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

Revised TIA Report

August 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: 244 beds (29 nos. of suites, 205 nos. of beds and 10 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.

2.3.2 The local access road connecting Tung Tsz Road and the proposed development is narrow and private lots are located on both sides of the road. As shown in **Figure SP-01**, should 11m HGV be required for accessing the proposed development, road is not wide enough for manoeuvring of 11m vehicle and footpath could not be provided along the access road, therefore it is proposed to provide 9m MGV to cater future operation need. 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 (Rev A)** and **Figure SP-02**.

2.3.3 The proposed vehicular access of ~6.5m 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 (Rev A)** and **Figure 2.3 (Rev A)** respectively, and **Figure SP-03** to **Figure SP-06** 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.

2.3.4 The management and maintenance parties of the local access road connecting Tung Tsz Road and the proposed development would be Home Affairs Department (HAD) (**Appendix D**).

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 Parking	Parking rate no. per bed
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	1 car parking space + 1 light bus parking space	0.008
Approved Y/YL-NTM/9	81 San Tam Road, Yuen Long	142	2 car parking spaces + 1 light bus parking space + 1 LGV + 1 Ambulance	0.014

2.4.2 With reference to **Table 2.2**, the maximum parking rate number for private car per bed provided by other RCHE is 0.014. Taking into consideration that a total of 244 nos. of beds will be provided in our development, the proposed provision for private car is 4 nos. (i.e. 0.014 x 244), and the overall parking 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 (Rev A)** and **Figure SP-03** to **Figure SP-06** 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**
Light bus	8m(L) x 3m(W)	1 no.
Ambulance	9m(L) x 3m(W)	1 no.
MGV(1)	9m(L) x 3.5m(W)	1 no.

Note:
(1) Refer to **Section 2.3.3**.

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 for staff, visitors or persons with disabilities.

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.

2.6.2 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 to arrive/leave before 6:45am and after 6:45pm (i.e. non-peak hours) depending on actual operation. As in **Table 2.1,** there will be ~60 staff per shift, therefore 4 nos. of 19-seater light buses will be required.

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 only allowed to enter the proposed development between 10am and 4pm daily, visitor without prior booking or outside the abovementioned time will not be allowed to enter the proposed development. The number of visitors allowed per hour and per day will be 19 (i.e. maximum capacity of light bus) and 114 (i.e. 19 visitor/hr x 6hr) respectively.

2.6.4 To avoid overload the public transport by visitors coming/leaving the proposed development, it is proposed to provide shuttle service (19-seater light bus) by the Applicant for the visitors with 1 veh/bound/hr between 10am and 4pm (i.e. non-peak hour) so as to minimize traffic impact to the surrounding road network especially Ting Kok Road. The boarding and alighting point for the shuttle service is proposed at the layby at Nam Wan Road (westbound) (close to Wan Tau Tong Estate) near Tai Po Market Station. The proposed routing of shuttle service is shown in **Figure 2.5 (Rev**

A). 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-02**.

2.6.5 Since the proposed shuttle service will only be provided during the non-peak hours for both staff (4 nos. of 19-seater light buses to arrive/leave before 6:45am and after 6:45pm) and visitors (1 no. of 19-seater light buses to arrive/leave between 10am and 4pm), therefore shuttle services will not be included for assessment purpose during peak hours.

3. THE EXISTING TRAFFIC CONDITIONS

3.1 Critical Junctions

3.1.1 As shown in **Figure 3.1 (Rev A)**, 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	0.04
B	Ting Kok Road/ Tung Tsz Road	Priority	0.48	0.24
C	Ting Kok Road/ Sam Mun Tsai Road	Signal	>100%	>100%
D	Ting Kok Road/ Lo Fai Road	Signal	56%	86%
E	Ting Kok Road/ Dai Kwai Street	Signal	19%	23%
F	Ting Kok Road/ Dai Fat Street	Signal	21%	46%
G	Ting Kok Road/ Fung Yuen Road	Signal	21%	21%
H	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	Signal	31%	35%
I	Yuen Shin Road/ Dai Fat Street	Signal	24%	48%
J	Yuen Shin Road/ Tai Po Tai Wo Road	Signal	26%	43%

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	170	0.37	160	0.35
Ting Kok Road (between Dai Fat Street and Fung Yuen Road)	EB	PD	2	3,220	1,385	0.43	1,235	0.38
	WB	PD	2	3,220	1,485	0.46	1,105	0.34
Ting Kok Road (between Fung Yuen Road and Dai Fuk Road)	EB	PD	2	3,220	1,470	0.46	1,380	0.43
	WB	PD	2	3,220	1,575	0.49	1,200	0.37

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
Yuen Shin Road (between Dai Fuk Road and Dai Fat Street)	EB	PD	2	3,220	730	0.23	775	0.24
	WB	PD	2	3,220	1,085	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	1,560	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)]
-	Chung Nga Road West	24-classroom Primary School	-	pcu/hr/ classroom	0.5670[(2)]	1.000[(2)]	0.333[(2)]	0.167[(2)]
A/NE-TK/753	Government Land in D.D 26, Shuen Wan, Tai Po, New Territories	Proposed Temporary Residential Institution (Transitional Housing) for a period of 5 years	~ 6082.4 m^2 276 flats	-	-[(3)]	-[(3)]	-[(3)]	-[(3)]
A/NE-TK/702	Various Lots in D.D.26, Wong Yue Tan	Proposed Temporary Residential Institution (Transitional	~ 21,551 m^2 1,236 flats	-	-[(3)]	-[(3)]	-[(3)]	-[(3)]

Approved Planning Application No.	Location	Use	Assumed GFA & Flat no.	Units	Trip Rates			
					AM Peak		PM Peak	
					Gen.	Att.	Gen.	Att.
		Housing) with Filing and Excavation Land for a period of 5 years						
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 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	31,580m^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),	Private Housing	1,759 flats Retail not more than 800 m^2	-	-[(3)]	-[(3)]	-[(3)]	-[(3)]

Approved Planning Application No.	Location	Use	Assumed GFA & Flat no.	Units	Trip Rates			
					AM Peak		PM Peak	
					Gen.	Att.	Gen.	Att.
	Various Lots in D.D. 11 and Adjoining Government Land, Fung Yuen, Tai Po							
-	Villa Lucca, 36 Lo Fai Road, Tai Po	Private Housing	262 flats	pcu/hr/flat	0.3252(9)	0.2609(9)	0.2835(9)	0.4074(9)
-	Tai Po Sewage Treatment Works	PWP No. 5191DR Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities	-	-	-(10)	-(10)	-(10)	-(10)

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) Trip rates for public housing development of 300m^2 is adopted.
(10) Information not disclosed to for private project planning application use. Assumptions have been made in **Table 4.4**.
(11) 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.

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
-	Chung Nga Road West	24-classroom Primary School	pcu/hr/ classroom	14	24	8	5
A/NE-TK/753	Government Land in D.D 26, Shuen Wan, Tai Po, New Territories	Proposed Temporary Residential Institution (Transitional Housing) for a period of 5 years	~ 6082.4 m^2 276 flats	1$^{(1)}$	3$^{(1)}$	2$^{(1)}$	3$^{(1)}$
A/NE-TK/702	Various Lots in D.D.26, Wong Yue Tan	Proposed Temporary Residential Institution (Transitional Housing) with Filing and Excavation Land for a period of 5 years	~ 21,551 m^2 1,236 flats	46$^{(1)}$	36$^{(1)}$	36$^{(1)}$	36$^{(1)}$
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$^{(1)}$

Approved Planning Application No.	Location	Development	Assumed GFA & Flat no.	Trips			
				AM Peak (pcu/hr)		PM Peak (pcu/hr)	
				Gen.	Att.	Gen.	Att.
		Community Facilities	-	30(1)	30(1)	25(1)	30(1)
		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	31,580m^2	75	75	73	37
-	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)

Approved Planning Application No.	Location	Development	Assumed GFA & Flat no.	Trips			
				AM Peak (pcu/hr)		PM Peak (pcu/hr)	
				Gen.	Att.	Gen.	Att.
-	Villa Lucca, 36 Lo Fai Road, Tai Po	Private Housing	262 flats	86	69	75	107
-	Tai Po Sewage Treatment Works	PWP No. 5191DR Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities	-	10(3)	10(3)	10(3)	10(3)

Notes:
(1) Based on the approved TIA.
(2) Based on previous study on Construction Industry Council Training Academy.
(3) Information not disclosed to for private project planning application use. Assumptions have been made.

4.4 Planned Junction Layout under Planned Project

4.4.1 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. 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 assessment and summarised in **Table 4.5**.

Table 4.5 Planned Junction Layouts under LSPS/0001

Ref.	Junction	Detail	Anticipated Completion Year
D	Ting Kok Road/ Lo Fai Road	As shown in **Figure 4.2**	By 2033
E	Ting Kok Road/ Dai Kwai Street	As shown in **Figure 4.3**	By 2033
F	Ting Kok Road/ Dai Fat Street	As shown in **Figure 4.4**	By 2033
G	Ting Kok Road/ Fung Yuen Road	As shown in **Figure 4.5**	By 2033

Ref.	Junction	Detail	Anticipated Completion Year
H	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	As shown in **Figure 4.6**	By 2033
I	Yuen Shin Road/ Dai Fat Street	As shown in **Figure 4.7**	By 2033
J	Yuen Shin Road/ Tai Po Tai Wo Road	As shown in **Figure 4.8**	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 4.9**.

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 4.6**.

Table 4.6 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 **Section 2.6**, **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 4.7 Estimated Traffic Generation and Attraction of Proposed Development

	AM Peak		PM Peak	
	Generation (pcu/hr)	Attraction (pcu/hr)	Generation (pcu/hr)	Attraction (pcu/hr)
Proposed Development (244 beds)	21 (say 25)	17 (say 20)	13 (say 15)	15

Note:
(1) From **Section 2.6**, shuttle service will be provided to staff and visitor during non-peak hour, therefore will not be included for assessment purpose for peak hours.

4.6.3 It is anticipated that the proposed development would generate and attract 25 pcu/hr and 20 pcu/hr during AM peak hour respectively, and generate and attract 15 pcu/hr and 15 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 development traffic flows and design traffic flows (with proposed development) are shown in **Figure 4.10** and **Figure 4.11** respectively.

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	0.08
B	Ting Kok Road/ Tung Tsz Road	Priority	0.57	0.28	0.63	0.31
C	Ting Kok Road/ Sam Mun Tsai Road	Signal	>100%	>100%	>100%	>100%
D	Ting Kok Road/ Lo Fai Road	Signal	47%	29%	45%	27%
E	Ting Kok Road/ Dai Kwai Street	Signal	27%	33%	25%	32%
F(2)	Ting Kok Road/ Dai Fat Street	Signal	16%	38%	15%	37%
G(2)	Ting Kok Road/ Fung Yuen Road	Signal	36%	38%	35%	37%
H(2)	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	Signal	15%	32%	15%	31%
I(2)	Yuen Shin Road/ Dai Fat Street	Signal	34%	46%	33%	45%
J(2)	Yuen Shin Road/ Tai Po Tai Wo Road	Signal	44%	64%	43%	63%

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.

5.1.3 It is anticipated that the proposed development would generate and attract 25 pcu/hr and 20 pcu/hr during AM peak hour respectively, and generate and attract 15 pcu/hr and 15 pcu/hr during PM peak hour respectively.

5.1.4 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	145	0.32	315	0.68	160	0.35
	WB	LD	1	460	190	0.41	175	0.38	210	0.46	190	0.41
Ting Kok Road (between Dai Fat Street and Fung Yuen Road)	EB	PD	2	3,220	1,605	0.50	1,555	0.48	1,625	0.50	1,570	0.49
	WB	PD	2	3,220	1,995	0.62	1,495	0.46	2,020	0.63	1,510	0.47
Ting Kok Road (between Fung Yuen Road and Dai Fuk Road)	EB	PD	2	3,220	1,810	0.56	1,825	0.57	1,830	0.57	1,840	0.57
	WB	PD	2	3,220	2,240	0.70	1,725	0.54	2,265	0.70	1,740	0.54
Yuen Shin Road (between Dai Fuk Road and Dai Fat Street)	EB	PD	2	3,220	970	0.30	1,000	0.31	990	0.31	1,015	0.32
	WB	PD	2	3,220	1,790	0.56	1,510	0.47	1,815	0.56	1,525	0.47
Yuen Shin Road (between Dai Fat Street and Tai Po Tai Wo Road)	EB	PD	2	3,220	1,910	0.59	1,520	0.47	1,930	0.60	1,535	0.48
	WB	PD	2	3,220	2,060	0.64	1,965	0.61	2,090	0.65	1,980	0.61

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.

5.1.5 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.

6. PICK-UP/DROP-OFF LAYBY

6.1 Queuing assessment

6.1.1 The boarding and alighting point for the shuttle service is proposed at the layby at Nam Wan Road (westbound) (close to Wan Tau Tong Estate) near Tai Po Market Station as shown in **Figure 6.1.** The concerned layby can cater ~2 nos. of 8m light bus. Arrival Rate and servicing rate refer to the total number of shuttle bus arrival and average pick-up/drop-off time at the pick-up/drop-off layby per hour. The peak hour arrival rate and service rate are summarized in **Table 6.1.**

Table 6.1 Peak Hour Traffic Trips at Pick-up/Drop-off Layby

	Peak Hour
Existing Arrival Rate (veh/hr)	54(1)
Additional Services due to Proposed Development (veh/hr)	1(2)
Number of Pick-up/Drop-off Bays	2
Servicing Rate per Bay (veh/hr)	60(3)
Servicing Rate of Pick-up/Drop-off Layby	120

Notes:
(1) From survey.
(2) From **Section 2.6.2**.
(3) Reference has been made to our on-site observation, the average duration is 1 min/shuttle bus (i.e. 60min÷1min=60 shuttle bus/hr) as a conservative approach.

6.1.2 To understand the pick-up/drop-off condition at concerned pick-up/drop-off layby, queuing assessment is carried out.

6.1.3 From the survey, the maximum arrival rate at peak is 55 veh/hr (54 + 1).

6.1.4 Average pick-up/drop-off time at the stop is 1min for each shuttle bus, servicing rate of the pick-up/drop-off layby = 120 veh/hr.

6.1.5 Therefore the probability of having a queue of more than 3 shuttle buses at the concerned pick-up/drop-off layby is considered negligible.

7. SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 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.

7.1.2 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.

7.1.3 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.

7.1.4 It is anticipated that the proposed development would generate and attract 25 pcu/hr and 20 pcu/hr during AM peak hour respectively, and generate and attract 15 pcu/hr and 15 pcu/hr during PM peak hour respectively.

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

7.2 Conclusion

7.2.1 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.

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

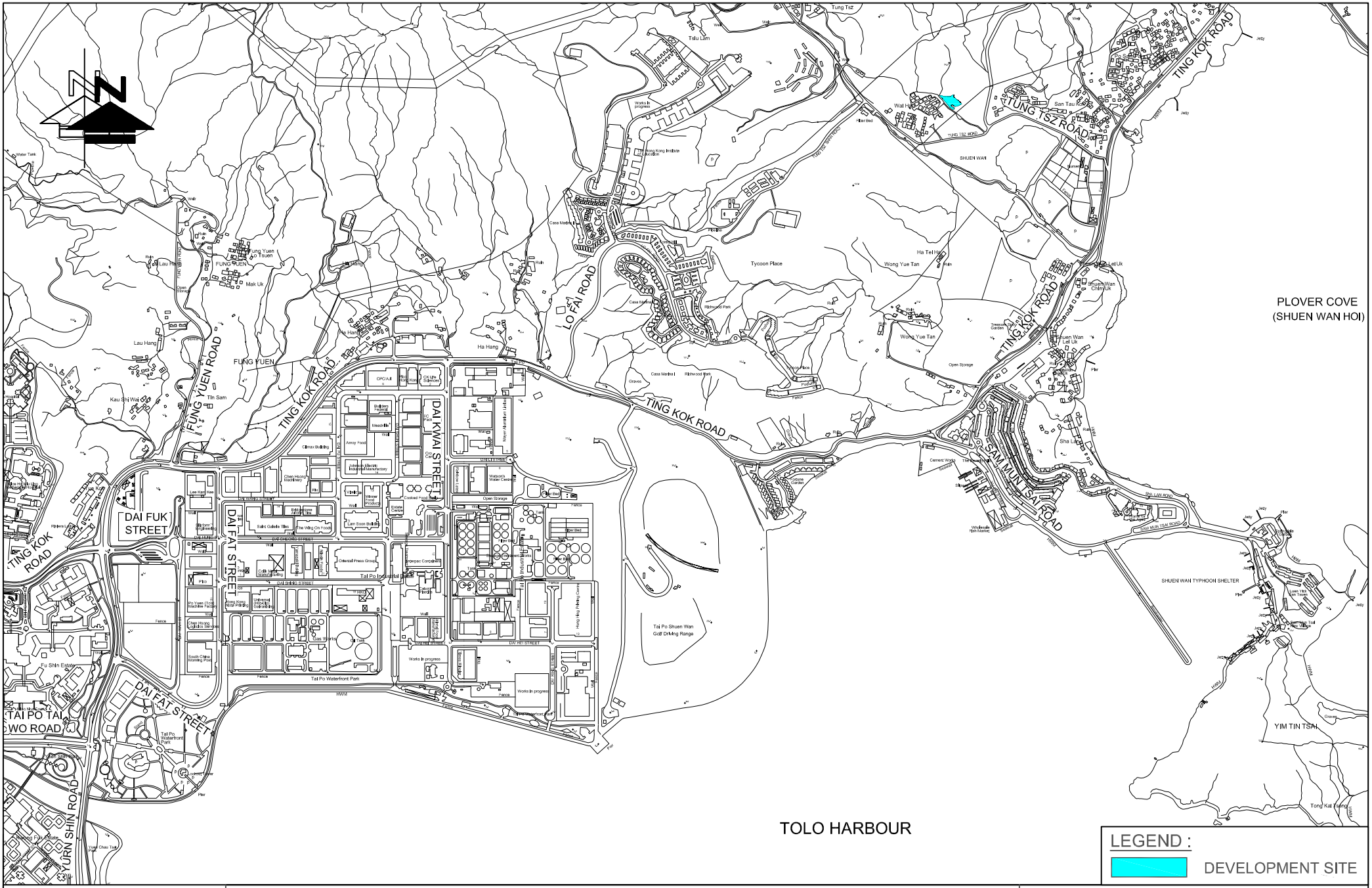

FIGURE NO.: 1.1	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT 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

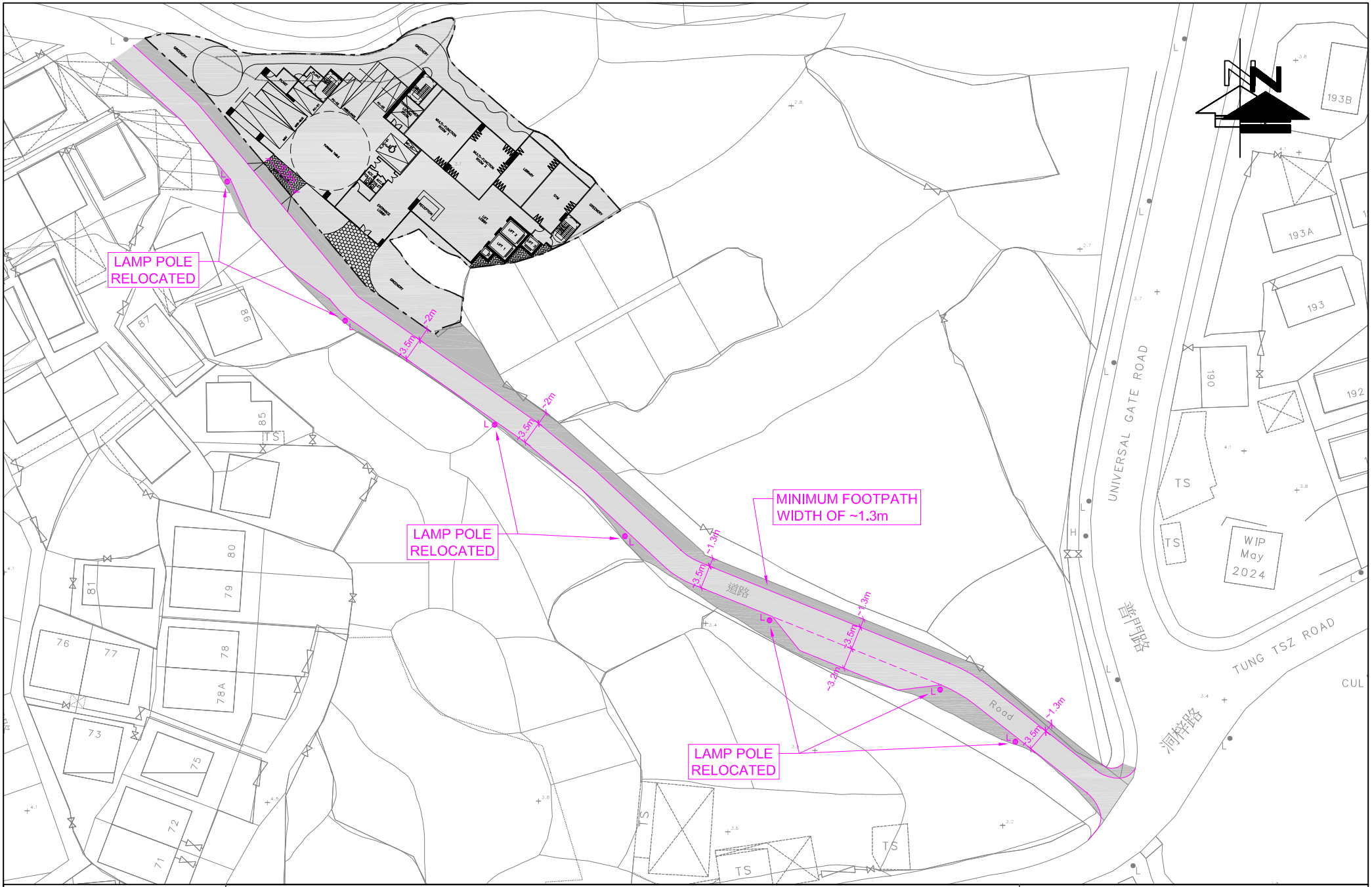

FIGURE NO.: 2.1(REV A)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	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: 19 AUG 2025		

