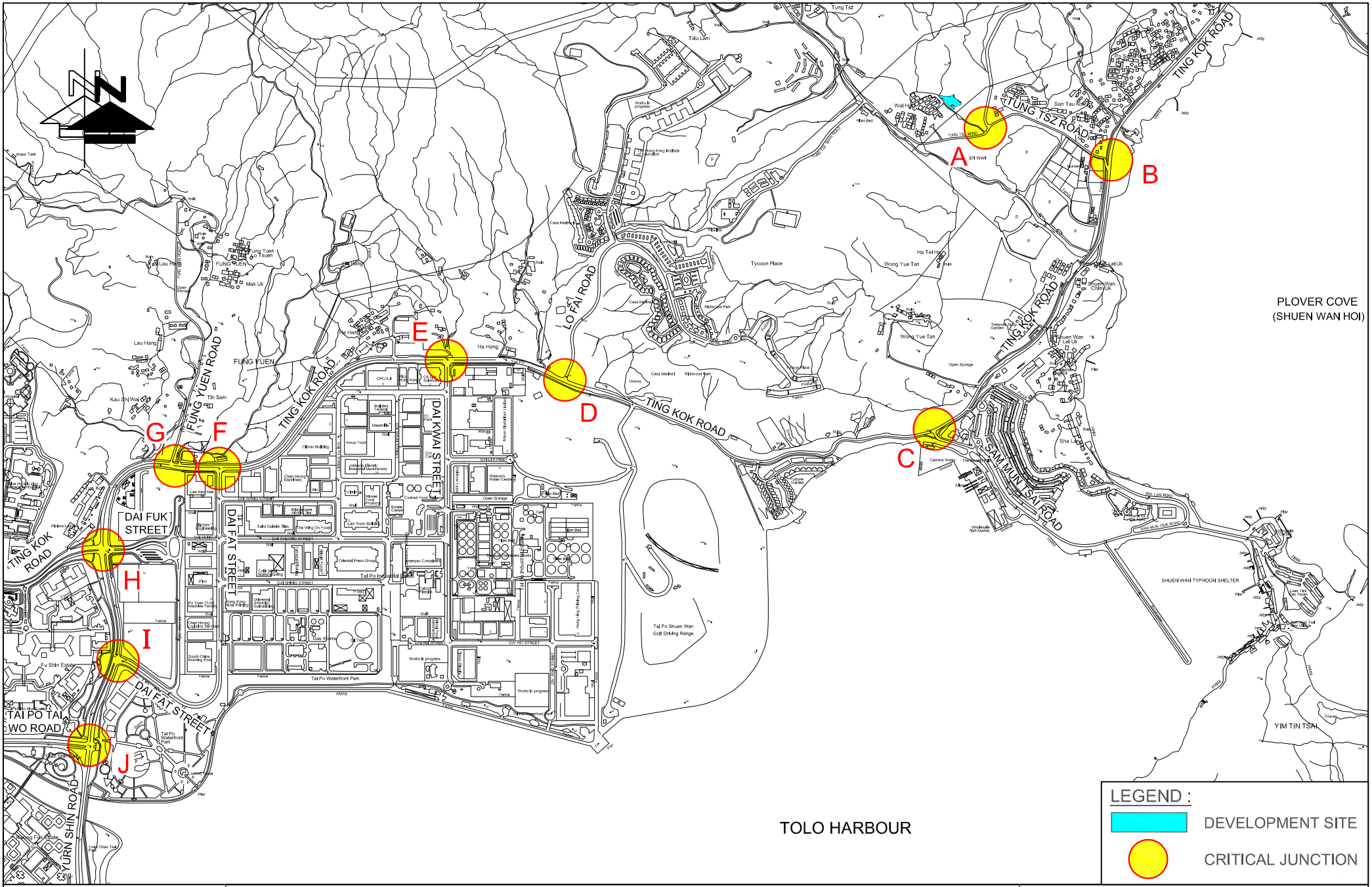

FIGURE NO.: 3.1	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: IDENTIFIED CRITICAL JUNCTIONS	
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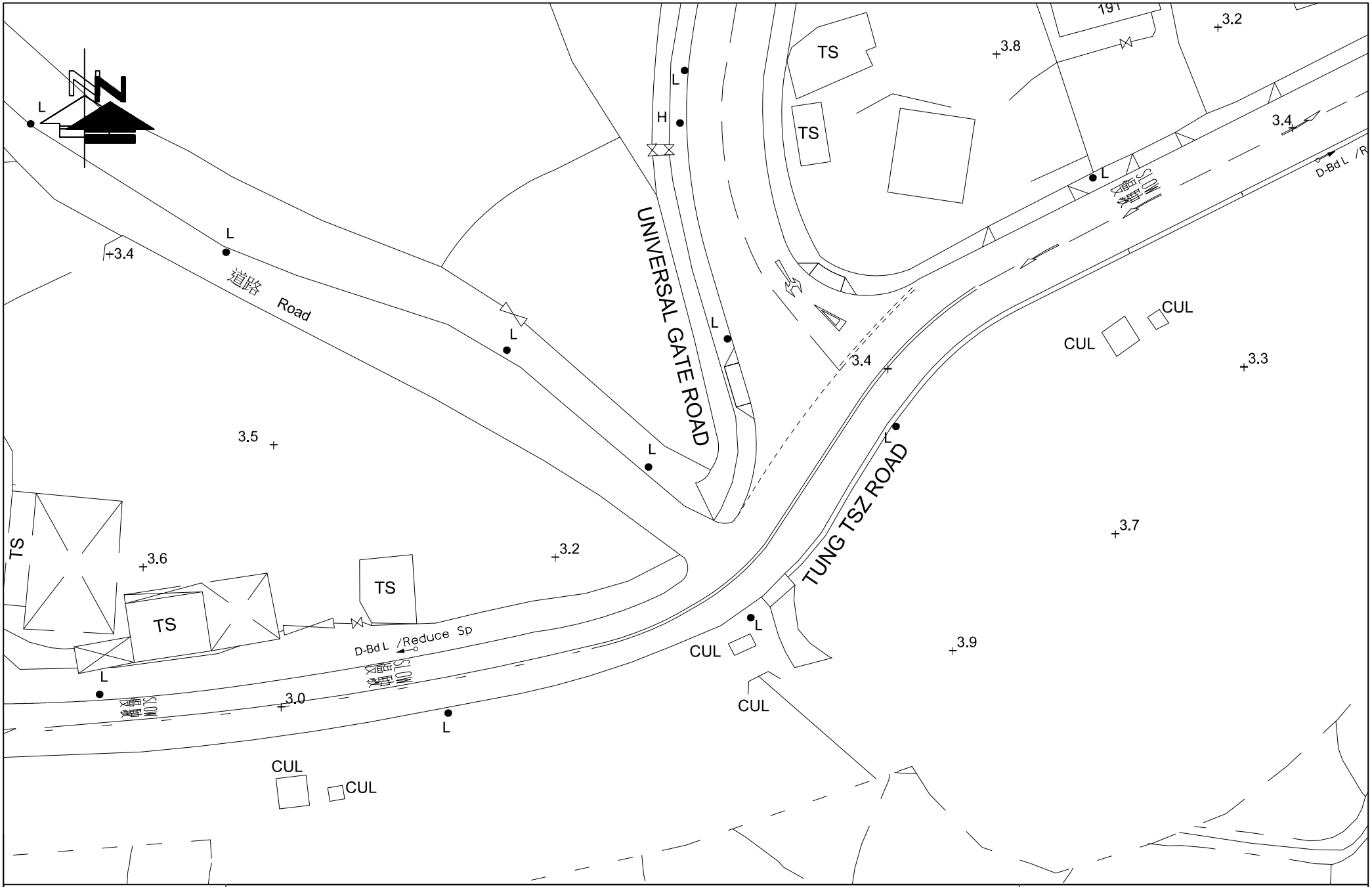

FIGURE NO.: 3.2	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TUNG TSZ ROAD / UNIVERSAL GATE ROAD (A)	
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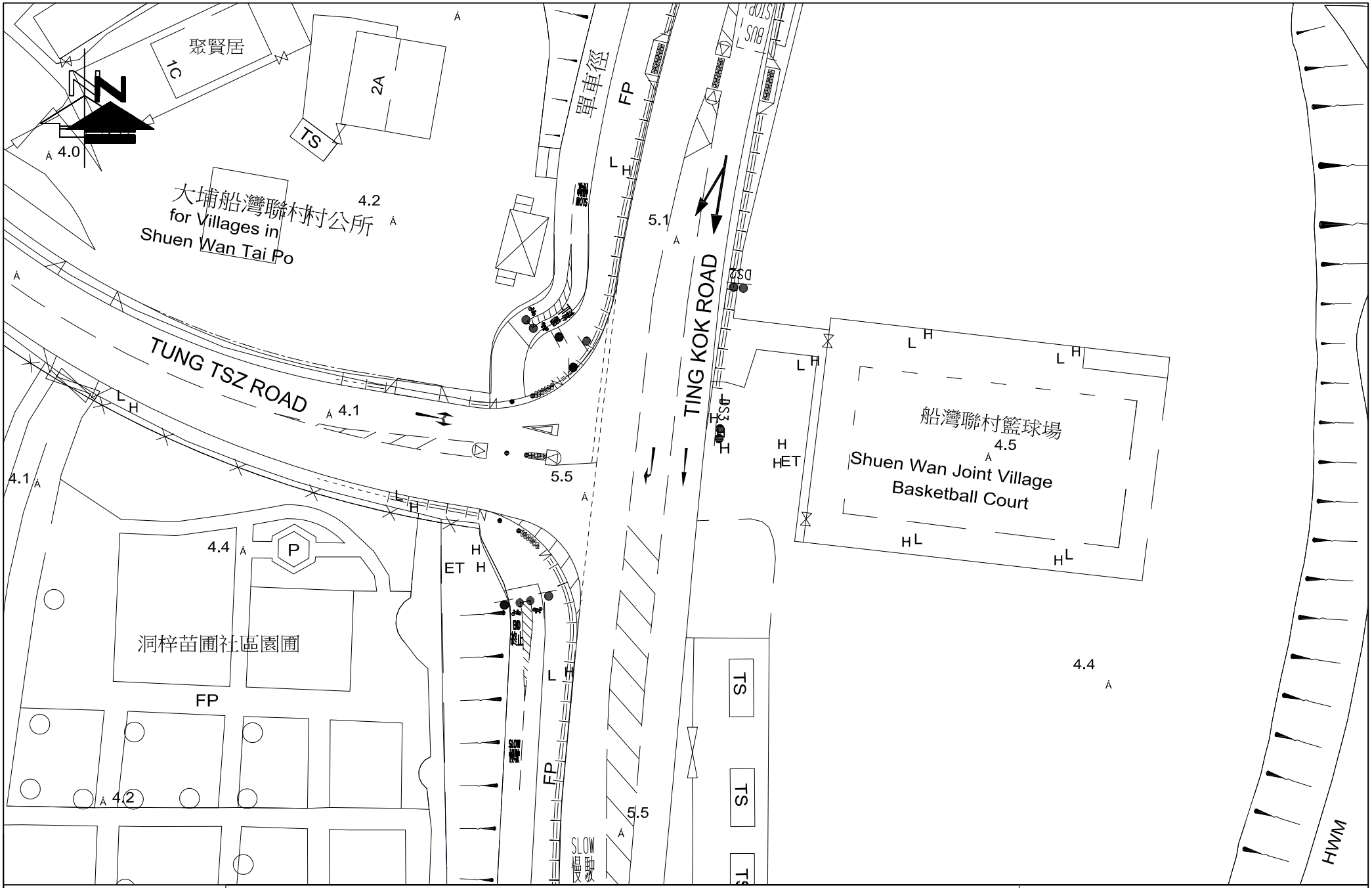

FIGURE NO.: 3.3	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TING KOK ROAD / TUNG TSZ ROAD (B)	
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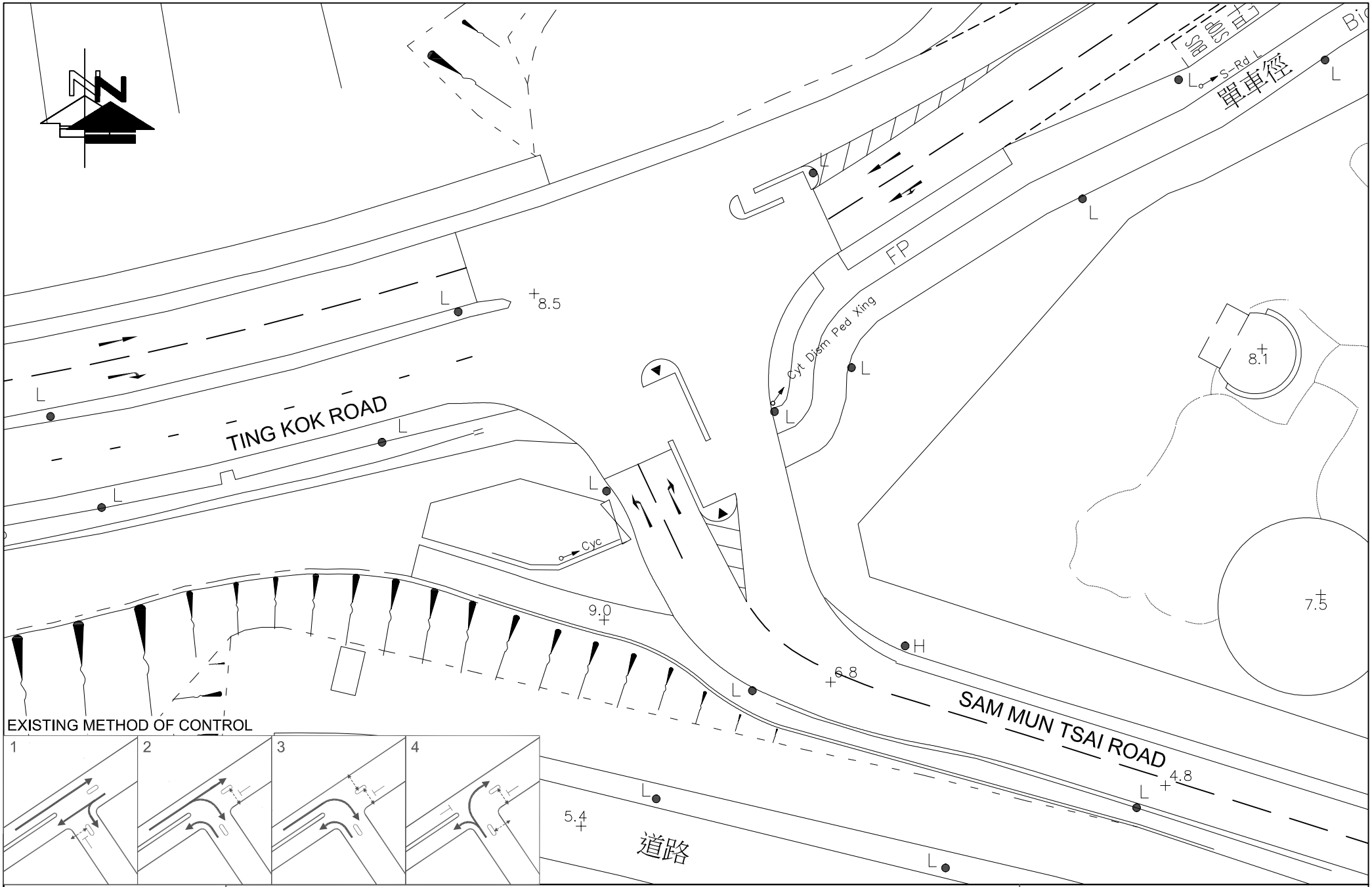

FIGURE NO.: 3.4	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TING KOK ROAD / SAM MUN TSAI ROAD (C)	
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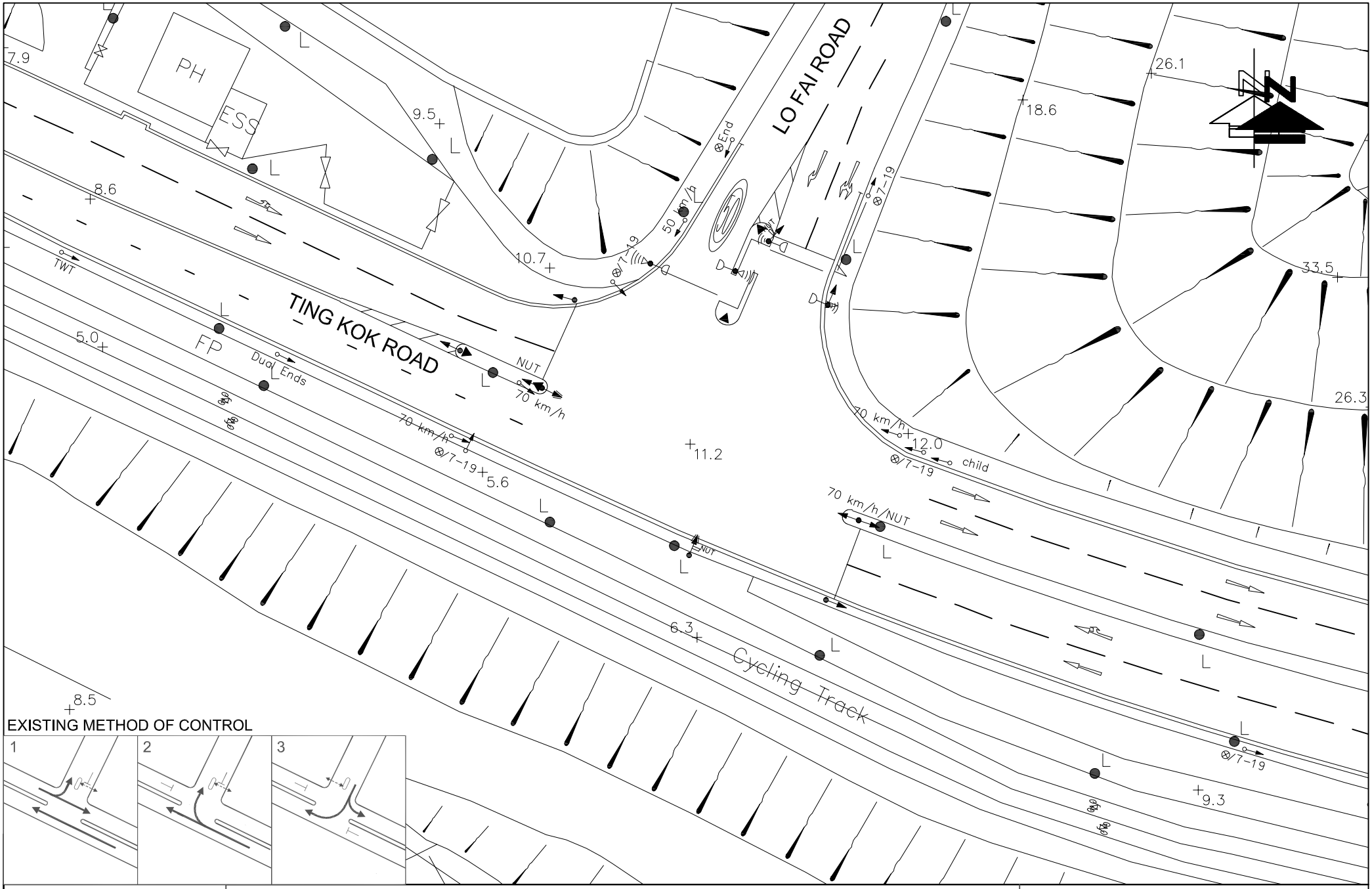

FIGURE NO.: 3.5	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TING KOK ROAD / LO FAI ROAD (D)	
SCALE: 1 : 500 @A4 / DATE: 03 DEC 2024		

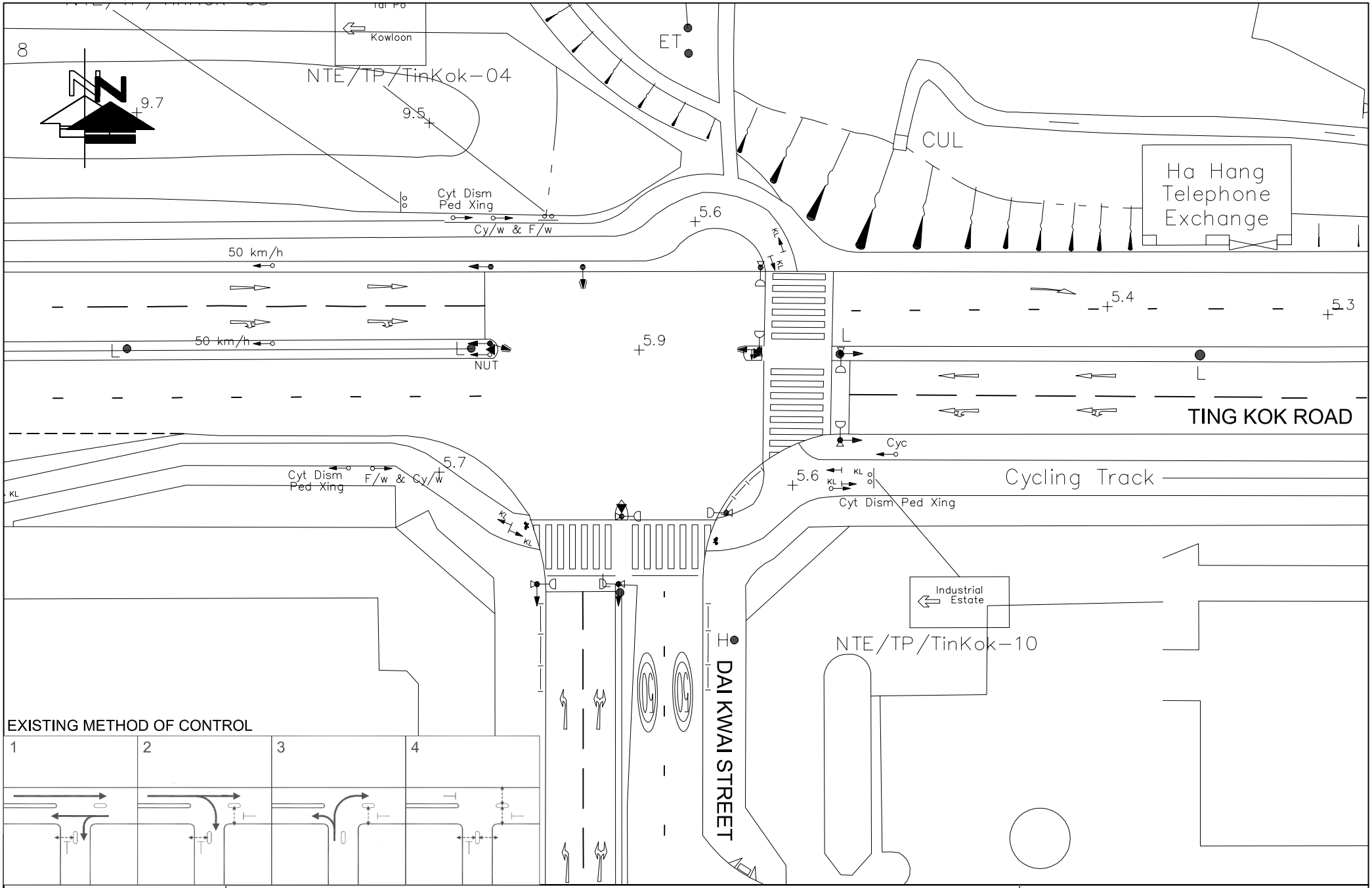

FIGURE NO.: 3.6	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TING KOK ROAD / DAI KWAI STREET (E)	
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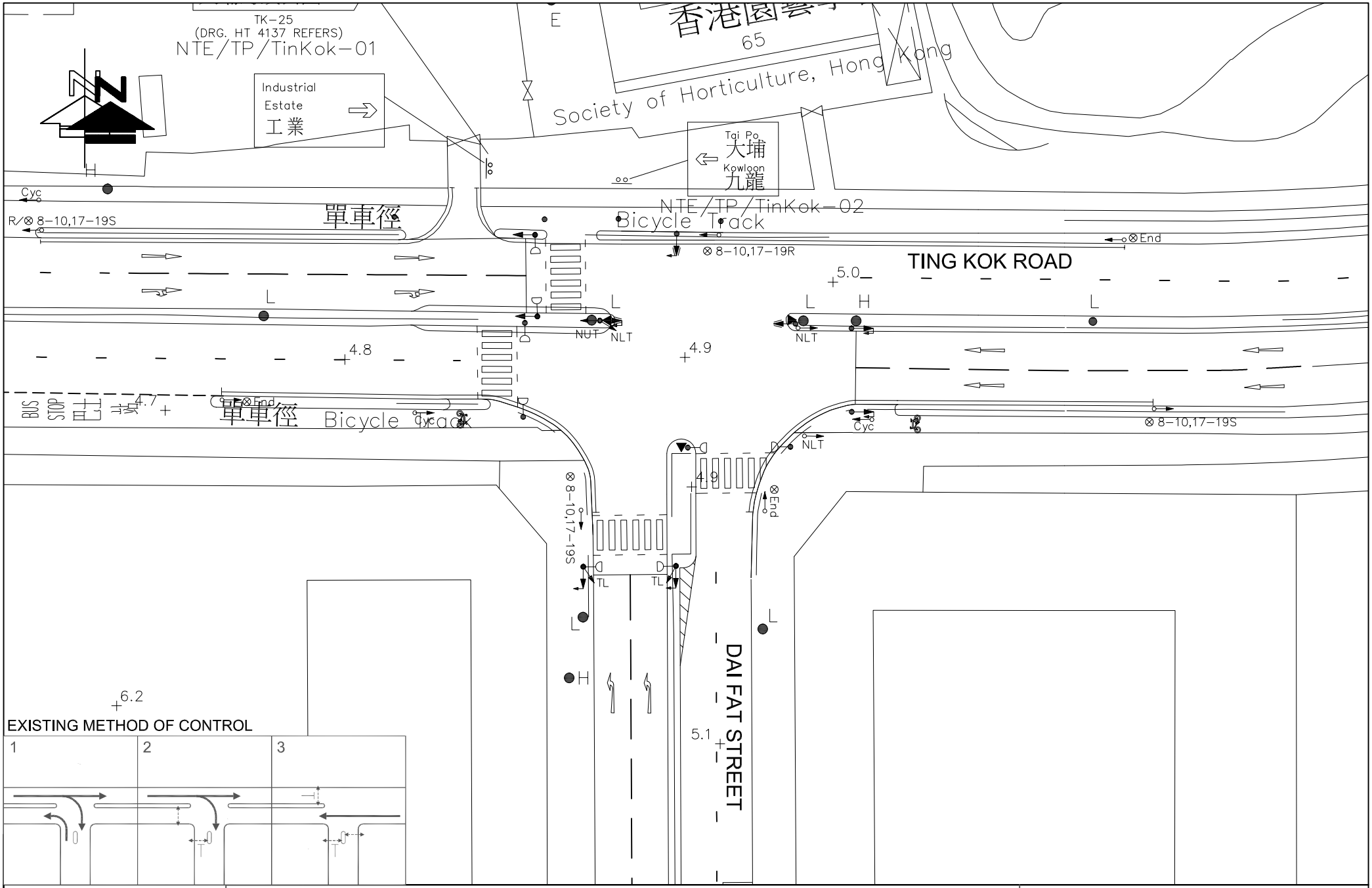

FIGURE NO.: 3.7	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TING KOK ROAD / DAI FAT STREET (F)	
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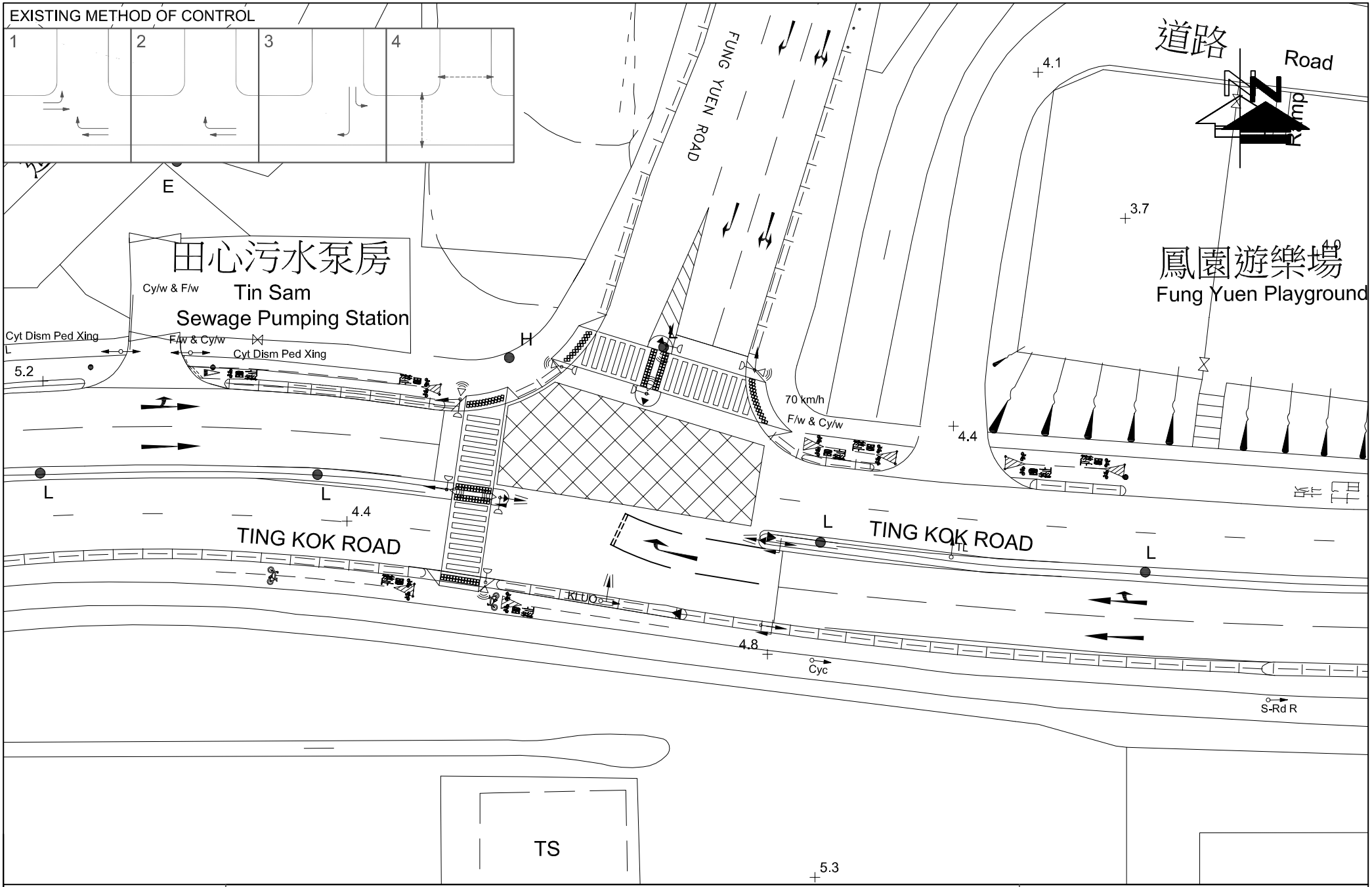

FIGURE NO.: 3.8	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TING KOK ROAD / FUNG YUEN ROAD (G)	
SCALE: 1 : 500 @A4 / DATE: 03 DEC 2024		

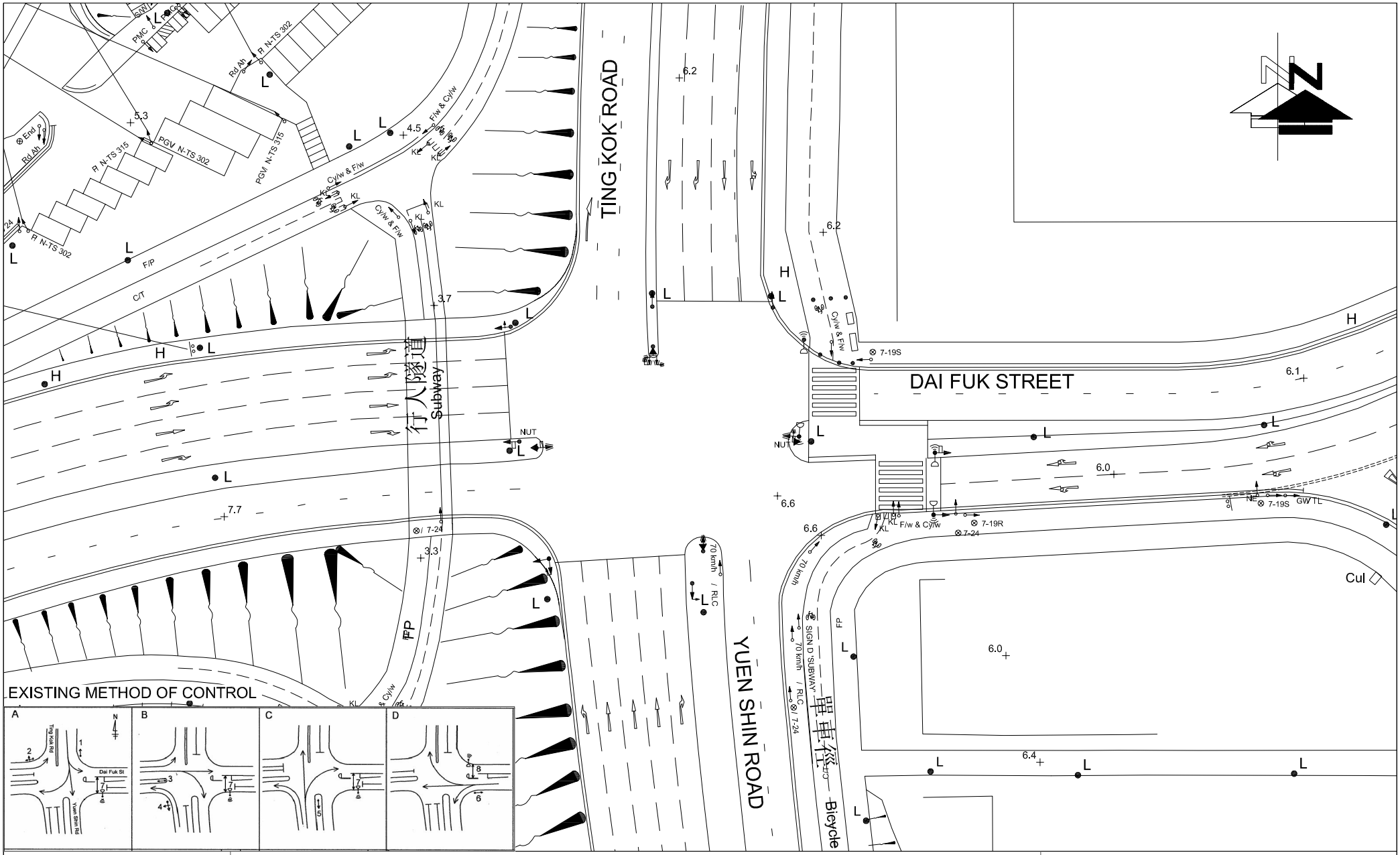

FIGURE NO.: 3.9	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TING KOK ROAD / YUEN SHIN ROAD / DAI FUK STREET (H)
SCALE: 1 : 700 @ A4	DATE: 16 DEC 2024

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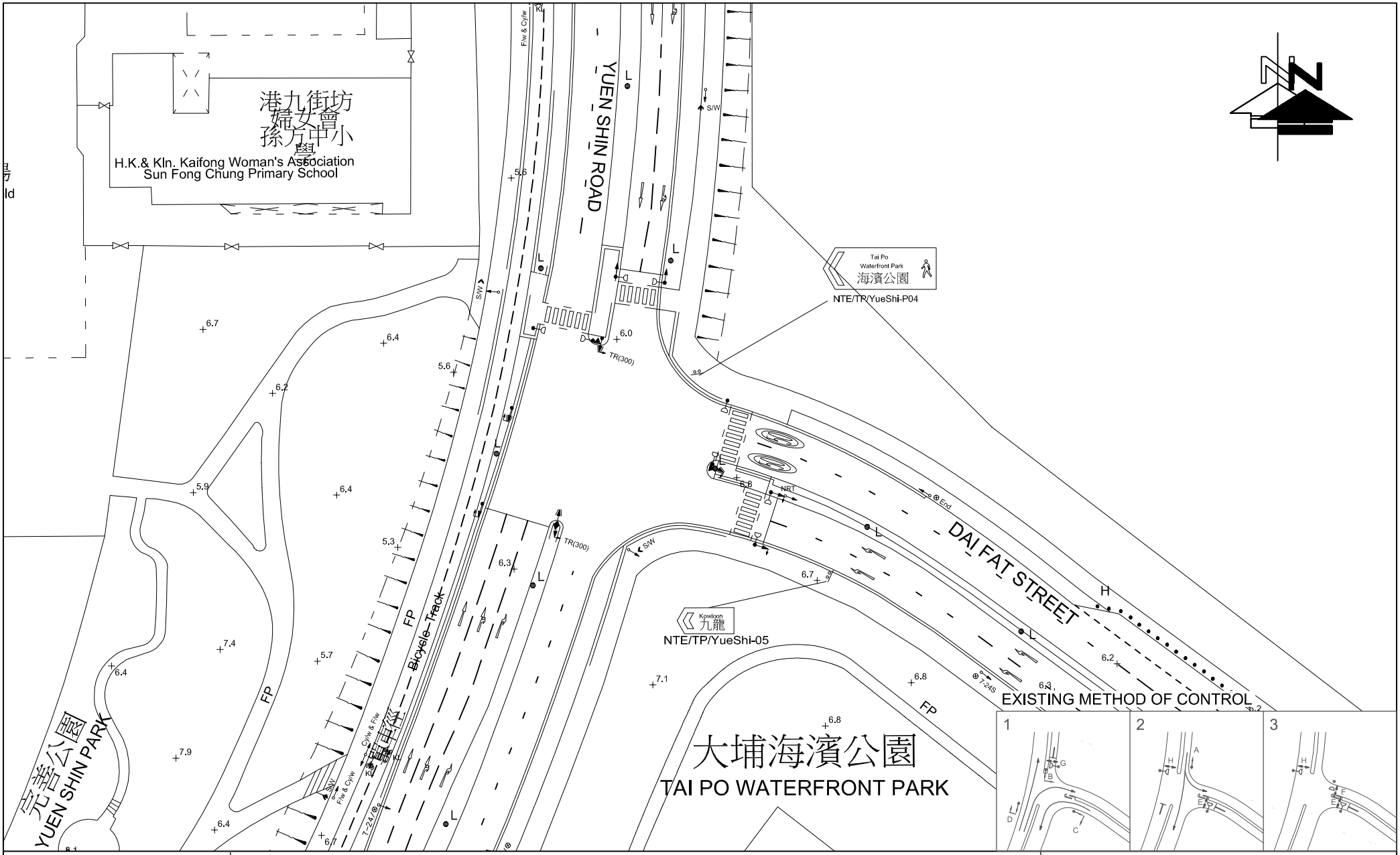

FIGURE NO.: 3.10	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN SHIN ROAD / DAI FAT STREET (I)
SCALE: 1 : 800 @A4	DATE: 16 DEC 2024

CTA Consultants Limited
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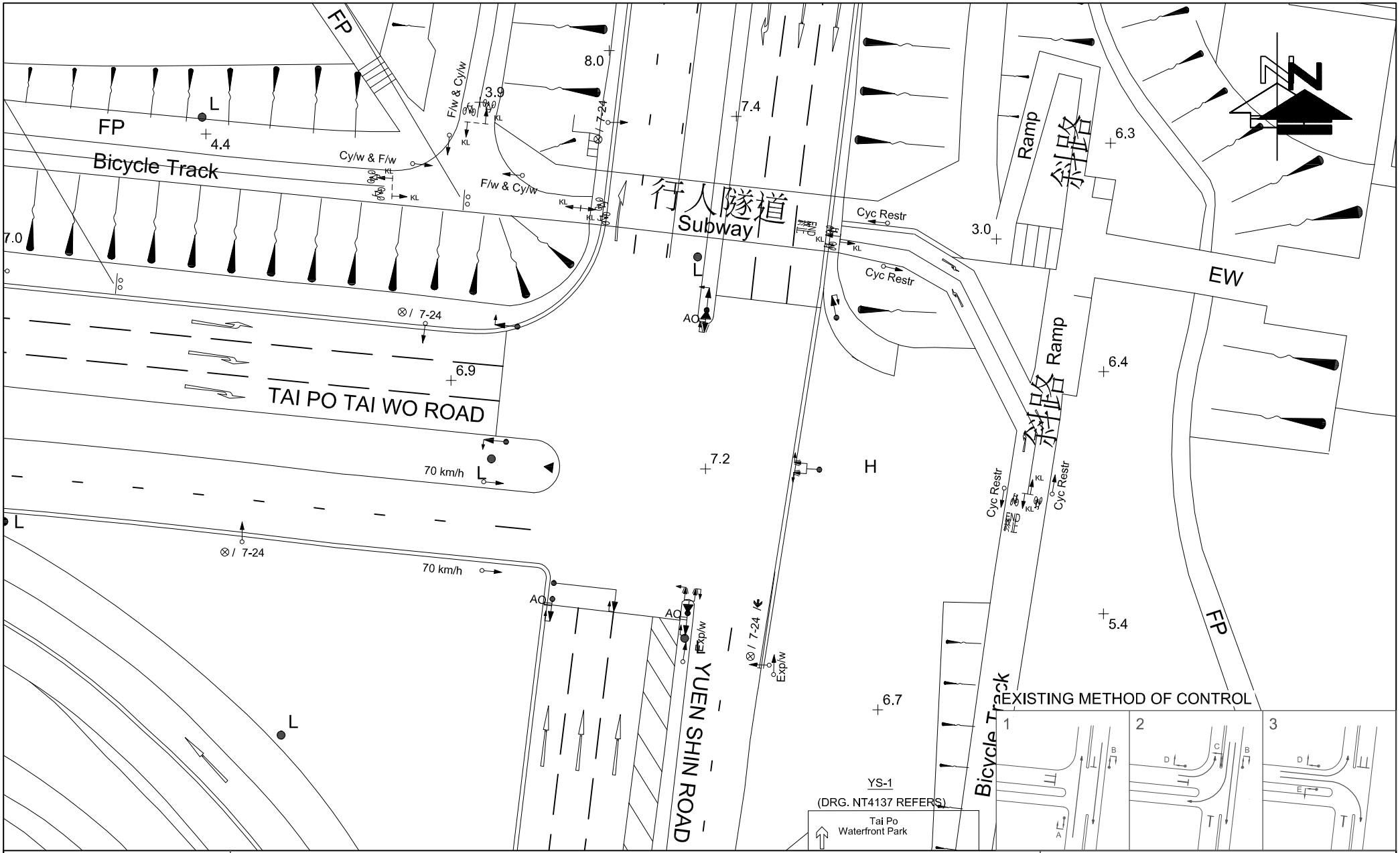

FIGURE NO.: 3.11	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN SHIN ROAD / TAI PO TAI WO ROAD (J)	
SCALE: 1 : 500 @ A4 / DATE: 16 DEC 2024		

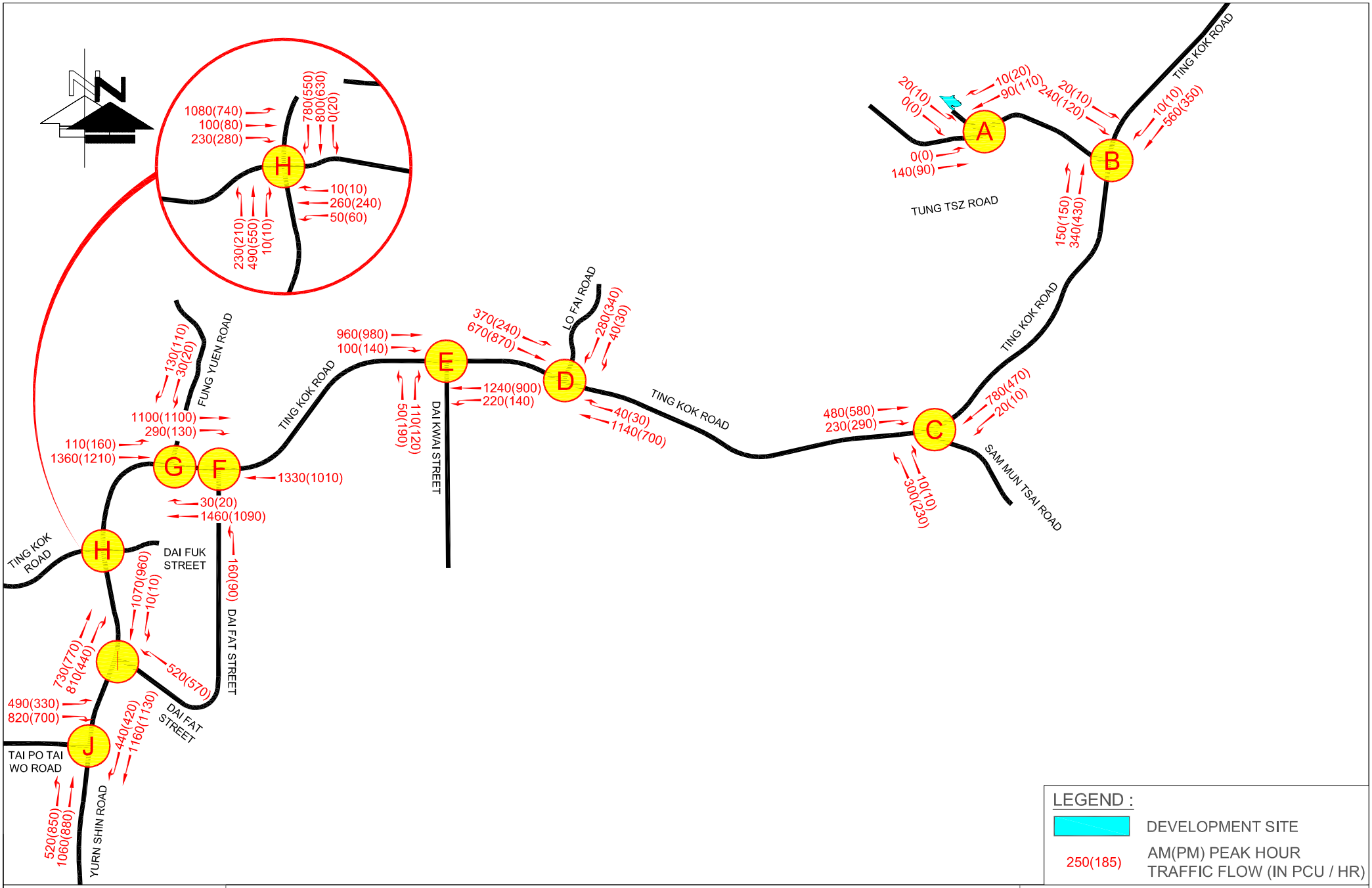

FIGURE NO.: 3.12	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	
PROJECT NO.: 24093HK	DRAWING TITLE: 2024 OBSERVED TRAFFIC FLOWS	CTA Consultants Limited 志達顧問有限公司
SCALE: N.T.S. @A4 / DATE: 17 DEC 2024		

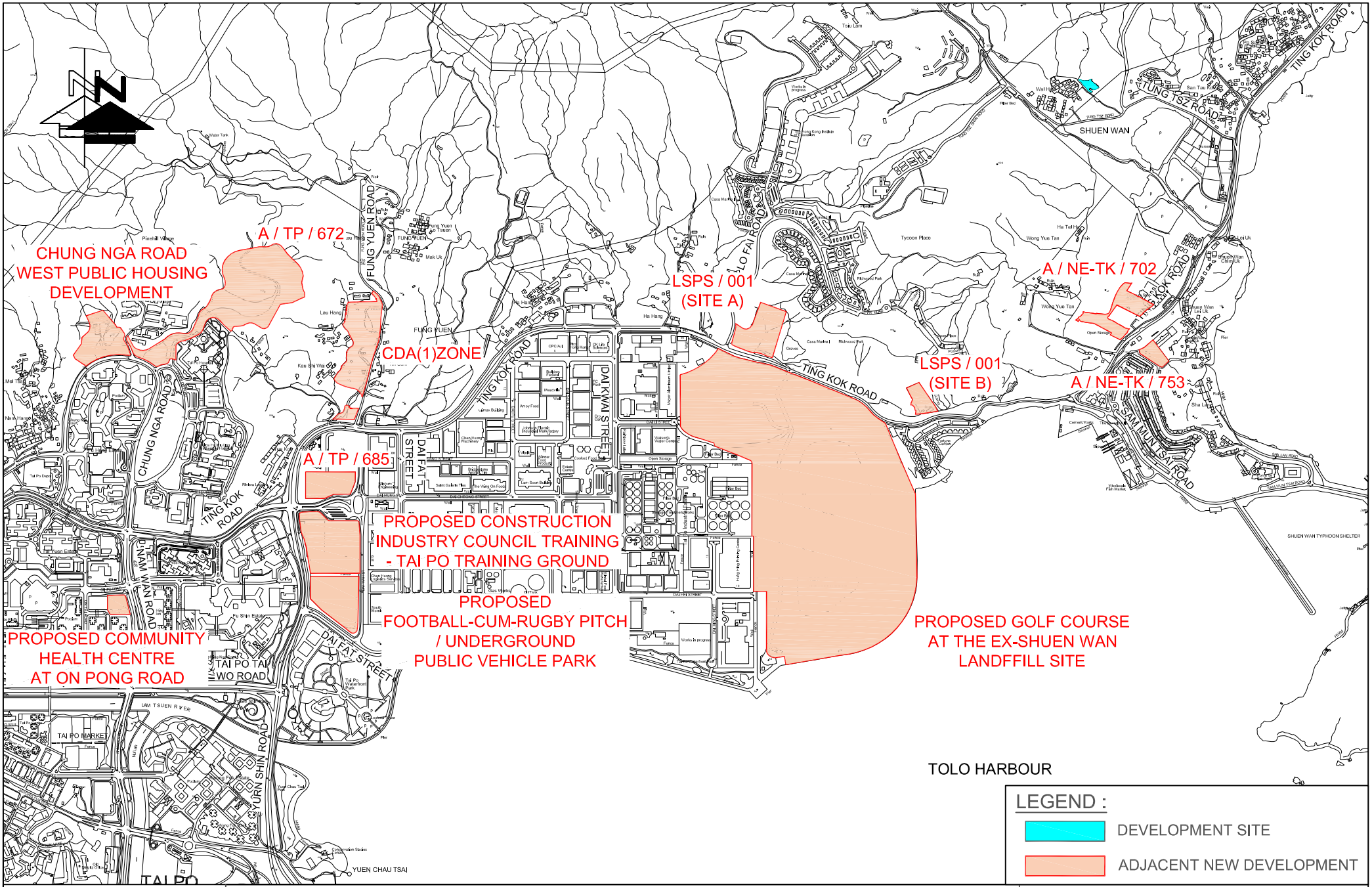

FIGURE NO.: 4.1	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED MAJOR DEVELOPMENTS IN THE VICINITY
SCALE: 1 : 20000 @A4	DATE: 06 MAR 2025

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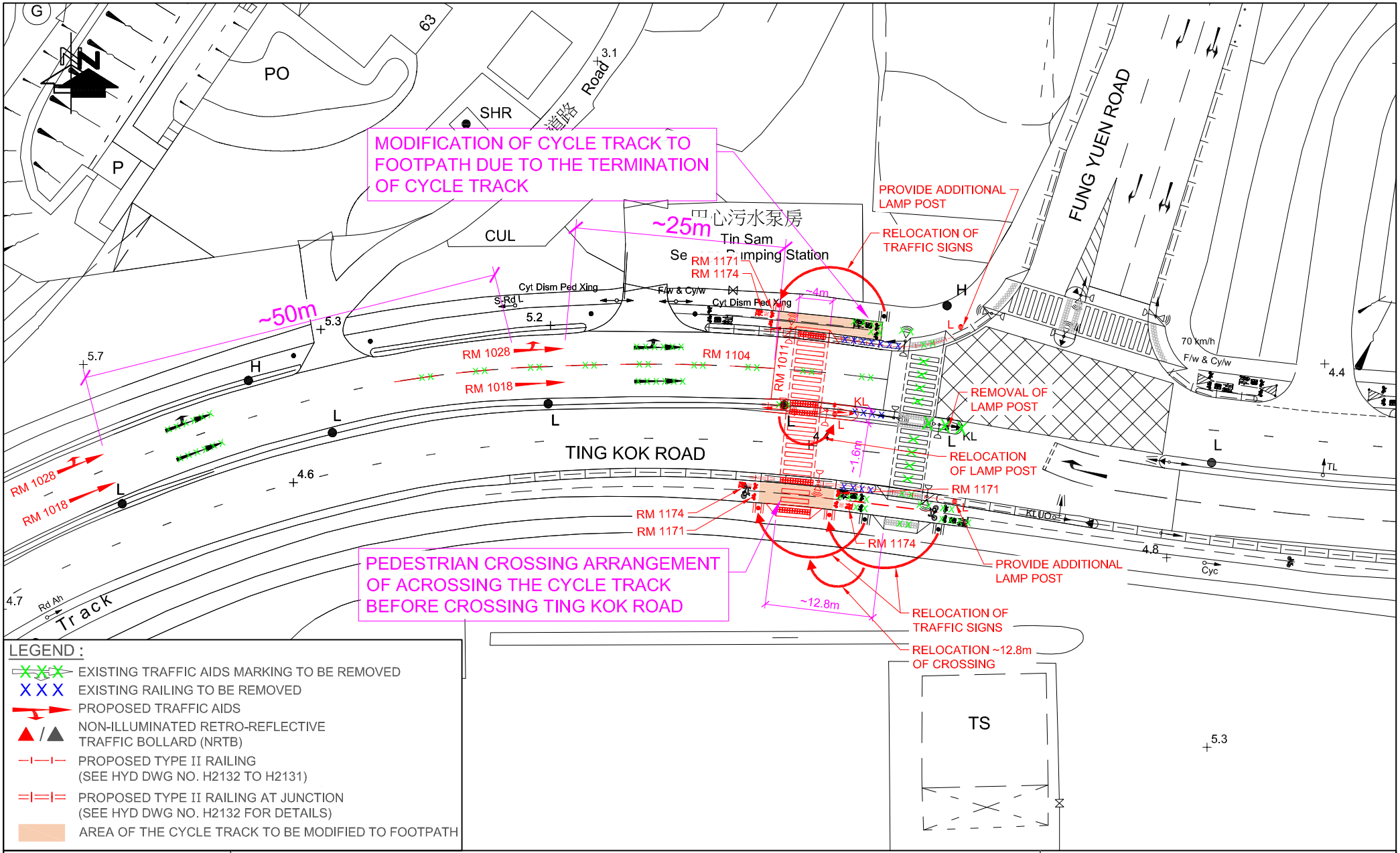

FIGURE NO.: 4.2	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / FUNG YUEN ROAD (G) UNDER PLANNING APPLICATION No. A / NE-TK / 702
SCALE: 1 : 600 @A4	DATE: 12 MAY 2025

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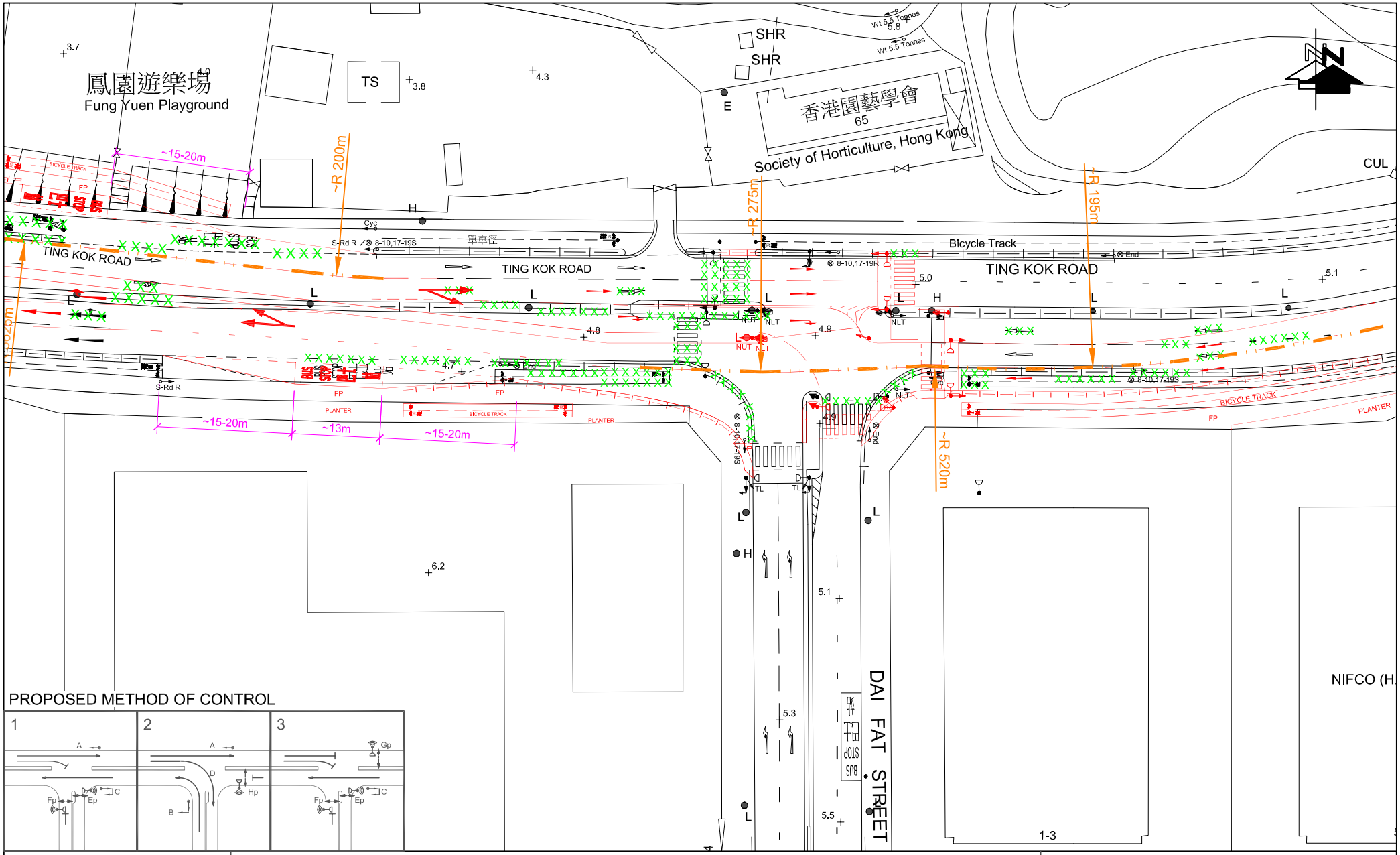


PROPOSED METHOD OF CONTROL

FIGURE NO.: 4.3	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / DAI FAT STREET (F) UNDER FUNG YUEN CDA (1)
SCALE: 1 : 750 @A4	DATE: 12 MAY 2025