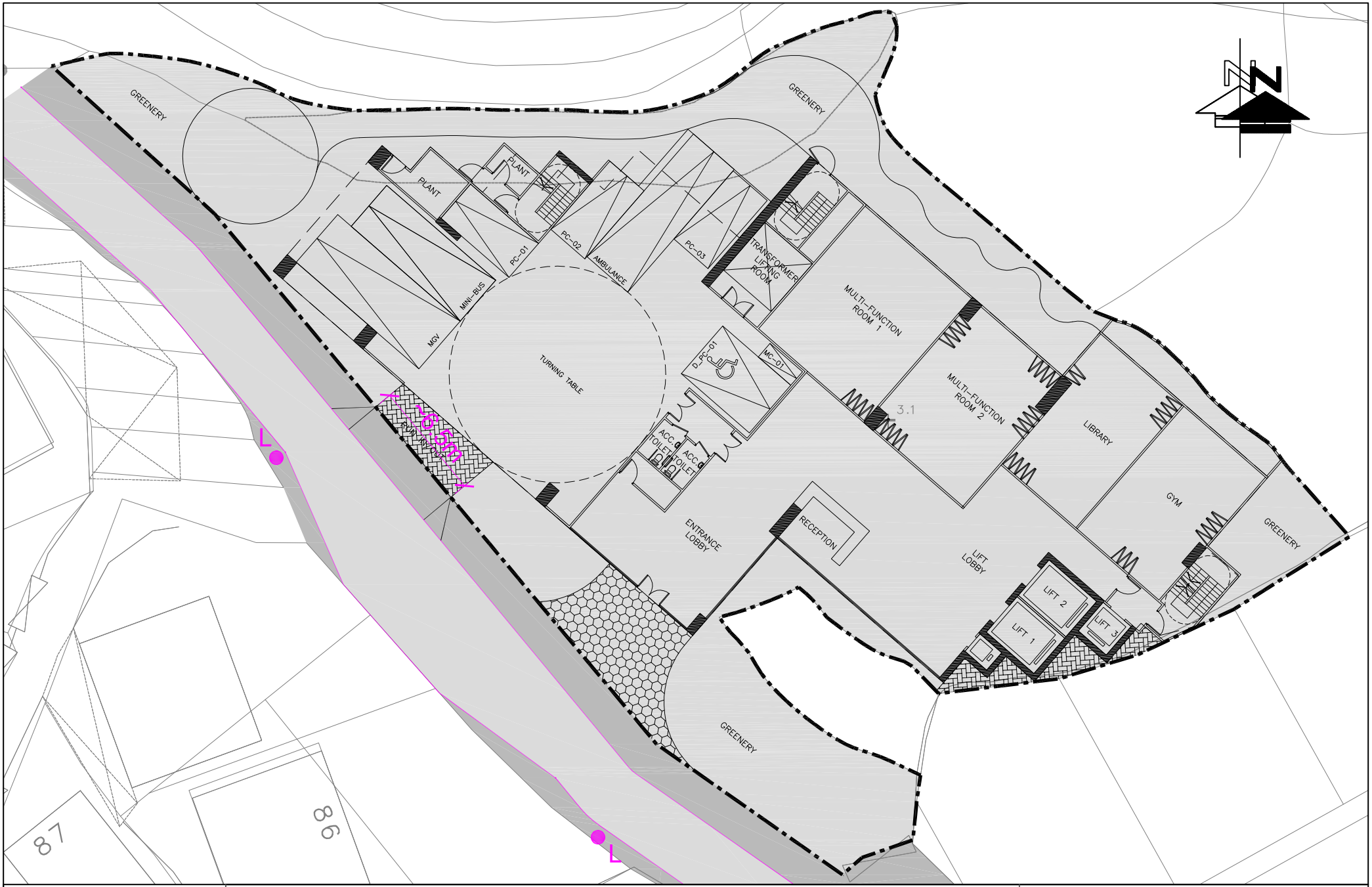

FIGURE NO.: 2.2(REV A)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	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: 19 AUG 2025		

FIGURE NO.: 2.3(REV A)	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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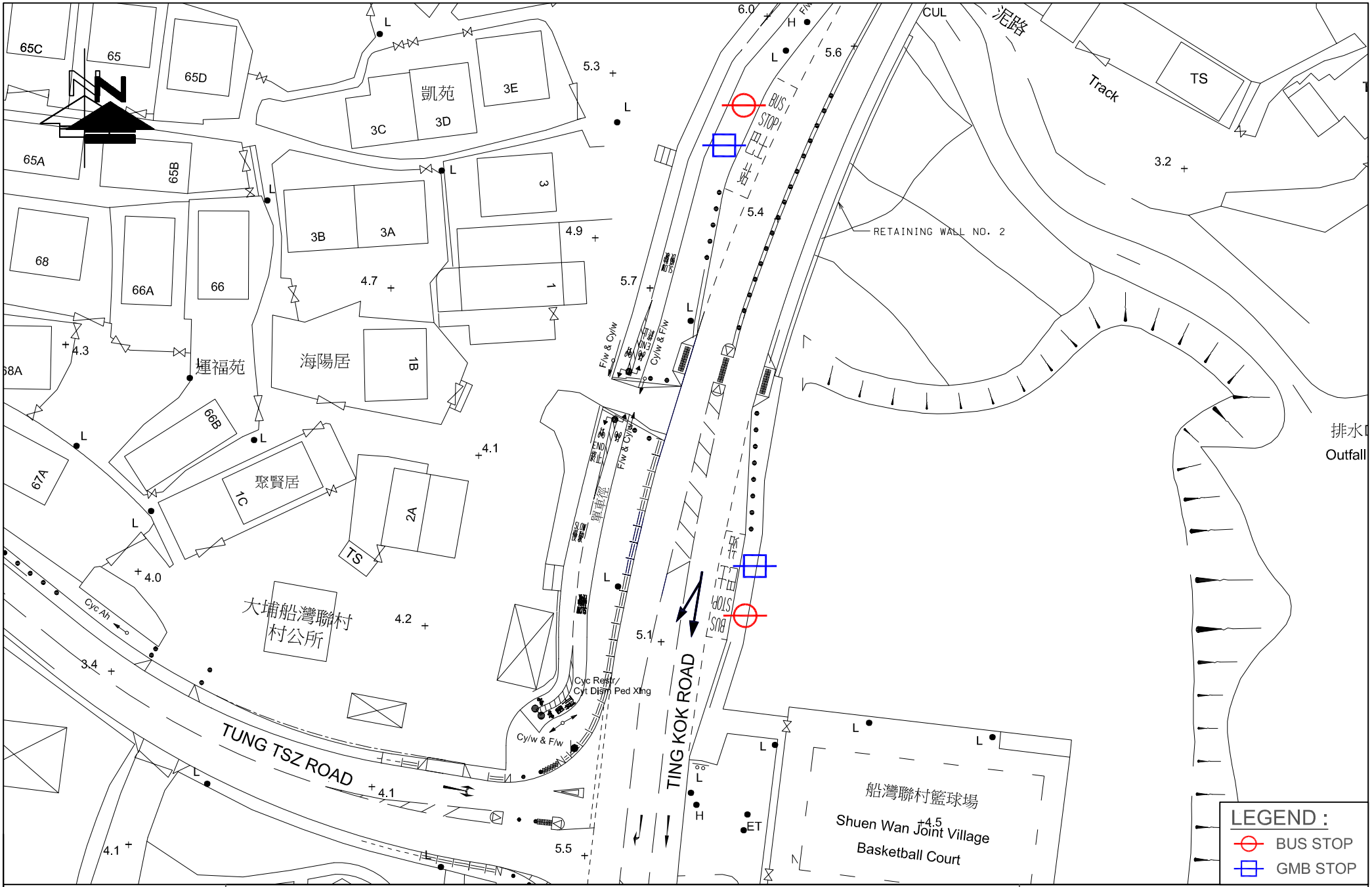

FIGURE NO.: 2.4	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT 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

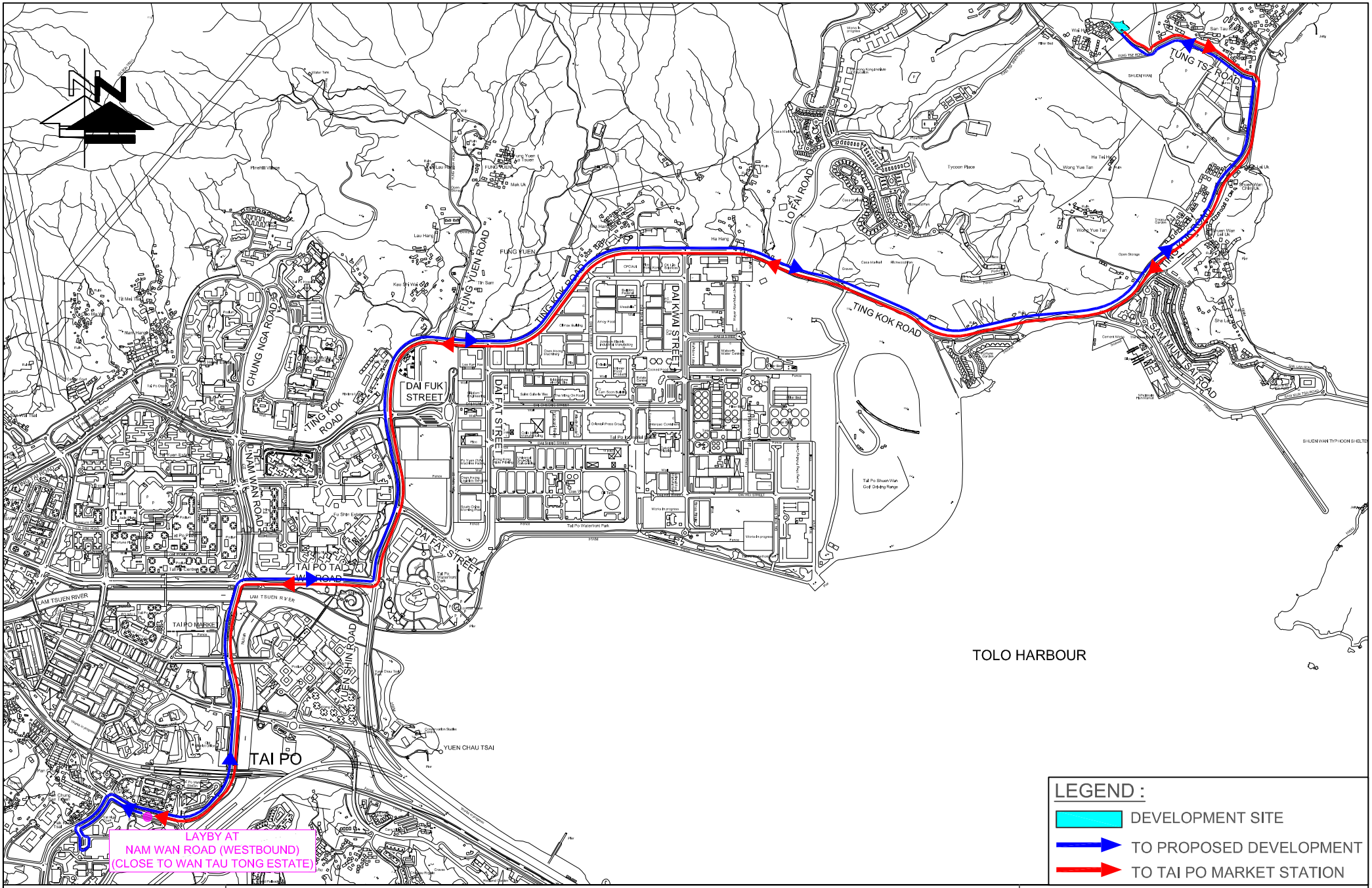

FIGURE NO.: 2.5(REV A)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: PROPOSED ROUTING OF SHUTTLE SERVICE	
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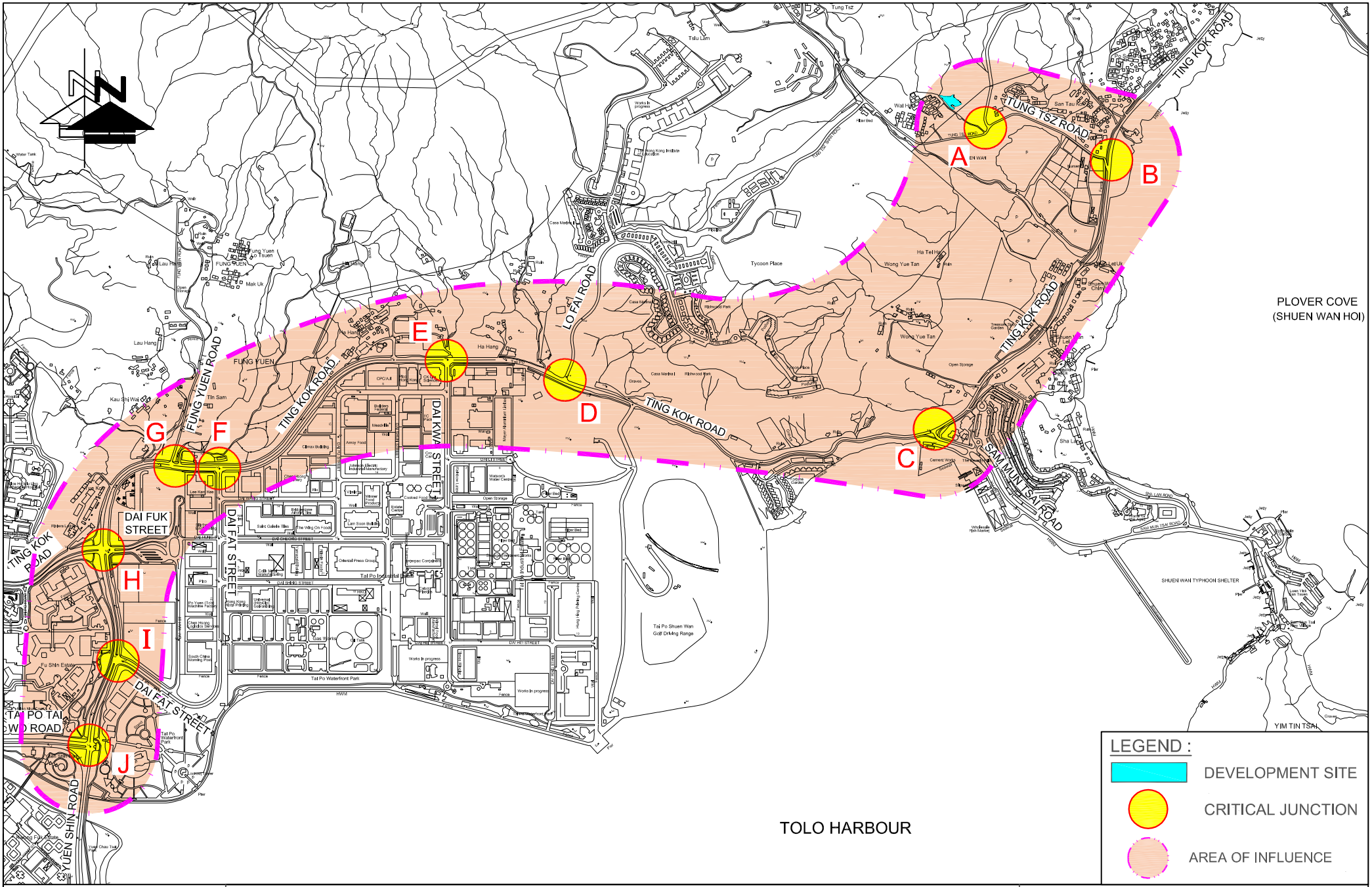

FIGURE NO.: 3.1(REV A)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T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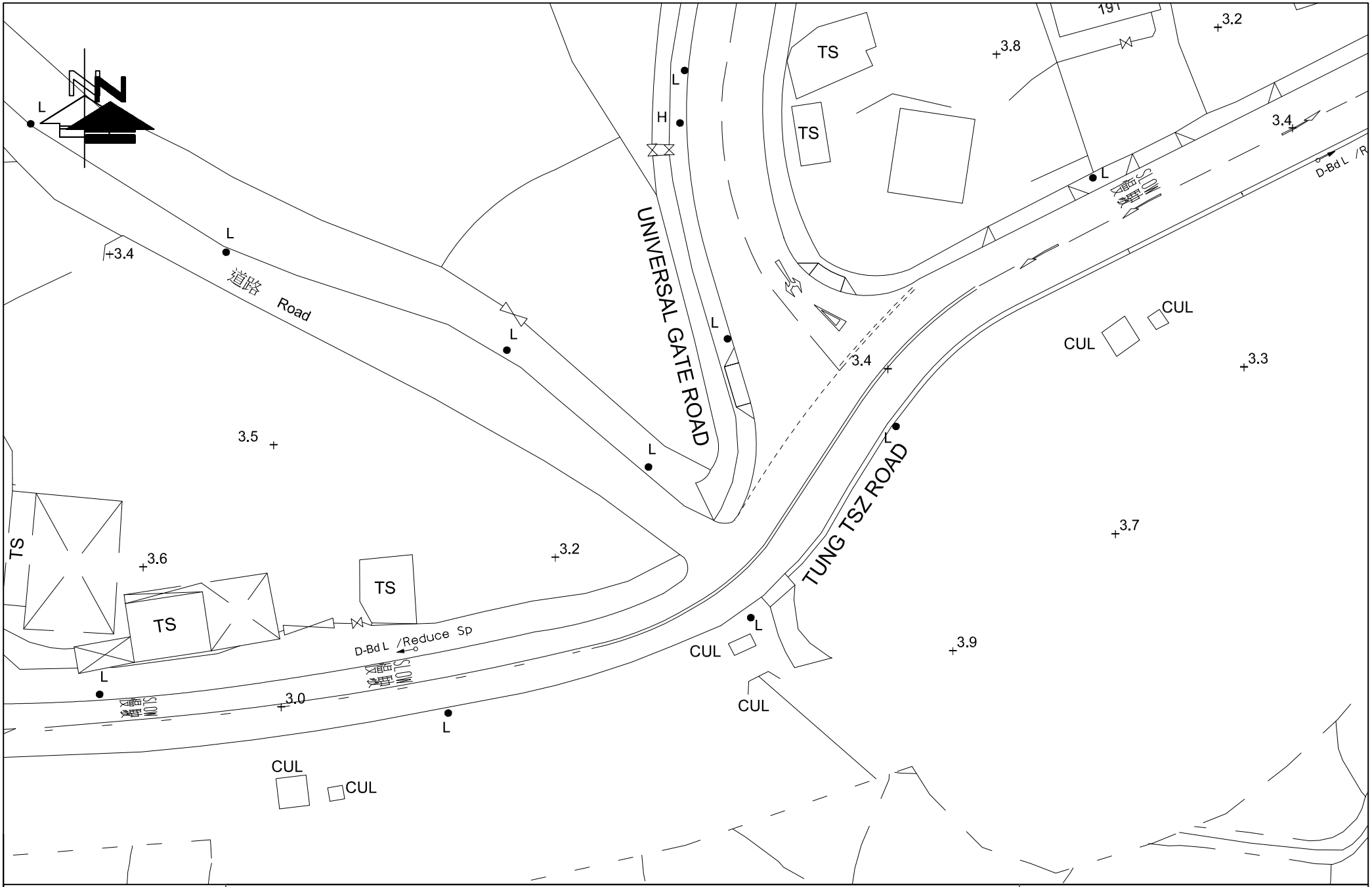

FIGURE NO.: 3.2	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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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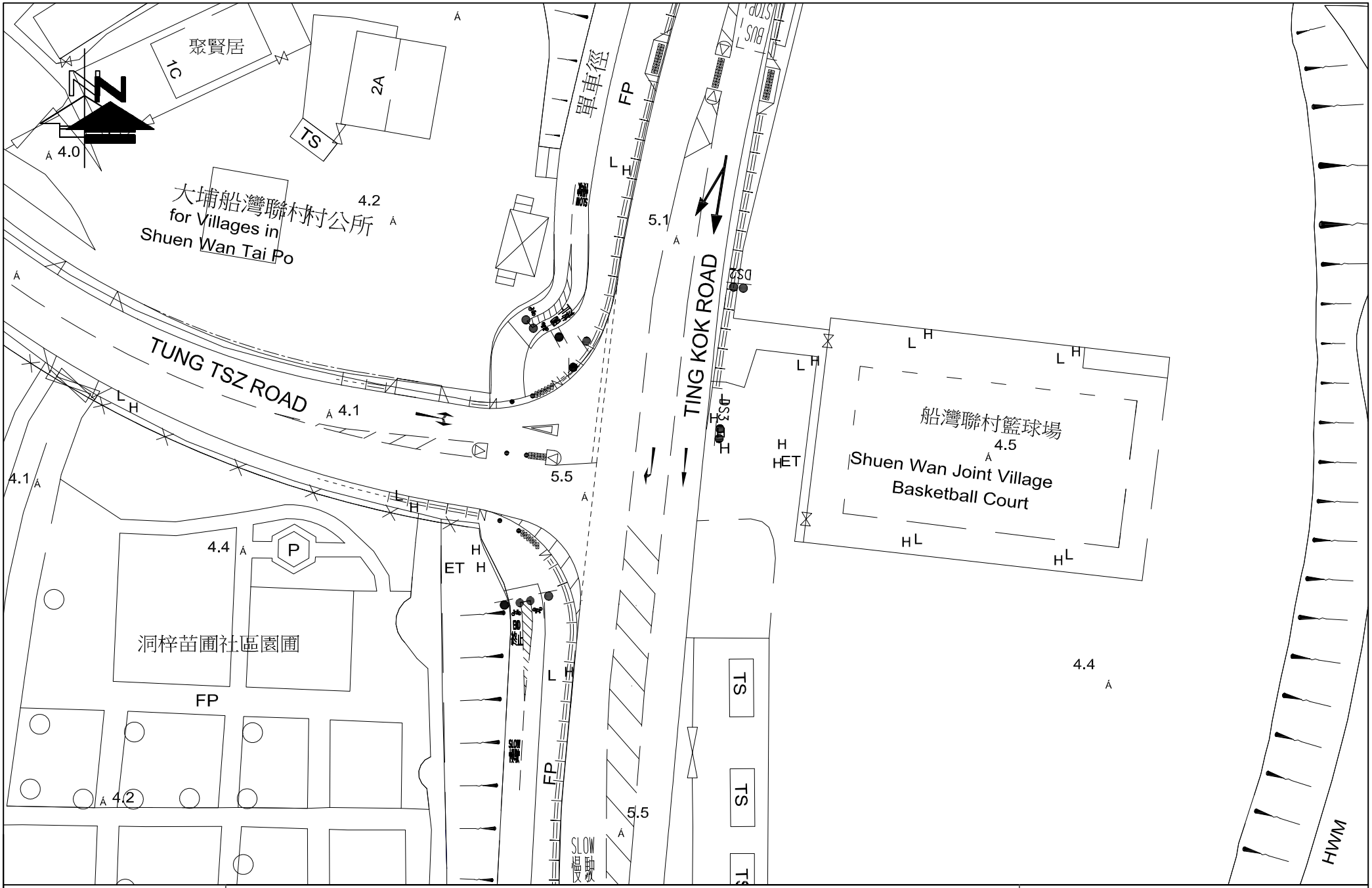

FIGURE NO.: 3.3	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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)	
SCALE: 1 : 500 @A4 / DATE: 03 DEC 2024		