CTA Consultants Limited
志達顧問有限公司

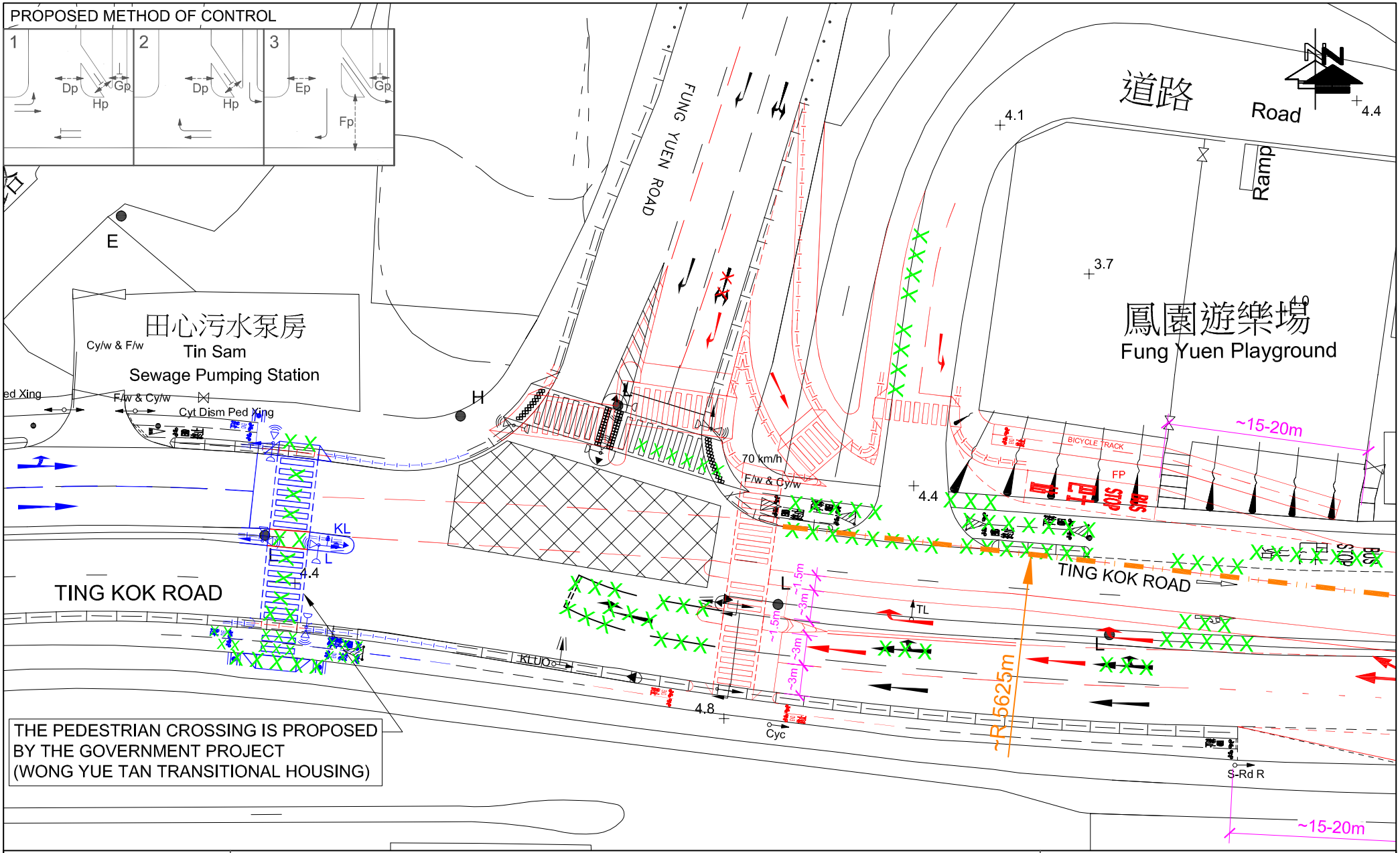


FIGURE NO.: 4.4	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / FUNG YUEN ROAD (G) UNDER FUNG YUEN CDA (1)
SCALE: 1 : 500 @A4 / DATE: 12 MAY 2025	CTA Consultants Limited 志達顧問有限公司

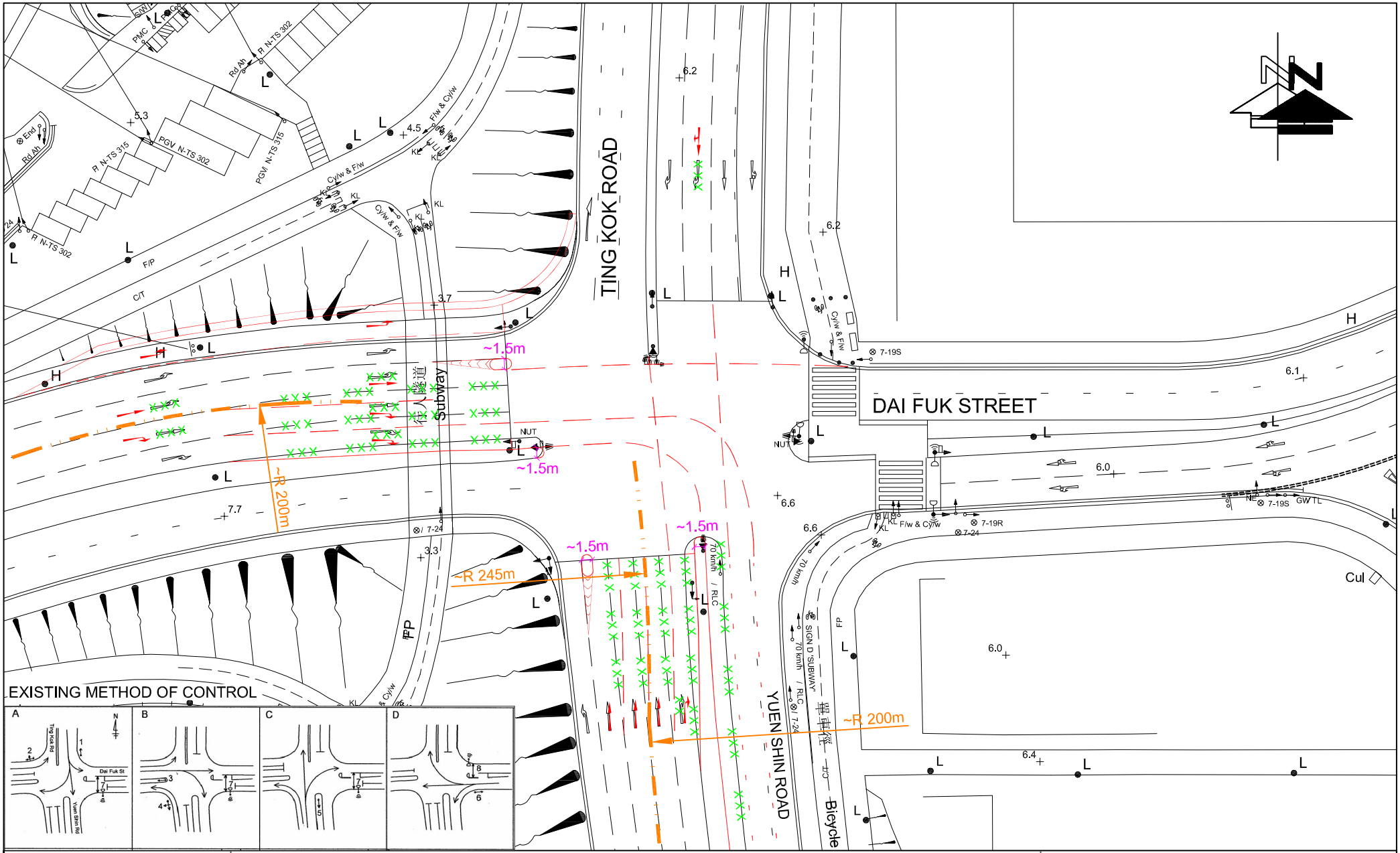


FIGURE NO.: 4.5	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / YUEN SHIN ROAD / DAI FUK STREET (H) UNDER FUNG YUEN CDA (1)
SCALE: 1 : 700 @A4 / DATE: 12 MAY 2025	CTA Consultants Limited 志達顧問有限公司

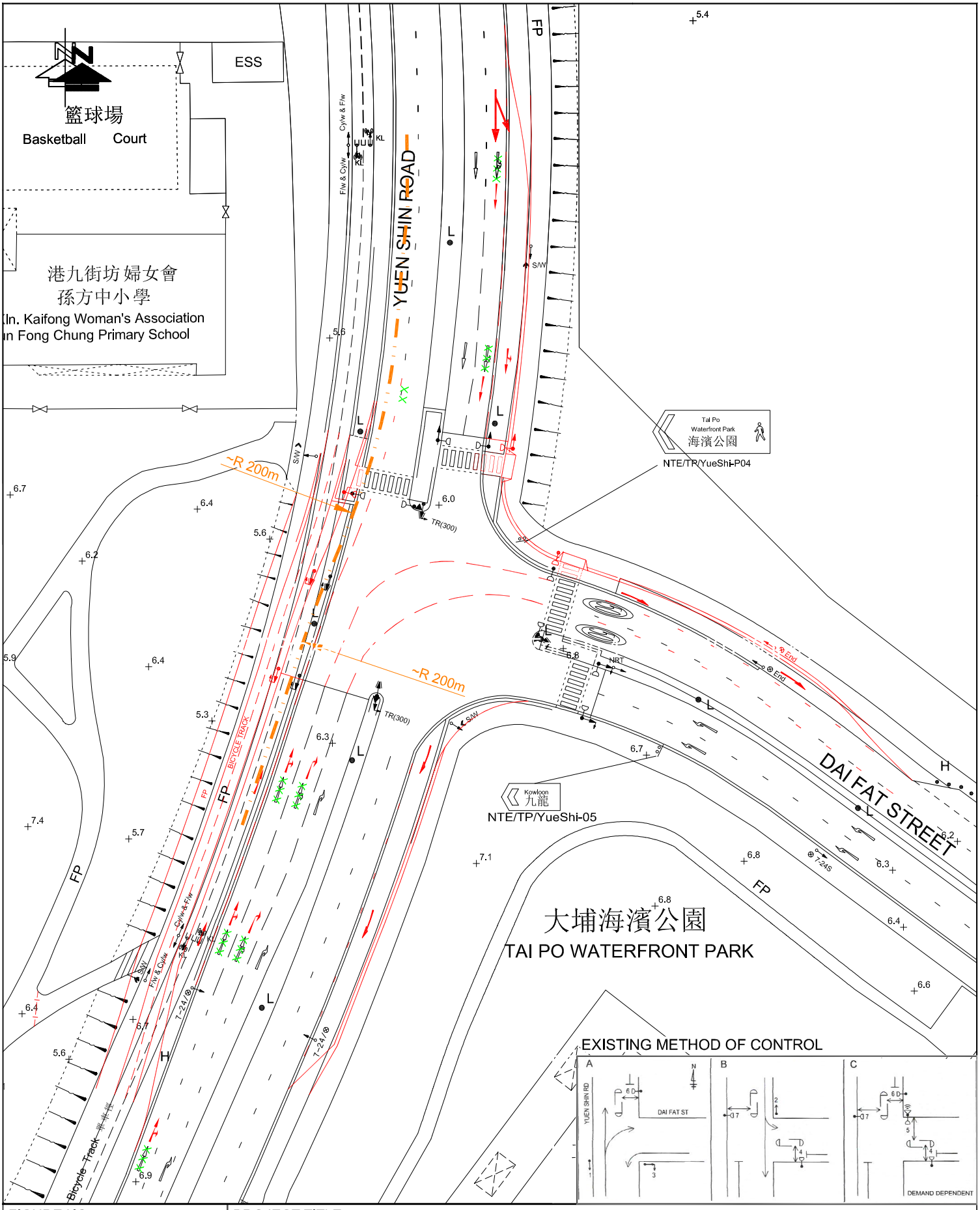


FIGURE NO.: 4.6	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF YUEN SHIN ROAD / DAI FAT STREET (I) UNDER FUNG YUEN CDA (1)
SCALE: 1 : 750 @A4 / DATE: 12 MAY 2025	CTA Consultants Limited 志達顧問有限公司

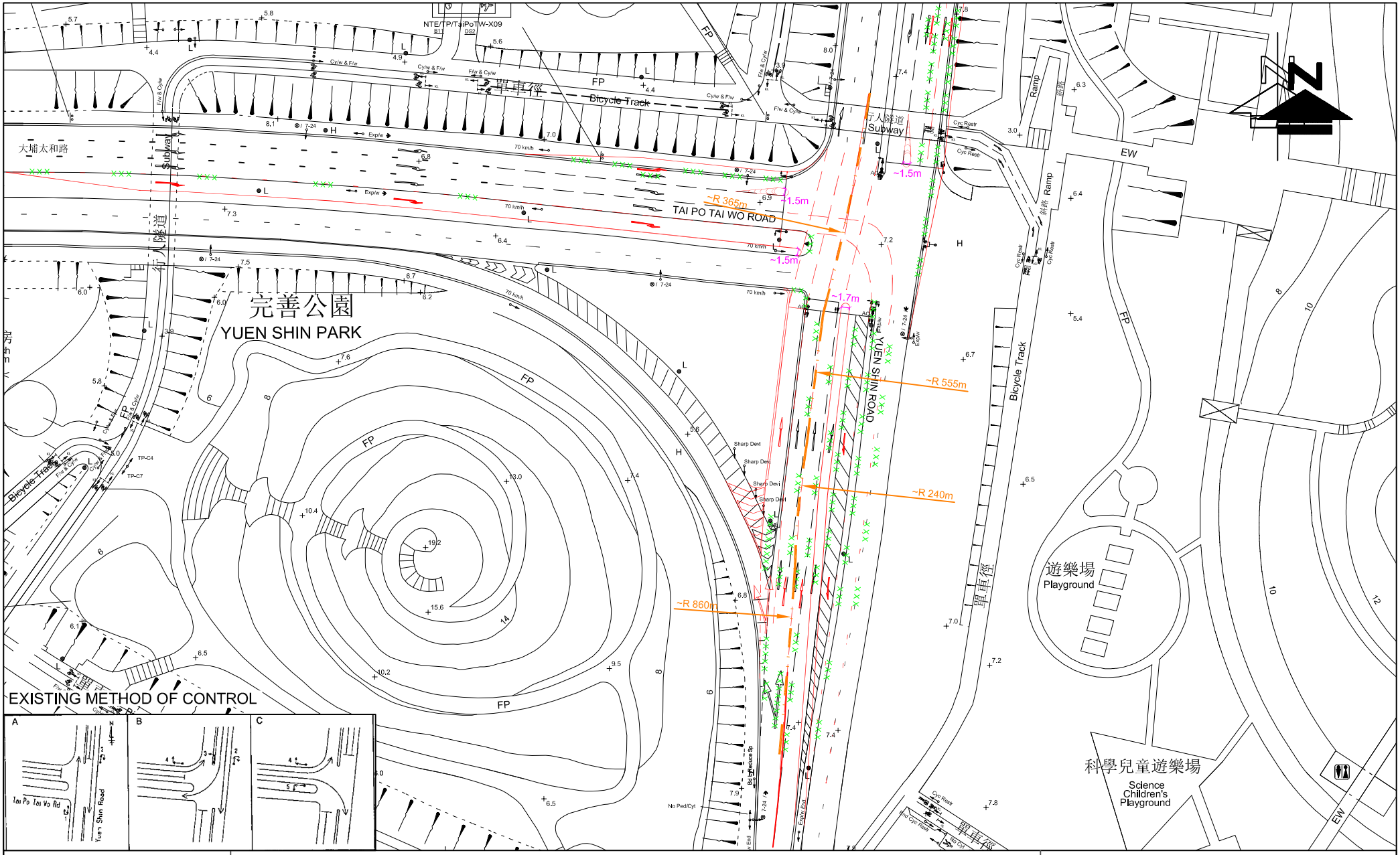
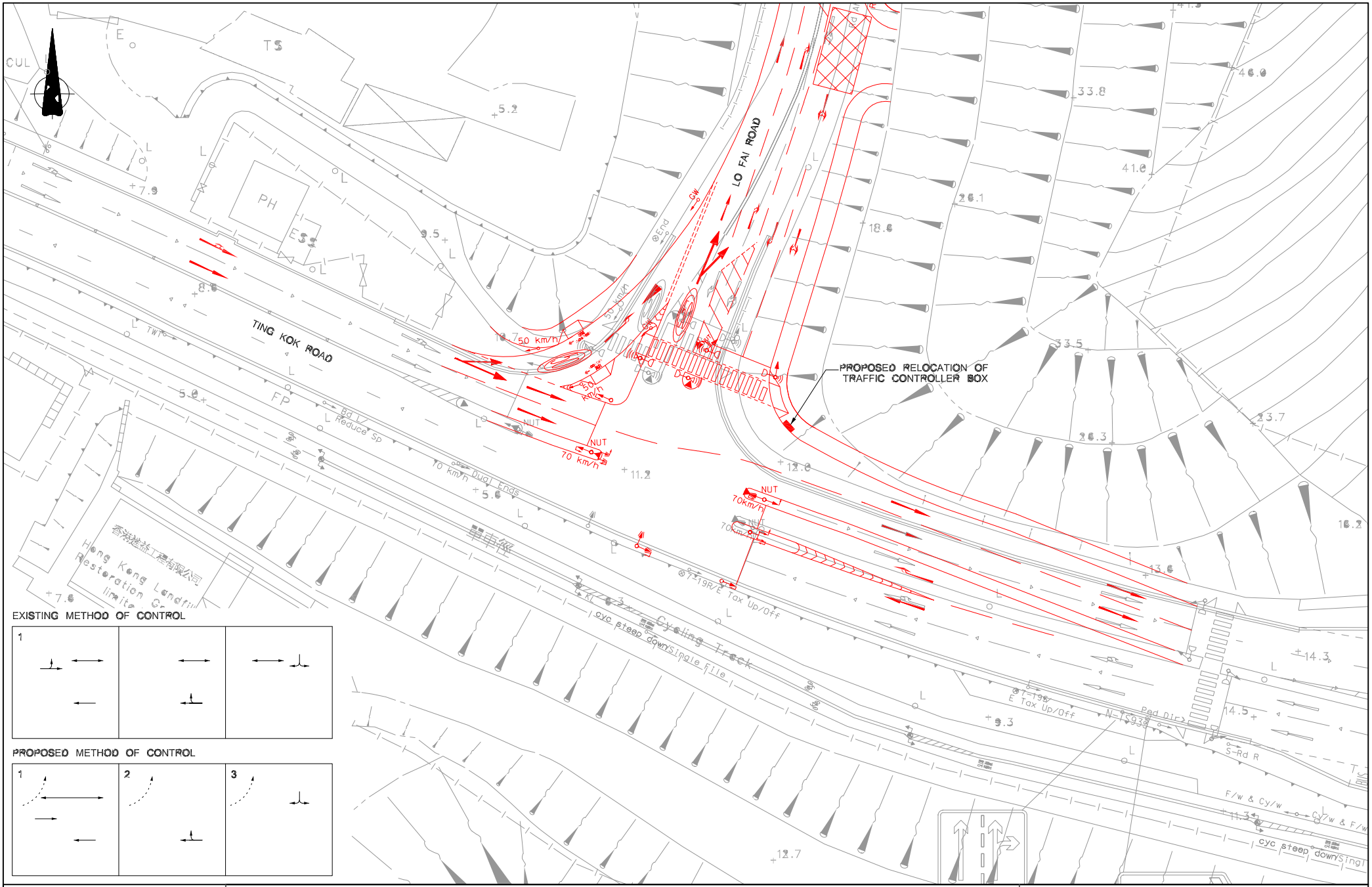


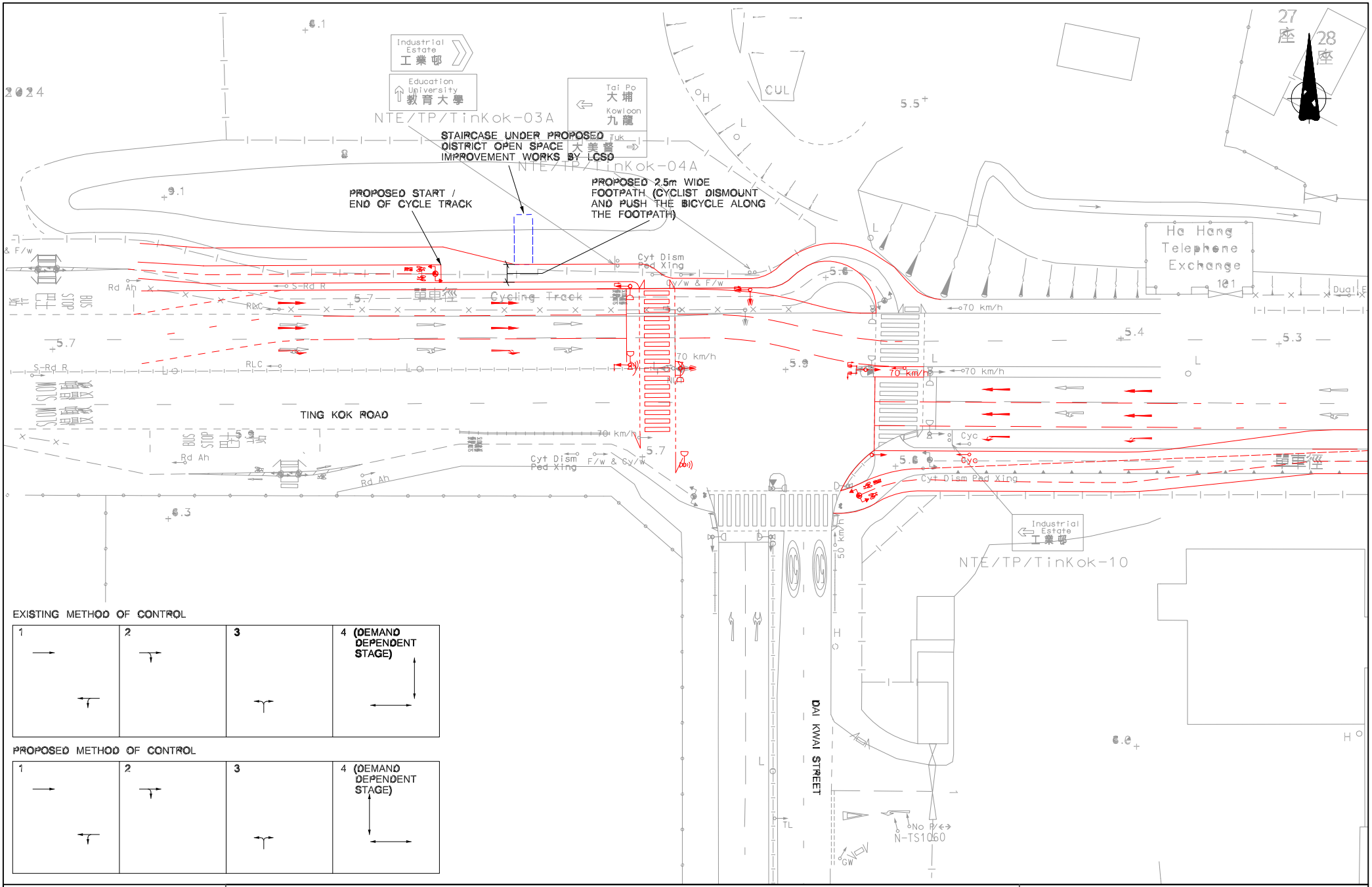
FIGURE NO.: 4.7	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF YUEN SHIN ROAD / TAI PO TAI WO ROAD (J) UNDER FUNG YUEN CDA (1)
SCALE: 1 : 1050 @A4 / DATE: 12 MAY 2025	CTA Consultants Limited 志達顧問有限公司



EXISTING METHOD OF CONTROL

PROPOSED METHOD OF CONTROL

FIGURE NO.: 4.8	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / LO FAI ROAD (D) UNDER LSPS/001	
SCALE: N.T.S. @A4 / DATE: 12 MAY 2025		



EXISTING METHOD OF CONTROL

1	2	3	4 (DEMAND DEPENDENT STAGE)

PROPOSED METHOD OF CONTROL

1	2	3	4 (DEMAND DEPENDENT STAGE)

FIGURE NO.: 4.9	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / DAI KWAI STREET (E) UNDER LSPS/001	
SCALE: N.T.S. @A4 / DATE: 12 MAY 2025		

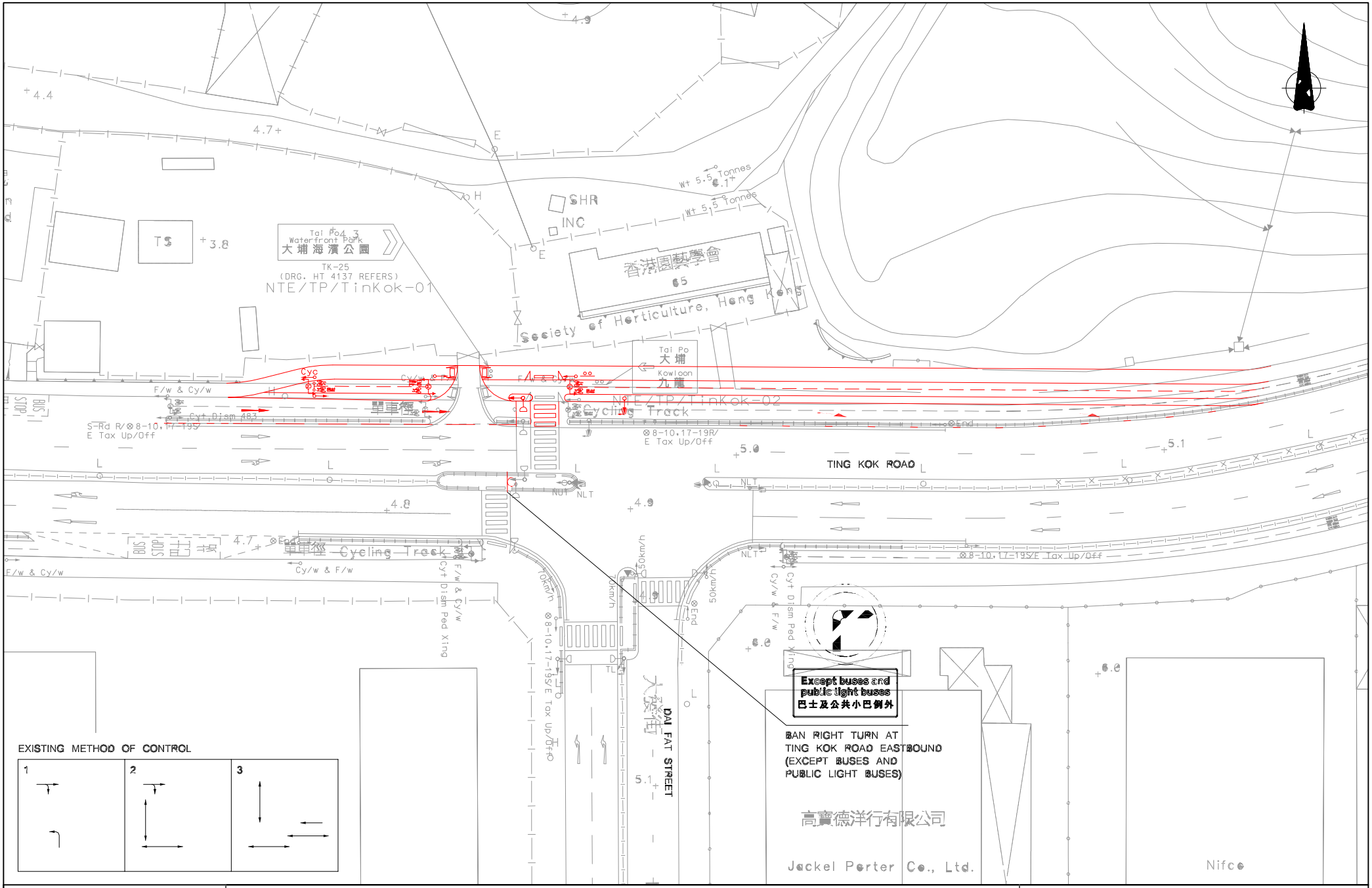


FIGURE NO.: 4.10	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / DAI FAT STREET (F) UNDER LSPS/001	
SCALE: N.T.S. @A4 / DATE: 12 MAY 2025		

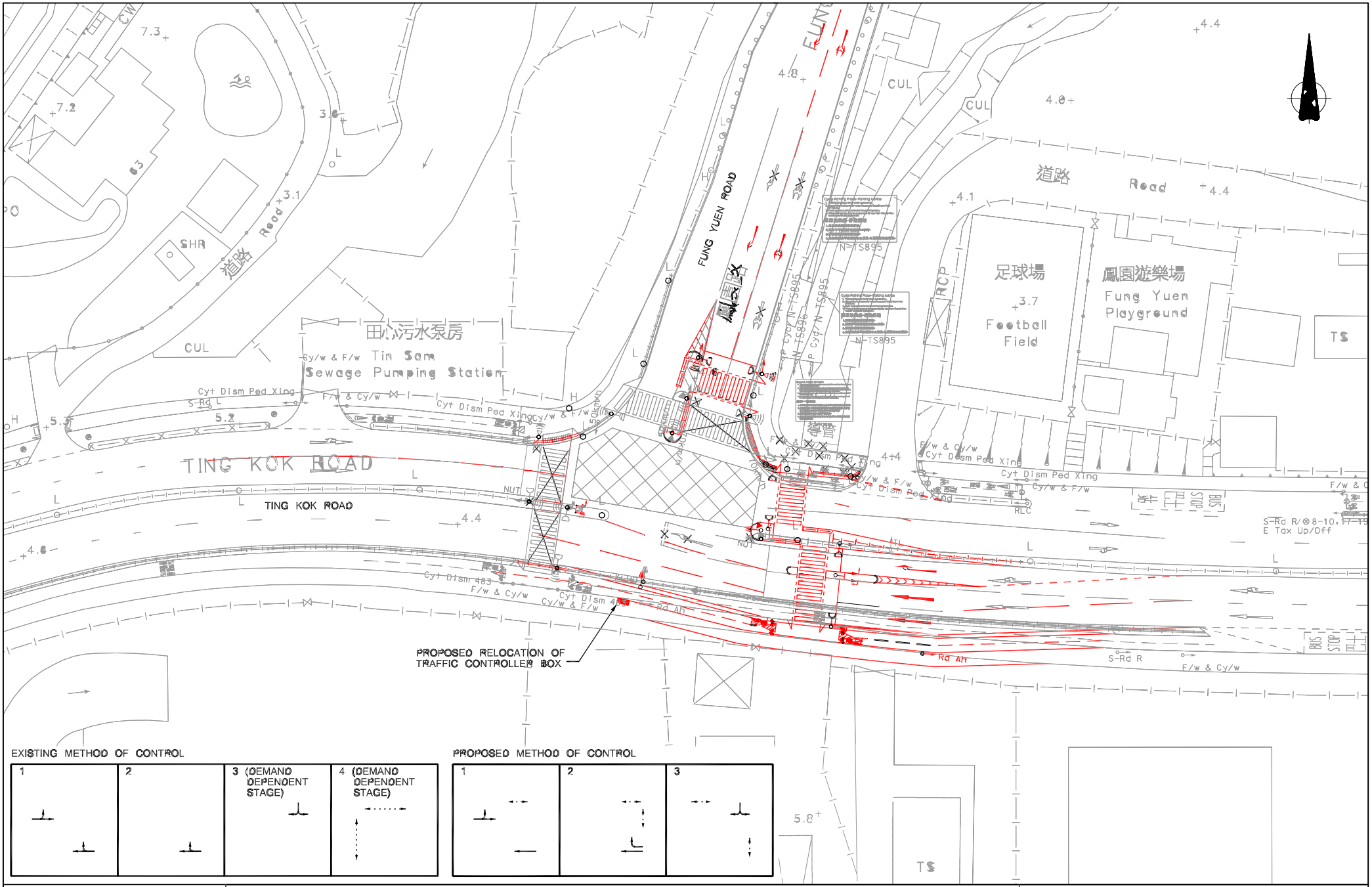


FIGURE NO.: 4.11	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / FUNG YUEN ROAD (G) UNDER LSPS/001	
SCALE: N.T.S. @A4 / DATE: 12 MAY 2025		