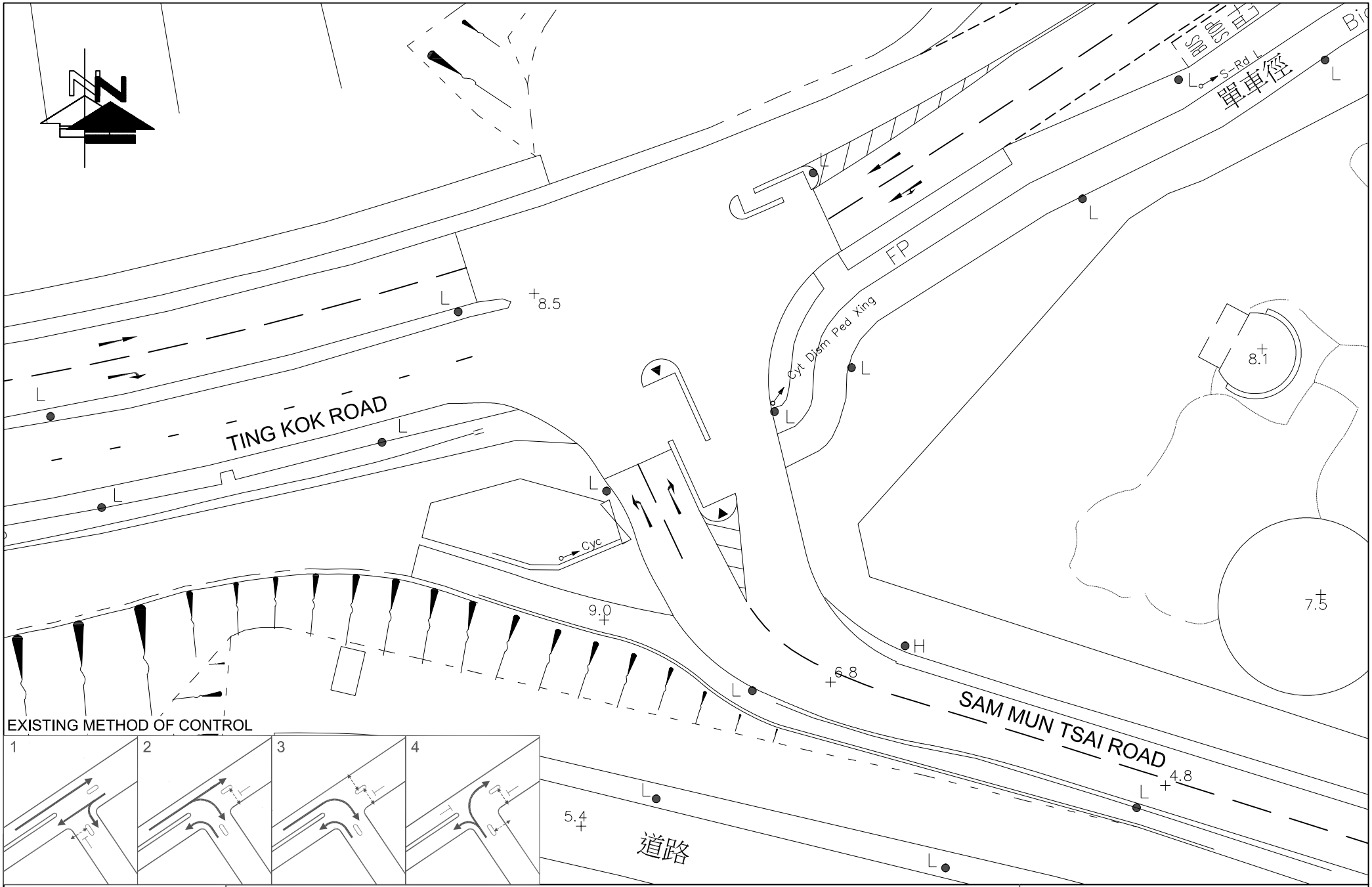

FIGURE NO.: 3.4	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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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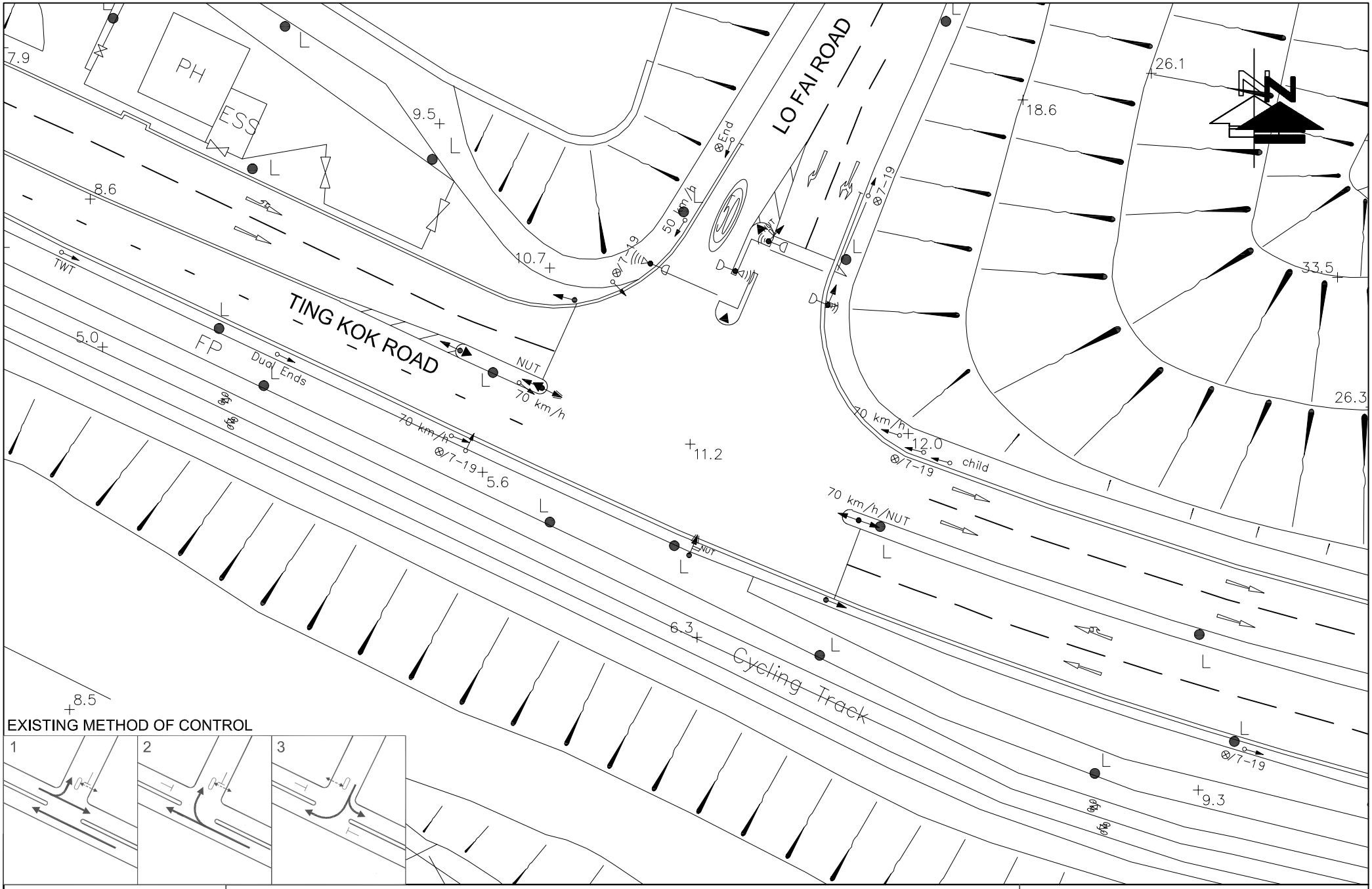

FIGURE NO.: 3.5	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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		

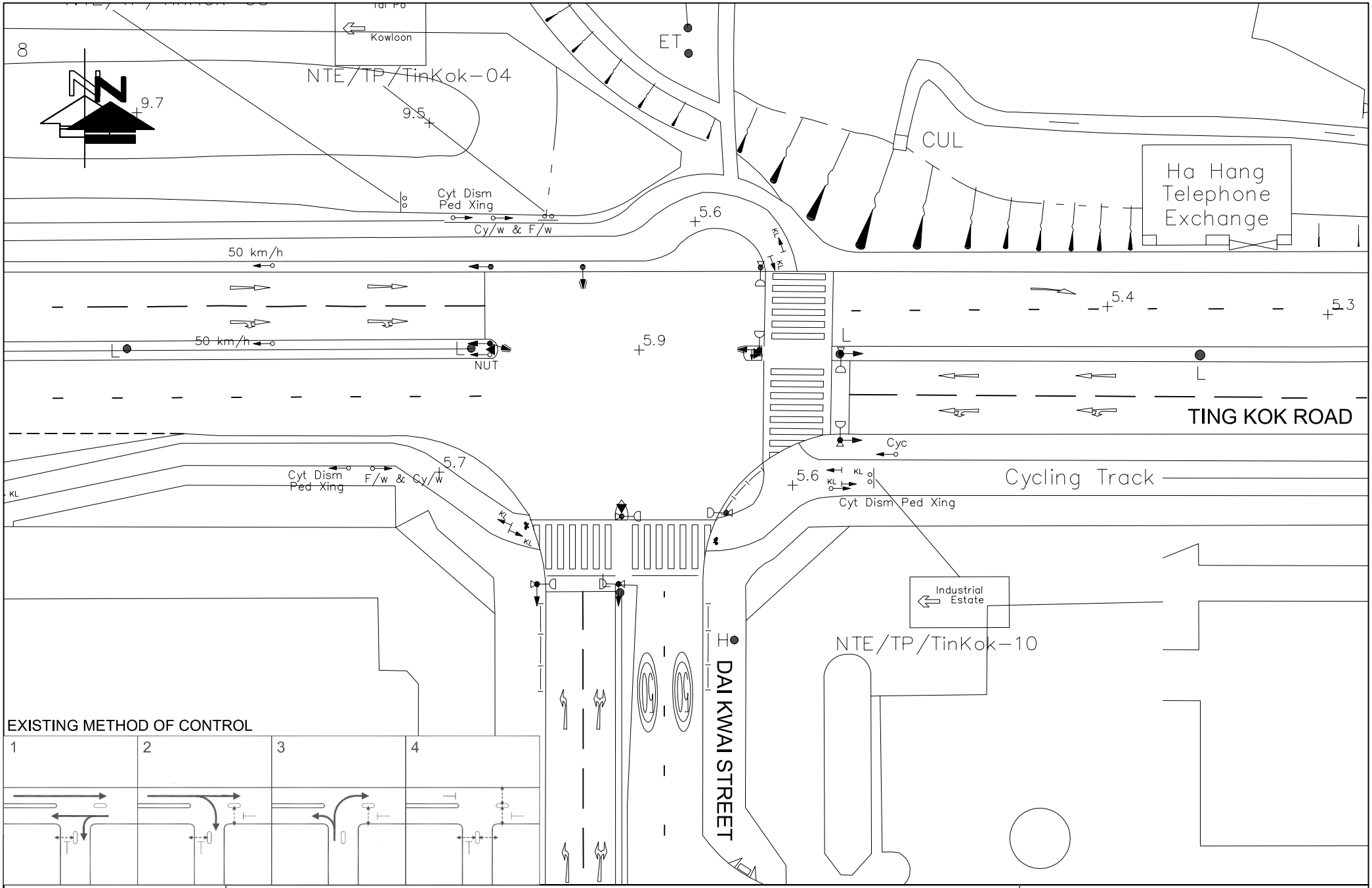

FIGURE NO.: 3.6	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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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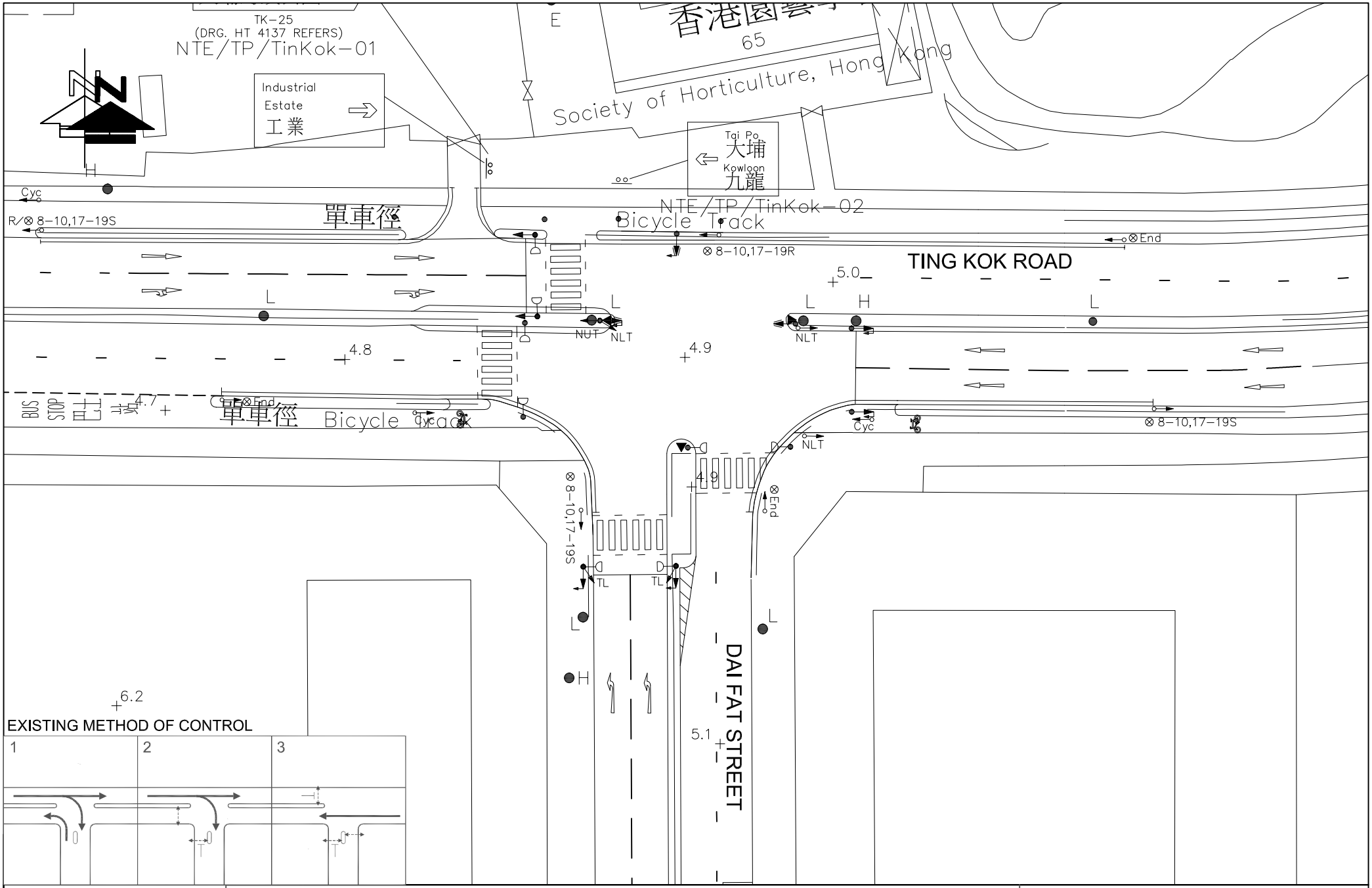

FIGURE NO.: 3.7	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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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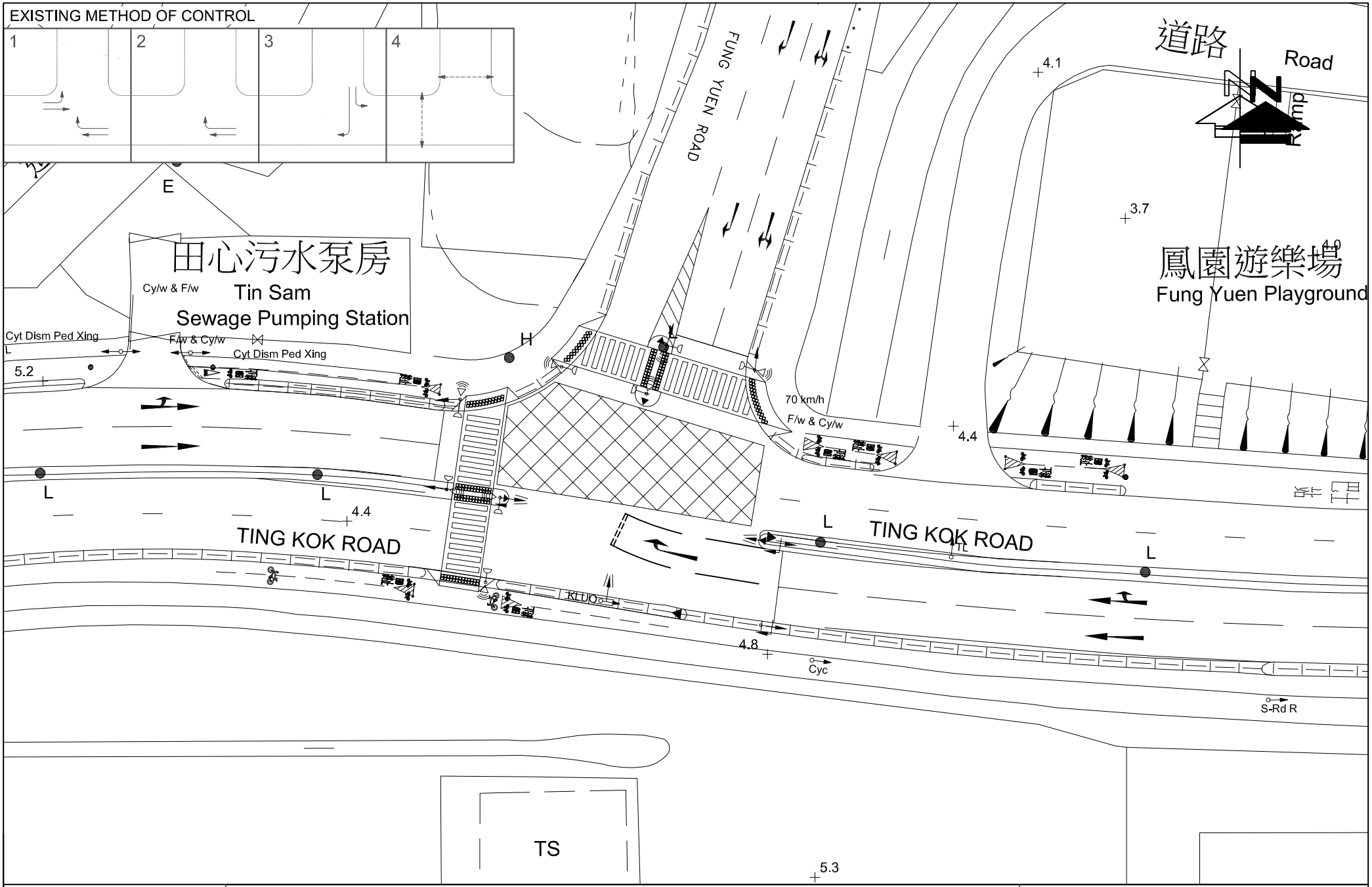

FIGURE NO.: 3.8	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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)	
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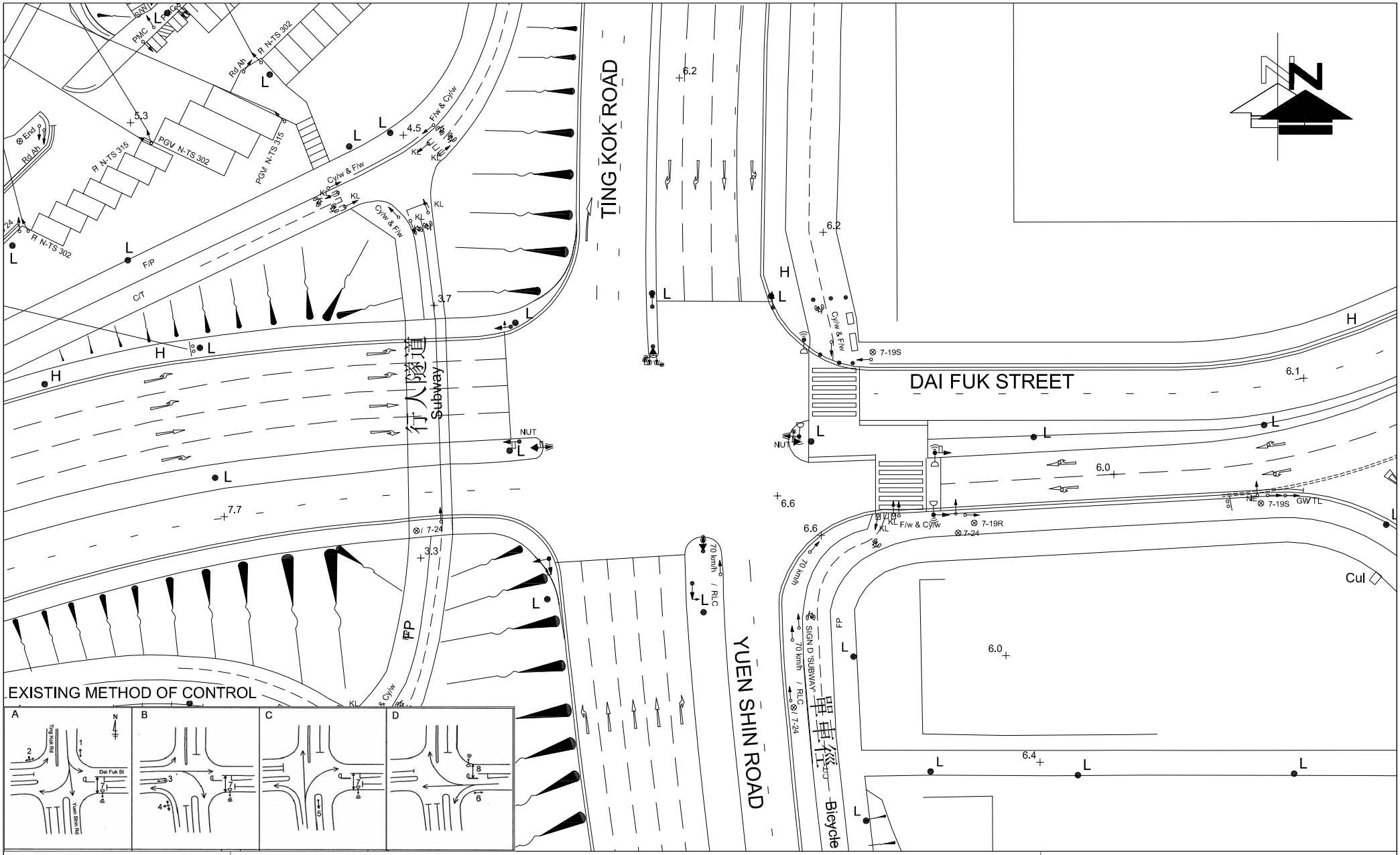