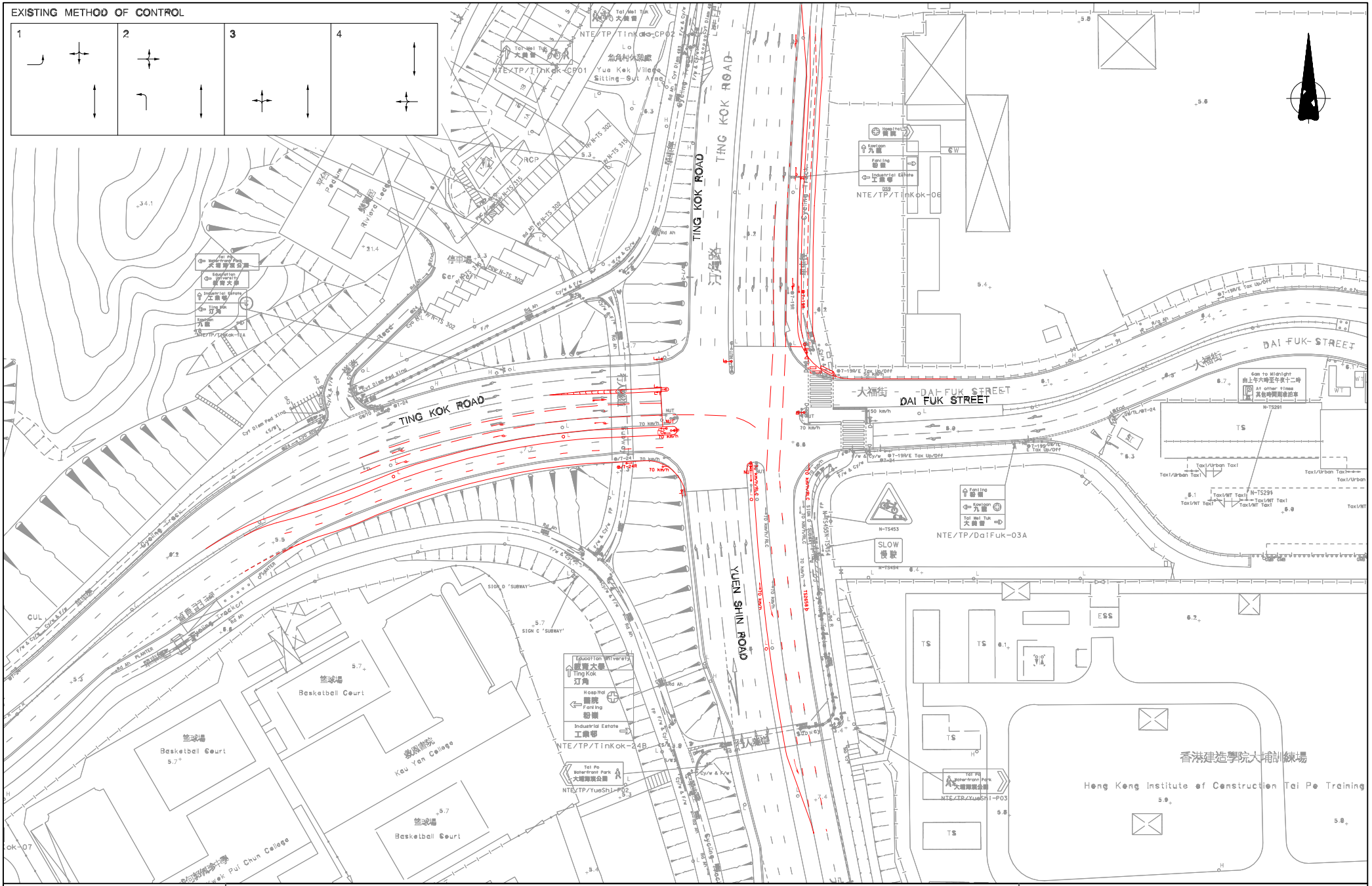


FIGURE NO.: 4.12	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / YUEN SHIN ROAD / DAI FUK STREET (H) UNDER LSPS/001
SCALE: N.T.S. @A4 / DATE: 12 MAY 2025	

CTA Consultants Limited
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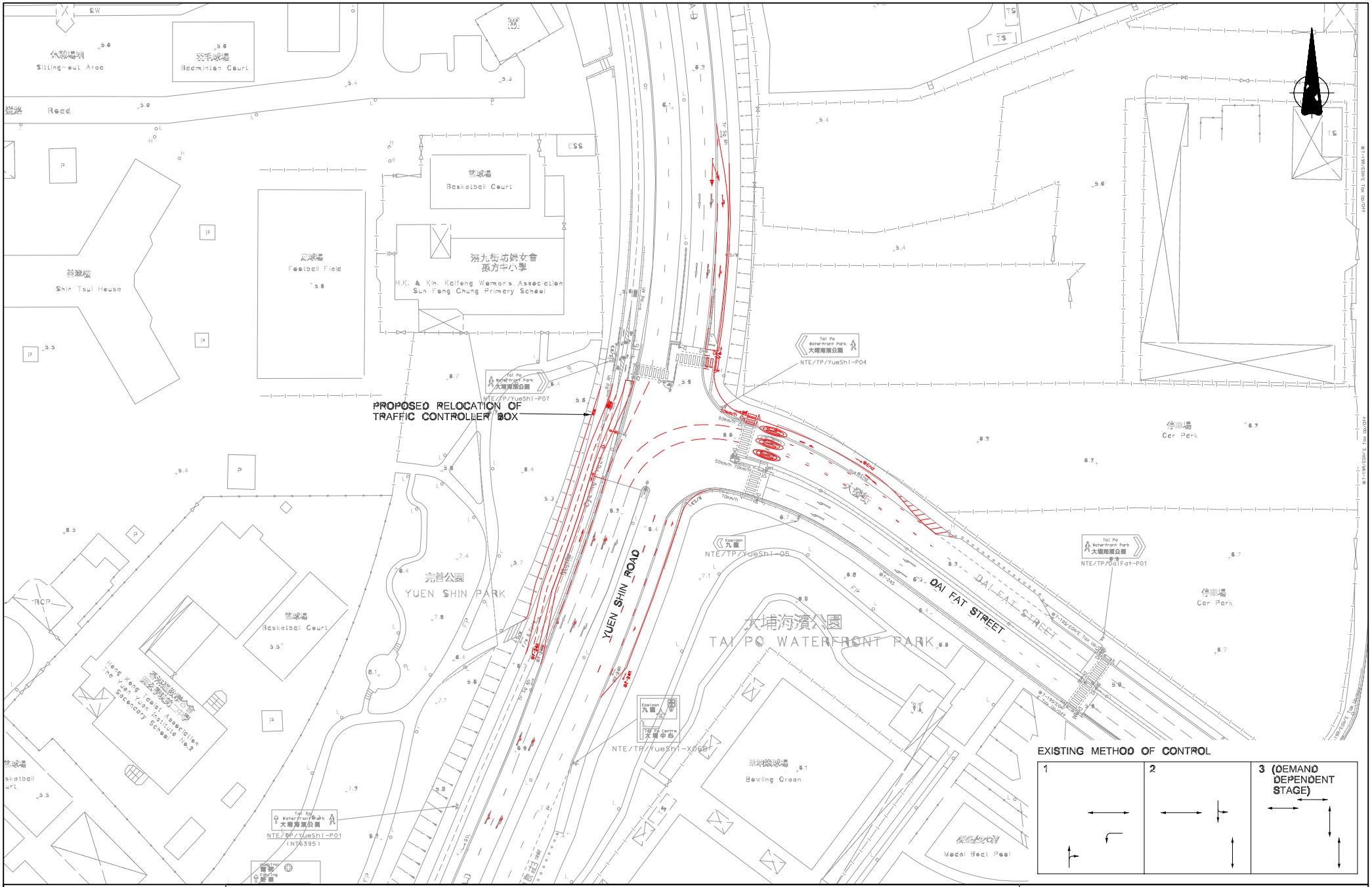


FIGURE NO.: 4.13	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF YUEN SHIN ROAD / DAI FAT STREET (I) UNDER LSPS/001	
SCALE: N.T.S. @A4 / DATE: 12 MAY 2025		

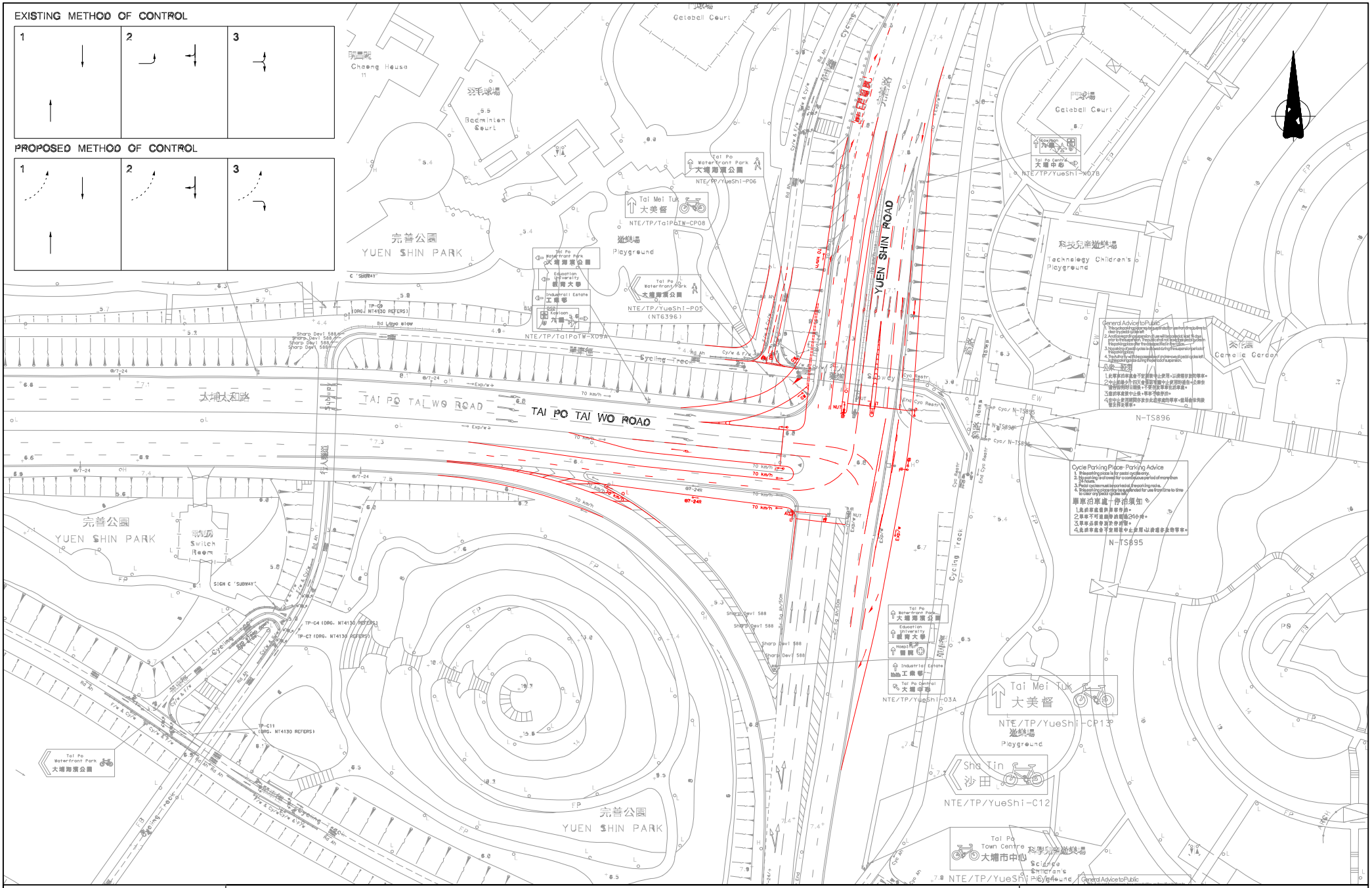


FIGURE NO.: 4.14	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF YUEN SHIN ROAD / TAI PO TAI WO ROAD (J) UNDER LSPS/001	
SCALE: N.T.S. @A4 / DATE: 12 MAY 2025		

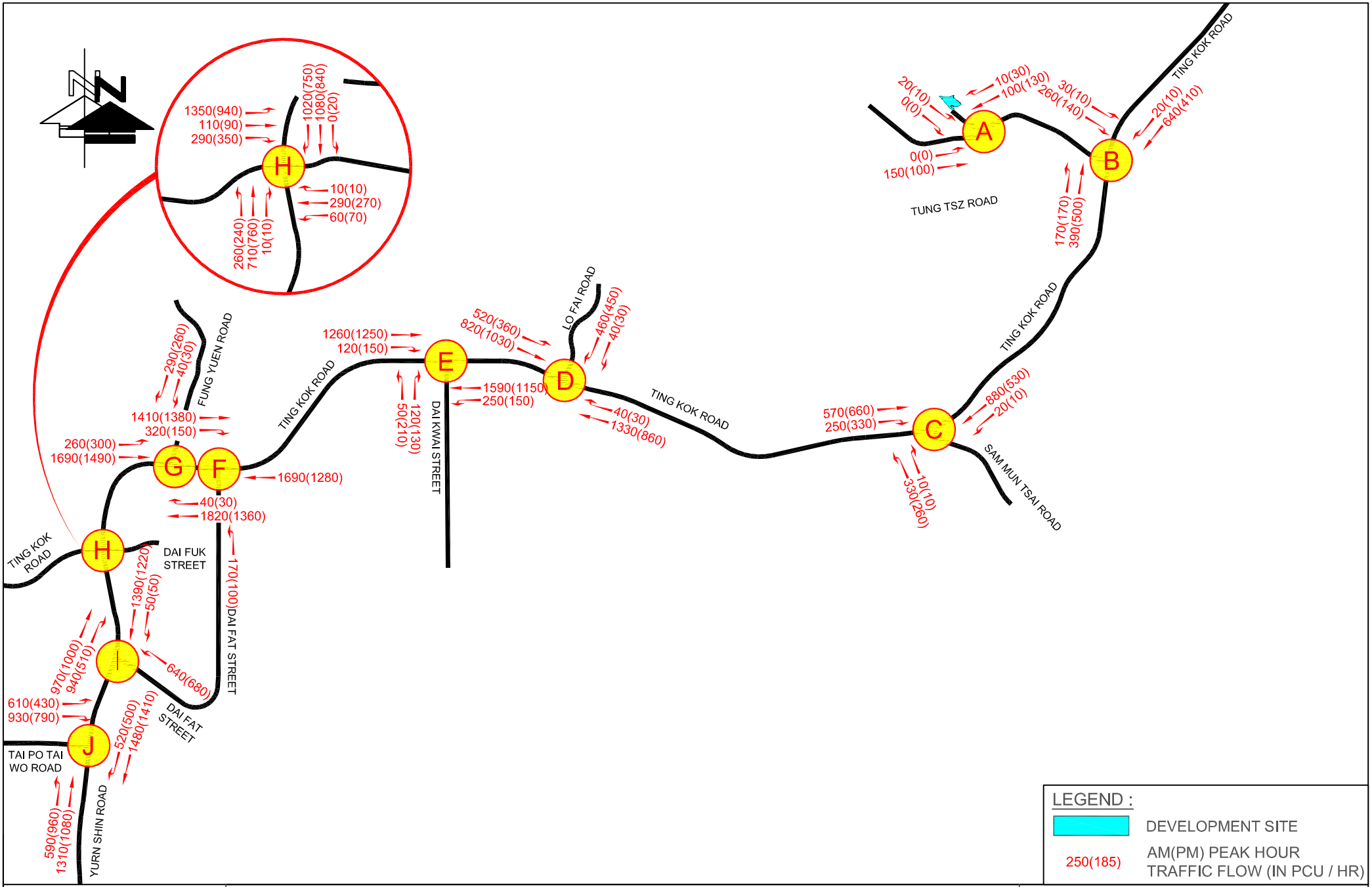
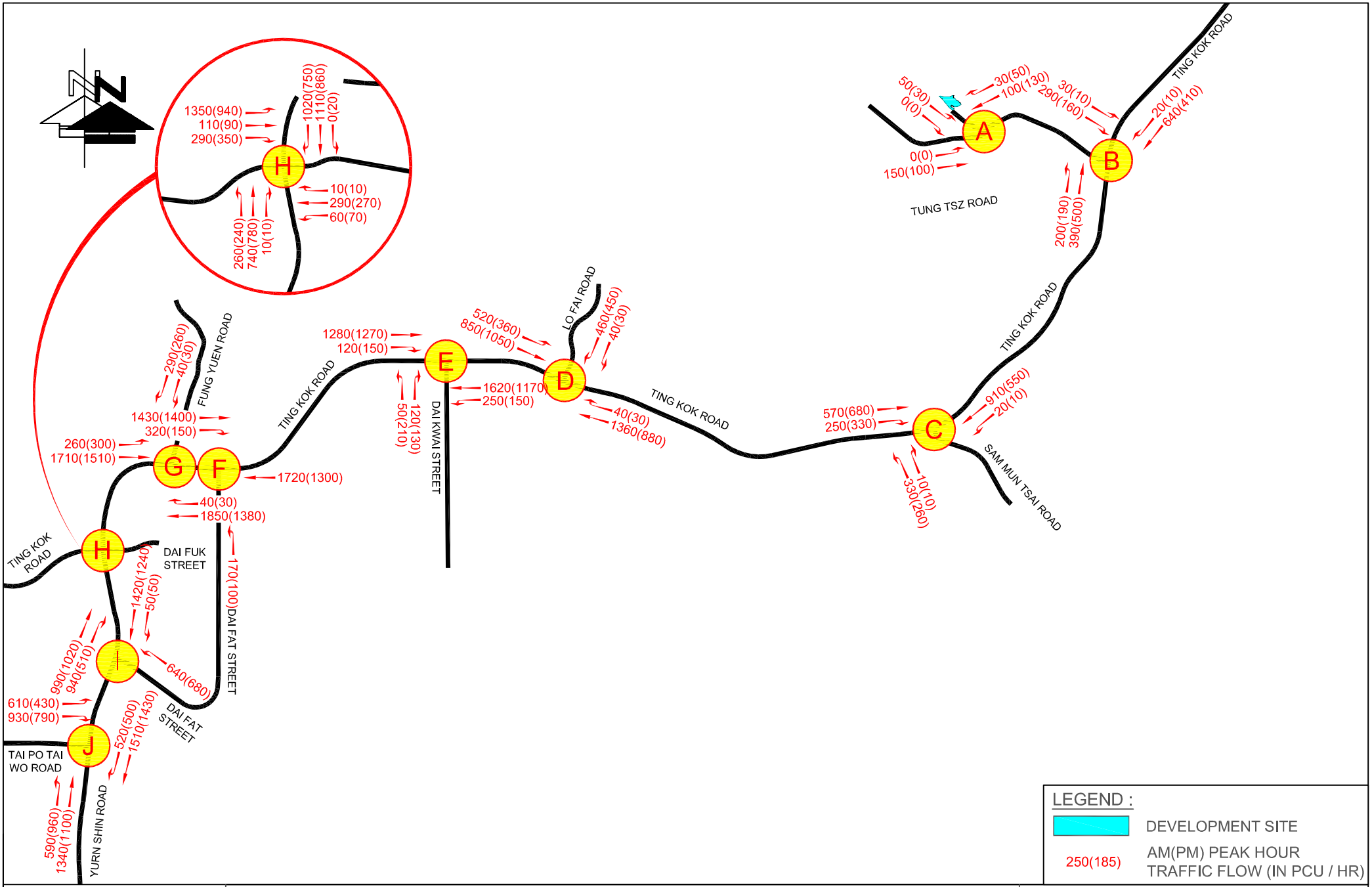


FIGURE NO.: 4.15	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: 2033 REFERENCE TRAFFIC FLOWS (WITHOUT PROPOSED DEVELOPMENT)	
SCALE: N.T.S. @A4 / DATE: 14 MAY 2025		



LEGEND :

DEVELOPMENT SITE

250(185) AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 4.16	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: 2033 DESIGN TRAFFIC FLOWS (WITH PROPOSED DEVELOPMENT)	
SCALE: N.T.S. @A4 / DATE: 14 MAY 2025		

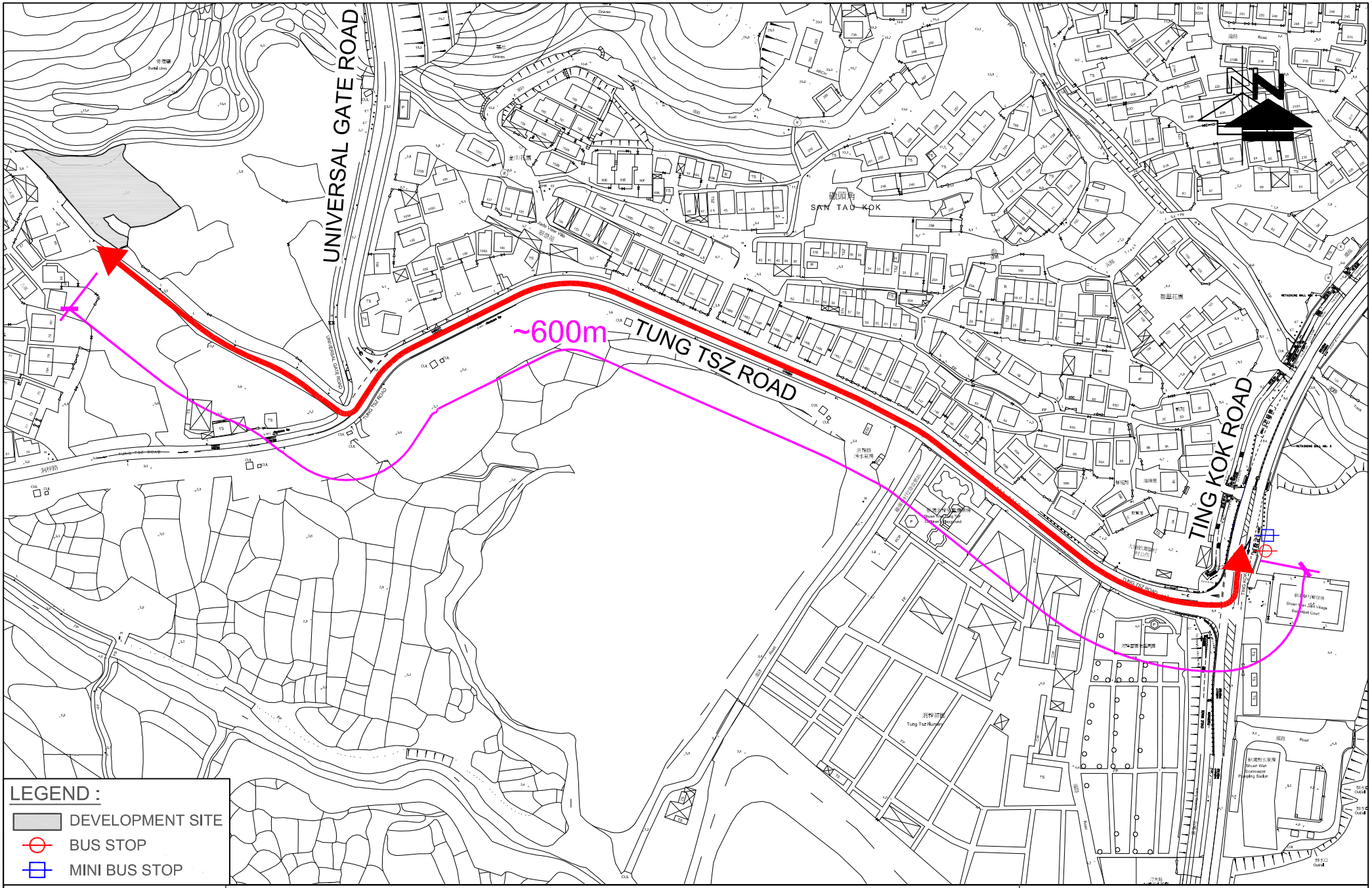


FIGURE NO.: 5	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: DISTANCE BETWEEN THE SITE AND CONEARNED MINI BUS / BUS STOPS
SCALE: 1 : 2250 @A4 / DATE: 14 MAY 2025	CTA Consultants Limited 志達顧問有限公司

FIGURE NO.: SP-01	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF 8m VEHICLE ALONG ACCESS ROAD TO TUNG TSZ ROAD	
SCALE: 1 : 1200 @A4 / DATE: 14 MAY 2025		

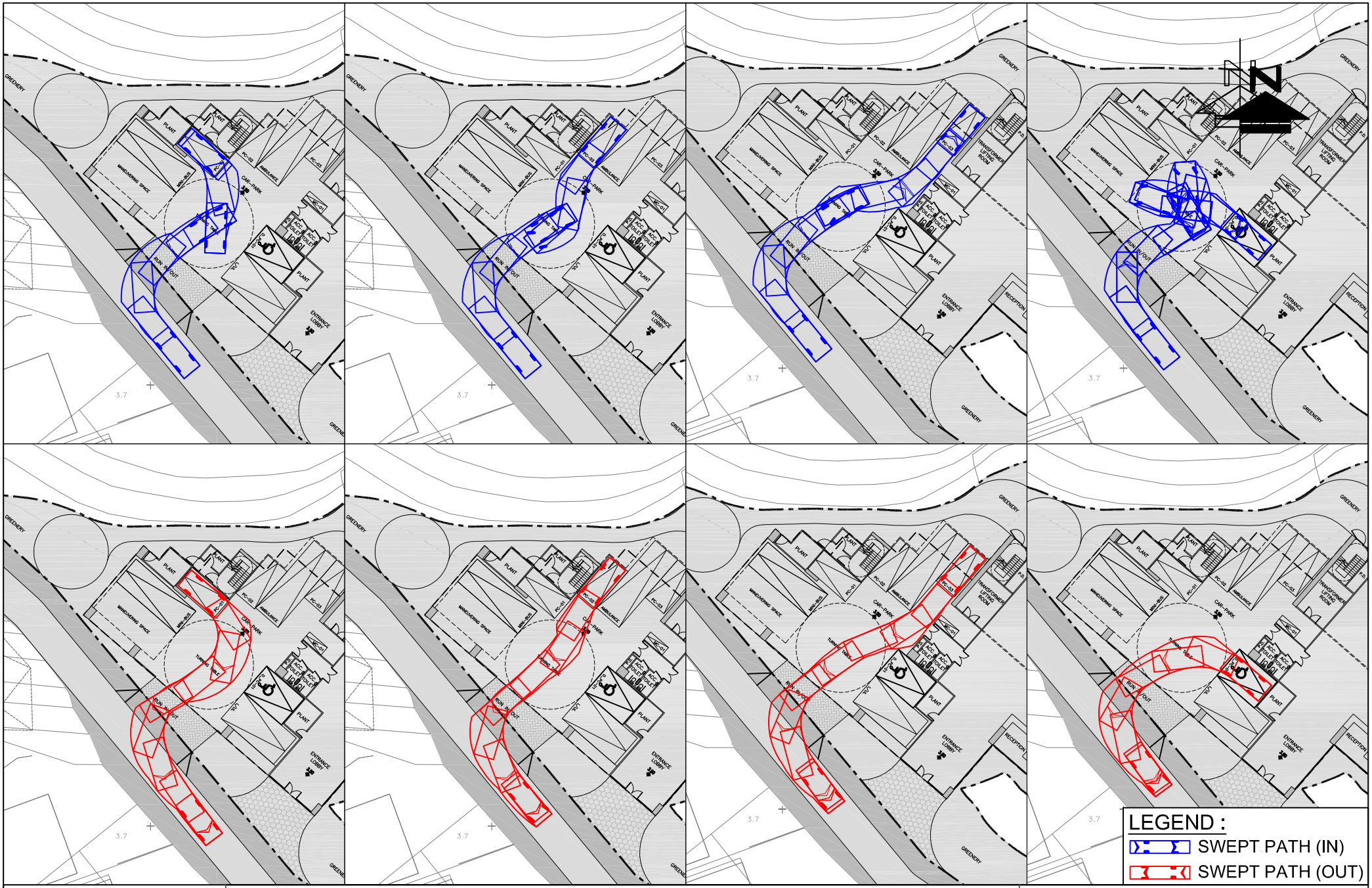


FIGURE NO.: SP-02	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF PRIVATE VEHICLE
SCALE: 1 : 500 @A4 / DATE: 09 MAY 2025	CTA Consultants Limited 志達顧問有限公司

FIGURE NO.: SP-03	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF AMBULANCE	
SCALE: 1 : 300 @A4 / DATE: 09 MAY 2025		

FIGURE NO.: SP-04	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF LGV	
SCALE: 1 : 300 @A4 / DATE: 09 MAY 2025		

FIGURE NO.: SP-05	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF LIGHT BUS	
SCALE: 1 : 300 @A4 / DATE: 09 MAY 2025		

APPENDIX A

Junction Calculation Sheets

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]

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Filename: 24093 JnA.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\24093HK (knc) - S12A Re-zoning from AGR to GIC for a Prop Social Welfare Facilities (RCHE) at Tung Tsz, Tai Po\Calculation\2025-05-07
Report generation date: 13/5/2025 16:50:19

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Jn A - Design 2033							
Stream B-AC	0.07	5.30	0.07	A	0.04	5.04	0.04	A
Stream C-AB	0.06	6.64	0.05	A	0.10	6.71	0.09	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn A - Existing 2024							
Stream B-AC	0.03	5.05	0.03	A	0.01	4.88	0.01	A
Stream C-AB	0.02	6.41	0.02	A	0.04	6.37	0.03	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn A - Reference 2033							
Stream B-AC	0.03	5.07	0.03	A	0.01	4.90	0.01	A
Stream C-AB	0.02	6.43	0.02	A	0.06	6.50	0.05	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn A - SEN Design 2033							
Stream B-AC	0.07	5.30	0.07	A	0.04	5.04	0.04	A
Stream C-AB	0.06	6.64	0.05	A	0.10	6.71	0.09	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Existing 2024, AM " model duration: 8:00 - 9:30
"D2 - Existing 2024, PM" model duration: 8:00 - 9:30
"D3 - Reference 2033, AM" model duration: 8:00 - 9:30
"D4 - Reference 2033, PM" model duration: 8:00 - 9:30
"D5 - Design 2033, AM" model duration: 8:00 - 9:30
"D6 - Design 2033, PM" model duration: 8:00 - 9:30
"D7 - SEN Design 2033, AM" model duration: 8:00 - 9:30
"D8 - SEN Design 2033, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 13/5/2025 16:50:14

File summary

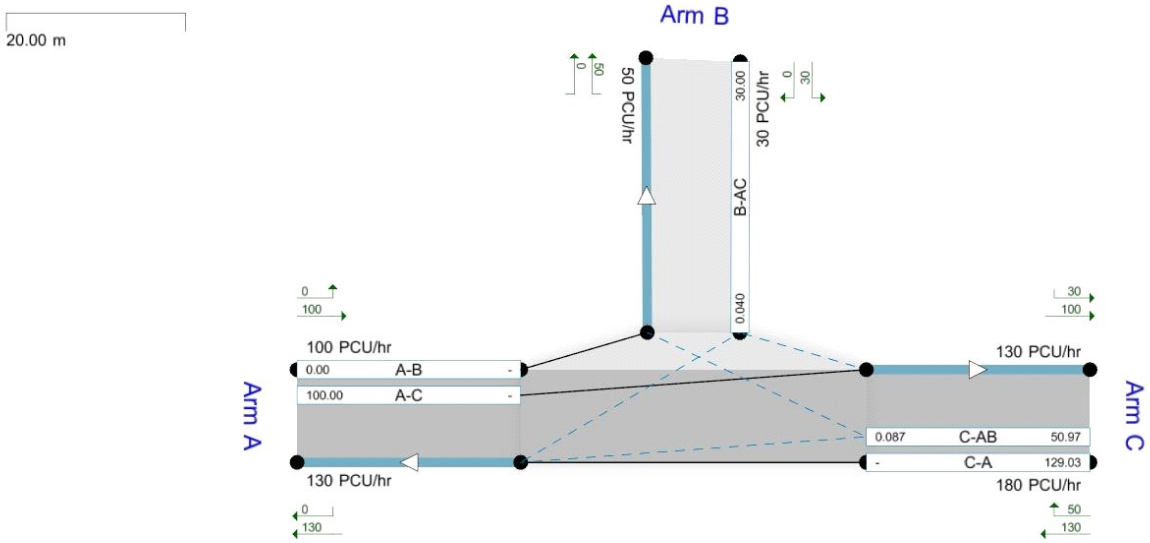
Title	(untitled)
Location	
Site Number	
Date	7/6/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	user
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()

Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - Jn A ", Demand Set "D1 - Existing 2024, AM "

The junction diagram reflects the last run of ARCADY.

Jn A - Existing 2024, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn A	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2024, AM	Existing 2024	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	5.50	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Tsz Road (EB)		Major
B	B	Access Road		Minor
C	C	Tung Tsz Road (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.60		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.80										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	611.947	0.109	0.274	0.173	0.392
1	B-C	773.526	0.115	0.292	-	-
1	C-B	602.919	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	140.00	100.000
B	FLAT	✓	20.00	100.000
C	FLAT	✓	100.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	140.000
	B	0.000	0.000	20.000
	C	90.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	5.05	0.03	A
C-AB	0.02	6.41	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	19.89	0.00	732.66	0.027	0.03	5.050	A
C-AB	10.03	9.96	0.00	572.14	0.018	0.02	6.403	A
C-A	89.97	89.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	140.00	140.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	20.00	0.00	732.66	0.027	0.03	5.050	A
C-AB	10.03	10.03	0.00	572.14	0.018	0.02	6.403	A
C-A	89.97	89.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	140.00	140.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	20.00	0.00	732.66	0.027	0.03	5.050	A
C-AB	10.03	10.03	0.00	572.14	0.018	0.02	6.403	A
C-A	89.97	89.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	140.00	140.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	20.00	0.00	732.66	0.027	0.03	5.052	A
C-AB	10.03	10.03	0.00	572.14	0.018	0.02	6.403	A
C-A	89.97	89.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	140.00	140.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	20.00	0.00	732.66	0.027	0.03	5.052	A
C-AB	10.03	10.03	0.00	572.14	0.018	0.02	6.406	A
C-A	89.97	89.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	140.00	140.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	20.00	0.00	732.66	0.027	0.03	5.052	A
C-AB	10.03	10.03	0.00	572.14	0.018	0.02	6.406	A
C-A	89.97	89.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	140.00	140.00	0.00	-	-	-	-	-

Jn A - Existing 2024, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn A	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2024, PM	Existing 2024	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	5.88	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Tsz Road (EB)		Major
B	B	Access Road		Minor
C	C	Tung Tsz Road (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.60		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.80										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	611.947	0.109	0.274	0.173	0.392
1	B-C	773.526	0.115	0.292	-	-
1	C-B	602.919	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	90.00	100.000
B	FLAT	✓	10.00	100.000
C	FLAT	✓	130.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	90.000
	B	0.000	0.000	10.000
	C	110.000	20.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.85	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	4.88	0.01	A
C-AB	0.03	6.37	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	9.95	0.00	747.26	0.013	0.01	4.882	A
C-AB	20.13	19.99	0.00	584.99	0.034	0.04	6.369	A
C-A	109.87	109.87	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	90.00	90.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	10.00	0.00	747.26	0.013	0.01	4.882	A
C-AB	20.13	20.13	0.00	584.99	0.034	0.04	6.372	A
C-A	109.87	109.87	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	90.00	90.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	10.00	0.00	747.26	0.013	0.01	4.882	A
C-AB	20.13	20.13	0.00	584.99	0.034	0.04	6.374	A
C-A	109.87	109.87	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	90.00	90.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	10.00	0.00	747.26	0.013	0.01	4.882	A
C-AB	20.13	20.13	0.00	584.99	0.034	0.04	6.372	A
C-A	109.87	109.87	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	90.00	90.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	10.00	0.00	747.26	0.013	0.01	4.882	A
C-AB	20.13	20.13	0.00	584.99	0.034	0.04	6.374	A
C-A	109.87	109.87	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	90.00	90.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	10.00	0.00	747.26	0.013	0.01	4.882	A
C-AB	20.13	20.13	0.00	584.99	0.034	0.04	6.374	A
C-A	109.87	109.87	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	90.00	90.00	0.00	-	-	-	-	-

Jn A - Reference 2033, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn A	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference 2033, AM	Reference 2033	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	5.52	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Tsz Road (EB)		Major
B	B	Access Road		Minor
C	C	Tung Tsz Road (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.60		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.80										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	611.947	0.109	0.274	0.173	0.392
1	B-C	773.526	0.115	0.292	-	-
1	C-B	602.919	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	150.00	100.000
B	FLAT	✓	20.00	100.000
C	FLAT	✓	110.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	150.000
	B	0.000	0.000	20.000
	C	100.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.91	0.09	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	5.07	0.03	A
C-AB	0.02	6.43	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	19.89	0.00	729.74	0.027	0.03	5.071	A
C-AB	10.03	9.96	0.00	569.99	0.018	0.02	6.428	A
C-A	99.97	99.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	20.00	0.00	729.74	0.027	0.03	5.071	A
C-AB	10.03	10.03	0.00	569.99	0.018	0.02	6.428	A
C-A	99.97	99.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	20.00	0.00	729.74	0.027	0.03	5.071	A
C-AB	10.03	10.03	0.00	569.99	0.018	0.02	6.428	A
C-A	99.97	99.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	20.00	0.00	729.74	0.027	0.03	5.071	A
C-AB	10.03	10.03	0.00	569.99	0.018	0.02	6.428	A
C-A	99.97	99.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	20.00	0.00	729.74	0.027	0.03	5.071	A
C-AB	10.03	10.03	0.00	569.99	0.018	0.02	6.428	A
C-A	99.97	99.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.00	20.00	0.00	729.74	0.027	0.03	5.071	A
C-AB	10.03	10.03	0.00	569.99	0.018	0.02	6.428	A
C-A	99.97	99.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Jn A - Reference 2033, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn A	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference 2033, PM	Reference 2033	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	6.10	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Tsz Road (EB)		Major
B	B	Access Road		Minor
C	C	Tung Tsz Road (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.60		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.80										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	611.947	0.109	0.274	0.173	0.392
1	B-C	773.526	0.115	0.292	-	-
1	C-B	602.919	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	100.00	100.000
B	FLAT	✓	10.00	100.000
C	FLAT	✓	160.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	100.000
	B	0.000	0.000	10.000
	C	130.000	30.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.81	0.19	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	4.90	0.01	A
C-AB	0.05	6.50	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	9.95	0.00	744.34	0.013	0.01	4.901	A
C-AB	30.35	30.13	0.00	584.71	0.052	0.05	6.491	A
C-A	129.65	129.65	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	10.00	0.00	744.34	0.013	0.01	4.901	A
C-AB	30.35	30.35	0.00	584.71	0.052	0.05	6.493	A
C-A	129.65	129.65	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	10.00	0.00	744.34	0.013	0.01	4.903	A
C-AB	30.35	30.35	0.00	584.71	0.052	0.06	6.493	A
C-A	129.65	129.65	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	10.00	0.00	744.34	0.013	0.01	4.903	A
C-AB	30.35	30.35	0.00	584.71	0.052	0.06	6.493	A
C-A	129.65	129.65	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	10.00	0.00	744.34	0.013	0.01	4.903	A
C-AB	30.35	30.35	0.00	584.71	0.052	0.06	6.495	A
C-A	129.65	129.65	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	10.00	0.00	744.34	0.013	0.01	4.903	A
C-AB	30.35	30.35	0.00	584.71	0.052	0.06	6.495	A
C-A	129.65	129.65	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Jn A - Design 2033, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn A	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design 2033, AM	Design 2033	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	5.80	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Tsz Road (EB)		Major
B	B	Access Road		Minor
C	C	Tung Tsz Road (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.60		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.80										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	611.947	0.109	0.274	0.173	0.392
1	B-C	773.526	0.115	0.292	-	-
1	C-B	602.919	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	150.00	100.000
B	FLAT	✓	50.00	100.000
C	FLAT	✓	130.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	150.000
	B	0.000	0.000	50.000
	C	100.000	30.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.77	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	5.30	0.07	A
C-AB	0.05	6.64	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	49.71	0.00	729.74	0.069	0.07	5.291	A
C-AB	30.28	30.06	0.00	572.39	0.053	0.06	6.634	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	50.00	0.00	729.74	0.069	0.07	5.295	A
C-AB	30.28	30.28	0.00	572.39	0.053	0.06	6.639	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	50.00	0.00	729.74	0.069	0.07	5.295	A
C-AB	30.28	30.28	0.00	572.39	0.053	0.06	6.639	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	50.00	0.00	729.74	0.069	0.07	5.295	A
C-AB	30.28	30.28	0.00	572.39	0.053	0.06	6.639	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	50.00	0.00	729.74	0.069	0.07	5.295	A
C-AB	30.28	30.28	0.00	572.39	0.053	0.06	6.642	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	50.00	0.00	729.74	0.069	0.07	5.295	A
C-AB	30.28	30.28	0.00	572.39	0.053	0.06	6.642	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Jn A - Design 2033, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn A	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design 2033, PM	Design 2033	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	6.09	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Tsz Road (EB)		Major
B	B	Access Road		Minor
C	C	Tung Tsz Road (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.60		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.80										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	611.947	0.109	0.274	0.173	0.392
1	B-C	773.526	0.115	0.292	-	-
1	C-B	602.919	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	100.00	100.000
B	FLAT	✓	30.00	100.000
C	FLAT	✓	180.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	100.000
	B	0.000	0.000	30.000
	C	130.000	50.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.72	0.28	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	5.04	0.04	A
C-AB	0.09	6.71	0.10	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	29.83	0.00	744.34	0.040	0.04	5.037	A
C-AB	50.97	50.58	0.00	587.71	0.087	0.10	6.698	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	744.34	0.040	0.04	5.039	A
C-AB	50.97	50.96	0.00	587.71	0.087	0.10	6.708	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	744.34	0.040	0.04	5.039	A
C-AB	50.97	50.97	0.00	587.71	0.087	0.10	6.706	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	744.34	0.040	0.04	5.039	A
C-AB	50.97	50.97	0.00	587.71	0.087	0.10	6.706	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	744.34	0.040	0.04	5.041	A
C-AB	50.97	50.97	0.00	587.71	0.087	0.10	6.706	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	744.34	0.040	0.04	5.041	A
C-AB	50.97	50.97	0.00	587.71	0.087	0.10	6.708	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Jn A - SEN Design 2033, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn A	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
SEN Design 2033, AM	SEN Design 2033	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	5.80	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Tsz Road (EB)		Major
B	B	Access Road		Minor
C	C	Tung Tsz Road (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.60		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.80										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	611.947	0.109	0.274	0.173	0.392
1	B-C	773.526	0.115	0.292	-	-
1	C-B	602.919	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	150.00	100.000
B	FLAT	✓	50.00	100.000
C	FLAT	✓	130.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	150.000
	B	0.000	0.000	50.000
	C	100.000	30.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.77	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	5.30	0.07	A
C-AB	0.05	6.64	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	49.71	0.00	729.74	0.069	0.07	5.291	A
C-AB	30.28	30.06	0.00	572.39	0.053	0.06	6.634	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	50.00	0.00	729.74	0.069	0.07	5.295	A
C-AB	30.28	30.28	0.00	572.39	0.053	0.06	6.639	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	50.00	0.00	729.74	0.069	0.07	5.295	A
C-AB	30.28	30.28	0.00	572.39	0.053	0.06	6.639	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	50.00	0.00	729.74	0.069	0.07	5.295	A
C-AB	30.28	30.28	0.00	572.39	0.053	0.06	6.639	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	50.00	0.00	729.74	0.069	0.07	5.295	A
C-AB	30.28	30.28	0.00	572.39	0.053	0.06	6.642	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	50.00	0.00	729.74	0.069	0.07	5.295	A
C-AB	30.28	30.28	0.00	572.39	0.053	0.06	6.642	A
C-A	99.72	99.72	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.00	150.00	0.00	-	-	-	-	-

Jn A - SEN Design 2033, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn A	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
SEN Design 2033, PM	SEN Design 2033	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	6.09	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Tsz Road (EB)		Major
B	B	Access Road		Minor
C	C	Tung Tsz Road (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.60		0.00		2.20	50.00	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.80										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	611.947	0.109	0.274	0.173	0.392
1	B-C	773.526	0.115	0.292	-	-
1	C-B	602.919	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	100.00	100.000
B	FLAT	✓	30.00	100.000
C	FLAT	✓	180.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	100.000
	B	0.000	0.000	30.000
	C	130.000	50.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.72	0.28	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	5.04	0.04	A
C-AB	0.09	6.71	0.10	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	29.83	0.00	744.34	0.040	0.04	5.037	A
C-AB	50.97	50.58	0.00	587.71	0.087	0.10	6.698	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	744.34	0.040	0.04	5.039	A
C-AB	50.97	50.96	0.00	587.71	0.087	0.10	6.708	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	744.34	0.040	0.04	5.039	A
C-AB	50.97	50.97	0.00	587.71	0.087	0.10	6.706	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	744.34	0.040	0.04	5.039	A
C-AB	50.97	50.97	0.00	587.71	0.087	0.10	6.706	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	744.34	0.040	0.04	5.041	A
C-AB	50.97	50.97	0.00	587.71	0.087	0.10	6.706	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	744.34	0.040	0.04	5.041	A
C-AB	50.97	50.97	0.00	587.71	0.087	0.10	6.708	A
C-A	129.03	129.03	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	100.00	100.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]

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Filename: 24093 JnB.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\24093HK (knc) - S12A Re-zoning from AGR to GIC for a Prop Social Welfare Facilities (RCHE) at Tung Tsz, Tai Po\Calculation\2025-05-07
Report generation date: 13/5/2025 16:59:52

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Jn B - Design 2033							
Stream B-AC	1.74	19.72	0.64	C	0.50	10.61	0.33	B
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.03	6.03	0.03	A	0.02	6.17	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn B - Existing 2024							
Stream B-AC	0.94	13.10	0.49	B	0.31	8.68	0.24	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	5.71	0.02	A	0.02	5.91	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn B - Reference 2033							
Stream B-AC	1.33	16.57	0.57	C	0.41	9.93	0.29	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.03	5.96	0.03	A	0.02	6.12	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn B - SEN Design 2033							
Stream B-AC	1.74	19.72	0.64	C	0.50	10.61	0.33	B
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.03	6.03	0.03	A	0.02	6.17	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Existing 2024, AM " model duration: 8:00 - 9:30
"D2 - Existing 2024, PM" model duration: 8:00 - 9:30
"D3 - Reference 2033, AM" model duration: 8:00 - 9:30
"D4 - Reference 2033, PM" model duration: 8:00 - 9:30
"D5 - Design 2033, AM" model duration: 8:00 - 9:30
"D8 - Design 2033, PM" model duration: 8:00 - 9:30
"D9 - SEN Design 2033, AM" model duration: 8:00 - 9:30
"D10 - SEN Design 2033, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 13/5/2025 16:59:47

File summary

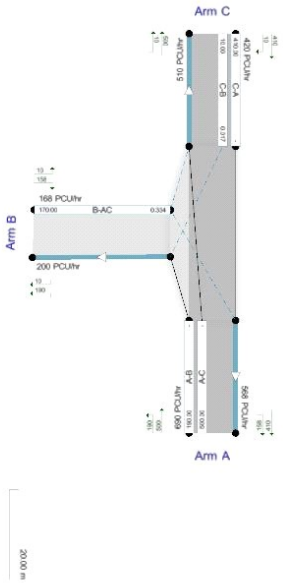
Title	(untitled)
Location	
Site Number	
Date	7/6/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	user
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()

Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - Jn B "; Demand Set "D1 - Existing 2024, AM "

The junction diagram reflects the last run of ARCADY.

Jn B - Existing 2024, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn B	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2024, AM	Existing 2024	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	12.83	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Ting Kok Road (NB)		Major
B	B	Tung Tsz Road		Minor
C	C	Ting Kok Road (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00	✓	3.50	150.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										150	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	725.644	0.105	0.266	0.167	0.380
1	B-C	862.208	0.105	0.266	-	-
1	C-B	754.327	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	490.00	100.000
B	FLAT	✓	260.00	100.000
C	FLAT	✓	570.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	150.000	340.000
	B	240.000	0.000	20.000
	C	560.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.31	0.69
	B	0.92	0.00	0.08
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.49	13.10	0.94	B
C-A	-	-	-	-
C-B	0.02	5.71	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	256.32	0.00	534.82	0.486	0.92	12.765	B
C-A	560.00	560.00	0.00	-	-	-	-	-
C-B	10.00	9.94	0.00	640.40	0.016	0.02	5.710	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	259.95	0.00	534.80	0.486	0.93	13.091	B
C-A	560.00	560.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	640.40	0.016	0.02	5.710	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	259.98	0.00	534.80	0.486	0.94	13.097	B
C-A	560.00	560.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	640.40	0.016	0.02	5.710	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	259.99	0.00	534.80	0.486	0.94	13.097	B
C-A	560.00	560.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	640.40	0.016	0.02	5.710	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	259.99	0.00	534.80	0.486	0.94	13.099	B
C-A	560.00	560.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	640.40	0.016	0.02	5.710	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	260.00	0.00	534.80	0.486	0.94	13.099	B
C-A	560.00	560.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	640.40	0.016	0.02	5.710	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Jn B - Existing 2024, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn B	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Existing 2024, PM	Existing 2024	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	8.48	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Ting Kok Road (NB)		Major
B	B	Tung Tsz Road		Minor
C	C	Ting Kok Road (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00	✓	3.50	150.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										150	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	725.644	0.105	0.266	0.167	0.380
1	B-C	862.208	0.105	0.266	-	-
1	C-B	754.327	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	580.00	100.000
B	FLAT	✓	130.00	100.000
C	FLAT	✓	360.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	150.000	430.000
	B	120.000	0.000	10.000
	C	350.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.92	0.00	0.08
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	8.68	0.31	A
C-A	-	-	-	-
C-B	0.02	5.91	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	130.00	128.76	0.00	544.66	0.239	0.31	8.629	A
C-A	350.00	350.00	0.00	-	-	-	-	-
C-B	10.00	9.93	0.00	619.47	0.016	0.02	5.906	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	430.00	430.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	130.00	129.99	0.00	544.64	0.239	0.31	8.681	A
C-A	350.00	350.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	619.47	0.016	0.02	5.906	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	430.00	430.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	130.00	130.00	0.00	544.64	0.239	0.31	8.681	A
C-A	350.00	350.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	619.47	0.016	0.02	5.906	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	430.00	430.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	130.00	130.00	0.00	544.64	0.239	0.31	8.681	A
C-A	350.00	350.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	619.47	0.016	0.02	5.908	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	430.00	430.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	130.00	130.00	0.00	544.64	0.239	0.31	8.681	A
C-A	350.00	350.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	619.47	0.016	0.02	5.908	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	430.00	430.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	130.00	130.00	0.00	544.64	0.239	0.31	8.681	A
C-A	350.00	350.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	619.47	0.016	0.02	5.908	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	430.00	430.00	0.00	-	-	-	-	-

Jn B - Reference 2033, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn B	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference 2033, AM	Reference 2033	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	15.88	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Ting Kok Road (NB)		Major
B	B	Tung Tsz Road		Minor
C	C	Ting Kok Road (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00	✓	3.50	150.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										150	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	725.644	0.105	0.266	0.167	0.380
1	B-C	862.208	0.105	0.266	-	-
1	C-B	754.327	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	560.00	100.000
B	FLAT	✓	290.00	100.000
C	FLAT	✓	660.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	170.000	390.000
	B	260.000	0.000	30.000
	C	640.000	20.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.30	0.70
	B	0.90	0.00	0.10
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.57	16.57	1.33	C
C-A	-	-	-	-
C-B	0.03	5.96	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	284.88	0.00	507.33	0.572	1.28	15.846	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	19.87	0.00	624.12	0.032	0.03	5.956	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	289.90	0.00	507.28	0.572	1.31	16.539	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	624.12	0.032	0.03	5.958	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	289.96	0.00	507.28	0.572	1.32	16.553	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	624.12	0.032	0.03	5.958	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	289.98	0.00	507.28	0.572	1.32	16.558	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	624.12	0.032	0.03	5.958	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	289.99	0.00	507.28	0.572	1.32	16.561	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	624.12	0.032	0.03	5.958	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	289.99	0.00	507.28	0.572	1.33	16.565	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	624.12	0.032	0.03	5.958	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Jn B - Reference 2033, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn B	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Reference 2033, PM	Reference 2033	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	9.69	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Ting Kok Road (NB)		Major
B	B	Tung Tsz Road		Minor
C	C	Ting Kok Road (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00	✓	3.50	150.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										150	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	725.644	0.105	0.266	0.167	0.380
1	B-C	862.208	0.105	0.266	-	-
1	C-B	754.327	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	670.00	100.000
B	FLAT	✓	150.00	100.000
C	FLAT	✓	420.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	170.000	500.000
	B	140.000	0.000	10.000
	C	410.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.93	0.00	0.07
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	9.93	0.41	A
C-A	-	-	-	-
C-B	0.02	6.12	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	150.00	148.37	0.00	512.58	0.293	0.41	9.843	A
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	9.93	0.00	598.55	0.017	0.02	6.116	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	150.00	149.99	0.00	512.56	0.293	0.41	9.929	A
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	598.55	0.017	0.02	6.116	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	150.00	150.00	0.00	512.56	0.293	0.41	9.929	A
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	598.55	0.017	0.02	6.116	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	150.00	150.00	0.00	512.56	0.293	0.41	9.929	A
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	598.55	0.017	0.02	6.118	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	150.00	150.00	0.00	512.56	0.293	0.41	9.929	A
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	598.55	0.017	0.02	6.118	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	150.00	150.00	0.00	512.56	0.293	0.41	9.929	A
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	598.55	0.017	0.02	6.118	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Jn B - Design 2033, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn B	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design 2033, AM	Design 2033	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	18.92	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Ting Kok Road (NB)		Major
B	B	Tung Tsz Road		Minor
C	C	Ting Kok Road (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00	✓	3.50	150.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										150	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	725.644	0.105	0.266	0.167	0.380
1	B-C	862.208	0.105	0.266	-	-
1	C-B	754.327	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	590.00	100.000
B	FLAT	✓	320.00	100.000
C	FLAT	✓	660.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	200.000	390.000
	B	290.000	0.000	30.000
	C	640.000	20.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.34	0.66
	B	0.91	0.00	0.09
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.64	19.72	1.74	C
C-A	-	-	-	-
C-B	0.03	6.03	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	313.37	0.00	502.42	0.637	1.66	18.457	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	19.87	0.00	617.15	0.032	0.03	6.025	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	319.81	0.00	502.37	0.637	1.70	19.666	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	617.15	0.032	0.03	6.027	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	319.93	0.00	502.37	0.637	1.72	19.701	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	617.15	0.032	0.03	6.027	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	319.97	0.00	502.37	0.637	1.73	19.714	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	617.15	0.032	0.03	6.027	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	319.98	0.00	502.37	0.637	1.73	19.720	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	617.15	0.032	0.03	6.027	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	319.99	0.00	502.37	0.637	1.74	19.724	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	617.15	0.032	0.03	6.027	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Jn B - Design 2033, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn B	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Design 2033, PM	Design 2033	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	10.36	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Ting Kok Road (NB)		Major
B	B	Tung Tsz Road		Minor
C	C	Ting Kok Road (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00	✓	3.50	150.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										150	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	725.644	0.105	0.266	0.167	0.380
1	B-C	862.208	0.105	0.266	-	-
1	C-B	754.327	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	690.00	100.000
B	FLAT	✓	170.00	100.000
C	FLAT	✓	420.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	190.000	500.000
	B	160.000	0.000	10.000
	C	410.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.28	0.72
	B	0.94	0.00	0.06
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	10.61	0.50	B
C-A	-	-	-	-
C-B	0.02	6.17	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	168.03	0.00	509.27	0.334	0.49	10.492	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	9.93	0.00	593.90	0.017	0.02	6.164	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	169.98	0.00	509.24	0.334	0.50	10.609	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	593.90	0.017	0.02	6.164	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	169.99	0.00	509.24	0.334	0.50	10.611	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	593.90	0.017	0.02	6.164	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	170.00	0.00	509.24	0.334	0.50	10.611	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	593.90	0.017	0.02	6.167	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	170.00	0.00	509.24	0.334	0.50	10.611	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	593.90	0.017	0.02	6.167	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	170.00	0.00	509.24	0.334	0.50	10.611	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	593.90	0.017	0.02	6.167	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Jn B - SEN Design 2033, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn B	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
SEN Design 2033, AM	SEN Design 2033	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	18.92	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Ting Kok Road (NB)		Major
B	B	Tung Tsz Road		Minor
C	C	Ting Kok Road (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00	✓	3.50	150.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										150	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	725.644	0.105	0.266	0.167	0.380
1	B-C	862.208	0.105	0.266	-	-
1	C-B	754.327	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	590.00	100.000
B	FLAT	✓	320.00	100.000
C	FLAT	✓	660.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	200.000	390.000
	B	290.000	0.000	30.000
	C	640.000	20.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.34	0.66
	B	0.91	0.00	0.09
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.64	19.72	1.74	C
C-A	-	-	-	-
C-B	0.03	6.03	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	313.37	0.00	502.42	0.637	1.66	18.457	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	19.87	0.00	617.15	0.032	0.03	6.025	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	319.81	0.00	502.37	0.637	1.70	19.666	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	617.15	0.032	0.03	6.027	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	319.93	0.00	502.37	0.637	1.72	19.701	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	617.15	0.032	0.03	6.027	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	319.97	0.00	502.37	0.637	1.73	19.714	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	617.15	0.032	0.03	6.027	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	319.98	0.00	502.37	0.637	1.73	19.720	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	617.15	0.032	0.03	6.027	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	320.00	319.99	0.00	502.37	0.637	1.74	19.724	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	617.15	0.032	0.03	6.027	A
A-B	200.00	200.00	0.00	-	-	-	-	-
A-C	390.00	390.00	0.00	-	-	-	-	-

Jn B - SEN Design 2033, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Jn B	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
SEN Design 2033, PM	SEN Design 2033	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	10.36	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Ting Kok Road (NB)		Major
B	B	Tung Tsz Road		Minor
C	C	Ting Kok Road (SB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	10.70		0.00	✓	3.50	150.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										150	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	725.644	0.105	0.266	0.167	0.380
1	B-C	862.208	0.105	0.266	-	-
1	C-B	754.327	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	690.00	100.000
B	FLAT	✓	170.00	100.000
C	FLAT	✓	420.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	190.000	500.000
	B	160.000	0.000	10.000
	C	410.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.28	0.72
	B	0.94	0.00	0.06
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	10.61	0.50	B
C-A	-	-	-	-
C-B	0.02	6.17	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	168.03	0.00	509.27	0.334	0.49	10.492	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	9.93	0.00	593.90	0.017	0.02	6.164	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	169.98	0.00	509.24	0.334	0.50	10.609	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	593.90	0.017	0.02	6.164	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	169.99	0.00	509.24	0.334	0.50	10.611	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	593.90	0.017	0.02	6.164	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	170.00	0.00	509.24	0.334	0.50	10.611	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	593.90	0.017	0.02	6.167	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	170.00	0.00	509.24	0.334	0.50	10.611	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	593.90	0.017	0.02	6.167	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	170.00	170.00	0.00	509.24	0.334	0.50	10.611	B
C-A	410.00	410.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	593.90	0.017	0.02	6.167	A
A-B	190.00	190.00	0.00	-	-	-	-	-
A-C	500.00	500.00	0.00	-	-	-	-	-

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Sam Mun Tsai Road (C)**

Description: **2024 Observed Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	A	1,2	3.5	0	0	1	0%	0%	1965	1965	1965	1965	1965	1965	480	0.244		580	0.295	
Ting Kok Road	E	↓	B	2,3	3.2	0	23	0	100%	100%	2072.3	2072.3	1945	1945	1945	1945	230	0.118		290	0.149	
Ting Kok Road	W	←	C	1	3.7	0	0	0	0%	0%	2123.7	0	2125	2125	0	0	415	0.195	0.195	249	0.117	0.117
Ting Kok Road	W	↓	C	1	3.7	15	0	1	5%	4%	1983.7	4107.4	1975	1975	4100	4100	385	0.195		231	0.117	
Sam Mun Tsai Road	N	↰	D	2,3,4	4.5	38	0	1	100%	100%	2065	2065	1985	1985	1985	1985	300	0.151	0.151	230	0.116	0.116
Sam Mun Tsai Road	N	↱	E	4	3.5	0	17	1	100%	100%	1965	1965	1800	1800	1800	1800	10	0.006		10	0.006	

Notes:

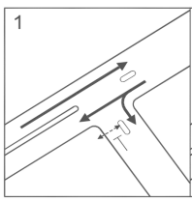
Traffic Flow (pcu / hr) AM(PM)