FIGURE NO.: 3.9	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT 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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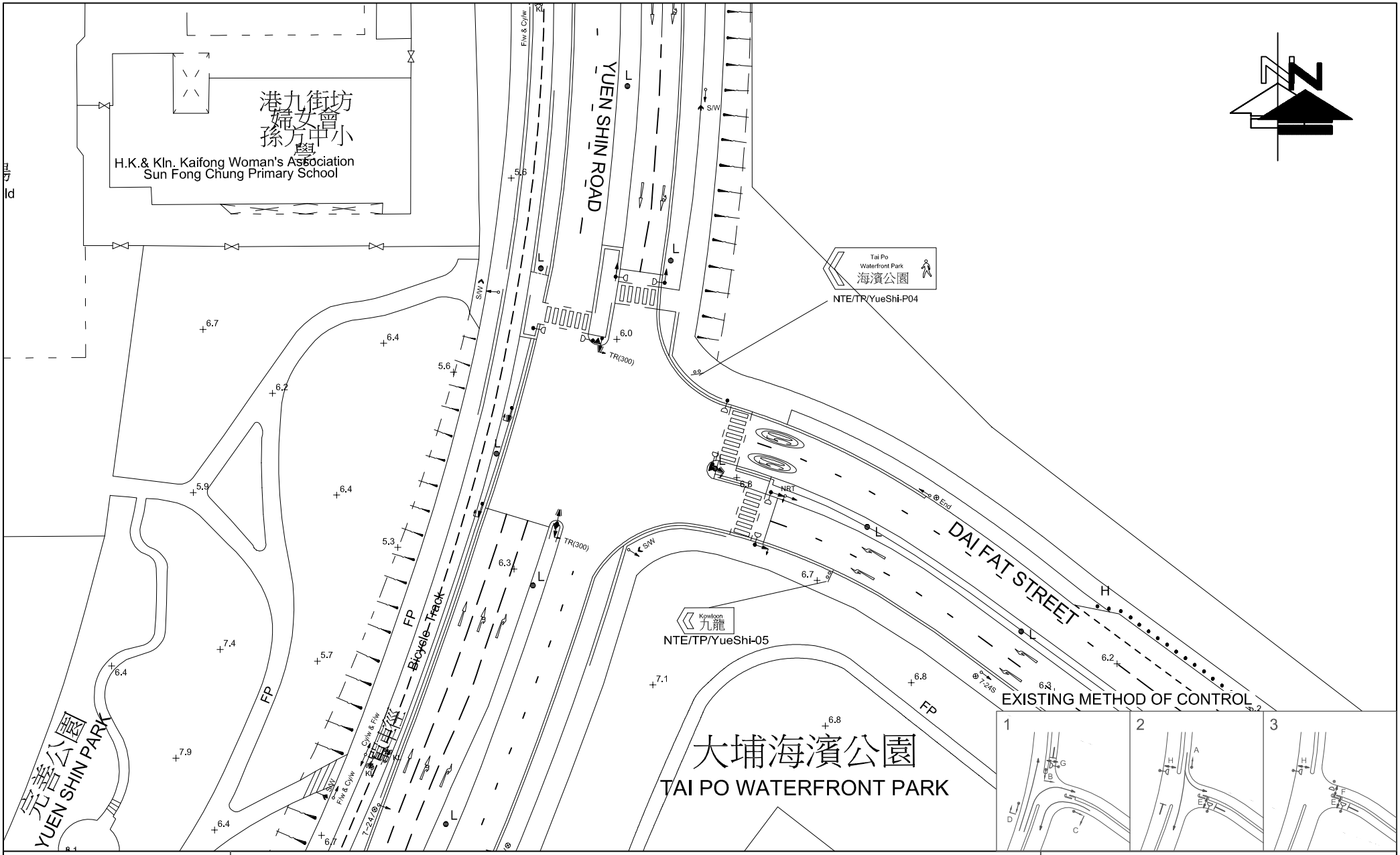

FIGURE NO.: 3.10	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT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

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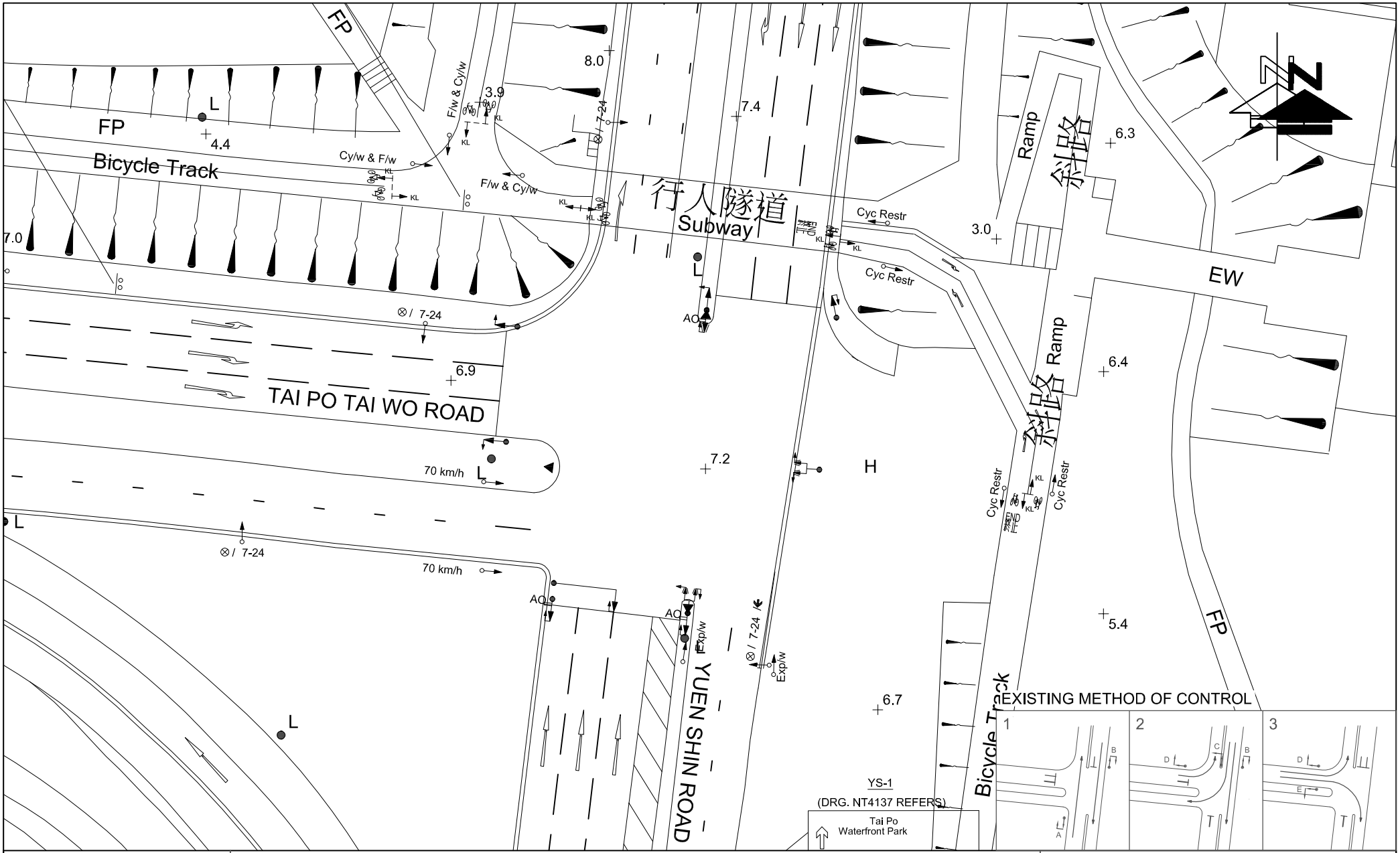
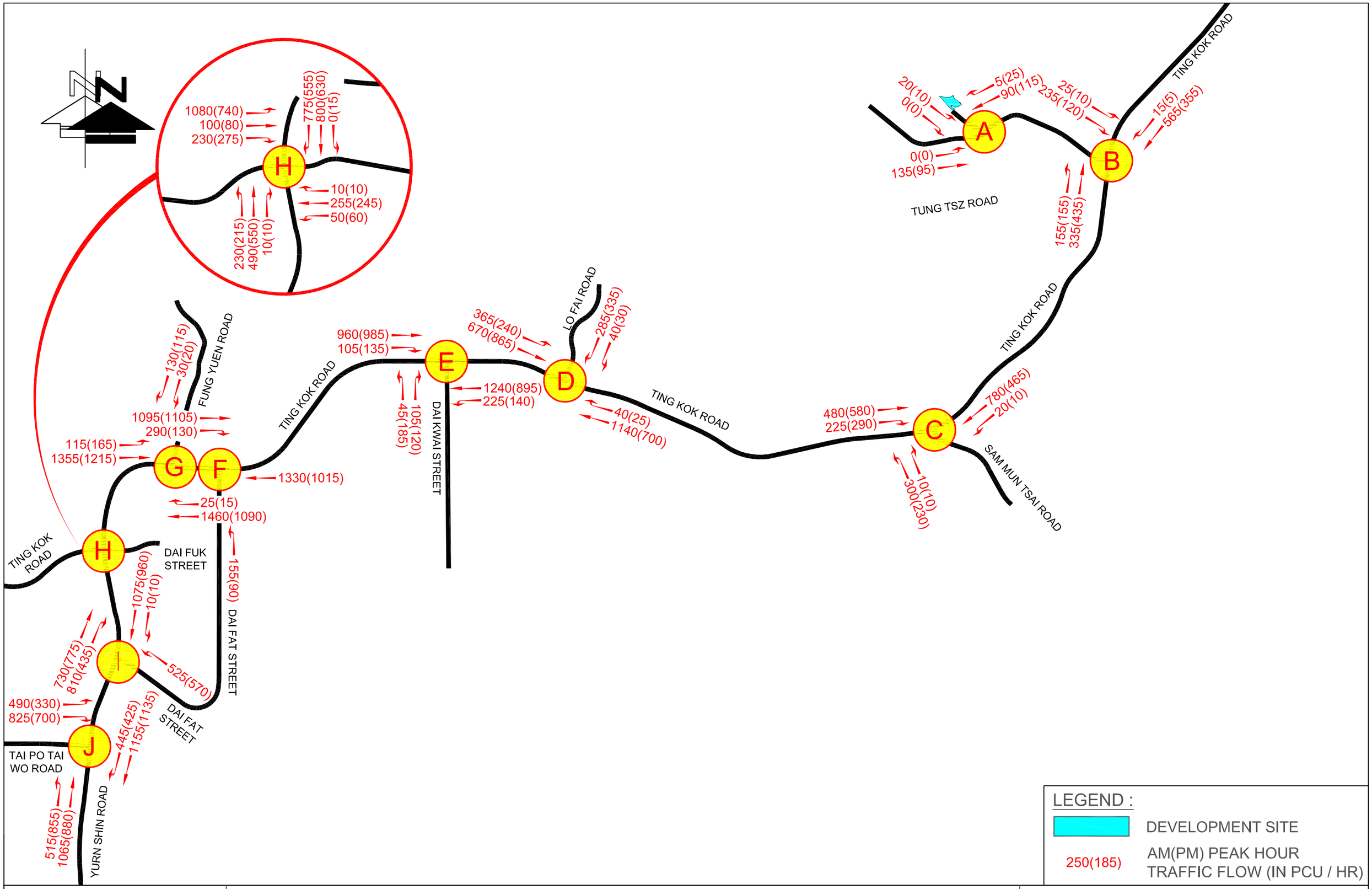


FIGURE NO.: 3.11	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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		



LEGEND :

DEVELOPMENT SITE

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

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	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: 2024 OBSERVED TRAFFIC FLOWS	
SCALE: N.T.S. @A4 / DATE: 7 AUG 2025		

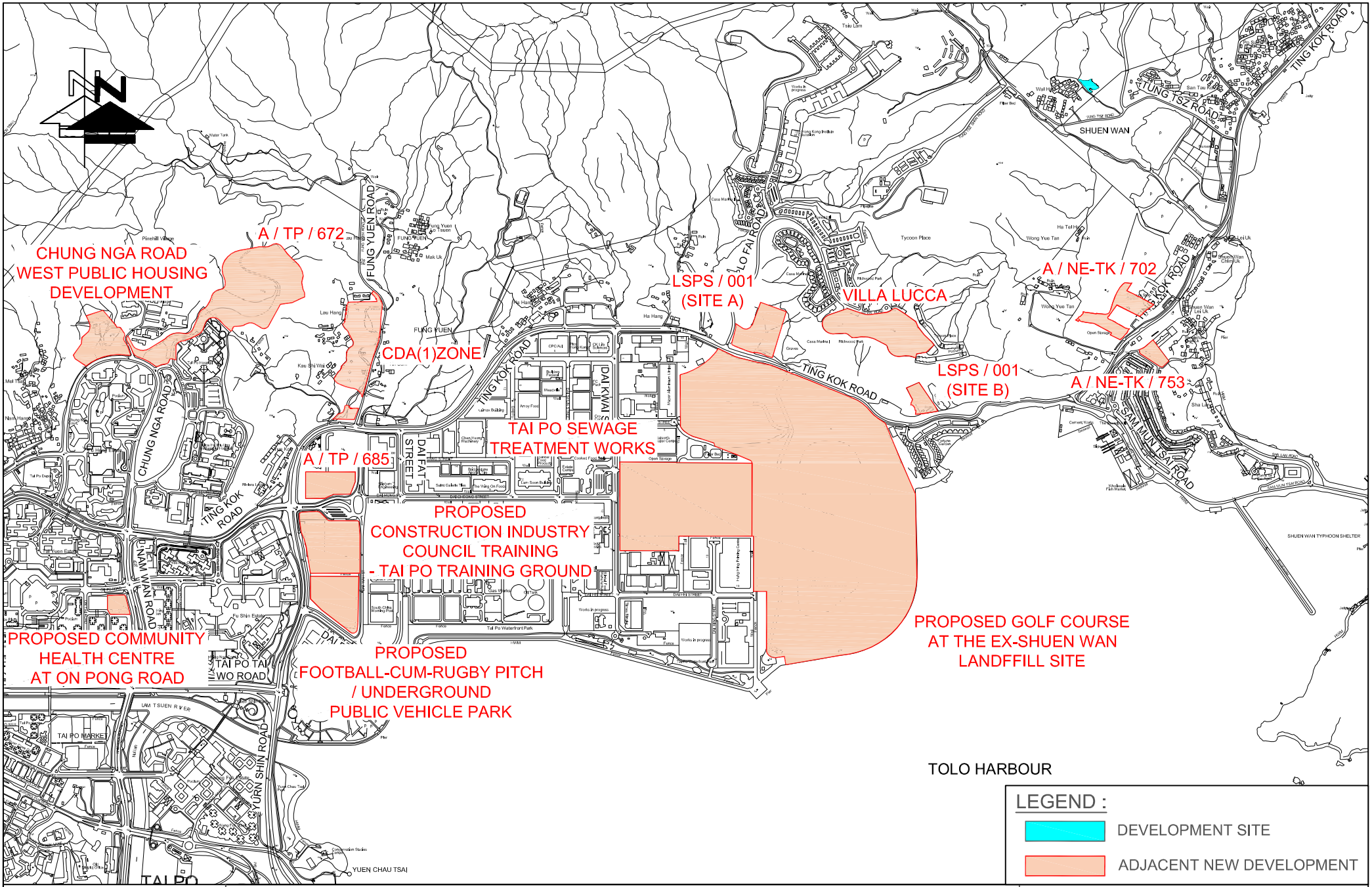


FIGURE NO.: 4.1	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED MAJOR DEVELOPMENTS IN THE VICINITY
SCALE: 1 : 20000 @A4	DATE: 04 AUG 2025

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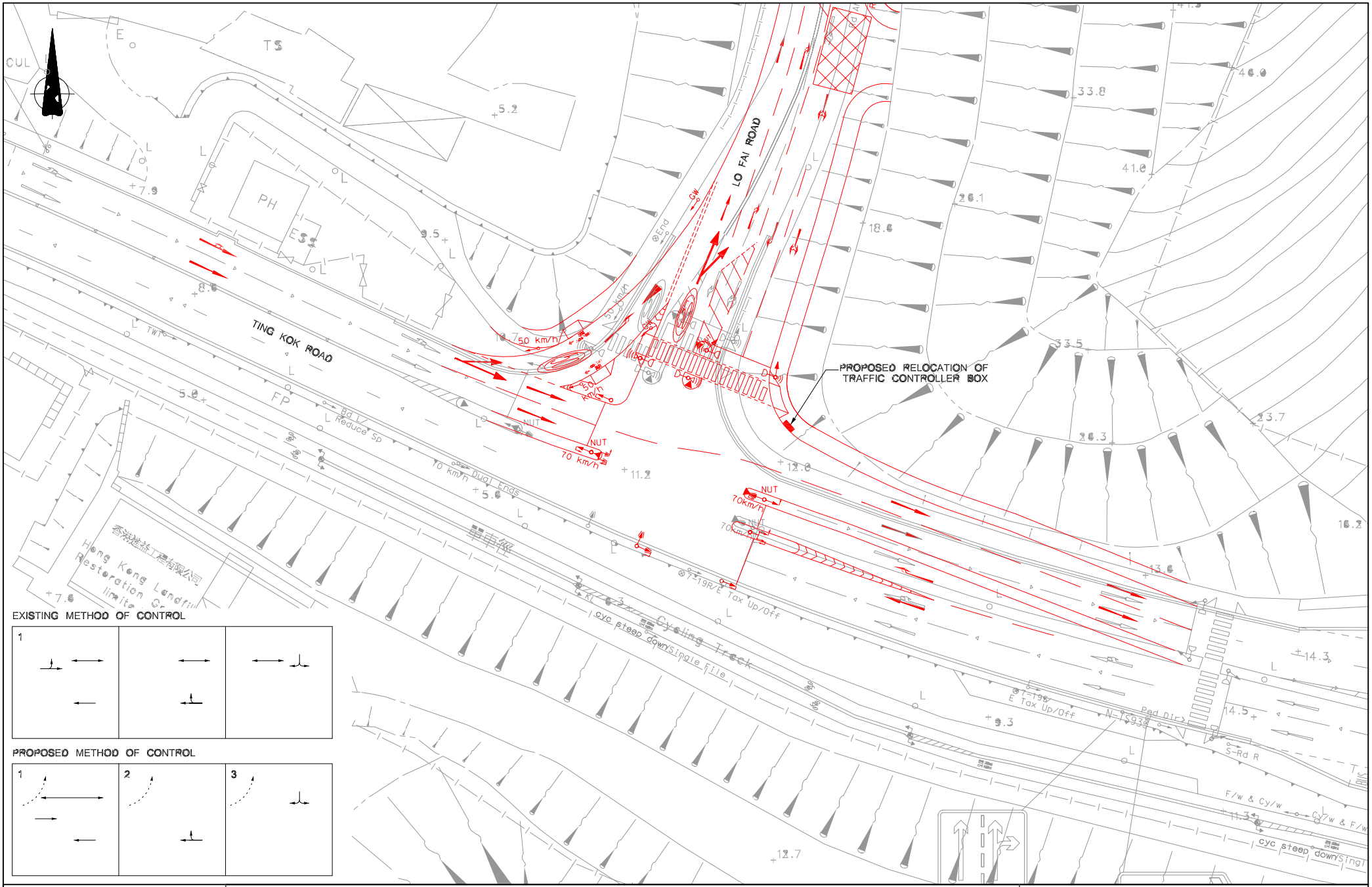

EXISTING METHOD OF CONTROL

PROPOSED METHOD OF CONTROL

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	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		

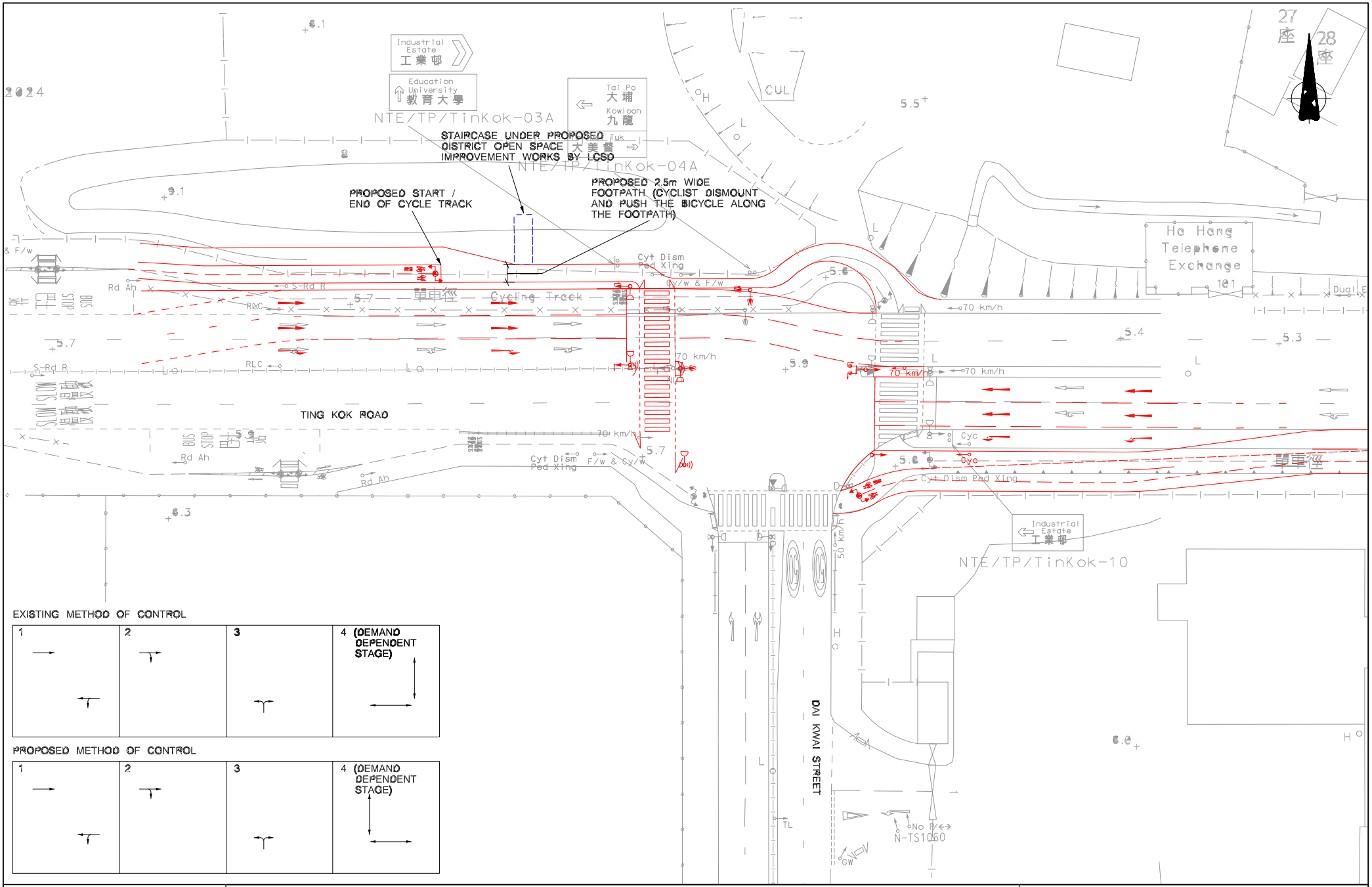

FIGURE NO.: 4.3	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T		
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / DAI KWAI STREET (E) UNDER LSPS/001		
SCALE: N.T.S. @A4	DATE: 12 MAY 2025		

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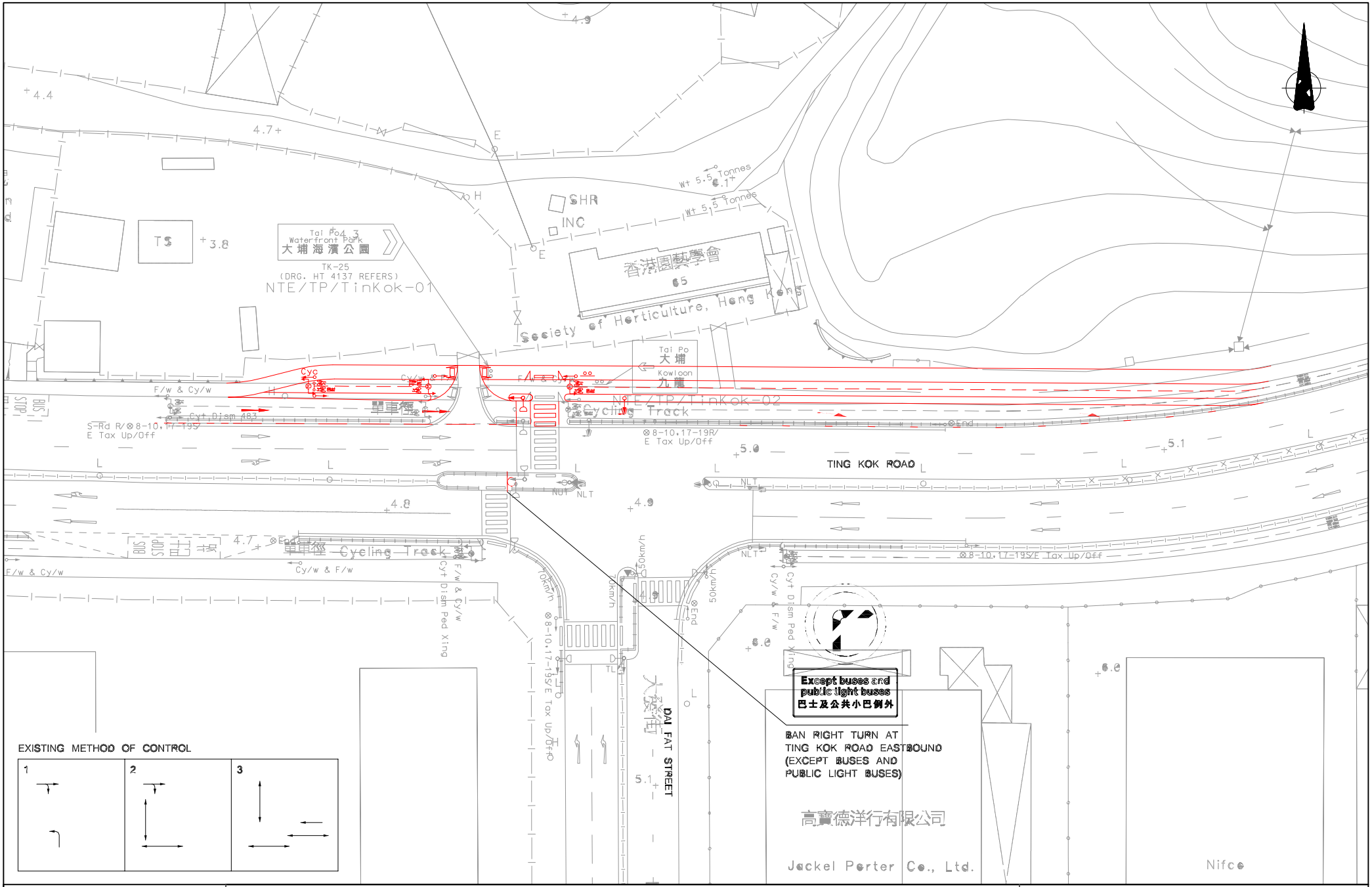

FIGURE NO.: 4.4	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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		

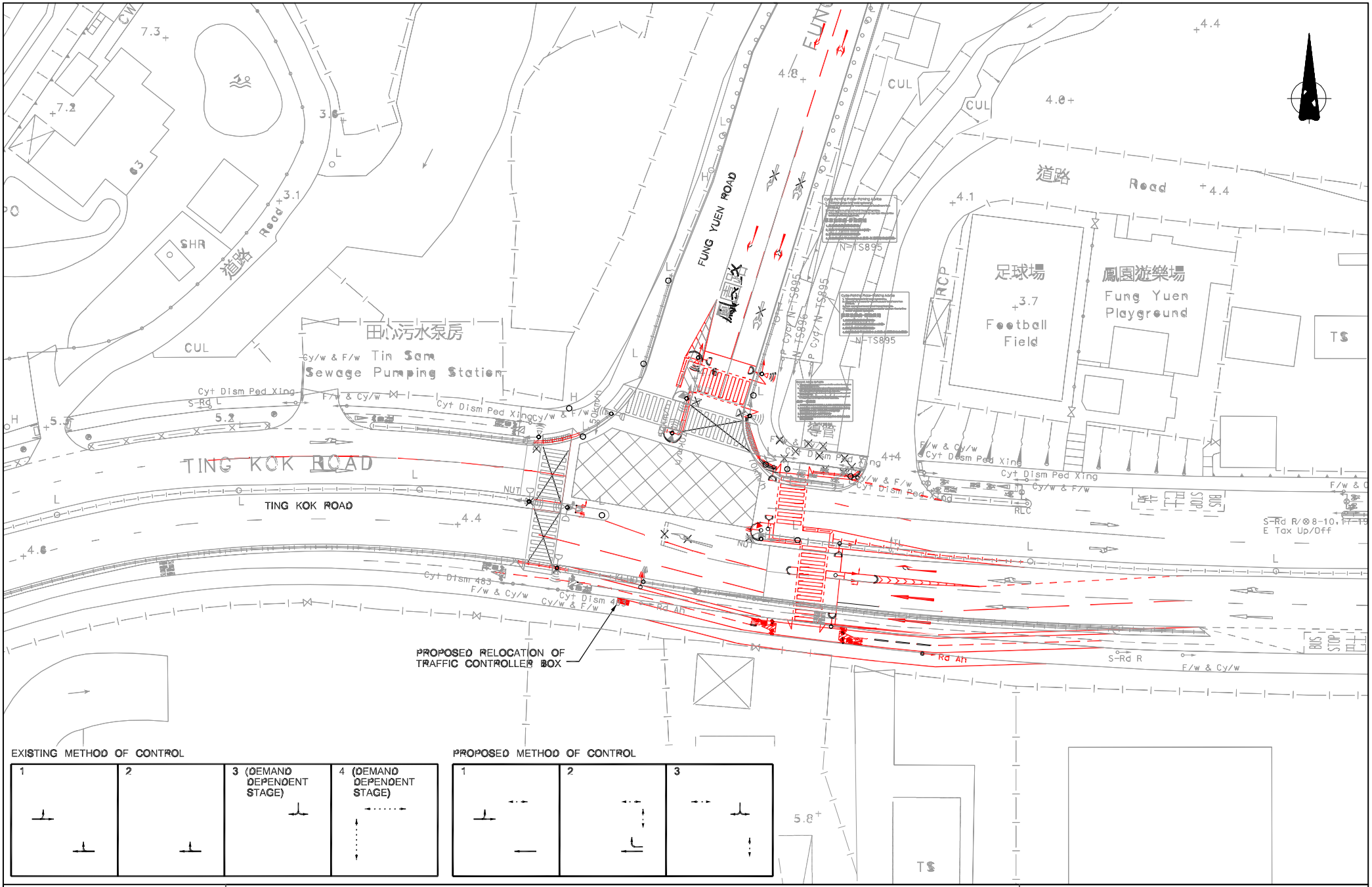

FIGURE NO.: 4.5	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / FUNG YUEN ROAD (G) UNDER LSPS/001	
SCALE: N.T.S. @A4 / DATE: 12 MAY 2025		

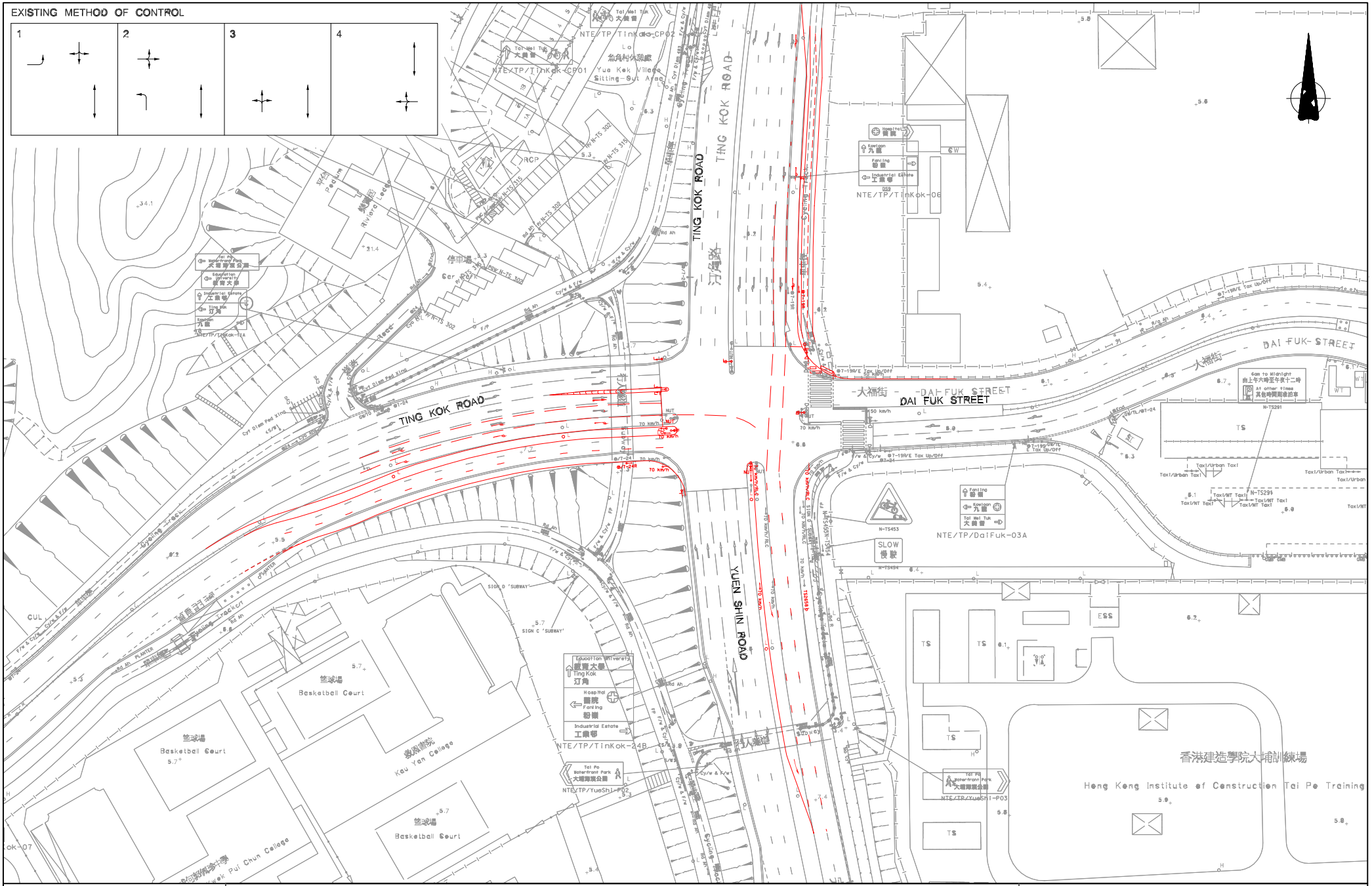

FIGURE NO.: 4.6	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: 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		

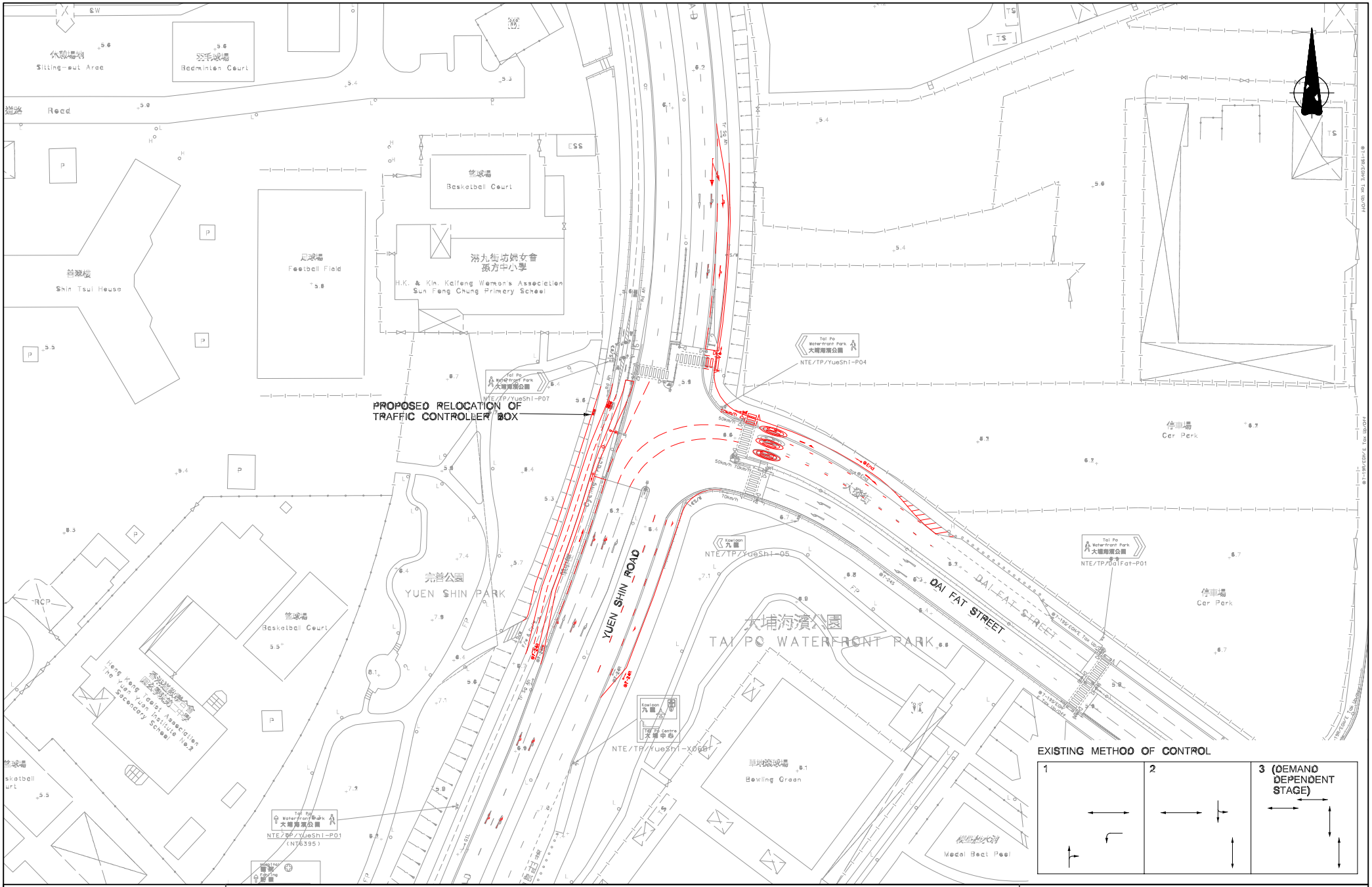

FIGURE NO.: 4.7	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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		

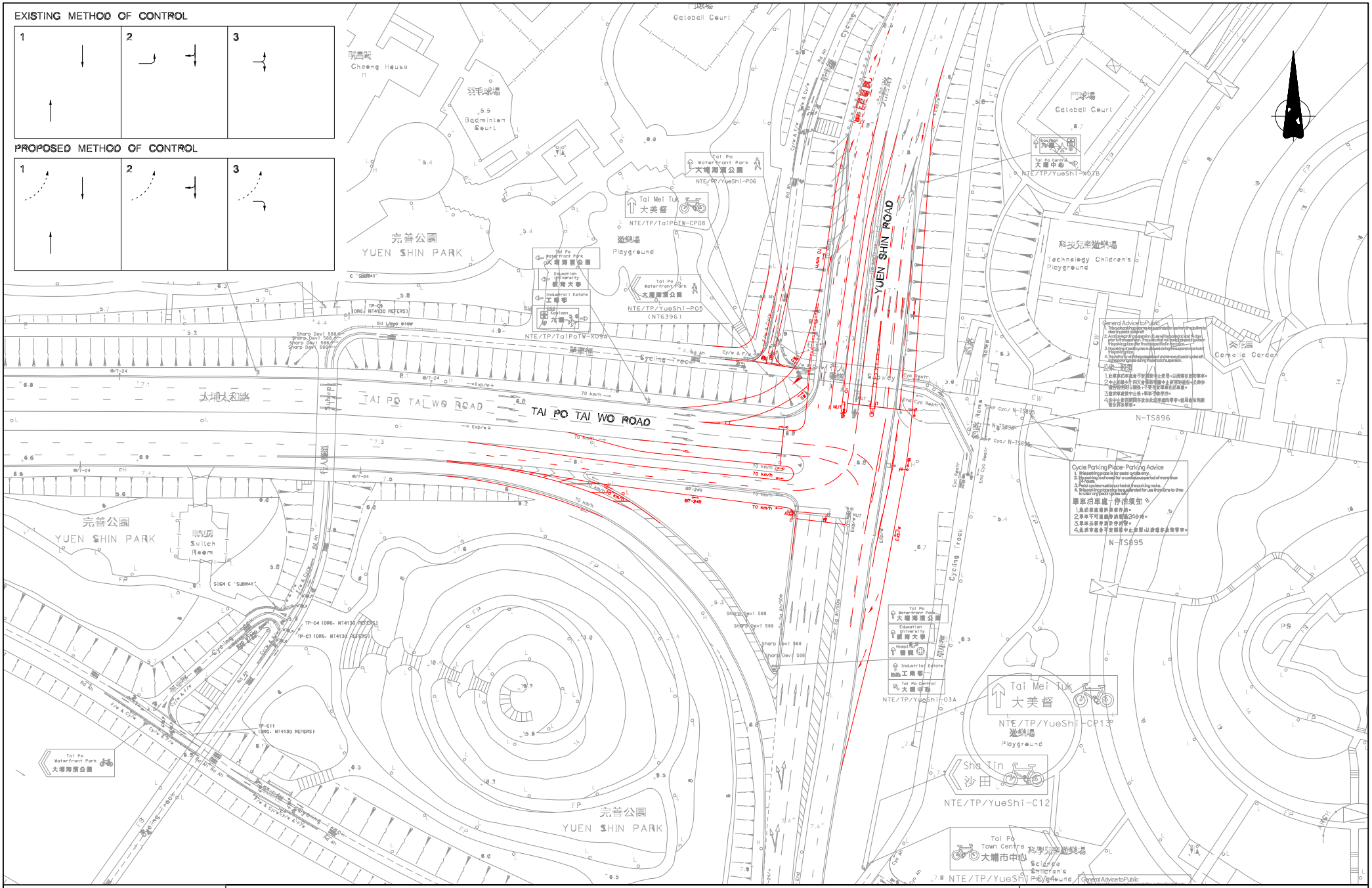

FIGURE NO.: 4.8	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T		
PROJECT 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		

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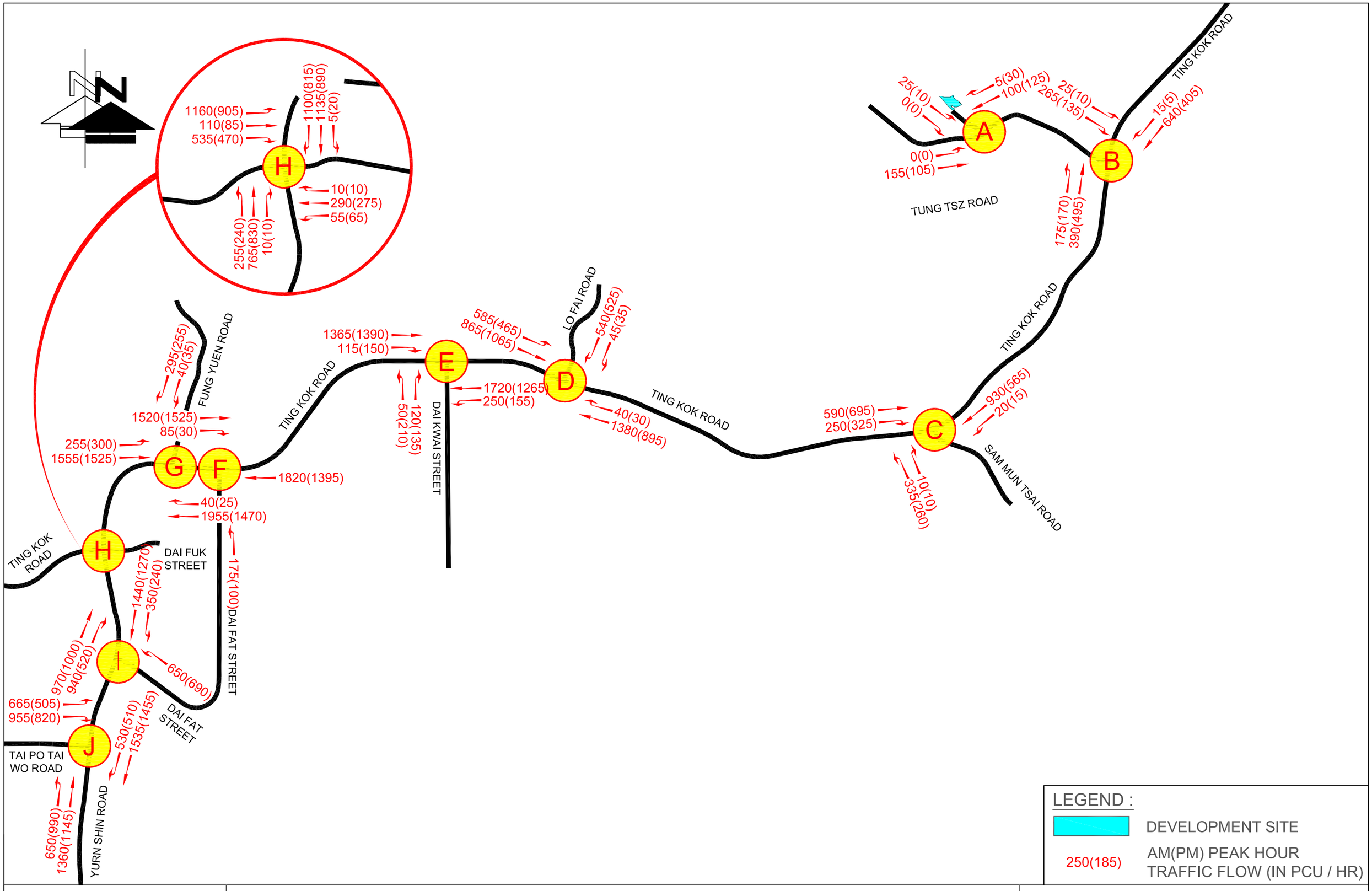

LEGEND :