480(580) →
230(290) ↓
780(470) ←
20(10) ↓
300(230) ↰
10(10) ↱

A.M. Check Phase	
εy	0.346
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	136%

P.M. Check Phase	
εy	0.233
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	251%

Stage / Phase Diagrams



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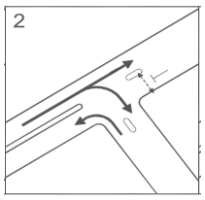

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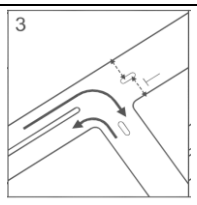

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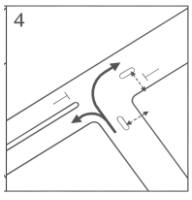

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TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Lo Fai Road (D)**

Description: **2024 Observed Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E		A	1	4.0	15	0	1	75%	45%	2018	4113	1875	1930	3970	4025	491	0.262	0.262	532	0.276	0.276
Ting Kok Road	E		A	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	549	0.262		578	0.276	
Ting Kok Road	W		B	1	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4045	4005	515	0.262		542	0.276	
Ting Kok Road	W		C	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4045	4005	323	0.164		92	0.047	
Ting Kok Road	W		C	2	3.5	0	15	0	12%	31%	2105	0	2080	2040	0	0	342	0.164	0.164	96	0.047	0.047
Lo Fai Road	S		D	3	3.5	15	25	0	5% / 75	6% / 84'	2105	4210	1965	1975	3925	3935	160	0.082	0.082	186	0.094	0.094
Lo Fai Road	S		D	3	3.5	0	20	0	100%	100%	2105	0	1960	1960	0	0	160	0.081		184	0.094	

Notes:

Traffic Flow (pcu / hr) AM(PM)

280(340) 40(30)

370(240)

670(870)

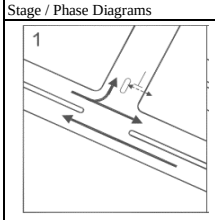
40(30)

1140(700)

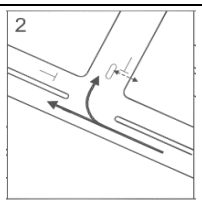
A.M. Check Phase	
εy	0.508
L (sec)	14
C (sec)	120
y pract.	0.795
R.C. (%)	56%

P.M. Check Phase	
εy	0.417
L (sec)	14
C (sec)	96
y pract.	0.769
R.C. (%)	84%

Stage / Phase Diagrams



I/G =5s



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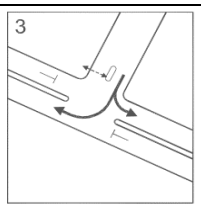


I/G =6s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Dai Kwai Street (E)**

Description: **2024 Observed Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	A	1	3.5	0	0	1	0%	0%	1965	4070	1965	1965	0	0	709	0.361	0.361	503	0.256	0.256
Ting Kok Road	E	→	B	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	3985	4000	173	0.088		303	0.154	
Ting Kok Road	E	↓→	B	2	3.5	0	20	0	56%	45%	2105	0	2020	2035	0	0	178	0.088	0.088	314	0.154	0.154
Ting Kok Road	W	←	C	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	755	0.360		537	0.256	
Ting Kok Road	W	←↓	C	1	4.0	15	0	1	31%	28%	2018	4113	1955	1965	4050	4060	705	0.361		503	0.256	
Dai Kwai Street	N	↑↓	D	3	3.2	20	20	1	0% / 100%	23% / 77%	1935	0	1800	1800	0	0	110	0.061	0.061	157	0.087	0.087
Dai Kwai Street	N	↰	D	3	3.2	15	0	1	100%	100%	1935	3870	1760	1760	3560	3560	50	0.028		153	0.087	

Notes:

Traffic Flow (pcu / hr) AM(PM)

960(980) →

100(140) ↓→

1240(900) ←

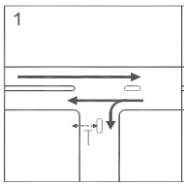
220(140) ↓←

50(190) ↰ 110(120) ↱

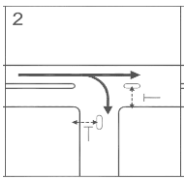
A.M. Check Phase	
εy	0.510
L (sec)	39
C (sec)	120
y pract.	0.608
R.C. (%)	19%

P.M. Check Phase	
εy	0.498
L (sec)	39
C (sec)	120
y pract.	0.608
R.C. (%)	22%

Stage / Phase Diagrams



I/G = 6s



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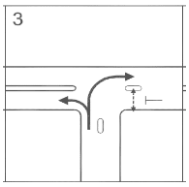
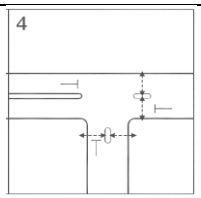


I/G = 12s



I/G = 18s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Dai Fat Street (F)**

Description: **2024 Observed Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	A	1,2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	3985	4025	685	0.349	0.349	600	0.305	0.306
Ting Kok Road	E	↓	A	1,2	3.5	0	15	0	41%	21%	2105	0	2020	2060	0	0	705	0.349		630	0.306	
Ting Kok Road	W	←	B	3	3.5	0	0	0	0%	0%	2103.6	4100.6	2103.6	2103.6	4100.6	4100.6	682	0.324	0.324	518	0.246	0.246
Ting Kok Road	W	←	B	3	3.8	0	0	1	0%	0%	1997	0	1997	1997	0	0	648	0.324		492	0.246	
Dai Fat Street	N	↰	C	1	3.5	15	0	0	100%	100%	2105	4210	1915	1915	3875	3875	79	0.041		44	0.023	
Dai Fat Street	N	↰	C	1	3.5	20	0	0	100%	100%	2105	0	1960	1960	0	0	81	0.041		46	0.023	

Notes:

Traffic Flow (pcu / hr) AM(PM)

1100(1100) →

290(130) ↓

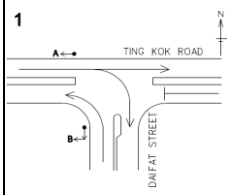
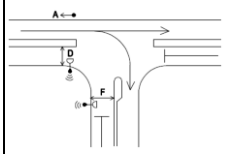
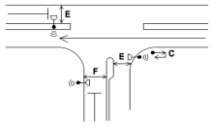
1330(1010) ←

160(90) ↰

A.M. Check Phase	
εy	0.673
L (sec)	10
C (sec)	100
y pract.	0.810
R.C. (%)	20%

P.M. Check Phase	
εy	0.552
L (sec)	10
C (sec)	100
y pract.	0.810
R.C. (%)	47%

Stage / Phase Diagrams

1	2	3			
					
I/G = 0	I/G = 6s	I/G = 6s			

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Fung Yuen Road (G)**
Description: **2024 Observed Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak Critical y
Ting Kok Road	E		1	A	3.5	17	0	1	16%	25%	1965	4080	1940	1925	4055	4040	703	0.362	0.365	652	0.339	0.339
Ting Kok Road	E		1	A	3.6	0	0	0	0%	0%	2115	0	2115	2115	0	0	767	0.363		718	0.339	
Ting Kok Road	W		2,3	A,B	3.6	0	19	0	4%	3%	2115	0	2110	2110	0	0	769	0.365		573	0.272	
Ting Kok Road	W		2	A,B	3.6	0	0	1	0%	0%	1975	4090	1975	1975	4085	4085	721	0.365		537	0.272	
Fung Yuen Road	S		4	C	3.6	11	14	1	39% / 61%	32% / 68%	1975	4090	1765	1770	3710	3715	76	0.043	0.043	62	0.035	0.035
Fung Yuen Road	S		4	C	3.6	0	17	0	100%	100%	2115	0	1945	1945	0	0	84	0.043		68	0.035	
Pedestrian Crossing			5p	D					Min. Crossing Time = 8Gm + 8FGm =16s													
			6p	D					Min. Crossing Time = 11Gm + 10FGm =21s													

Notes:

Traffic Flow (pcu / hr) AM(PM)

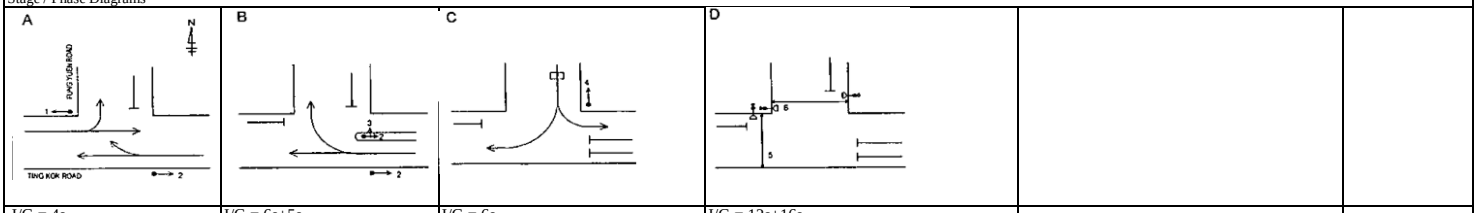
130(110) 30(20)

110(160)
1360(1210)

30(20)
1460(1090)

A.M. Check Phase		P.M. Check Phase	
εy	0.408	εy	0.374
L (sec)	47	L (sec)	47
C (sec)	104	C (sec)	96
y pract.	0.493	y pract.	0.459
R.C. (%)	21%	R.C. (%)	23%

Stage / Phase Diagrams



A	B	C	D
I/G = 4s	I/G = 6s+5s	I/G = 6s	I/G = 12s+16s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

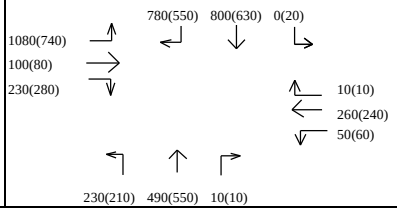
Junction: **Ting Kok Road / Yuen Shin Road / Dai Fuk Street (H)**

Description: **2024 Observed Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E		A	1,2	3.5	15	0	0	100%	100%	2105	4210	1915	1915	3875	3875	534	0.279		366	0.191	
Ting Kok Road	E		A	1,2	3.5	20	0	0	100%	100%	2105	0	1960	1960	0	0	546	0.279		374	0.191	
Ting Kok Road	E		B	2	3.5	0	0	1	0%	0%	1965	1965	1965	1965	1965	1965	100	0.051		80	0.041	
Ting Kok Road	E		B	2	3.1	0	20	0	100%	100%	2067	2067	1925	1925	1925	1925	230	0.119	0.119	280	0.145	0.145
Yuen Shin Road	N		C	2,3	3.5	15	0	1	100%	100%	1965	1965	1785	1785	1785	1785	230	0.129		210	0.118	
Yuen Shin Road	N		D	3	3.1	0	0	1	0%	0%	1927	6111	1927	1927	6111	6111	155	0.080	0.080	173	0.090	0.090
Yuen Shin Road	N		D	3	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	168	0.080		189	0.090	
Yuen Shin Road	N		D	3	3.3	0	0	0	0%	0%	2089	0	2089	2089	0	0	168	0.080		188	0.090	
Yuen Shin Road	N		D	3	3.5	0	20	0	100%	100%	2105	2105	1960	1960	1960	1960	10	0.005		10	0.005	
Dai Fuk Street	W		E	4	3.0	17	0	1	33%	41%	1915	4000	1860	1850	3935	3925	151	0.081		146	0.079	
Dai Fuk Street	W		E	4	3.3	0	17	0	6%	6%	2085	0	2075	2075	0	0	169	0.081		164	0.079	
Ting Kok Road	S		F	1	3.5	0	22	1	100%	100%	1965	3930	1835	1835	3655	3655	392	0.213	0.213	276	0.150	0.159
Ting Kok Road	S		F	1	3.5	0	19	1	100%	100%	1965	0	1820	1820	0	0	388	0.213		274	0.150	
Ting Kok Road	S		F	1	4.0	15	0	1	0%	6%	2018	4113	2020	2005	4115	4100	393	0.194		318	0.159	
Ting Kok Road	S		F	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	407	0.195		332	0.159	

Notes:

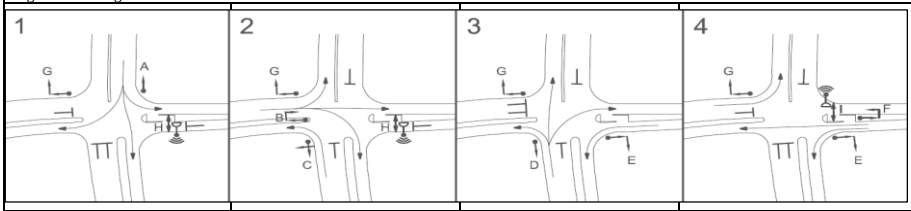
Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase	
εy	0.413
L (sec)	40
C (sec)	100
y pract.	0.540
R.C. (%)	31%

P.M. Check Phase	
εy	0.394
L (sec)	40
C (sec)	96
y pract.	0.525
R.C. (%)	33%

Stage / Phase Diagrams



I/G = 7s	I/G = 8s	I/G = 11s	I/G = 17s		

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

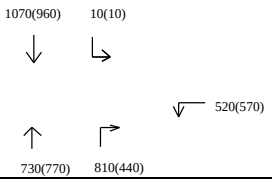
Junction: **Yuen Shin Road / Dai Fat Road (I)**

Description: **2024 Observed Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	N		A	1	4.0	0	0	0	0%	0%	2155	6465	2155	2155	6355	6390	522	0.242	0.242	408	0.189	0.189
Yuen Shin Road	N		A	1	4.0	0	50	0	59%	11%	2155	0	2115	2150	0	0	513	0.242		407	0.189	
Yuen Shin Road	N		A	1	4.0	0	45	0	100%	100%	2155	0	2085	2085	0	0	505	0.242		395	0.189	
Dai Fat Street	W		B	1	3.5	15	0	0	100%	100%	2105	4210	1915	1915	3875	3875	257	0.134		282	0.147	
Dai Fat Street	W		B	1	3.5	20	0	0	100%	100%	2105	0	1960	1960	0	0	263	0.134		288	0.147	
Yuen Shin Road	S		C	2	4.0	15	0	1	2%	2%	2018	4113	2015	2015	4110	4110	529	0.263	0.263	475	0.236	0.236
Yuen Shin Road	S		C	2	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	551	0.263		495	0.236	

Notes:

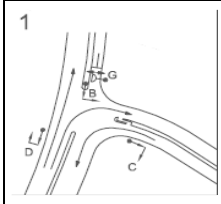
Traffic Flow (pcu / hr) AM(PM)



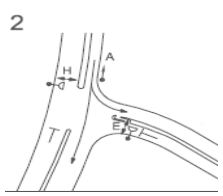
A.M. Check Phase	
εy	0.505
L (sec)	30
C (sec)	100
y pract.	0.630
R.C. (%)	25%

P.M. Check Phase	
εy	0.426
L (sec)	30
C (sec)	100
y pract.	0.630
R.C. (%)	48%

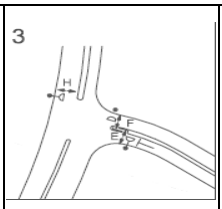
Stage / Phase Diagrams



I/G = 7s



I/G = 10s



I/G = 15s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

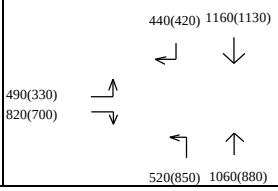
Junction: **Tai Po Tai Wo Road / Yuen Shin Road (J)**

Description: **2024 Observed Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tai Po Tai Wo Road	E		A	2,3	5.8	15	0	1	100%	100%	2199	2199	2000	2000	2000	2000	490	0.245	0.214	330	0.165	0.183
Tai Po Tai Wo Road	E		B	3	3.5	0	15	0	100%	100%	2105	4210	1915	1915	3830	3830	410	0.214		350	0.183	
Tai Po Tai Wo Road	E		B	3	3.5	0	15	0	100%	100%	2105	0	1915	1915	0	0	410	0.214		350	0.183	
Yuen Shin Road	N		C	1	3.1	0	0	1	0%	0%	1927	6111	1927	1927	6111	6111	334	0.173	0.173	277	0.144	0.144
Yuen Shin Road	N		C	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	363	0.173		302	0.144	
Yuen Shin Road	N		C	1	3.3	0	0	0	0%	0%	2089	0	2089	2089	0	0	362	0.173		301	0.144	
Yuen Shin Road	S		D	2	3.1	0	20	0	100%	100%	2067	2067	1925	1925	1925	1925	440	0.229	0.229	420	0.218	0.218
Yuen Shin Road	S		E	1,2	3.5	0	0	0	0%	0%	2103.6	4100.6	2103.6	2103.6	4100.6	4100.6	595	0.283		580	0.276	
Yuen Shin Road	S		E	1,3	3.8	0	0	1	0%	0%	1997	0	1997	1997	0	0	565	0.283		550	0.276	

Notes:

Traffic Flow (pcu / hr) AM(PM)

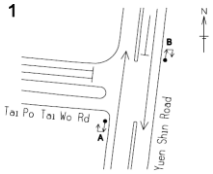


A.M. Check Phase	
εy	0.616
L (sec)	13
C (sec)	100
y pract.	0.783
R.C. (%)	27%

P.M. Check Phase	
εy	0.545
L (sec)	13
C (sec)	100
y pract.	0.783
R.C. (%)	44%

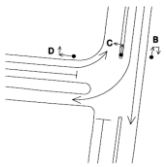
Stage / Phase Diagrams

1



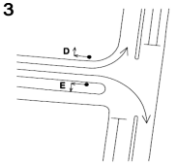
I/G = 5s

2



I/G = 5s

3



I/G = 6s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

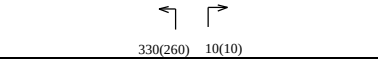
Junction: **Ting Kok Road / Sam Mun Tsai Road (C)**

Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	A	1,2	3.5	0	0	1	0%	0%	1965	1965	1965	1965	1965	1965	550	0.280		660	0.336	
Ting Kok Road	E	↓	B	2,3	3.2	0	23	0	100%	100%	2072.3	2072.3	1945	1945	1945	1945	250	0.129		330	0.170	
Ting Kok Road	W	←	C	1	3.7	0	0	0	0%	0%	2123.7	0	2125	2125	0	0	466	0.219	0.220	280	0.132	0.132
Ting Kok Road	W	↓	C	1	3.7	15	0	1	5%	4%	1983.7	4107.4	1975	1975	4100	4100	434	0.220		260	0.132	
Sam Mun Tsai Road	N	↰	D	2,3,4	4.5	38	0	1	100%	100%	2065	2065	1985	1985	1985	1985	330	0.166	0.166	260	0.131	0.131
Sam Mun Tsai Road	N	↱	E	4	3.5	0	17	1	100%	100%	1965	1965	1800	1800	1800	1800	10	0.006		10	0.006	

Notes:

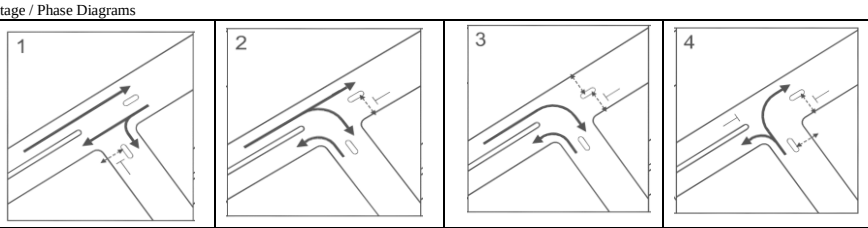
Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase	
εy	0.386
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	112%

P.M. Check Phase	
εy	0.263
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	211%

Stage / Phase Diagrams



I/G =5s	I/G = 0s	I/G = 0s	I/G =5s		

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

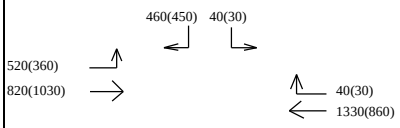
Junction: **Ting Kok Road / Lo Fai Road (D)**

Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E		A	1	4.0	15	0	1	82%	54%	2018	4113	1865	1915	3960	4010	631	0.338	0.338	664	0.347	0.347
Ting Kok Road	E		A	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	709	0.338		726	0.347	
Ting Kok Road	W		B	1	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4045	4010	665	0.338		681	0.347	
Ting Kok Road	W		C	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4045	4010	342	0.174		102	0.052	
Ting Kok Road	W		C	2	3.5	0	15	0	11%	28%	2105	0	2080	2045	0	0	363	0.174	0.174	107	0.052	0.052
Lo Fai Road	S		D	3	3.5	15	25	0	5% / 84	2% / 88'	2105	4210	1975	1975	3935	3935	251	0.127	0.127	241	0.122	0.122
Lo Fai Road	S		D	3	3.5	0	20	0	100%	100%	2105	0	1960	1960	0	0	249	0.127		239	0.122	

Notes:

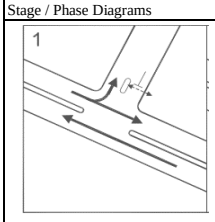
Traffic Flow (pcu / hr) AM(PM)



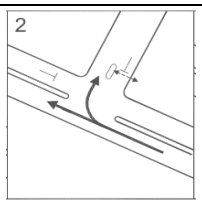
A.M. Check Phase	
εy	0.640
L (sec)	14
C (sec)	120
y pract.	0.795
R.C. (%)	24%

P.M. Check Phase	
εy	0.521
L (sec)	14
C (sec)	96
y pract.	0.769
R.C. (%)	48%

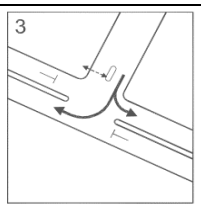
Stage / Phase Diagrams



I/G =5s



I/G =6s



I/G =6s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

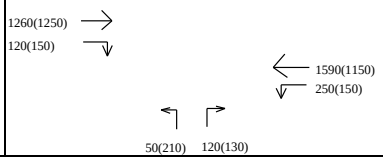
Junction: **Ting Kok Road / Dai Kwai Street (E)**

Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak Critical y
Ting Kok Road	E	→	A	1	3.5	0	0	1	0%	0%	1965	4070	1965	1965	0	0	891	0.453	0.453	629	0.320	0.320
Ting Kok Road	E	→	B	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	3995	4010	240	0.122		378	0.192	
Ting Kok Road	E	↓→	B	2	3.5	0	20	0	48%	38%	2105	0	2030	2045	0	0	249	0.122	0.122	394	0.192	0.192
Ting Kok Road	W	←	C	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	950	0.453		670	0.320	
Ting Kok Road	W	←↓	C	1	4.0	15	0	1	28%	24%	2018	4113	1965	1970	4060	4065	890	0.453		630	0.320	
Dai Kwai Street	N	↰↑	D	3	3.2	20	20	1	0% / 100%	24% / 76%	1935	0	1800	1800	0	0	120	0.067	0.067	172	0.096	0.096
Dai Kwai Street	N	↰	D	3	3.2	15	0	1	100%	100%	1935	3870	1760	1760	3560	3560	50	0.028		168	0.096	

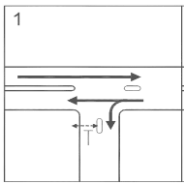
Notes:

Traffic Flow (pcu / hr) AM(PM)

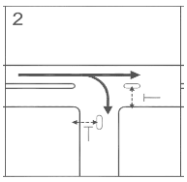


A.M. Check Phase		P.M. Check Phase	
εy	0.643	εy	0.608
L (sec)	39	L (sec)	39
C (sec)	120	C (sec)	120
y pract.	0.608	y pract.	0.608
R.C. (%)	-5%	R.C. (%)	0%

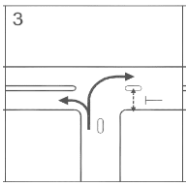
Stage / Phase Diagrams



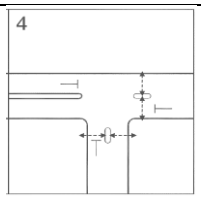
I/G = 6s



I/G = 6s



I/G = 12s



I/G = 18s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Dai Fat Street (F)**

Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Site Factor	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	A	1,2	3.3	0.0	0		1	0%	0%	1945	3196	1595	2621	3196	3196	1010	0.519		1001	0.515	0.515
	E	→	A	1,2	3.3	0.0	0	0.6	0	0%	0%	1251	0	1251	1251	0	0	650	0.519		644	0.515	
	E	↴	D	2	3.3	0.0	24		0	100%	100%	2085	2085	1960	1960	1960	1960	320	0.163	0.163	150	0.077	
Dai Fat Street	N	↰	B	2	3.5	22.0	0		1	100%	100%	1965	4070	1840	1840	3840	3840	81	0.044		48	0.026	
	N	↰	B	2	3.5	28.0	0		0	100%	100%	2105	0	2000	2000	0	0	89	0.044		52	0.026	
Ting Kok Road	W	←	C	1,3	3.5	0.0	0		1	0%	0%	1965	4070	1965	1965	4070	4070	816	0.415	0.415	618	0.314	
	W	←	C	1,3	3.5	0.0	0		0	0%	0%	2105	0	2105	2105	0	0	874	0.415		662	0.314	

Pedestrian crossing

→	Ep	1,3	Min. Crossing Time = 10Gm + 7FGm =17s
	Fp	1,3	Min. Crossing Time = 10Gm + 8FGm =18s
↑	Gp	3	Min. Crossing Time = 5Gm + 7FGm =12s
	Hp	2	Min. Crossing Time = 5Gm + 6FGm =11s

Notes:

(Nil)

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

1410(1380) →

320(150) ↴

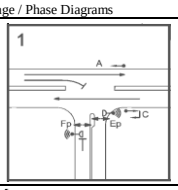
← 1690(1280)

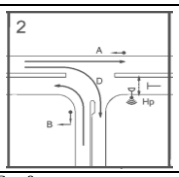
↰ 170(100)

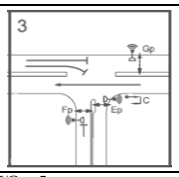
AM Peak Check Phase	
εy	0.578
L (sec)	11
C (sec)	120
y pract.	0.818
R.C. (%)	41%

PM Peak Check Phase	
εy	0.515
L (sec)	17
C (sec)	120
y pract.	0.773
R.C. (%)	50%

Stage / Phase Diagrams







AM:	I/G = 8s	I/G = 5s
PM: I/G = 3s		I/G = 3s + 12s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Fung Yuen Road (Jn G)**

Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Ting Kok Road	E		A	1	3.5	17.0	0	1	28%	35%	1965	4080	1920	1905	4035	4020	927	0.483	0.483	848	0.445	0.445
	E		A	1	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	1023	0.484		942	0.445	
Unnammed Access Road	E		C	2	3.3	15.0	0	1	100%	100%	1945	1945	1770	1770	1770	1770	40	0.023		30	0.017	
Exclusive Road	E		B	3	3.3	12.5	0	1	100%	100%	1945	1945	1735	1735	1735	1735	50	0.029		50	0.029	
Ting Kok Road	W		B	1,2	3.0	0.0	0	1	0%	0%	1915	3970	1915	1915	3970	3970	878	0.458		656	0.343	
	W		B	1,2	3.0	0.0	0	0	0%	0%	2055	0	2055	2055	0	0	942	0.458		704	0.343	
	W		B	2	3.0	0.0	19	0	100%	100%	2055	2055	1905	1905	1905	1905	40	0.021		30	0.016	
Fung Yuen Road	S		C	3	3.0	20.0	0	0	100%	100%	2055	4110	1910	1910	3820	3820	145	0.076		130	0.068	
	S		C	3	3.0	20.0	0	0	100%	100%	2055	0	1910	1910	0	0	145	0.076		130	0.068	

Pedestrian crossing

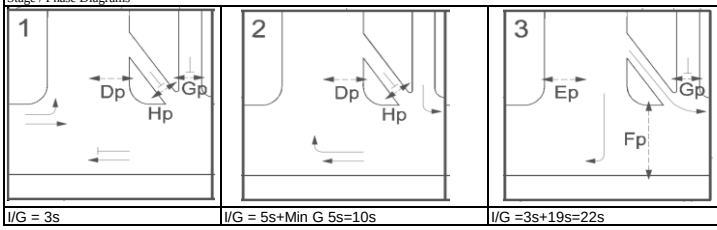
Dp Min. Crossing Time = 5Gm + 8FGm = 13s
Ep Min. Crossing Time = 5Gm + 9FGm = 14s
Fp Min. Crossing Time = 9 Gm + 8FGm = 17s
Gp Min. Crossing Time = 5Gm + 6FGM = 11s
Hp Min. Crossing Time = 5Gm + 5FGM = 10s

Notes:

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

AM Peak Check Phase		PM Peak Check Phase	
εy	0.483	εy	0.445
L (sec)	33	L (sec)	33
C (sec)	120	C (sec)	120
y pract.	0.653	y pract.	0.653
R.C. (%)	35%	R.C. (%)	47%

Stage / Phase Diagrams



I/G = 3s	I/G = 5s+Min G 5s=10s	I/G =3s+19s=22s				

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Yuen Shin Road / Dai Fuk Street (H)**

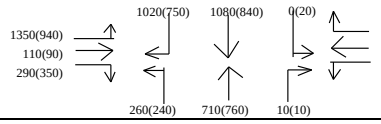
Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	S		1	A	3.8	15.0	0	1	0%	5%	1995	8400	1995	1985	7950	7955	522	0.262		402	0.202	
	S		1	A	3.8	0.0	0	0	0%	0%	2135	0	2135	2135	0	0	558	0.262		432	0.202	
	S		1	A	3.8	0.0	13.5	0	100%	93%	2135	0	1920	1935	0	0	513	0.267		392	0.202	0.202
	S		1	A	3.8	0.0	12	0	100%	100%	2135	0	1900	1900	0	0	507	0.267	0.267	385	0.202	
Ting Kok Road	E		1,2	A,B	3.5	20.0	0	1	100%	100%	1965	4070	1830	1830	3815	3815	648	0.354		451	0.246	
	E		1,2	A,B	3.5	25.0	0	0	100%	100%	2105	0	1985	1985	0	0	702	0.354		489	0.246	
	E		2	B	2.6	0.0	0	0	0%	0%	2015	2015	2015	2015	2015	2015	110	0.055		90	0.045	
	E		2	B	3.5	0.0	35	0	100%	100%	2105	4210	2020	2020	4045	4045	145	0.072	0.072	175	0.087	0.087
	E		2	B	3.5	0.0	38.5	0	100%	100%	2105	0	2025	2025	0	0	145	0.072		175	0.087	
Yuen Shin Road	N		2,3	B,C	3.5	23.8	0	1	100%	100%	1965	1965	1850	1850	1850	1850	260	0.141		240	0.130	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	237	0.112	0.112	253	0.120	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	237	0.112		253	0.120	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	237	0.112		253	0.120	
	N		3	C	3.5	0.0	32	0	100%	100%	2105	2105	2010	2010	2010	2010	10	0.005		10	0.005	
Dai Fuk Road	W		4	D	3.5	15.0	0	1	35%	42%	1965	4070	1900	1885	3995	3980	171	0.090	0.090	166	0.088	0.088
	W		4	D	3.5	0.0	15	0	5%	5%	2105	0	2095	2095	0	0	189	0.090		184	0.088	
Pedestrian crossing			7	A,B,C		Min. Crossing Time = 5Gm + 6FGm =11s																
			8	D		Min. Crossing Time = 5Gm + 8FGm =13s																

Notes:

(Nil)

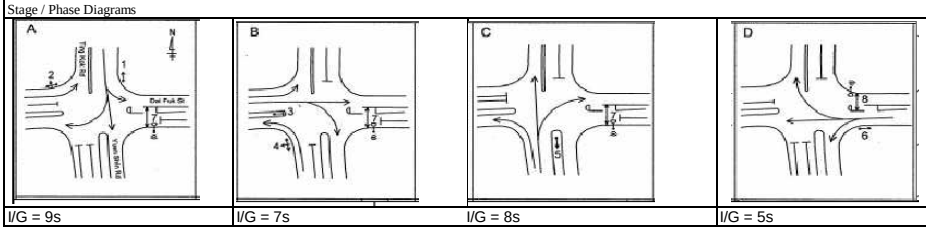
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	
εy	0.541
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	32%

PM Peak Check Phase	
εy	0.497
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	43%

Stage / Phase Diagrams



I/G = 9s | I/G = 7s | I/G = 8s | I/G = 5s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Yuen Shin Road / Dai Fat Road (I)**

Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S		2	B	3.3	10.0	0	1	11%	13%	1945	6115	1915	1910	6085	6080	453	0.237	0.237	399	0.209	0.209
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	494	0.237		436	0.209	
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	494	0.237		436	0.209	
Yuen Shin Road	N		1	A	3.3	0.0	0	1	0%	0%	1945	6115	1945	1945	5830	5845	486	0.250	0.250	482	0.248	0.248
	N		1	A	3.3	0.0	13	0	7%	0%	2085	0	2070	2085	0	0	518	0.250		518	0.248	
	N		1	A	3.3	0.0	10	0	100%	100%	2085	0	1815	1815	0	0	453	0.250		255	0.140	
	N		1	A	3.3	0.0	10	0	100%	100%	2085	0	1815	1815	0	0	453	0.250		255	0.140	
Dai Fat Street	W		3	A	3.5	20.0	0	1	100%	100%	1965	4070	1830	1830	3815	3815	381	0.208		341	0.186	
	W		3	A	3.5	25.0	0	0	100%	100%	2105	0	1985	1985	0	0	414	0.208		369	0.186	

Pedestrian crossing

4	B,C	Min. Crossing Time = 5Gm + 9FGm = 14s
5	C	Min. Crossing Time = 5Gm + 9FGm = 14s
6	A,C	Min. Crossing Time = 5Gm + 9FGm = 14s
7	B,C	Min. Crossing Time = 5Gm + 8FGm =13s

Notes:

(Nil)

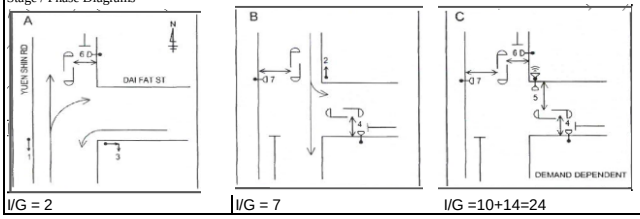
Traffic Flow (pcu / hr) AM(PM) Peak

1390(1220) 50(50) 640(680) 970(1000) 940(510)

AM Peak Check Phase	
εy	0.487
L (sec)	31
C (sec)	120
y pract.	0.668
R.C. (%)	37%

PM Peak Check Phase	
εy	0.457
L (sec)	31
C (sec)	120
y pract.	0.668
R.C. (%)	46%

Stage / Phase Diagrams



I/G = 2 I/G = 7 I/G =10+14=24

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Tai Po Tai Wo Road / Yuen Shin Road (J)**

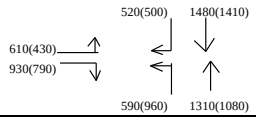
Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S	↓	2	A,B	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	715	0.364		681	0.346	
	S	↓	2	A,B	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	765	0.364		729	0.346	
	S	↲	3	B	3.5	0	32	0	100%	100%	2105	2105	2010	2010	2010	2010	520	0.259	0.259	500	0.249	0.249
Tai Po Tai Wo Road	E	↗	4	B,C	3.5	24	0	1	100%	100%	1965	1965	1850	1850	1850	1850	610	0.330		430	0.232	
	E	↘	5	C	3.5	0	16	0	100%	100%	2105	6315	1925	1925	5695	5695	314	0.163	0.163	267	0.139	0.139
	E	↘	5	C	3.5	0	14	0	100%	100%	2105	0	1900	1900	0	0	310	0.163		264	0.139	
	E	↘	5	C	3.5	0	12	0	100%	100%	2105	0	1870	1870	0	0	305	0.163		259	0.139	
Yuen Shin Road	N	↑	1	A	3.5	0	0	1	0%	0%	1965	6175	1965	1965	6175	6175	417	0.212	0.212	344	0.175	0.175
	N	↑	1	A	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	447	0.212		368	0.175	
	N	↑	1	A	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	447	0.212		368	0.175	

Notes:

(Nil)

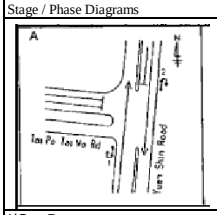
Traffic Flow (pcu / hr) AM(PM) Peak



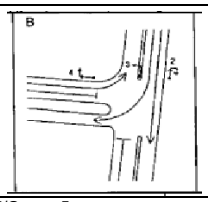
AM Peak Check Phase	
εy	0.634
L (sec)	13
C (sec)	120
y pract.	0.803
R.C. (%)	27%

PM Peak Check Phase	
εy	0.562
L (sec)	13
C (sec)	120
y pract.	0.803
R.C. (%)	43%

Stage / Phase Diagrams



I/G = 5



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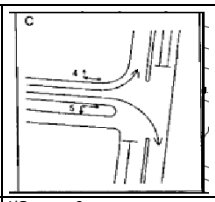


I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Sam Mun Tsai Road (C)**

Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	A	1,2	3.5	0	0	1	0%	0%	1965	1965	1965	1965	1965	1965	570	0.290		680	0.346	
Ting Kok Road	E	↘	B	2,3	3.2	0	23	0	100%	100%	2072.3	2072.3	1945	1945	1945	1945	250	0.129		330	0.170	
Ting Kok Road	W	←	C	1	3.7	0	0	0	0%	0%	2123.7	0	2125	2125	0	0	482	0.227	0.227	290	0.136	0.137
Ting Kok Road	W	↙	C	1	3.7	15	0	1	4%	4%	1983.7	4107.4	1975	1975	4100	4100	448	0.227		270	0.137	
Sam Mun Tsai Road	N	↰	D	2,3,4	4.5	38	0	1	100%	100%	2065	2065	1985	1985	1985	1985	330	0.166	0.166	260	0.131	0.131
Sam Mun Tsai Road	N	↱	E	4	3.5	0	17	1	100%	100%	1965	1965	1800	1800	1800	1800	10	0.006		10	0.006	

Notes:

Traffic Flow (pcu / hr) AM(PM)

570(680) →

250(330) ↘

910(550) ←

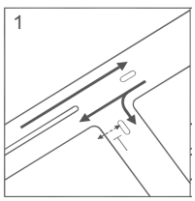
20(10) ↙

330(260) ↰ 10(10) ↱

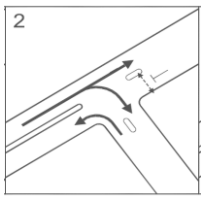
A.M. Check Phase	
εy	0.393
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	108%

P.M. Check Phase	
εy	0.268
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	206%

Stage / Phase Diagrams



I/G =5s



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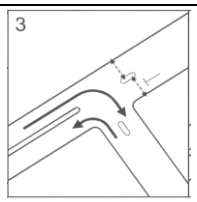

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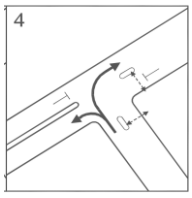


I/G =5s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Lo Fai Road (D)**

Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E		A	1	4.0	15	0	1	81%	53%	2018	4113	1870	1915	3965	4010	646	0.345	0.346	673	0.352	0.352
Ting Kok Road	E		A	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	724	0.346		737	0.352	
Ting Kok Road	W		B	1	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4050	4015	678	0.345		691	0.352	
Ting Kok Road	W		C	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4050	4015	350	0.178		107	0.055	
Ting Kok Road	W		C	2	3.5	0	15	0	11%	27%	2105	0	2085	2050	0	0	371	0.178	0.178	112	0.055	0.055
Lo Fai Road	S		D	3	3.5	15	25	0	5% / 84	2% / 88'	2105	4210	1975	1975	3935	3935	251	0.127	0.127	241	0.122	0.122
Lo Fai Road	S		D	3	3.5	0	20	0	100%	100%	2105	0	1960	1960	0	0	249	0.127		239	0.122	

Notes:

Traffic Flow (pcu / hr) AM(PM)

460(450) 40(30)

520(360)

850(1050)

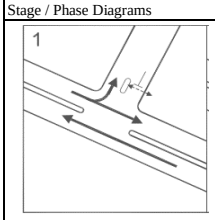
40(30)

1360(880)

A.M. Check Phase	
εy	0.651
L (sec)	14
C (sec)	120
y pract.	0.795
R.C. (%)	22%

P.M. Check Phase	
εy	0.528
L (sec)	14
C (sec)	96
y pract.	0.769
R.C. (%)	46%

Stage / Phase Diagrams



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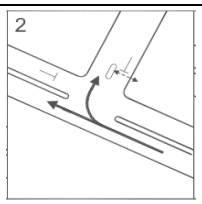

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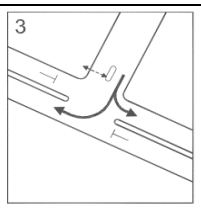


I/G =6s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

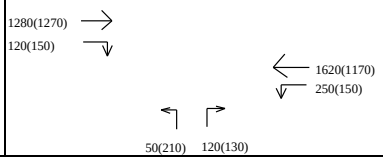
Junction: **Ting Kok Road / Dai Kwai Street (E)**

Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak Critical y
Ting Kok Road	E	→	A	1	3.5	0	0	1	0%	0%	1965	4070	1965	1965	0	0	905	0.460	0.461	638	0.325	0.325
Ting Kok Road	E	→	B	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	3995	4010	243	0.124		383	0.195	
Ting Kok Road	E	↓→	B	2	3.5	0	20	0	48%	38%	2105	0	2030	2045	0	0	251	0.124	0.124	399	0.195	0.195
Ting Kok Road	W	←	C	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	965	0.461		680	0.325	
Ting Kok Road	W	←↓	C	1	4.0	15	0	1	28%	23%	2018	4113	1965	1970	4060	4065	905	0.460		640	0.325	
Dai Kwai Street	N	↰↑	D	3	3.2	20	20	1	0% / 100%	24% / 76%	1935	0	1800	1800	0	0	120	0.067	0.067	172	0.096	0.096
Dai Kwai Street	N	↰	D	3	3.2	15	0	1	100%	100%	1935	3870	1760	1760	3560	3560	50	0.028		168	0.096	

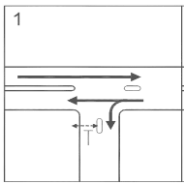
Notes:

Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase		P.M. Check Phase	
εy	0.651	εy	0.615
L (sec)	39	L (sec)	39
C (sec)	120	C (sec)	120
y pract.	0.608	y pract.	0.608
R.C. (%)	-7%	R.C. (%)	-1%

Stage / Phase Diagrams



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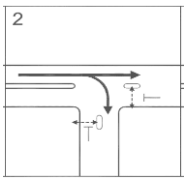

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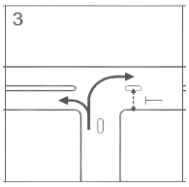
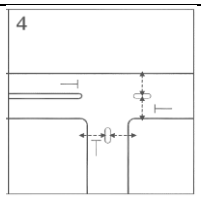


I/G = 12s



I/G = 18s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Dai Fat Street (F)**

Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Site Factor	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	A	1,2	3.3	0.0	0		1	0%	0%	1945	3196	1595	2621	3196	3196	1010	0.519		1001	0.515	0.515
	E	→	A	1,2	3.3	0.0	0	0.6	0	0%	0%	1251	0	1251	1251	0	0	650	0.519		644	0.515	
	E	↴	D	2	3.3	0.0	24		0	100%	100%	2085	2085	1960	1960	1960	1960	320	0.163	0.163	150	0.077	
Dai Fat Street	N	↰	B	2	3.5	22.0	0		1	100%	100%	1965	4070	1840	1840	3840	3840	81	0.044		48	0.026	
	N	↰	B	2	3.5	28.0	0		0	100%	100%	2105	0	2000	2000	0	0	89	0.044		52	0.026	
Ting Kok Road	W	←	C	1,3	3.5	0.0	0		1	0%	0%	1965	4070	1965	1965	4070	4070	830	0.423	0.423	628	0.319	
	W	←	C	1,3	3.5	0.0	0		0	0%	0%	2105	0	2105	2105	0	0	890	0.423		672	0.319	

Pedestrian crossing

→	Ep	1,3	Min. Crossing Time = 10Gm + 7FGm =17s
⇢	Fp	1,3	Min. Crossing Time = 10Gm + 8FGm =18s
↑	Gp	3	Min. Crossing Time = 5Gm + 7FGm =12s
	Hp	2	Min. Crossing Time = 5Gm + 6FGm =11s

Notes:

(Nil)

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

1430(1400) →

320(150) ↴

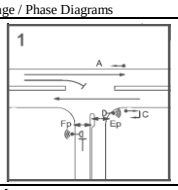
← 1720(1300)

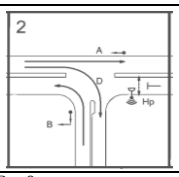
↰ 170(100)

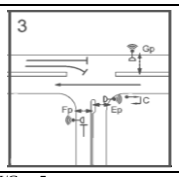
AM Peak Check Phase	
εy	0.586
L (sec)	11
C (sec)	120
y pract.	0.818
R.C. (%)	40%

PM Peak Check Phase	
εy	0.515
L (sec)	17
C (sec)	120
y pract.	0.773
R.C. (%)	50%

Stage / Phase Diagrams







AM:	I/G = 8s	I/G = 5s
PM: I/G = 3s		I/G = 3s + 12s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Fung Yuen Road (Jn G)**

Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E		A	1	3.5	17.0	0	1	28%	35%	1965	4080	1920	1905	4035	4020	937	0.488	0.488	858	0.450	0.450
	E		A	1	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	1033	0.488		952	0.450	
Unnammed Access Road	E		C	2	3.3	15.0	0	1	100%	100%	1945	1945	1770	1770	1770	1770	40	0.023		30	0.017	
Exclusive Road	E		B	3	3.3	12.5	0	1	100%	100%	1945	1945	1735	1735	1735	1735	50	0.029		50	0.029	
Ting Kok Road	W		B	1,2	3.0	0.0	0	1	0%	0%	1915	3970	1915	1915	3970	3970	892	0.466		666	0.348	
	W		B	1,2	3.0	0.0	0	0	0%	0%	2055	0	2055	2055	0	0	958	0.466		714	0.348	
	W		B	2	3.0	0.0	19	0	100%	100%	2055	2055	1905	1905	1905	1905	40	0.021		30	0.016	
Fung Yuen Road	S		C	3	3.0	20.0	0	0	100%	100%	2055	4110	1910	1910	3820	3820	145	0.076		130	0.068	
	S		C	3	3.0	20.0	0	0	100%	100%	2055	0	1910	1910	0	0	145	0.076		130	0.068	

Pedestrian crossing

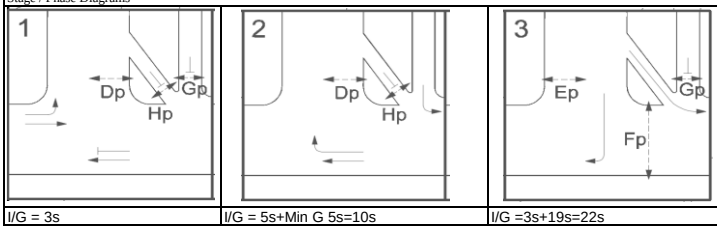
Dp Min. Crossing Time = 5Gm + 8FGm = 13s
Ep Min. Crossing Time = 5Gm + 9FGm = 14s
Fp Min. Crossing Time = 9 Gm + 8FGm = 17s
Gp Min. Crossing Time = 5Gm + 6FGM = 11s
Hp Min. Crossing Time = 5Gm + 5FGM = 10s

Notes:

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

AM Peak Check Phase		PM Peak Check Phase	
εy	0.488	εy	0.450
L (sec)	33	L (sec)	33
C (sec)	120	C (sec)	120
y pract.	0.653	y pract.	0.653
R.C. (%)	34%	R.C. (%)	45%

Stage / Phase Diagrams



I/G = 3s	I/G = 5s+Min G 5s=10s	I/G =3s+19s=22s				

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Yuen Shin Road / Dai Fuk Street (H)**

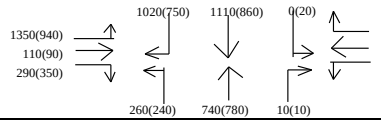
Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	S		1	A	3.8	15.0	0	1	0%	5%	1995	8400	1995	1985	7955	7960	534	0.268		407	0.205	
	S		1	A	3.8	0.0	0	0	0%	0%	2135	0	2135	2135	0	0	572	0.268		437	0.205	
	S		1	A	3.8	0.0	13.5	0	99%	91%	2135	0	1925	1940	0	0	515	0.268		397	0.205	0.205
	S		1	A	3.8	0.0	12	0	100%	100%	2135	0	1900	1900	0	0	509	0.268	0.268	389	0.205	
Ting Kok Road	E		1,2	A,B	3.5	20.0	0	1	100%	100%	1965	4070	1830	1830	3815	3815	648	0.354		451	0.246	
	E		1,2	A,B	3.5	25.0	0	0	100%	100%	2105	0	1985	1985	0	0	702	0.354		489	0.246	
	E		2	B	2.6	0.0	0	0	0%	0%	2015	2015	2015	2015	2015	2015	110	0.055		90	0.045	
	E		2	B	3.5	0.0	35	0	100%	100%	2105	4210	2020	2020	4045	4045	145	0.072	0.072	175	0.087	0.087
	E		2	B	3.5	0.0	38.5	0	100%	100%	2105	0	2025	2025	0	0	145	0.072		175	0.087	
Yuen Shin Road	N		2,3	B,C	3.5	23.8	0	1	100%	100%	1965	1965	1850	1850	1850	1850	260	0.141		240	0.130	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	247	0.117	0.117	260	0.124	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	247	0.117		260	0.124	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	247	0.117		260	0.124	
	N		3	C	3.5	0.0	32	0	100%	100%	2105	2105	2010	2010	2010	2010	10	0.005		10	0.005	
Dai Fuk Road	W		4	D	3.5	15.0	0	1	35%	42%	1965	4070	1900	1885	3995	3980	171	0.090	0.090	166	0.088	0.088
	W		4	D	3.5	0.0	15	0	5%	5%	2105	0	2095	2095	0	0	189	0.090		184	0.088	
Pedestrian crossing			7	A,B,C		Min. Crossing Time = 5Gm + 6FGm =11s																
			8	D		Min. Crossing Time = 5Gm + 8FGm =13s																

Notes:

(Nil)

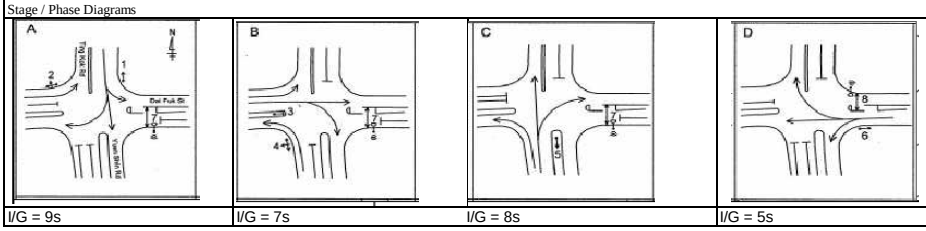
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	
εy	0.547
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	30%

PM Peak Check Phase	
εy	0.503
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	42%

Stage / Phase Diagrams



I/G = 9s | I/G = 7s | I/G = 8s | I/G = 5s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Yuen Shin Road / Dai Fat Road (I)**

Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yuen Shin Road	S		2	B	3.3	10.0	0	1	11%	12%	1945	6115	1915	1910	6085	6080	462	0.241	0.242	405	0.212	0.212
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	504	0.242		442	0.212	
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	504	0.242		442	0.212	
Yuen Shin Road	N		1	A	3.3	0.0	0	1	0%	0%	1945	6115	1945	1945	5835	5845	491	0.252	0.252	487	0.250	0.251
	N		1	A	3.3	0.0	13	0	5%	0%	2085	0	2075	2085	0	0	523	0.252		523	0.251	
	N		1	A	3.3	0.0	10	0	100%	100%	2085	0	1815	1815	0	0	458	0.252		255	0.140	
	N		1	A	3.3	0.0	10	0	100%	100%	2085	0	1815	1815	0	0	458	0.252		255	0.140	
Dai Fat Street	W		3	A	3.5	20.0	0	1	100%	100%	1965	4070	1830	1830	3815	3815	381	0.208		341	0.186	
	W		3	A	3.5	25.0	0	0	100%	100%	2105	0	1985	1985	0	0	414	0.208		369	0.186	

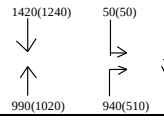
Pedestrian crossing

4	B,C	Min. Crossing Time = 5Gm + 9FGm = 14s
5	C	Min. Crossing Time = 5Gm + 9FGm = 14s
6	A,C	Min. Crossing Time = 5Gm + 9FGm = 14s
7	B,C	Min. Crossing Time = 5Gm + 8FGm =13s

Notes:

(Nil)

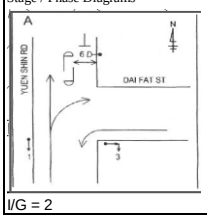
Traffic Flow (pcu / hr) AM(PM) Peak



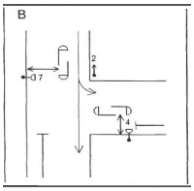
AM Peak Check Phase	
εy	0.494
L (sec)	31
C (sec)	120
y pract.	0.668
R.C. (%)	35%

PM Peak Check Phase	
εy	0.463
L (sec)	31
C (sec)	120
y pract.	0.668
R.C. (%)	44%

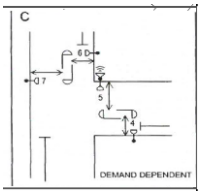
Stage / Phase Diagrams



I/G = 2



I/G = 7



I/G =10+14=24

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Tai Po Tai Wo Road / Yuen Shin Road (J)**

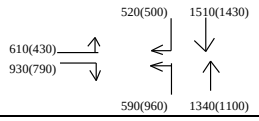
Description: **2033 Design Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S	↓	2	A,B	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	729	0.371		690	0.351	
	S	↓	2	A,B	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	781	0.371		740	0.351	
	S	↲	3	B	3.5	0	32	0	100%	100%	2105	2105	2010	2010	2010	2010	520	0.259	0.259	500	0.249	0.249
Tai Po Tai Wo Road	E	↱	4	B,C	3.5	24	0	1	100%	100%	1965	1965	1850	1850	1850	1850	610	0.330		430	0.232	
	E	↴	5	C	3.5	0	16	0	100%	100%	2105	6315	1925	1925	5695	5695	314	0.163	0.163	267	0.139	0.139
	E	↴	5	C	3.5	0	14	0	100%	100%	2105	0	1900	1900	0	0	310	0.163		264	0.139	
	E	↴	5	C	3.5	0	12	0	100%	100%	2105	0	1870	1870	0	0	305	0.163		259	0.139	
Yuen Shin Road	N	↑	1	A	3.5	0	0	1	0%	0%	1965	6175	1965	1965	6175	6175	426	0.217	0.217	350	0.178	0.178
	N	↑	1	A	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	457	0.217		375	0.178	
	N	↑	1	A	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	457	0.217		375	0.178	

Notes:

(Nil)

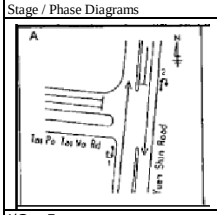
Traffic Flow (pcu / hr) AM(PM) Peak



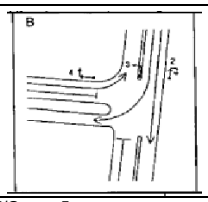
AM Peak Check Phase	
εy	0.639
L (sec)	13
C (sec)	120
y pract.	0.803
R.C. (%)	26%

PM Peak Check Phase	
εy	0.566
L (sec)	13
C (sec)	120
y pract.	0.803
R.C. (%)	42%

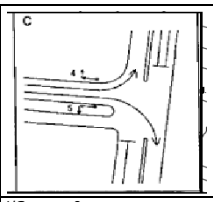
Stage / Phase Diagrams



I/G = 5



I/G = 5



I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Sam Mun Tsai Road (C)**

Description: **2033 Design Traffic Flows (Sensitivity Test with LSPS/001 planned junction improvement)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	A	1,2	3.5	0	0	1	0%	0%	1965	1965	1965	1965	1965	1965	570	0.290		680	0.346	
Ting Kok Road	E	↘	B	2,3	3.2	0	23	0	100%	100%	2072.3	2072.3	1945	1945	1945	1945	250	0.129		330	0.170	
Ting Kok Road	W	←	C	1	3.7	0	0	0	0%	0%	2123.7	0	2125	2125	0	0	482	0.227	0.227	290	0.136	0.137
Ting Kok Road	W	↙	C	1	3.7	15	0	1	4%	4%	1983.7	4107.4	1975	1975	4100	4100	448	0.227		270	0.137	
Sam Mun Tsai Road	N	↰	D	2,3,4	4.5	38	0	1	100%	100%	2065	2065	1985	1985	1985	1985	330	0.166	0.166	260	0.131	0.131
Sam Mun Tsai Road	N	↱	E	4	3.5	0	17	1	100%	100%	1965	1965	1800	1800	1800	1800	10	0.006		10	0.006	

Notes:

Traffic Flow (pcu / hr) AM(PM)

570(680) →

250(330) ↘

910(550) ←

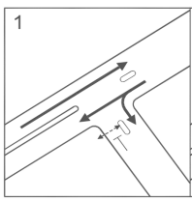
20(10) ↙

330(260) ↰ 10(10) ↱

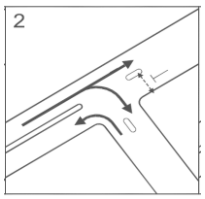
A.M. Check Phase	
εy	0.393
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	108%

P.M. Check Phase	
εy	0.268
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	206%

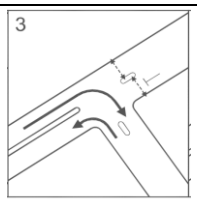
Stage / Phase Diagrams



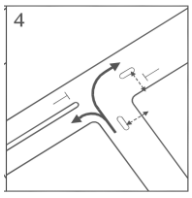
I/G =5s



I/G = 0s



I/G = 0s



I/G =5s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Lo Fai Road (D)**

Description: **2033 Design Traffic Flows (Sensitivity Test with LSPS/001 planned junction improvement)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak Critical y
Ting Kok Road	E	→	C	1	3.3	0	0	1	0%	0%	389	2474	389	389	2474	2474	134	0.344	0.344	165	0.424	0.424
Ting Kok Road	E	→	C	1	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	716	0.344		885	0.424	
Ting Kok Road *	W	↰	H	2	3.3	0	20	0	100%	100%	1876.5	1876.5	1745	1745	1745	1745	40	0.023		30	0.017	
Ting Kok Road	W	←	A	1, 2	3.3	0	0	0	0%	0%	2085	4030	2085	2085	4030	4030	704	0.337		455	0.218	
Ting Kok Road	W	←	A	1, 2	3.3	0	0	1	0%	0%	1945	0	1945	1945	0	0	656	0.337		425	0.218	
Lo Fai Road	S	↕	B	3	3.5	23	15	0	15% / 85%	12% / 88%	2105	3999.5	1925	1920	3685	3680	261	0.136	0.136	250	0.130	0.130
Lo Fai Road *	S	↓	B	3	3.5	0	20	0	100%	100%	1894.5	0	1760	1760	0	0	239	0.136		230	0.130	

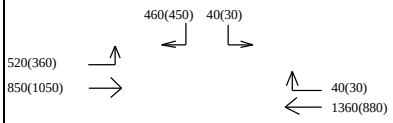
Pedestrian crossing	Ep	1, 3	Min. Crossing Time = 5Gm + 7FGm =12s
	Fp	1, 2	Min. Crossing Time = 5Gm + 7FGm =12s
	Gp	3	Min. Crossing Time = 5Gm + 8FGm =13s

Notes:

* Site Factor = 0.9 (Short Lane)

** Site Factor = 0.2 (short lane and on-street bus stop)

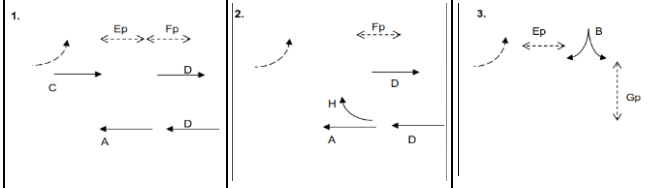
Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase	
εy	0.479
L (sec)	20
C (sec)	120
y pract.	0.750
R.C. (%)	56%