DEVELOPMENT SITE

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

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
PROJECT NO.: 24093HK	DRAWING TITLE: 2033 REFERENCE TRAFFIC FLOWS (WITHOUT PROPOSED DEVELOPMENT)
SCALE: N.T.S. @A4 / DATE: 7 AUG 2025	

CTA Consultants Limited
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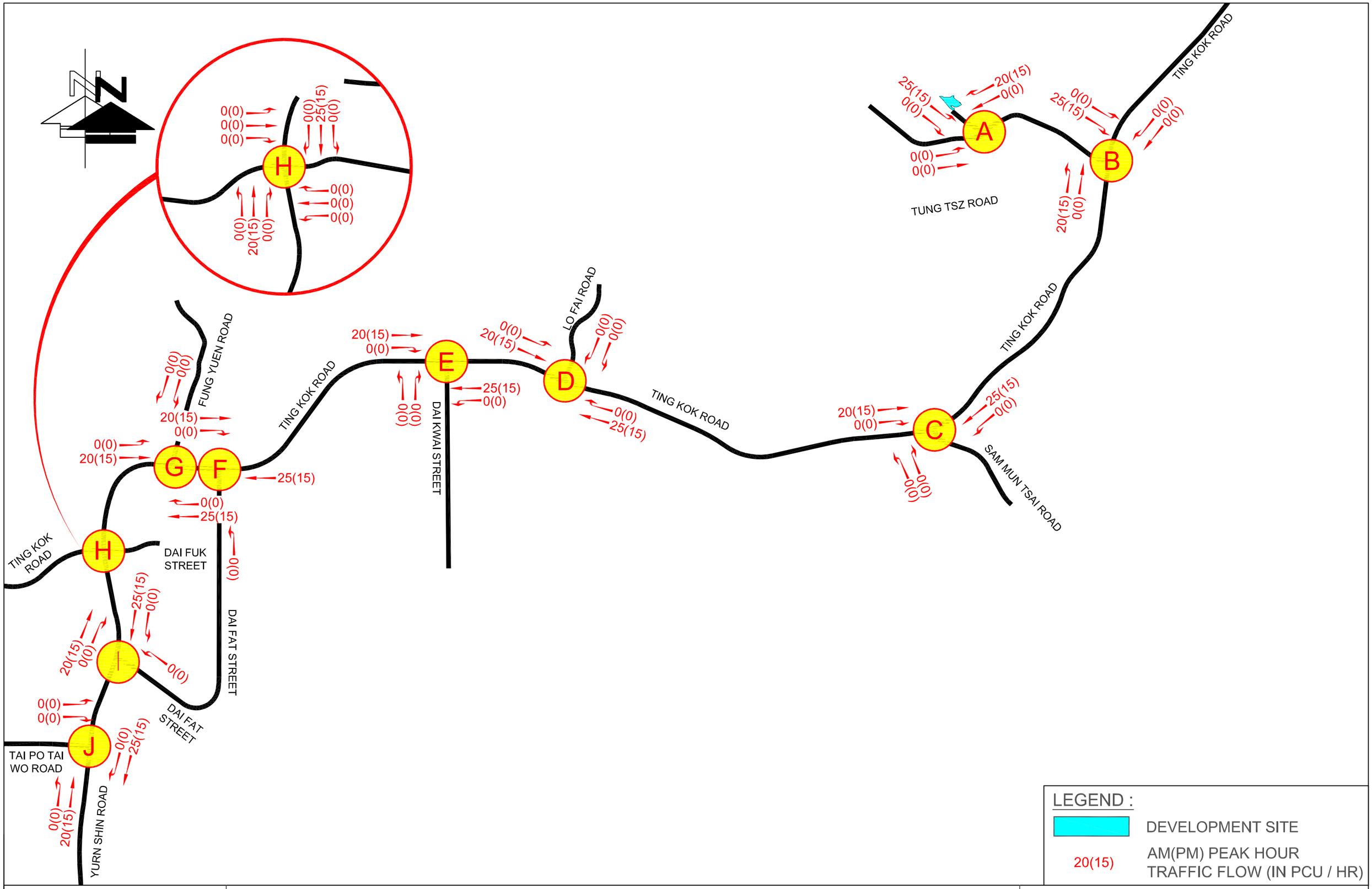
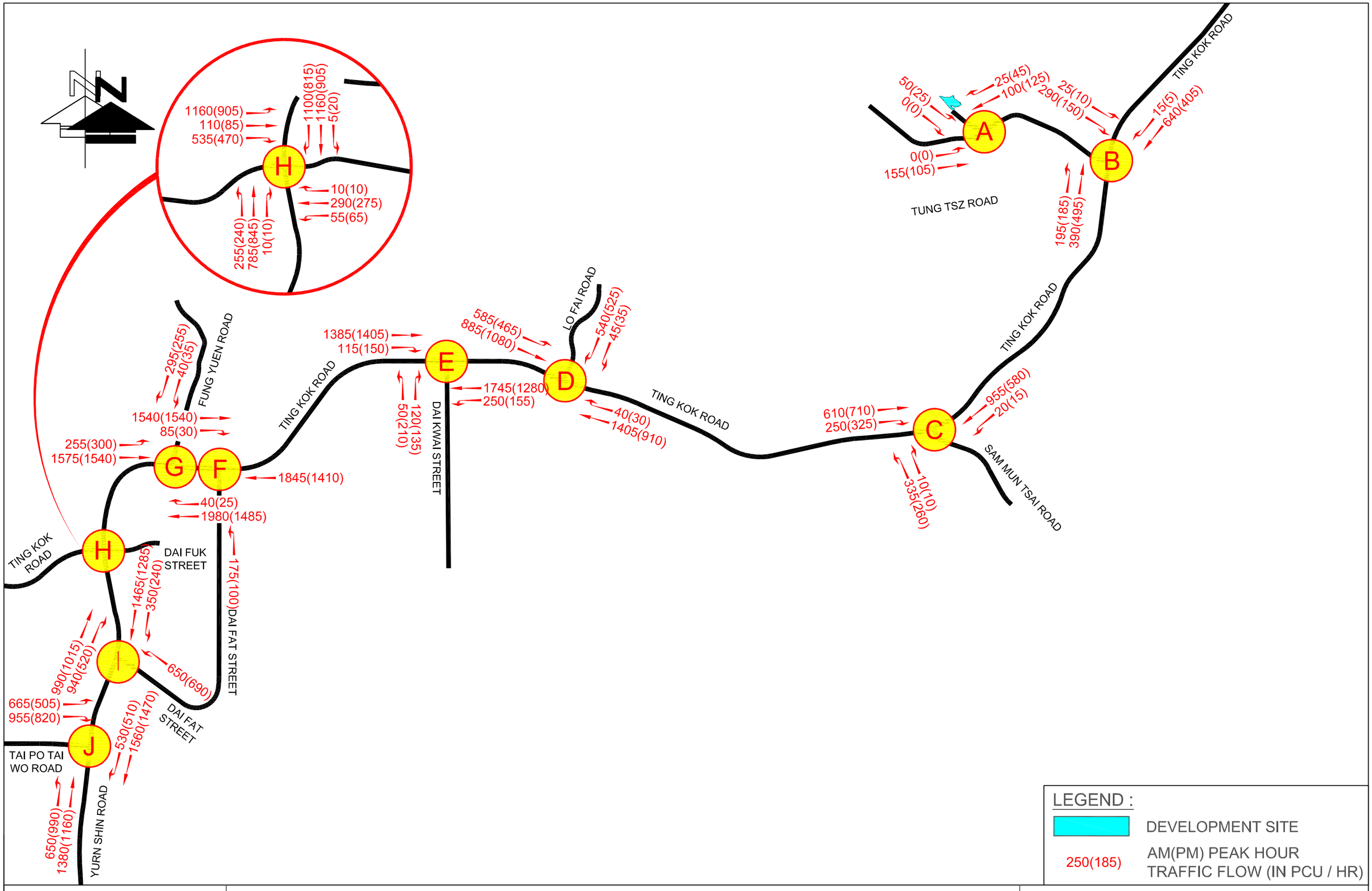


FIGURE NO.: 4.10	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: 2033 DEVELOPMENT TRAFFIC FLOW	
SCALE: N.T.S. @A4 / DATE: 7 AUG 2025		



LEGEND :

DEVELOPMENT SITE

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

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
PROJECT NO.: 24093HK	DRAWING TITLE: 2033 DESIGN TRAFFIC FLOWS (WITH PROPOSED DEVELOPMENT)
SCALE: N.T.S. @A4 / DATE: 7 AUG 2025	CTA Consultants Limited 志達顧問有限公司

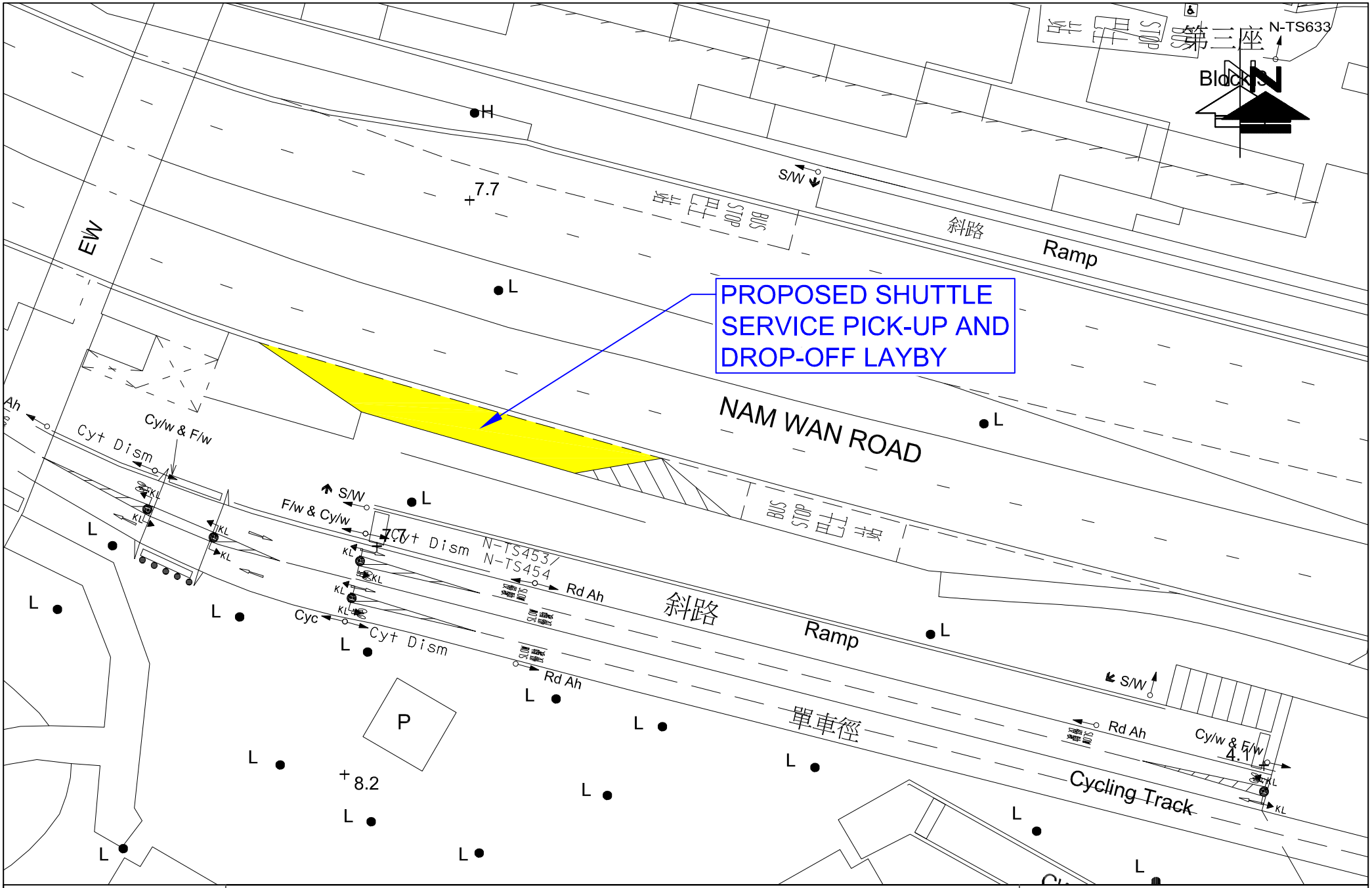


FIGURE NO.: 6.1	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: PROPOSED SHUTTLE SERVICE PICK-UP AND DROP-OFF LAYBY	
SCALE: 1 : 400 @A4 / DATE: 23 JUL 2025		

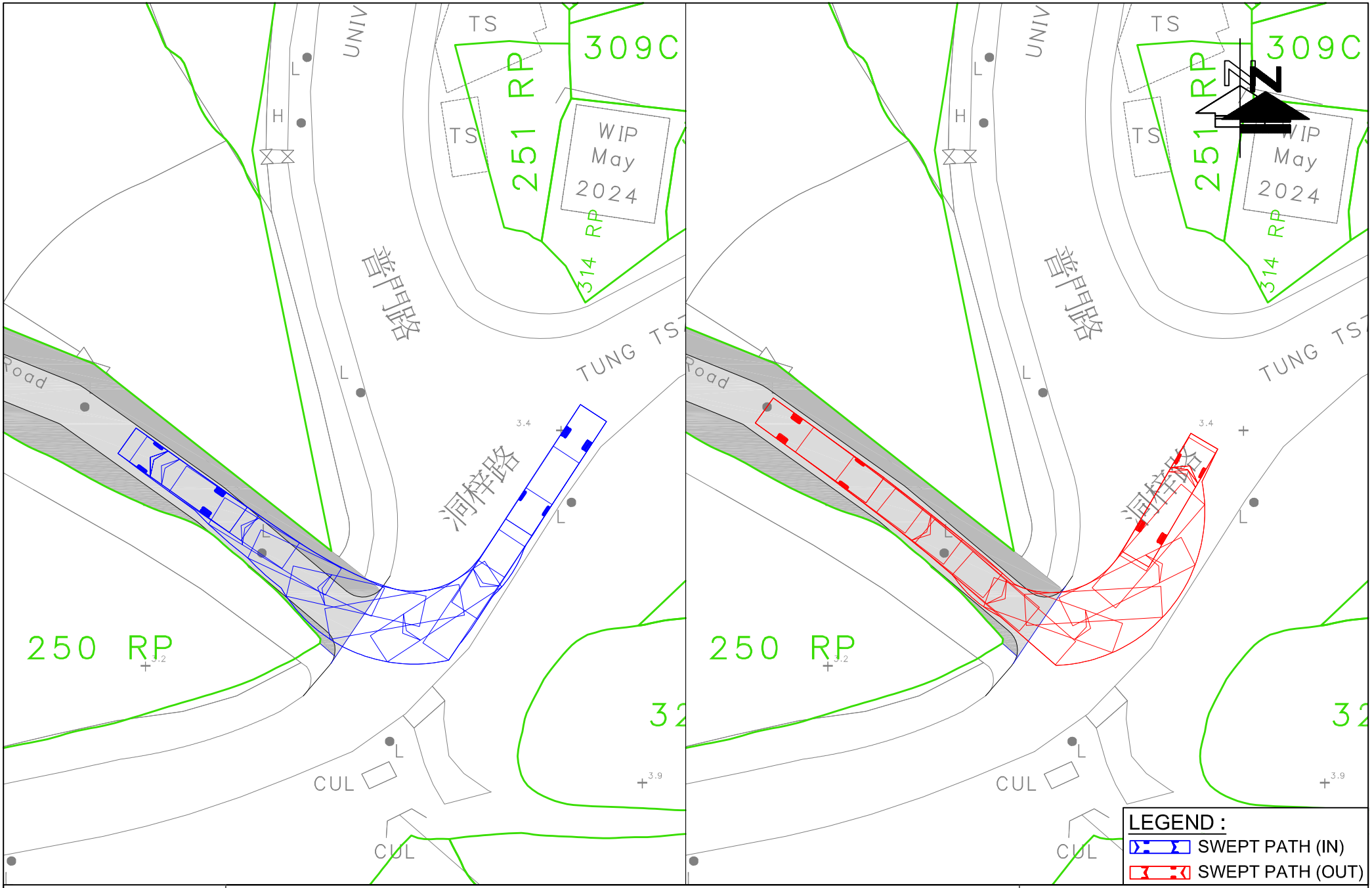


FIGURE NO.: SP-01	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF 11m VEHICLE ALONG ACCESS ROAD TO TUNG TSZ ROAD	
SCALE: 1 : 400 @A4 / DATE: 03 JUL 2025		

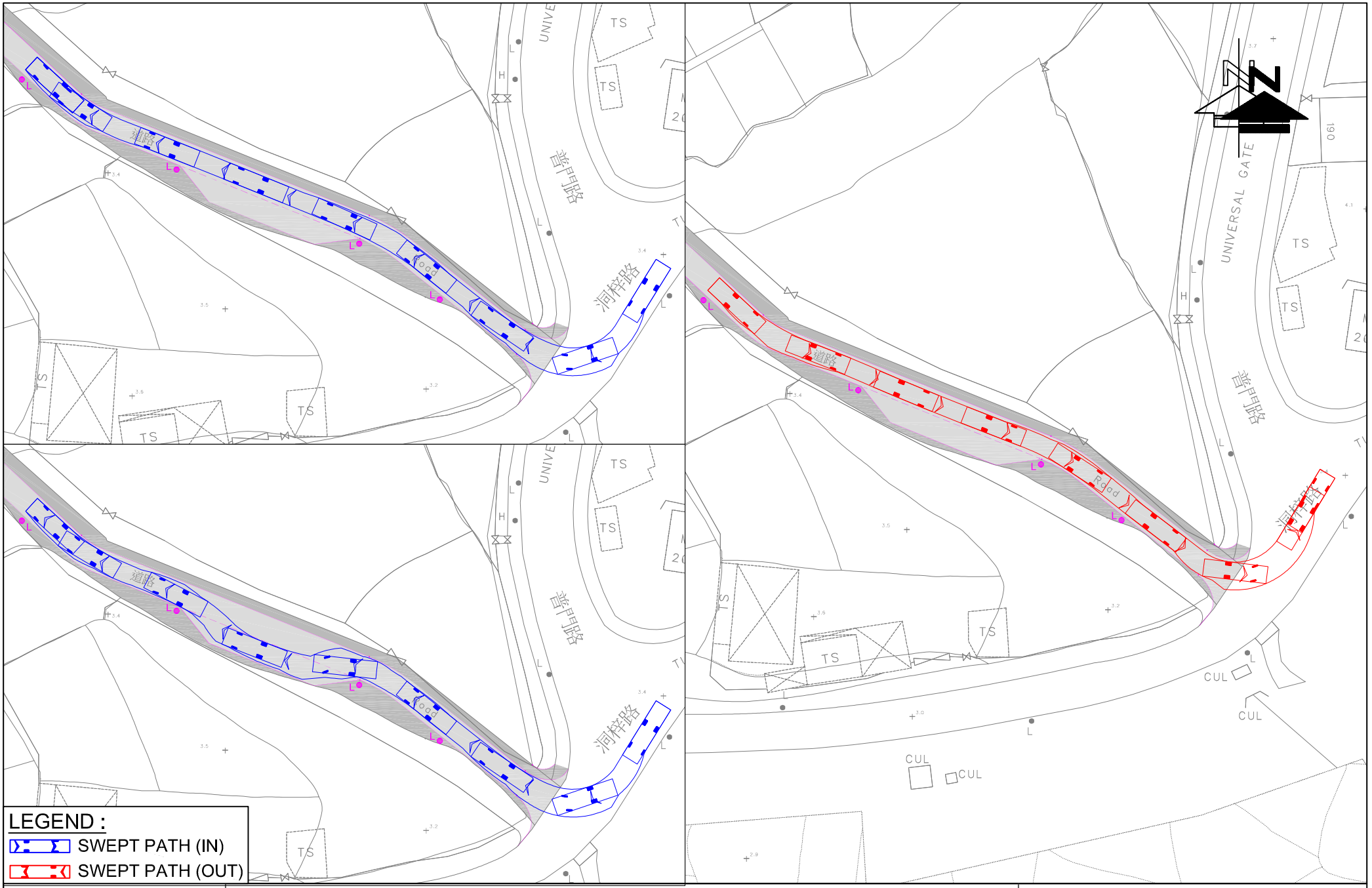


FIGURE NO.: SP-02	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF 9m VEHICLE ALONG ACCESS ROAD TO TUNG TSZ ROAD
SCALE: 1 : 700 @A4	DATE: 31 JUL 2025

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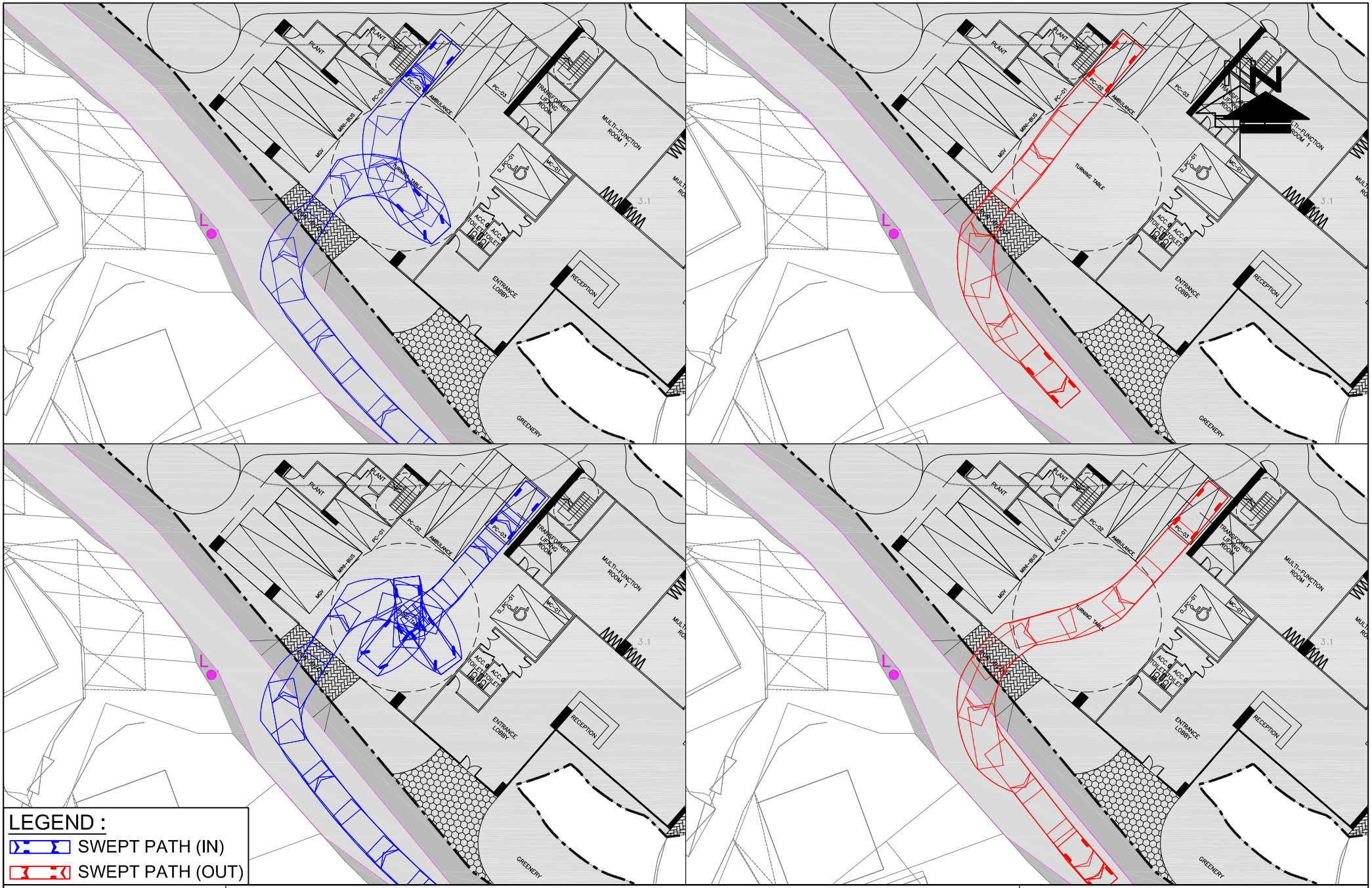