P.M. Check Phase	
εy	0.555
L (sec)	20
C (sec)	120
y pract.	0.750
R.C. (%)	35%

Stage / Phase Diagrams



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

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Dai Kwai Street (E)**

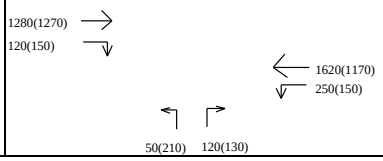
Description: **2033 Design Traffic Flows (Sensitivity Test with LSPS/001 planned junction improvement)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak Critical y
Ting Kok Road	E	→	B	1, 2	3.4	0	0	1	0%	0%	1955	0	1955	1955	0	0	618	0.316		613	0.314	0.314
Ting Kok Road	E	→	B	1, 2	3.4	0	0	0	0%	0%	2095	4050	2095	2095	4050	4050	662	0.316		657	0.314	
Ting Kok Road	E	↘	D	2	3.4	0	15	0	100%	100%	2095	2095	1905	1905	1905	1905	120	0.063	0.063	150	0.079	
Ting Kok Road	W	←	A	1	3.4	0	0	0	0%	0%	2095	4190	2095	2095	4190	4190	810	0.387	0.387	585	0.279	
Ting Kok Road	W	←	A	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	810	0.387		585	0.279	
Ting Kok Road *	W	↙	A	1	3.4	30	0	1	100%	100%	977.5	977.5	930	930	930	930	250	0.269		150	0.161	
Dai Kwai Street	N	↰↑	E	3	3.5	18	15	0	0% / 100%	26% / 74%	2105	0	1915	1920	0	0	120	0.063	0.063	176	0.092	0.092
Dai Kwai Street	N	↰	E	3	3.5	15	0	1	100%	100%	1965	4070	1785	1785	3700	3705	50	0.028		164	0.092	
Pedestrian crossing			Fp	4		Min. Crossing Time = 12Gm + 8FGm =20s																
			Gp	4		Min. Crossing Time = 5Gm + 10FGm =15s																

Notes:

*Site Factor = 0.5 (Short Lane)

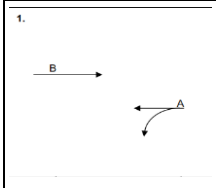
Traffic Flow (pcu / hr) AM(PM)



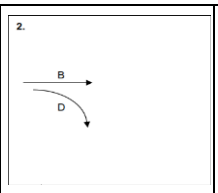
A.M. Check Phase	
εy	0.512
L (sec)	30
C (sec)	120
y pract.	0.675
R.C. (%)	32%

P.M. Check Phase	
εy	0.405
L (sec)	36
C (sec)	120
y pract.	0.630
R.C. (%)	55%

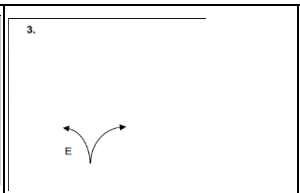
Stage / Phase Diagrams



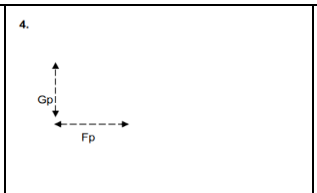
I/G = 5s



I/G = 8s



I/G = 5s



I/G = 23s

TRAFFIC SIGNALS CALCULATION Job No: 25022HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Dai Fat Street (F)**

Description: **2033 Design Traffic Flows (Sensitivity Test with LSPS/001 planned junction improvement)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Site Factor	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	A	1,2	3.30	0.0	0	0.9*	1	0%	0%	1750.5	5940.5	1435	4871	5895	5920	448	0.256		423	0.242	
	E	→	A	1,2	3.40	0.0	0		0	0%	0%	2095	0	2095	2095	0	0	537	0.256	0.256	506	0.242	0.242
	E	⇉	D	2	3.40	0.0	10		0	15%	6%	2095	0	2050	2075	0	0	525	0.256		501	0.242	
Dai Fat Street	N	↰	B	1	3.65	10.0	0		1	100%	100%	1980	4100	1720	1720	3615	3615	81	0.047		48	0.028	
	N	↰	B	1	3.65	12.5	0		0	100%	100%	2120	0	1895	1895	0	0	89	0.047		52	0.028	
Ting Kok Road	W	←	C	3	3.65	0.0	0		1	0%	0%	1980	4100	1980	1980	4100	4100	831	0.420	0.420	628	0.317	0.317
	W	←	C	3	3.65	0.0	0		0	0%	0%	2120	0	2120	2120	0	0	889	0.420		672	0.317	

Pedestrian crossing	↑	Dp	2
	↔	Ep	3
	⇢	Fp	2,3

Min. Crossing Time = 5Gm + 7FGm =12s

Min. Crossing Time = 6Gm + 9FGm =15s

Min. Crossing Time = 10Gm + 7FGm =17s

Notes:

* Site factor = 0.9 (on-street bus stop)

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

1430(1400) →

80(30) ↘

1720(1300) ←

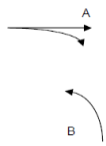
170(100) ↰

AM Peak Check Phase	
εy	0.676
L (sec)	10
C (sec)	120
y pract.	0.825
R.C. (%)	22%

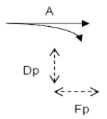
PM Peak Check Phase	
εy	0.559
L (sec)	10
C (sec)	120
y pract.	0.825
R.C. (%)	48%

Stage / Phase Diagrams

1



2



3

I/G = 6s I/G = 6s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Fung Yuen Road (Jn G)**

Description: **2033 Design Traffic Flows (Sensitivity Test with LSPS/001 planned junction improvement)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Ting Kok Road	E	↗→	A	1	3.5	15	0	1	32%	37%	1965	4070	1905	1895	4010	4000	822	0.431	0.431	805	0.425	0.425
	E	→	A	1	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	908	0.431		895	0.425	
Fung Yuen Road	S	↓→	D	3	18.0	10	22.5	1	25% / 75%	21% / 79%	1990	4120	1830	1835	3785	3790	160	0.087	0.087	140	0.077	0.077
	S	↲	D	3	3.8	20	17	0	100%	100%	2130	0	1955	1955	0	0	170	0.087		150	0.077	
Ting Kok Road	W	↑⌐	*G	2	GREEN TIME = 5s																	
	W	←	B	1,2	3.3	0	0	1	0%	0%	1945	4030	1945	1945	4030	4030	893	0.459		666	0.342	
	W	←	B	1,2	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	957	0.459		714	0.342	

Pedestrian crossing

Hp	1,2	Min. Crossing Time = 11Gm + 10FGm = 21s
Ip	3	Min. Crossing Time = 5Gm + 5FGm = 10s
Jp	2	Min. Crossing Time = 6 Gm + 6 FGm = 12s
Kp	3	Min. Crossing Time = 9Gm + 9FGM = 18s

Notes:

* Site factor = 0.6 (short lane)

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

290(260) 40(30)

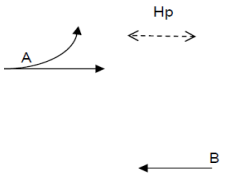
260(300) → ↑⌐ 40(30)

1470(1400) → ← 1850(1380)

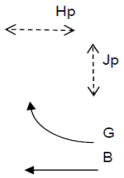
AM Peak Check Phase		PM Peak Check Phase	
εy	0.519	εy	0.502
L (sec)	22	L (sec)	22
C (sec)	120	C (sec)	120
y pract.	0.735	y pract.	0.735
R.C. (%)	42%	R.C. (%)	47%

Stage / Phase Diagrams

1



2



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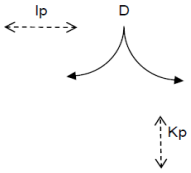


I/G = 6s I/G = 5s 5s I/G = 8s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / Yuen Shin Road / Dai Fuk Street (H)**

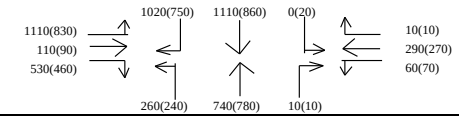
Description: **2033 Design Traffic Flows (Sensitivity Test with LSPS/001 planned junction improvement)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	S		A	1	3.3	12.5	0	1	0%	7%	1945	6175	1945	1930	6175	6160	350	0.180		276	0.143	
	S		A	1	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	380	0.180		302	0.143	
	S		A	1	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	380	0.180		302	0.143	
	S		A	1	3.6	0.0	25	0	100%	100%	2115	4230	1995	1995	4000	4000	509	0.255	0.255	374	0.188	0.188
	S		A	1	3.6	0.0	27.5	0	100%	100%	2115	0	2005	2005	0	0	511	0.255		376	0.188	
Ting Kok Road	E		B	1,2	3.5	15.0	0	1	100%	100%	1965	4070	1785	1785	3725	3725	532	0.298		398	0.223	
	E		B	1,2	3.5	17.5	0	0	100%	100%	2105	0	1940	1940	0	0	578	0.298		432	0.223	
	E		C	2	3.5	0.0	0	0	0%	0%	2105	2105	2105	2105	2105	2105	110	0.052		90	0.043	
	E		C	2	3.5	0.0	32.5	0	100%	100%	2105	4190	2010	2010	3995	3995	267	0.133	0.133	231	0.115	0.115
	E		C	2	3.3	0.0	30	0	100%	100%	2085	0	1985	1985	0	0	263	0.133		229	0.115	
Yuen Shin Road	N		D	2,3	3.5	15.0	0	1	100%	100%	1965	1965	1785	1785	1785	1785	260	0.146		240	0.134	
	N		E	3	3.5	0.0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	247	0.117	0.117	260	0.124	0.124
	N		E	3	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	247	0.117		260	0.124	
	N		E	3	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	247	0.117		260	0.124	
	N		E	3	3.5	0.0	25	0	100%	100%	2105	2105	1985	1985	1985	1985	10	0.005		10	0.005	
Dai Fuk Road	W		F	4	3.7	0.0	22.5	0	5%	5%	2120	0	2115	2110	0	0	189	0.089	0.089	184	0.087	0.087
	W		F	4	3.7	15.0	0	1	35%	42%	1980	4100	1915	1900	4030	4010	171	0.089		166	0.087	
Pedestrian crossing			Gp	1,2,3		Min. Crossing Time = 9Gm + 7FGm =16s																
			Hp	4		Min. Crossing Time = 5Gm + 12FGm =17s																

Notes:

(Nil)

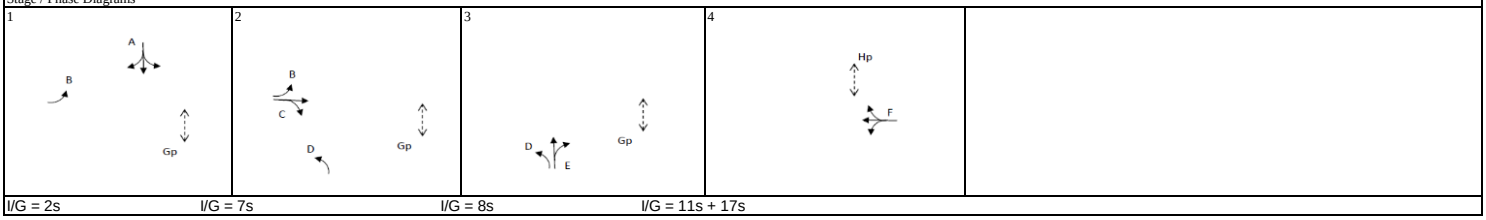
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	
εy	0.594
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	20%

PM Peak Check Phase	
εv	0.513
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	39%

Stage / Phase Diagrams



I/G = 2s I/G = 7s I/G = 8s I/G = 11s + 17s

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Yuen Shin Road / Dai Fat Road (I)**

Description: **2033 Design Traffic Flows (Sensitivity Test with LSPS/001 planned junction improvement)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Site Factor	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Yuen Shin Road	S		B	2	3.3	12.5	0		1	56%	37%	1945	6115	1825	1860	5995	6030	520	0.285	0.285	432	0.232	0.232
	S		B	2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	595	0.285		484	0.232	
	S		B	2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	595	0.285		484	0.232	
Yuen Shin Road	N		A	1	3.3	0.0	0	0.8*	1	0%	0%	1556	5746	1555	1555	5610	5615	430	0.277	0.277	431	0.277	0.278
	N		A	1	3.3	0.0	25		0	3%	0%	2085	0	2080	2085	0	0	576	0.277		579	0.278	
	N		A	1	3.5	0.0	22.5		0	100%	100%	2105	0	1975	1975	0	0	464	0.235		256	0.130	
	N		A	1	3.5	0.0	20		0	100%	100%	2105	0	1960	1960	0	0	460	0.235		254	0.130	
Dai Fat Street	W		C	1	3.8	20.0	0		1	100%	100%	1990	4120	1850	1850	3845	3845	325	0.176		330	0.178	
	W		C	1	3.8	22.5	0		0	100%	100%	2130	0	1995	1995	0	0	350	0.176		355	0.178	

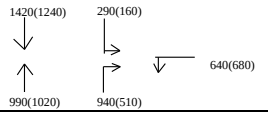
Pedestrian crossing

Dp	2,3	Min. Crossing Time = 5Gm + 6FGm =11s
Ep	3	Min. Crossing Time = 5Gm + 10FGm =15s
Fp	1,3	Min. Crossing Time = 5Gm + 10FGm =15s
Gp	2,3	Min. Crossing Time = 5Gm + 7FGm =12s

Notes:

* Site factor = 0.8 (short lane)

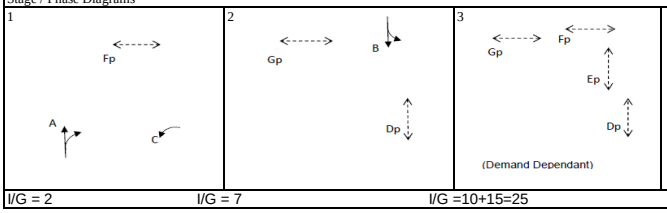
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	
εy	0.562
L (sec)	17
C (sec)	120
y pract.	0.773
R.C. (%)	37%

PM Peak Check Phase	
εy	0.510
L (sec)	17
C (sec)	120
y pract.	0.773
R.C. (%)	51%

Stage / Phase Diagrams



I/G = 2 I/G = 7 I/G =10+15=25

TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Tai Po Tai Wo Road / Yuen Shin Road (J)**

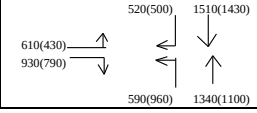
Description: **2033 Design Traffic Flows (Sensitivity Test with LSPS/001 planned junction improvement)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Site Factor	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S	↓	B	1,2	3.3	0.0	0	0.9*	0	0%	0%	1876.5	6046.5	1876.5	1876.5	6046.5	6046.5	469	0.250		444	0.237	
	S	↓	B	1,2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	521	0.250		493	0.237	
	S	↓	B	1,2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	521	0.250		493	0.237	
	S	↙	C	2	3.3	0.0	17.5		0	100%	100%	2085	3961.5	1920	1920	3625	3625	275	0.143	0.143	265	0.138	0.138
	S	↙	C	2	3.3	0.0	15	0.9*	0	100%	100%	1876.5	0	1705	1705	0	0	245	0.143		235	0.138	
Tai Po Tai Wo Road	E	↘	E	3	3.3	0.0	22.5	0.9*	0	100%	100%	1876.5	6046.5	1760	1760	5595	5595	293	0.166	0.166	249	0.141	0.141
	E	↘	E	3	3.3	0.0	20		0	100%	100%	2085	0	1940	1940	0	0	322	0.166		274	0.141	
	E	↘	E	3	3.3	0.0	15		0	100%	100%	2085	0	1895	1895	0	0	315	0.166		268	0.141	
Yuen Shin Road	N	↑	A	1	3.3	0.0	0	0.9*	1	0%	0%	1750.5	5920.5	1750.5	1750.5	5920.5	5920.5	396	0.226	0.226	325	0.186	0.186
	N	↑	A	1	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	472	0.226		387	0.186	
	N	↑	A	1	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	472	0.226		387	0.186	

Notes:

* Site factor = 0.9 (short lane)

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

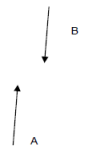


AM Peak Check Phase	
ey	0.536
L (sec)	15
C (sec)	120
y pract.	0.788
R.C. (%)	47%

PM Peak Check Phase	
ey	0.465
L (sec)	15
C (sec)	120
y pract.	0.788
R.C. (%)	69%

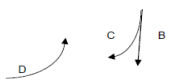
Stage / Phase Diagrams

1



I/G = 5

2



I/G = 8

3

I/G = 8

APPENDIX B

Fu Tip Estate (A/TP/672)

Population Intake as of December 2024

Estate Locator

Property Type PRH/TPS Estates Go

Search Property Enter Keyword Search

Fu Tip Estate, Tai Po, New Territories

Type of Estate:	Public Rental Housing
Year of Intake:	2021/2024
Type(s) of Block(s):	Non-Standard Block

No. of Blocks:	9
Name of Block(s):	Ban Tip House Chun Tip House Fan Tip House Fung Tip House Gaap Tip House Hei Tip House Hin Tip House Tsz Tip House Wong Tip House
No. of Rental Flats#:	7 400 As at 31.12.2024
Flat Size (m^2):	14.05-30.73
No. of Households#:	7 300 As at 31.12.2024
Authorised Population#:	17 400 As at 31.12.2024
District Tenancy Management Office/Estate Office:	Tai Po, North & Shatin District Tenancy Management Office (12) Unit 221 - 240, 2/F, Shek Yuk House, Chun Shek Estate, Shatin, N.T. Telephone : 2694 4408 Fax : 2647 1930
Property Management:	Pioneer Management Limited G/F, Tsz Tip House, Fu Tip Estate, 11 Choi Tip Street, Tai Po, N.T. Telephone: 2617 8033 Fax: 2617 8183
Carpark Management:	Pioneer Management Limited (for Ban Tip House Carpark) G/F, Tsz Tip House, Fu Tip Estate, 11 Choi Tip Street, Tai Po, N.T. Telephone: 2617 8033 Fax: 2617 8183 Yue Xiu APT Parking Limited (Excluding Ban Tip House Carpark) 27/F, Seabright Plaza, 9-23 Shell Street, North Point, H.K.

Telephone: 2512 9611
Fax: 2512 9617

Estate Website:

Further Information:

#Rounded to the nearest hundred

Quick Links

Learn More About

Typical floor plans

Other estates in the same district

Other districts

Access Co-ordinator and Access Officer Scheme

SITEMAP

APPENDIX C

Email reply from Planning Department on Potential/Committed Developments in the Vicinity of the Proposed Development

Catherina Chu

From: Charlotte Tsz Wing WUN/PLAND <ctwwun@pland.gov.hk>
Sent: 17 March 2025 5:31 pm
To: Catherina Chu
Cc: Ka Fai CHAN/TD; 'Horace Mak'; edmundyip@ctaconsultants.com; rlee(01); Ching Hoi Ching NG/PLAND; Shing Fung CHAIR/PLAND
Subject: Re: Planning Application No. Y/NE-TK/19 - Departmental Comments
Attachments: Y_NE-TK_19_Deparmental Comments_TIA Assumptions.pdf; Y_NE-TK_19_Deparmental Comments_TIA Assumptions_Attachments 1 & 2.pdf

Dear Ms. CHU,

I refer to the planning application (No. Y/NE-TK/19) for rezoning the application site at various lots in D.D. 23, Tung Tsz, Tai Po, New Territories from “Agriculture” and “Green Belt” to “Government, Institution or Community”.

As per your enquiries on the planned/committed developments in the Traffic Impact Assessment, please find the comments from this office attached for your consideration.
[See attachment "Y_NE-TK_19_Deparmental Comments_TIA Assumptions.pdf"][See attachment "Y_NE-TK_19_Deparmental Comments_TIA Assumptions_Attachments 1 & 2.pdf"]

Should you have any questions related to the comments, please feel free contact the undersigned.

Thank you.

Regards,
Charlotte WUN
ATP/TP5
Sha Tin, Tai Po and North District Planning Office
Planning Department
Tel: 2158 6018

From: Catherina Chu [mailto:catherinachu@ctaconsultants.com]
Sent: 26 February 2025 5:00 pm
To: 'ctwwun@pland.gov.hk'
Cc: 'Ka Fai CHAN'; 'Horace Mak'; 'edmundyip@ctaconsultants.com'
Subject: RE: Planning Application No. Y/NE-TK/19 - Departmental Comments

Dear Charlotte,

We, CTA Consultants Limited, are commissioned as the traffic consultant of the captioned project.

As per comments (#v(ix) and (xi)) from TD, confirmation from PlanD regarding the adjacent committed and planned developments in the vicinity of the proposed development should be sought, and Land Sharing Pilot Scheme No. 001 at Lo Fai Road should also be considered. We shall be grateful if you could assist to provide information of the adjacent committed and planned developments in the vicinity of the site, and Land Sharing Pilot Scheme No. 001 at Lo Fai Road.

Should you have any queries or require further information, please do not hesitate to contact Mr. Horace Mak or the undersigned at 2214 0849.

Thank you very much for your kind attention and we are looking forward to your favourable reply at your earliest convenience.

Best Regards,

Catherina Chu
Chief Transport Planner

CTA Consultants Limited
Unit 2108, 21/F, Westlands Centre, 20 Westlands Road, Quarry Bay, Hong Kong
Tel: (852) 2214 0849 Fax: (852) 2214 0817

APPENDIX D

Summary of 'Responses to Comments'

(May 2025)

S12A Amendment of Plan Application
Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19
Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities"
Residential Care Home for the Elderly (RCHE)
At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
TIA Report
Summary of 'Responses to Comments' (May 2025)

Comments of Traffic Engineering (NTE) Division, Transport Department dated 25 February 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	**Responses**
(v) Para. 2.4.1 – The provision of parking spaces and loading/unloading spaces shall meet the operation need, including the parking need of their staff and visitors – – please justify the sufficiency of parking spaces and loading/unloading spaces, including but not limited to making reference to similar developments; – similar to hospitals / clinics, please consider providing loading/unloading spaces for MGV/HGV as well as ambulance; – there are 40 suites provided within the development where their parking needs should be reasonably estimated.	Noted and please refer to **Table 2.2** of the revised TIA report for similar developments to justify the sufficiency of parking spaces and loading/unloading spaces. Please note that the proposed parking provision has been reference to other existing RCHE, please refer to **Section 2.4** of the revised TIA report for details. Please be clarified that there are 29 nos. of suites. Please note that the proposed parking provision has been reference to other existing RCHE, please refer to **Section 2.4** of the revised TIA report for details.
(vi) Para. 2.4 – Illegal parking were found at Tung Tsz Road and the adjacent village roads. Please explore the possibility to provide suitable number of public parking spaces to address the potential shortfall of parking spaces.	Taking into consideration the site constraints of the site, it is revealed that the size of site is very small (~1,500m^2). As shown in **Figure 2.2**, besides the essential space for fulfilling all necessary requirements of E&M and fire regulations (provision of sufficient fire escape staircases), etc., there are various structural columns inside the proposed development, very limited space is left for manoeuvring, parking / loading and unloading of motor

Comments of Traffic Engineering (NTE) Division, Transport Department dated 25 February 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	Responses
	vehicles inside the site, not to mention the turnaround space. Turntable has been added for manoeuvring of vehicles to the parking spaces. In addition, the access road between the site and Tung Tsz Road is a single track for two-way traffic. In view of the RCHE nature where emergency vehicles will use the proposed access road, therefore public parking spaces is not proposed at the site.
(vii) Para. 3&4 – The assessment for road links shall be included.	Noted and please refer to **Table 3.3** and **Table 5.2** of the revised TIA report for the assessment for road links.
(viii) Para. 4.2.1 – Please also consider other historical traffic data, e.g. Annual Traffic Census (ATC) to determine the growth factor.	Please refer to **Table 4.1** of the revised TIA report for ATC to determine the growth factor.
(ix) Para. 4.3.1 – Please seek PlanD's confirmation on the list of committed and planned developments.	Please refer to **Appendix C** of the revised TIA report for the reply from PlanD regarding the list of committed and planned developments for your record.
(x) Table 4.2 – Population intake for Planning Application Nos. A/TP/672 and A/NE-TK/702 had been commenced at the time of survey, the applicant shall consider the intake progress and justify the adoption of the trips generated and attracted by this development.	Please refer to the revised **Table 4.3** and the footnotes, and **Table 4.4** of the revised TIA report for the revised assumption for population intake for Planning Application Nos. A/TP/672 and A/NE-TK/702.
(xi) Para. 4.4 – The Land Sharing Pilot Scheme No. 001 at Lo Fai Road is also undergoing planning application. Please review the assessment accordingly.	Please note that the assessment for the Land Sharing Pilot Scheme No. 001 at Lo Fai Road has been reviewed, please refer to **Section 4.3** and **Section 4.4** of the revised TIA report for details.

Comments of Traffic Engineering (NTE) Division, Transport Department dated 25 February 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	**Responses**
(xii) Para. 4.6 – We notice that reference was made to the trip generations of the existing Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly – – it appears that the trip generation was on the low side. Please advise how the trip rates of Tung Wah Group of Hospitals Shen Wan Complex for the Elderly was obtained; – please include one more reference to substantiate the current rates are reasonable.	Please refer to **Table 4.7** of the revised TIA report for the derivation of the trip rates of Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly. Please refer to **Table 4.7** of the revised TIA report for additional reference sites to substantiate the adopted rates.
(xiii) Figure 2.1 – The width of run-ins should be kept to the minimum compatible with satisfactory operation of vehicles using the run-in. Please justify the proposed 7.5m wide run-in/out.	Noted and please note that the proposed width of run-ins is ~8m, please refer to **Figure 2.2** of the revised TIA report and **Figure SP-02** to **Figure SP-05** for the revised swept paths.
(xiv) Figure 2.1 – Please indicate the area on two sides of run-in/out and demonstrate the sightline at the run-in/out comply with TPDM requirements.	Please refer to **Figure 2.3** of the revised TIA report for the proposed run-in/out and its sightline assessment. Since the visibility splay for southbound vehicles does not fulfil TPDM requirement of 60m sight distance, it is proposed to add flashing alarm lights as safety measure to alert pedestrians and drivers that vehicle is going out. Please refer to **Section 2.3** of the revised TIA report for details.
(xv) Figure 4.4 – The increase of traffic flow along the route are not consistent. Please review.	Noted and rectified, please refer to **Figure 4.16** of the revised TIA report for details.
(xvi) Others – (a) The applicant shall review if there is a proper pedestrian route from the	Please note that a footpath is proposed between the Site and Tung Tsz Road, please

Comments of Traffic Engineering (NTE) Division, Transport Department dated 25 February 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	Responses
development to public road, in particular on the part of the village access where there is a lack of separation of pedestrian and the vehicles.	refer to **Section 2.3** of the revised TIA report for details.
(b) We notice that minibus and coach loading / unloading are proposed. Please advise if there are shuttle services and if positive, provide details of the services including but not limited to the routes, assessment on the sufficiency of the loading / unloading provision at the pick-up points etc.	Please be advised that shuttle services will be provided, please refer to **Section 2.6** of the revised TIA report for details.

Comments of Traffic Engineering (NTE) Division, Transport Department dated 24 March 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	Responses
TD's comments via PlanD's email dated 25.2.2025 remain valid. We have the following comments on the RtC to SWD's comments from traffic engineering perspective:	Noted.
<u>RtC 13</u> The provision of parking spaces and loading/unloading spaces shall meet the operation need, including the parking need for their staff and visitors. The operation of the shared-use parking space for mini-bus and emergency vehicles shall be justified.	Please note that the proposed parking provision has been revised and made reference to other existing RCHE, and should be sufficient for the daily operation needs of the proposed development, please refer to **Section 2.4** of the revised TIA report for details.

Comments of Traffic Engineering (NTE) Division, Transport Department dated 24 March 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	**Responses**
Access road to subject site The access road connecting the Site is not managed by TD. Comments from the management and maintenance departments shall be obtained. The proposed new access road and footpath shall be designed and constructed by the applicant and the management and maintenance agents shall be identified. TD will not take up the management role of a village access in village area.	Noted and please note that the proposed new access road and footpath shall be designed and constructed by the Applicant and the management and maintenance agents shall be Lands Department.
Please find the below comments from Transport Operation (NT) Division: Please note there is no direct public transportation to the subject site. The public could access to Tung Tsz Road by NT GMB Route Nos. 20B, 20T and Resident's service NR532, and to Ting Kok Road by NT GMB Route Nos. 20C, 20E, 20R and Bus Route Nos. 73P, 74E, 75K and 275R. The applicant could consider to provide transport services for the staff, residents and the public if necessary subject to the detailed submission by the applicant and the transport service provider.	Noted and please refer to **Section 2.6** of the revised TIA report for details.

Comments of Planning Department (Ms. WUN Tsz Wing, Charlotte, 2158 6018)	**Responses**
Appendix 2 – Traffic Impact Assessment	
31. The comments on the planned and committed developments incorporated in the Traffic Impact Assessment have been provided separately.	Noted and please note that comments on the planned and committed developments have been incorporated, please refer to **Section 4.3** of the revised TIA report for details.
32. Section 2.2.1 – The current Traffic Impact Assessment has not taken into account (i) the number of beds within the proposed isolated rooms and staff quarters and (ii) the estimated number of employees and visitors on daily basis. Please liaise with the TD to confirm whether they should be included for assessment purpose.	Please note that the revised TIA report has taken into account (i) the number of beds within the proposed isolated rooms and staff quarters and (ii) the estimated number of employees and visitors on daily basis for assessment purpose please refer to **Section 2.2** of the revised TIA report for details.
33. Please beef up the key findings and any proposed mitigation measures in Section 3.4 of the Supporting Planning Statement.	The peak traffic generated by the proposed development is small and would induce insignificant impact on the surrounding road network. The proposed mitigation measures are as follow: With consideration of existing road configuration, no proper footpath from the proposed development to Tung Tsz Road, minor road improvement of 3.5m wide single track for two-way traffic with widening at turning area together with a minimum 1.3m wide footpath is proposed. Please refer to **Section 2.3** of the revised TIA report for details. To avoid overload the public transport by visitors coming/leaving the proposed development, it is proposed to provide light bus by the Applicant for the visitors with 1 veh/bound/hr during operation hour of 9am to 5pm so as to minimize traffic impact to the

Comments of Planning Department (Ms. WUN Tsz Wing, Charlotte, 2158 6018)	Responses
	surrounding road network especially Ting Kok Road while maintaining shuttle service to visitors. The proposed routing of shuttle service (light bus) will be between the proposed development and Tai Po Market Station. Please refer to **Section 2.6** of the revised TIA report for details.

Comments of Drainage Services Department dated 8 April 2025 (Ms. LO Chau Ling, Yvonne, 2300 1145)	Responses
1. Our previous comments remain valid. It is noted that the TIA report and the conclusion made therein had been commented by TD and the resubmission of TIA from the applicant is required. In this connection, any proposed road / traffic improvement works on public roads shall be carried out by the applicant at their own expenses according to the latest TPDM and HyD standards.	Noted and please note that any proposed road / traffic improvement works on public roads shall be carried out by the applicant at their own expenses according to the latest TPDM and HyD standards.