LEGEND :

SWEPT PATH (IN)

SWEPT PATH (OUT)

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
PROJECT NO.: 24093HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF PRIVATE VEHICLE
SCALE: 1 : 400 @A4 / DATE: 19 AUG 2025	

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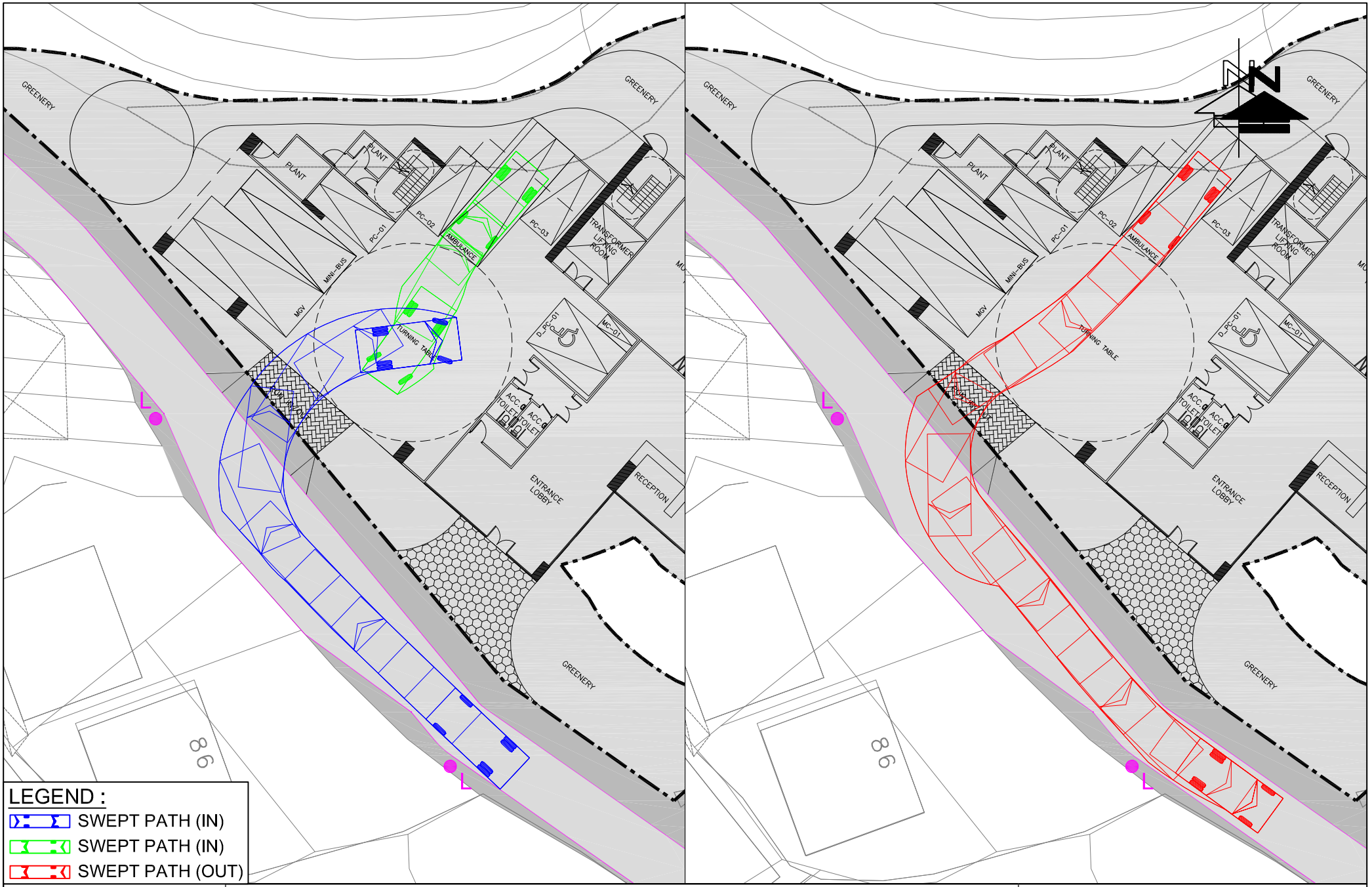


FIGURE NO.: SP-04	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA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

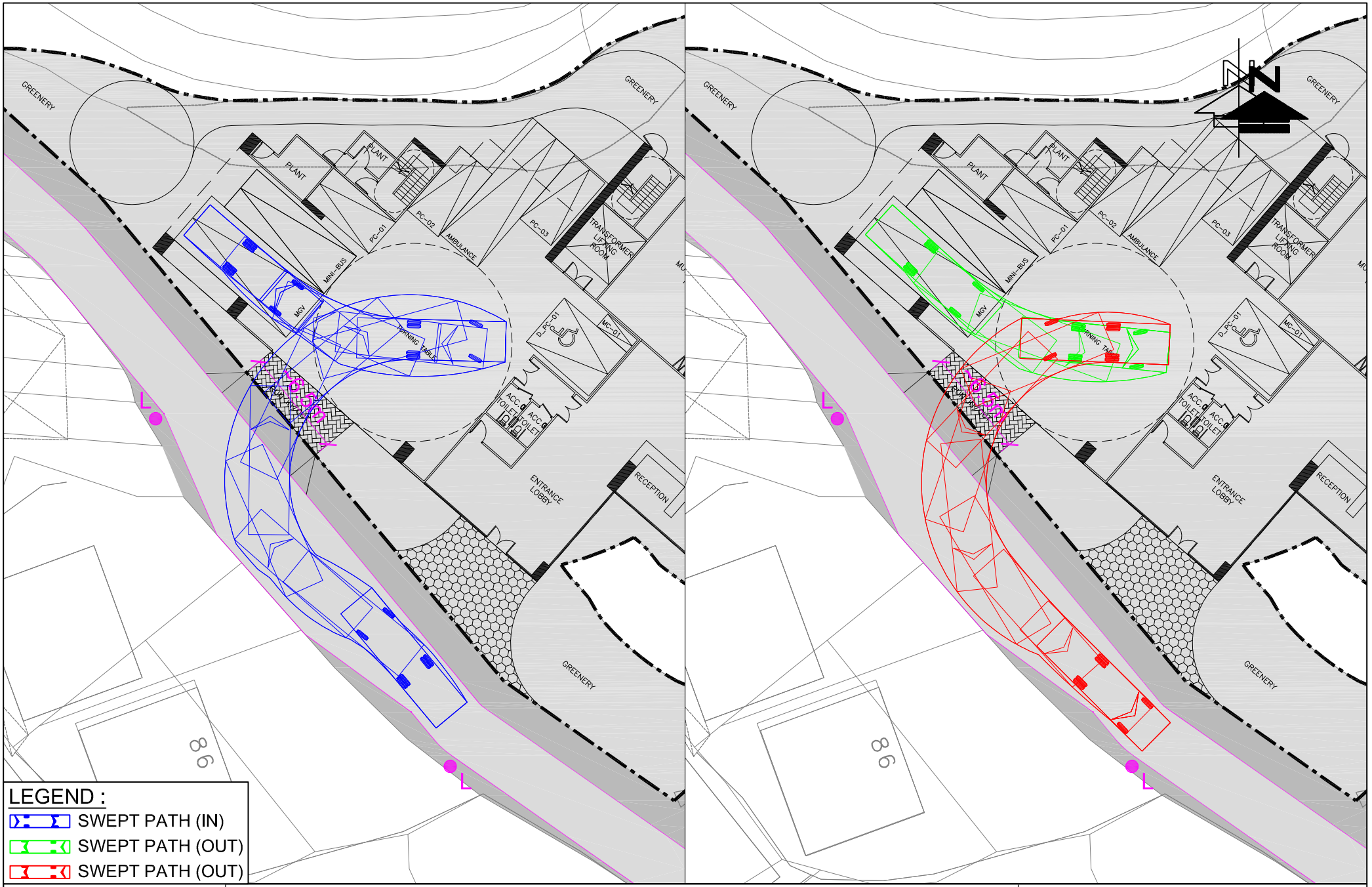


FIGURE NO.: SP-05	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA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

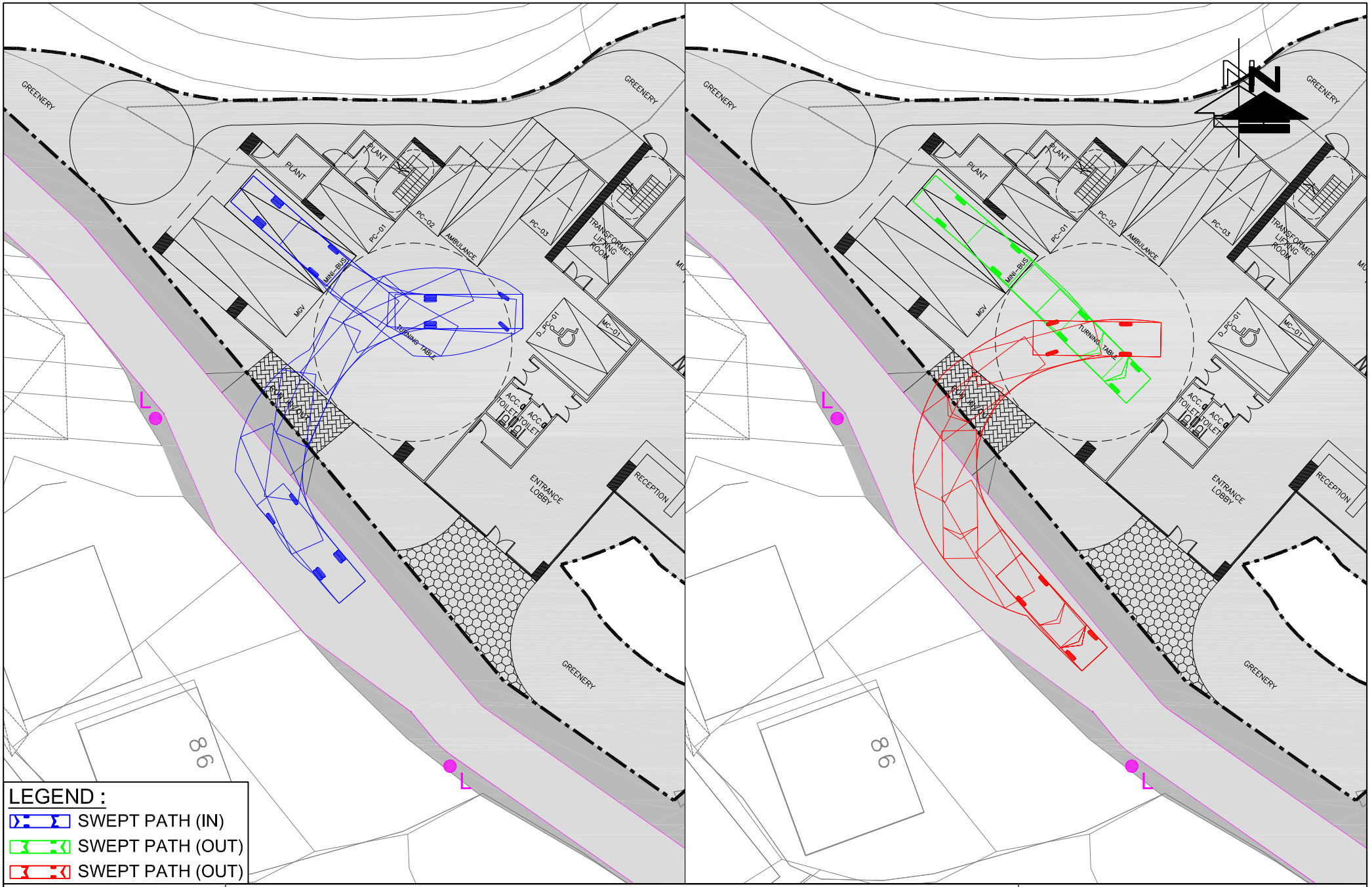


FIGURE NO.: SP-06	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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: 19 AUG 2025		

APPENDIX A

Junction Calculation Sheets

Junctions 8

PICADY 8 - Priority Intersection Module

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

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 - Copy
Report generation date: 7/8/2025 16:27:54

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	5.31	0.07	A	0.03	5.02	0.03	A
Stream C-AB	0.05	6.60	0.04	A	0.09	6.67	0.08	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn A - Existing 2024							
Stream B-AC	0.03	5.04	0.03	A	0.01	4.89	0.01	A
Stream C-AB	0.01	6.34	0.01	A	0.05	6.44	0.04	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn A - Reference 2033							
Stream B-AC	0.04	5.12	0.03	A	0.01	4.91	0.01	A
Stream C-AB	0.01	6.39	0.01	A	0.06	6.51	0.05	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

Run using Junctions 8.0.5.523 at 7/8/2025 16:27:50

File summary

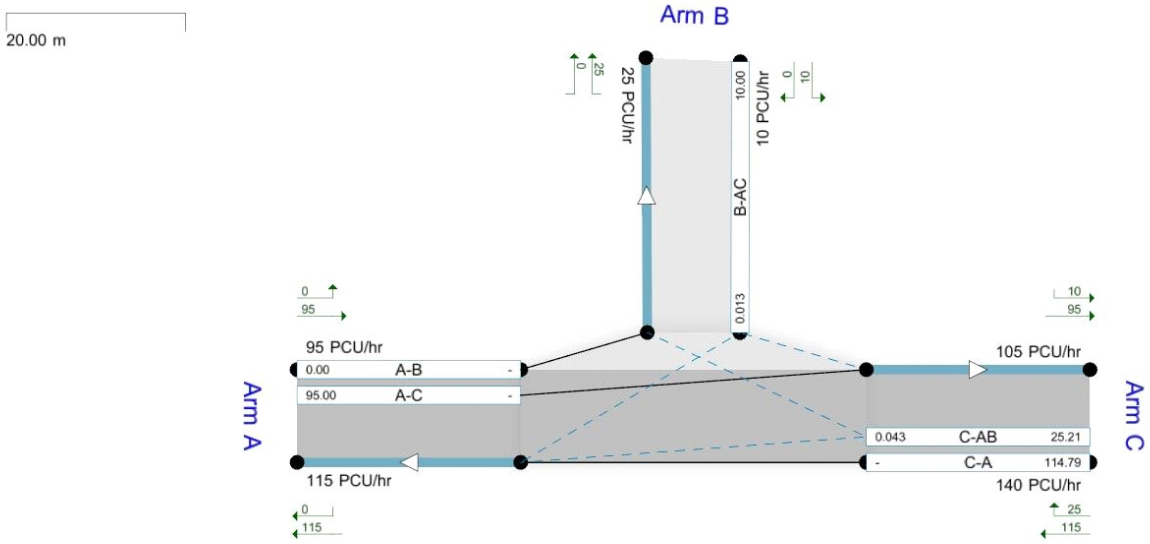
Title	(untitled)
Location	
Site Number	
Date	7/6/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	user
Description	

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	5.30	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	✓	135.00	100.000
B	FLAT	✓	20.00	100.000
C	FLAT	✓	95.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	135.000
	B	0.000	0.000	20.000
	C	90.000	5.000	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	0.95	0.05	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	5.04	0.03	A
C-AB	0.01	6.34	0.01	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	734.12	0.027	0.03	5.040	A
C-AB	5.01	4.97	0.00	572.74	0.009	0.01	6.340	A
C-A	89.99	89.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	135.00	135.00	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	734.12	0.027	0.03	5.040	A
C-AB	5.01	5.01	0.00	572.74	0.009	0.01	6.340	A
C-A	89.99	89.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	135.00	135.00	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	734.12	0.027	0.03	5.040	A
C-AB	5.01	5.01	0.00	572.74	0.009	0.01	6.340	A
C-A	89.99	89.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	135.00	135.00	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	734.12	0.027	0.03	5.040	A
C-AB	5.01	5.01	0.00	572.74	0.009	0.01	6.340	A
C-A	89.99	89.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	135.00	135.00	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	734.12	0.027	0.03	5.040	A
C-AB	5.01	5.01	0.00	572.74	0.009	0.01	6.340	A
C-A	89.99	89.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	135.00	135.00	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	734.12	0.027	0.03	5.040	A
C-AB	5.01	5.01	0.00	572.74	0.009	0.01	6.340	A
C-A	89.99	89.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	135.00	135.00	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	6.00	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	✓	95.00	100.000
B	FLAT	✓	10.00	100.000
C	FLAT	✓	140.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	95.000
	B	0.000	0.000	10.000
	C	115.000	25.000	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	0.82	0.18	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	4.89	0.01	A
C-AB	0.04	6.44	0.05	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	745.80	0.013	0.01	4.892	A
C-AB	25.21	25.03	0.00	584.65	0.043	0.04	6.431	A
C-A	114.79	114.79	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	95.00	95.00	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	745.80	0.013	0.01	4.892	A
C-AB	25.21	25.21	0.00	584.65	0.043	0.05	6.434	A
C-A	114.79	114.79	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	95.00	95.00	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	745.80	0.013	0.01	4.892	A
C-AB	25.21	25.21	0.00	584.65	0.043	0.05	6.436	A
C-A	114.79	114.79	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	95.00	95.00	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	745.80	0.013	0.01	4.892	A
C-AB	25.21	25.21	0.00	584.65	0.043	0.05	6.434	A
C-A	114.79	114.79	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	95.00	95.00	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	745.80	0.013	0.01	4.892	A
C-AB	25.21	25.21	0.00	584.65	0.043	0.05	6.434	A
C-A	114.79	114.79	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	95.00	95.00	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	745.80	0.013	0.01	4.892	A
C-AB	25.21	25.21	0.00	584.65	0.043	0.05	6.436	A
C-A	114.79	114.79	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	95.00	95.00	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	5.33	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	✓	155.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	105.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	155.000
	B	0.000	0.000	25.000
	C	100.000	5.000	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	0.95	0.05	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	5.12	0.04	A
C-AB	0.01	6.39	0.01	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	25.00	24.86	0.00	728.28	0.034	0.04	5.116	A
C-AB	5.01	4.97	0.00	568.26	0.009	0.01	6.390	A
C-A	99.99	99.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	25.00	25.00	0.00	728.28	0.034	0.04	5.118	A
C-AB	5.01	5.01	0.00	568.26	0.009	0.01	6.390	A
C-A	99.99	99.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	25.00	25.00	0.00	728.28	0.034	0.04	5.118	A
C-AB	5.01	5.01	0.00	568.26	0.009	0.01	6.390	A
C-A	99.99	99.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	25.00	25.00	0.00	728.28	0.034	0.04	5.118	A
C-AB	5.01	5.01	0.00	568.26	0.009	0.01	6.390	A
C-A	99.99	99.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	25.00	25.00	0.00	728.28	0.034	0.04	5.118	A
C-AB	5.01	5.01	0.00	568.26	0.009	0.01	6.390	A
C-A	99.99	99.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	25.00	25.00	0.00	728.28	0.034	0.04	5.118	A
C-AB	5.01	5.01	0.00	568.26	0.009	0.01	6.390	A
C-A	99.99	99.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	6.11	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	✓	105.00	100.000
B	FLAT	✓	10.00	100.000
C	FLAT	✓	155.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	105.000
	B	0.000	0.000	10.000
	C	125.000	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	4.91	0.01	A
C-AB	0.05	6.51	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	742.88	0.013	0.01	4.911	A
C-AB	30.34	30.12	0.00	583.41	0.052	0.05	6.507	A
C-A	124.66	124.66	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	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	742.88	0.013	0.01	4.911	A
C-AB	30.34	30.33	0.00	583.41	0.052	0.06	6.508	A
C-A	124.66	124.66	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	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	742.88	0.013	0.01	4.911	A
C-AB	30.34	30.34	0.00	583.41	0.052	0.06	6.510	A
C-A	124.66	124.66	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	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	742.88	0.013	0.01	4.911	A
C-AB	30.34	30.34	0.00	583.41	0.052	0.06	6.510	A
C-A	124.66	124.66	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	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	742.88	0.013	0.01	4.911	A
C-AB	30.34	30.34	0.00	583.41	0.052	0.06	6.510	A
C-A	124.66	124.66	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	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	742.88	0.013	0.01	4.911	A
C-AB	30.34	30.34	0.00	583.41	0.052	0.06	6.510	A
C-A	124.66	124.66	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	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	5.74	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	✓	155.00	100.000
B	FLAT	✓	50.00	100.000
C	FLAT	✓	125.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	155.000
	B	0.000	0.000	50.000
	C	100.000	25.000	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	0.80	0.20	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	5.31	0.07	A
C-AB	0.04	6.60	0.05	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	728.28	0.069	0.07	5.302	A
C-AB	25.19	25.01	0.00	570.66	0.044	0.05	6.596	A
C-A	99.81	99.81	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	728.28	0.069	0.07	5.306	A
C-AB	25.19	25.19	0.00	570.66	0.044	0.05	6.599	A
C-A	99.81	99.81	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	728.28	0.069	0.07	5.306	A
C-AB	25.19	25.19	0.00	570.66	0.044	0.05	6.599	A
C-A	99.81	99.81	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	728.28	0.069	0.07	5.306	A
C-AB	25.19	25.19	0.00	570.66	0.044	0.05	6.599	A
C-A	99.81	99.81	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	728.28	0.069	0.07	5.306	A
C-AB	25.19	25.19	0.00	570.66	0.044	0.05	6.601	A
C-A	99.81	99.81	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	728.28	0.069	0.07	5.306	A
C-AB	25.19	25.19	0.00	570.66	0.044	0.05	6.599	A
C-A	99.81	99.81	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	155.00	155.00	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	✓	105.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	170.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	105.000
	B	0.000	0.000	25.000
	C	125.000	45.000	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	0.74	0.26	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	5.02	0.03	A
C-AB	0.08	6.67	0.09	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	25.00	24.86	0.00	742.88	0.034	0.03	5.014	A
C-AB	45.75	45.42	0.00	585.58	0.078	0.08	6.660	A
C-A	124.25	124.25	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	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	25.00	25.00	0.00	742.88	0.034	0.03	5.014	A
C-AB	45.75	45.75	0.00	585.58	0.078	0.09	6.670	A
C-A	124.25	124.25	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	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	25.00	25.00	0.00	742.88	0.034	0.03	5.014	A
C-AB	45.75	45.75	0.00	585.58	0.078	0.09	6.670	A
C-A	124.25	124.25	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	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	25.00	25.00	0.00	742.88	0.034	0.03	5.014	A
C-AB	45.75	45.75	0.00	585.58	0.078	0.09	6.668	A
C-A	124.25	124.25	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	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	25.00	25.00	0.00	742.88	0.034	0.03	5.016	A
C-AB	45.75	45.75	0.00	585.58	0.078	0.09	6.670	A
C-A	124.25	124.25	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	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	25.00	25.00	0.00	742.88	0.034	0.03	5.016	A
C-AB	45.75	45.75	0.00	585.58	0.078	0.09	6.668	A
C-A	124.25	124.25	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	105.00	105.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

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

For sales and distribution information, program advice and maintenance, contact TRL:
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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 - Copy
Report generation date: 7/8/2025 16:40:50

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	1.67	19.21	0.63	C	0.45	10.16	0.31	B
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	5.97	0.02	A	0.01	6.09	0.01	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn B - Existing 2024							
Stream B-AC	0.94	13.03	0.48	B	0.31	8.70	0.24	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	5.76	0.02	A	0.01	5.88	0.01	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn B - Reference 2033							
Stream B-AC	1.34	16.69	0.57	C	0.39	9.68	0.28	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	5.92	0.02	A	0.01	6.05	0.01	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

Run using Junctions 8.0.5.523 at 7/8/2025 16:40:46

File summary

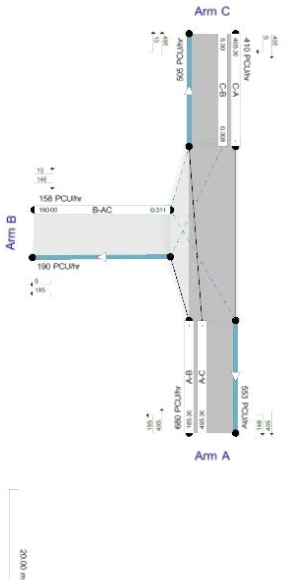
Title	(untitled)
Location	
Site Number	
Date	7/6/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	user
Description	

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	12.63	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	✓	580.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	155.000	335.000
	B	235.000	0.000	25.000
	C	565.000	15.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.32	0.68
	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	0.48	13.03	0.94	B
C-A	-	-	-	-
C-B	0.02	5.76	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	256.34	0.00	536.29	0.485	0.92	12.703	B
C-A	565.00	565.00	0.00	-	-	-	-	-
C-B	15.00	14.90	0.00	640.40	0.023	0.02	5.755	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	335.00	335.00	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	536.25	0.485	0.93	13.023	B
C-A	565.00	565.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	640.40	0.023	0.02	5.755	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	335.00	335.00	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	536.25	0.485	0.93	13.028	B
C-A	565.00	565.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	640.40	0.023	0.02	5.755	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	335.00	335.00	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	536.25	0.485	0.93	13.028	B
C-A	565.00	565.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	640.40	0.023	0.02	5.757	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	335.00	335.00	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	536.25	0.485	0.94	13.030	B
C-A	565.00	565.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	640.40	0.023	0.02	5.757	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	335.00	335.00	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	536.25	0.485	0.94	13.030	B
C-A	565.00	565.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	640.40	0.023	0.02	5.757	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	335.00	335.00	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	8.59	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	✓	590.00	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	155.000	435.000
	B	120.000	0.000	10.000
	C	355.000	5.000	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	0.99	0.01	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	8.70	0.31	A
C-A	-	-	-	-
C-B	0.01	5.88	0.01	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	543.82	0.239	0.31	8.648	A
C-A	355.00	355.00	0.00	-	-	-	-	-
C-B	5.00	4.97	0.00	617.15	0.008	0.01	5.880	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	435.00	435.00	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	543.81	0.239	0.31	8.699	A
C-A	355.00	355.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	617.15	0.008	0.01	5.880	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	435.00	435.00	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	543.81	0.239	0.31	8.699	A
C-A	355.00	355.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	617.15	0.008	0.01	5.880	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	435.00	435.00	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	543.81	0.239	0.31	8.699	A
C-A	355.00	355.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	617.15	0.008	0.01	5.880	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	435.00	435.00	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	543.81	0.239	0.31	8.699	A
C-A	355.00	355.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	617.15	0.008	0.01	5.880	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	435.00	435.00	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	543.81	0.239	0.31	8.699	A
C-A	355.00	355.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	617.15	0.008	0.01	5.880	A
A-B	155.00	155.00	0.00	-	-	-	-	-
A-C	435.00	435.00	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	16.16	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	✓	565.00	100.000
B	FLAT	✓	290.00	100.000
C	FLAT	✓	655.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	175.000	390.000
	B	265.000	0.000	25.000
	C	640.000	15.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.31	0.69
	B	0.91	0.00	0.09
	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	0.57	16.69	1.34	C
C-A	-	-	-	-
C-B	0.02	5.92	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	290.00	284.84	0.00	505.58	0.574	1.29	15.963	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	14.90	0.00	622.96	0.024	0.02	5.920	A
A-B	175.00	175.00	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	289.89	0.00	505.54	0.574	1.32	16.670	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	622.96	0.024	0.02	5.920	A
A-B	175.00	175.00	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	505.54	0.574	1.33	16.687	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	622.96	0.024	0.02	5.920	A
A-B	175.00	175.00	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	505.54	0.574	1.33	16.691	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	622.96	0.024	0.02	5.920	A
A-B	175.00	175.00	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	505.54	0.574	1.33	16.693	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	622.96	0.024	0.02	5.920	A
A-B	175.00	175.00	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	505.54	0.574	1.34	16.692	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	622.96	0.024	0.02	5.920	A
A-B	175.00	175.00	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	9.56	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	✓	665.00	100.000
B	FLAT	✓	145.00	100.000
C	FLAT	✓	410.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	170.000	495.000
	B	135.000	0.000	10.000
	C	405.000	5.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.93	0.00	0.07
	C	0.99	0.01	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	0.28	9.68	0.39	A
C-A	-	-	-	-
C-B	0.01	6.05	0.01	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	145.00	143.46	0.00	516.92	0.281	0.38	9.601	A
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	4.97	0.00	599.71	0.008	0.01	6.052	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	145.00	144.99	0.00	516.91	0.281	0.39	9.679	A
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	599.71	0.008	0.01	6.052	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	145.00	145.00	0.00	516.91	0.281	0.39	9.679	A
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	599.71	0.008	0.01	6.052	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	145.00	145.00	0.00	516.91	0.281	0.39	9.679	A
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	599.71	0.008	0.01	6.052	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	145.00	145.00	0.00	516.91	0.281	0.39	9.679	A
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	599.71	0.008	0.01	6.052	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	145.00	145.00	0.00	516.91	0.281	0.39	9.679	A
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	599.71	0.008	0.01	6.052	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	18.61	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	✓	585.00	100.000
B	FLAT	✓	315.00	100.000
C	FLAT	✓	655.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	195.000	390.000
	B	290.000	0.000	25.000
	C	640.000	15.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.33	0.67
	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	0.63	19.21	1.67	C
C-A	-	-	-	-
C-B	0.02	5.97	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	315.00	308.62	0.00	502.26	0.627	1.59	18.054	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	14.90	0.00	618.31	0.024	0.02	5.966	A
A-B	195.00	195.00	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	315.00	314.83	0.00	502.23	0.627	1.64	19.163	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	618.31	0.024	0.02	5.966	A
A-B	195.00	195.00	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	315.00	314.94	0.00	502.23	0.627	1.65	19.193	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	618.31	0.024	0.02	5.966	A
A-B	195.00	195.00	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	315.00	314.97	0.00	502.23	0.627	1.66	19.205	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	618.31	0.024	0.02	5.968	A
A-B	195.00	195.00	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	315.00	314.98	0.00	502.23	0.627	1.66	19.210	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	618.31	0.024	0.02	5.968	A
A-B	195.00	195.00	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	315.00	314.99	0.00	502.23	0.627	1.67	19.214	C
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	618.31	0.024	0.02	5.968	A
A-B	195.00	195.00	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	10.04	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	✓	680.00	100.000
B	FLAT	✓	160.00	100.000
C	FLAT	✓	410.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	185.000	495.000
	B	150.000	0.000	10.000
	C	405.000	5.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.27	0.73
	B	0.94	0.00	0.06
	C	0.99	0.01	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	0.31	10.16	0.45	B
C-A	-	-	-	-
C-B	0.01	6.09	0.01	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	160.00	158.22	0.00	514.35	0.311	0.44	10.058	B
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	4.97	0.00	596.22	0.008	0.01	6.088	A
A-B	185.00	185.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	160.00	159.99	0.00	514.34	0.311	0.45	10.159	B
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	596.22	0.008	0.01	6.088	A
A-B	185.00	185.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	160.00	160.00	0.00	514.34	0.311	0.45	10.159	B
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	596.22	0.008	0.01	6.090	A
A-B	185.00	185.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	160.00	160.00	0.00	514.34	0.311	0.45	10.159	B
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	596.22	0.008	0.01	6.090	A
A-B	185.00	185.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	160.00	160.00	0.00	514.34	0.311	0.45	10.159	B
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	596.22	0.008	0.01	6.090	A
A-B	185.00	185.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	160.00	160.00	0.00	514.34	0.311	0.45	10.159	B
C-A	405.00	405.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	596.22	0.008	0.01	6.090	A
A-B	185.00	185.00	0.00	-	-	-	-	-
A-C	495.00	495.00	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	225	0.116		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	246	0.116	0.116
Ting Kok Road	W	↙	C	1	3.7	15	0	1	5%	4%	1983.7	4107.4	1975	1975	4100	4100	385	0.195		229	0.116	
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) →

225(290) ↘

780(465) ←

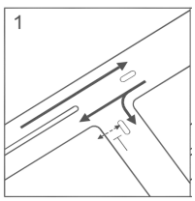
20(10) ↙

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	0.232
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	253%

Stage / Phase Diagrams



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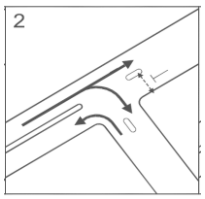

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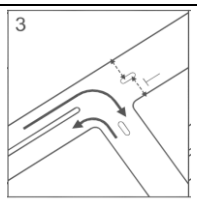

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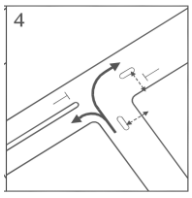

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TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

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	1880	1930	3975	4025	489	0.260	0.261	530	0.275	0.275
Ting Kok Road	E		A	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	546	0.261		575	0.274	
Ting Kok Road	W		B	1	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4045	4015	511	0.260		540	0.275	
Ting Kok Road	W		C	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4045	4015	325	0.165		91	0.046	
Ting Kok Road	W		C	2	3.5	0	15	0	12%	26%	2105	0	2080	2050	0	0	344	0.165	0.165	95	0.046	0.046
Lo Fai Road	S		D	3	3.5	15	25	0	5% / 75	6% / 84'	2105	4210	1970	1975	3930	3935	163	0.083	0.083	183	0.093	0.093
Lo Fai Road	S		D	3	3.5	0	20	0	100%	100%	2105	0	1960	1960	0	0	162	0.083		182	0.093	

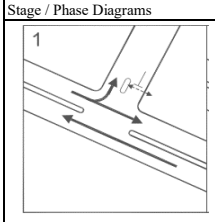
Notes:

Traffic Flow (pcu / hr) AM(PM)

A.M. Check Phase	
εy	0.509
L (sec)	14
C (sec)	120
y pract.	0.795
R.C. (%)	56%

P.M. Check Phase	
εy	0.414
L (sec)	14
C (sec)	96
y pract.	0.769
R.C. (%)	86%

Stage / Phase Diagrams



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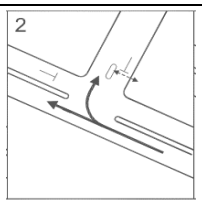

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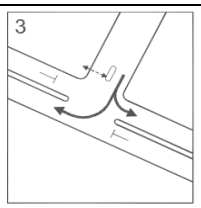

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TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

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

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	→	A	1	3.5	0	0	1	0%	0%	1965	4070	1965	1965	0	0	711	0.362	0.362	501	0.255	0.255
Ting Kok Road	E	→	B	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	3980	4005	175	0.089		304	0.155	
Ting Kok Road	E	↓→	B	2	3.5	0	20	0	59%	43%	2105	0	2015	2040	0	0	179	0.089	0.089	315	0.155	0.155
Ting Kok Road	W	←	C	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	758	0.362		534	0.255	
Ting Kok Road	W	←↓	C	1	4.0	15	0	1	32%	28%	2018	4113	1955	1965	4050	4060	707	0.362		501	0.255	
Dai Kwai Street	N	↰↱	D	3	3.2	20	20	1	0% / 100%	22% / 78%	1935	0	1800	1800	0	0	105	0.058	0.058	154	0.086	0.086
Dai Kwai Street	N	↰	D	3	3.2	15	0	1	100%	100%	1935	3870	1760	1760	3560	3560	45	0.026		151	0.086	

Notes:

Traffic Flow (pcu / hr) AM(PM)

960(985) →

105(135) ↓→

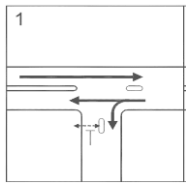
1240(895) ←

225(140) ↓←

45(185) ↰ 105(120) ↱

A.M. Check Phase		P.M. Check Phase	
εy	0.509	εy	0.495
L (sec)	39	L (sec)	39
C (sec)	120	C (sec)	120
y pract.	0.608	y pract.	0.608
R.C. (%)	19%	R.C. (%)	23%

Stage / Phase Diagrams



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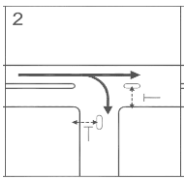

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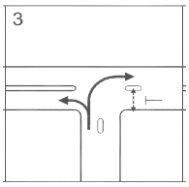

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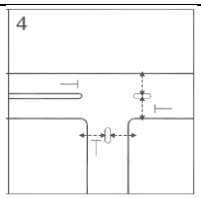

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TRAFFIC SIGNALS CALCULATION Job No: 24093HK **CTA Consultants Ltd.**

Junction: **Ting Kok Road / 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	4030	683	0.347	0.348	603	0.307	0.307
Ting Kok Road	E	↓	A	1,2	3.5	0	15	0	41%	21%	2105	0	2020	2065	0	0	702	0.348		632	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	521	0.248	0.248
Ting Kok Road	W	←	B	3	3.8	0	0	1	0%	0%	1997	0	1997	1997	0	0	648	0.324		494	0.248	
Dai Fat Street	N	↰	C	1	3.5	15	0	0	100%	100%	2105	4210	1915	1915	3875	3875	77	0.040		44	0.023	
Dai Fat Street	N	↰	C	1	3.5	20	0	0	100%	100%	2105	0	1960	1960	0	0	78	0.040		46	0.023	

Notes:

Traffic Flow (pcu / hr) AM(PM)

1095(1105) →

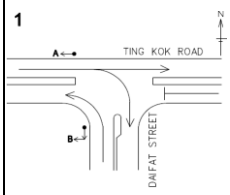
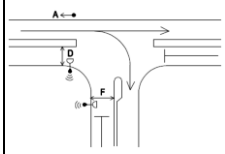
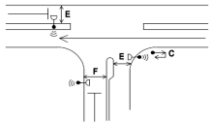
290(130) ↓

1330(1015) ←

155(90) ↰

A.M. Check Phase		P.M. Check Phase	
εy	0.672	εy	0.554
L (sec)	10	L (sec)	10
C (sec)	100	C (sec)	100
y pract.	0.810	y pract.	0.810
R.C. (%)	21%	R.C. (%)	46%

Stage / Phase Diagrams

1	2	3			
					
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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	1935	1920	4050	4035	703	0.363	0.364	657	0.342	0.342
Ting Kok Road	E		1	A	3.6	0	0	0	0%	0%	2115	0	2115	2115	0	0	767	0.363		723	0.342	
Ting Kok Road	W		2,3	A,B	3.6	0	19	0	3%	3%	2115	0	2110	2110	0	0	767	0.363		571	0.271	
Ting Kok Road	W		2	A,B	3.6	0	0	1	0%	0%	1975	4090	1975	1975	4085	4085	718	0.364		534	0.270	
Fung Yuen Road	S		4	C	3.6	11	14	1	39% / 61%	31% / 69%	1975	4090	1765	1770	3710	3715	76	0.043	0.043	64	0.036	0.036
Fung Yuen Road	S		4	C	3.6	0	17	0	100%	100%	2115	0	1945	1945	0	0	84	0.043		71	0.036	
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(115) 30(20)

115(165)

1355(1215)

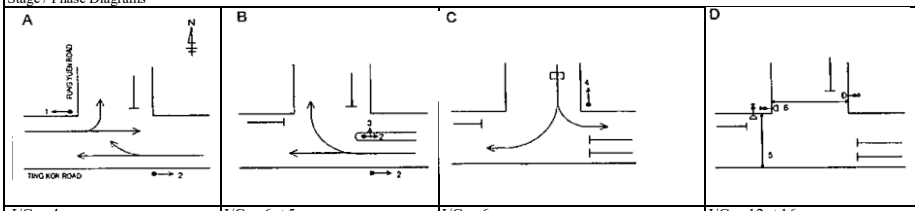
25(15)

1460(1090)

A.M. Check Phase	
εy	0.407
L (sec)	47
C (sec)	104
y pract.	0.493
R.C. (%)	21%

P.M. Check Phase	
εy	0.379
L (sec)	47
C (sec)	96
y pract.	0.459
R.C. (%)	21%

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.**

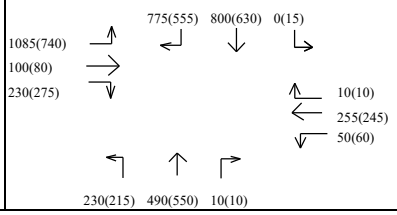
Junction: **Ting Kok Road / Yuen Shin Road / Dai Fuk Street (H)**

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	536	0.280		366	0.191	
Ting Kok Road	E		A	1,2	3.5	20	0	0	100%	100%	2105	0	1960	1960	0	0	549	0.280		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	275	0.143	0.143
Yuen Shin Road	N		C	2,3	3.5	15	0	1	100%	100%	1965	1965	1785	1785	1785	1785	230	0.129		215	0.120	
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	34%	40%	1915	4000	1860	1850	3935	3925	149	0.080		148	0.080	
Dai Fuk Street	W		E	4	3.3	0	17	0	6%	6%	2085	0	2075	2075	0	0	166	0.080		167	0.080	
Ting Kok Road	S		F	1	3.5	0	22	1	100%	100%	1965	3930	1835	1835	3655	3655	389	0.212	0.212	279	0.152	0.157
Ting Kok Road	S		F	1	3.5	0	19	1	100%	100%	1965	0	1820	1820	0	0	386	0.212		276	0.152	
Ting Kok Road	S		F	1	4.0	15	0	1	0%	5%	2018	4113	2020	2010	4115	4105	393	0.194		316	0.157	
Ting Kok Road	S		F	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	407	0.195		329	0.157	

Notes:

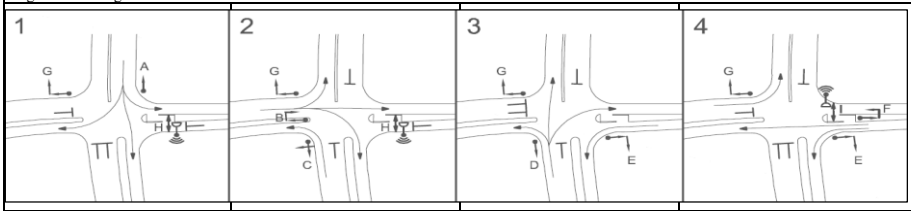
Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase	
εy	0.412
L (sec)	40
C (sec)	100
y pract.	0.540
R.C. (%)	31%

P.M. Check Phase	
εy	0.390
L (sec)	40
C (sec)	96
y pract.	0.525
R.C. (%)	35%

Stage / Phase Diagrams



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

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

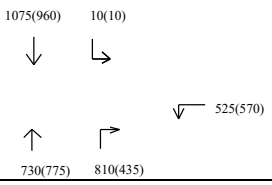
Junction: **Yuen Shin Road / Dai Fat Road (I)**

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%	10%	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	259	0.135		282	0.147	
Dai Fat Street	W		B	1	3.5	20	0	0	100%	100%	2105	0	1960	1960	0	0	266	0.135		288	0.147	
Yuen Shin Road	S		C	2	4.0	15	0	1	2%	2%	2018	4113	2015	2015	4110	4110	532	0.264	0.264	475	0.236	0.236
Yuen Shin Road	S		C	2	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	553	0.264		495	0.236	

Notes:

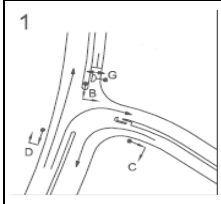
Traffic Flow (pcu / hr) AM(PM)



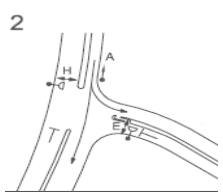
A.M. Check Phase	
εy	0.507
L (sec)	30
C (sec)	100
y pract.	0.630
R.C. (%)	24%

P.M. Check Phase	
εy	0.425
L (sec)	30
C (sec)	100
y pract.	0.630
R.C. (%)	48%

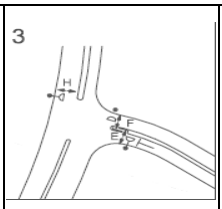
Stage / Phase Diagrams



I/G = 7s



I/G = 10s



I/G = 15s

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

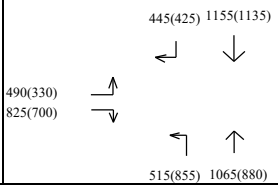
Junction: **Tai Po Tai Wo Road / Yuen Shin Road (J)**

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	0.215	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	413	0.215		350	0.183	
Tai Po Tai Wo Road	E		B	3	3.5	0	15	0	100%	100%	2105	0	1915	1915	0	0	413	0.215		350	0.183	
Yuen Shin Road	N		C	1	3.1	0	0	1	0%	0%	1927	6111	1927	1927	6111	6111	336	0.174	0.174	277	0.144	0.144
Yuen Shin Road	N		C	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	365	0.174		302	0.144	
Yuen Shin Road	N		C	1	3.3	0	0	0	0%	0%	2089	0	2089	2089	0	0	364	0.174		301	0.144	
Yuen Shin Road	S		D	2	3.1	0	20	0	100%	100%	2067	2067	1925	1925	1925	1925	445	0.231	0.231	425	0.221	0.221
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	593	0.282		582	0.277	
Yuen Shin Road	S		E	1,3	3.8	0	0	1	0%	0%	1997	0	1997	1997	0	0	562	0.282		553	0.277	

Notes:

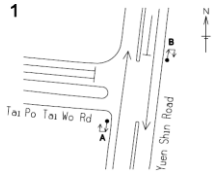
Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase		P.M. Check Phase	
εy	0.621	εy	0.548
L (sec)	13	L (sec)	13
C (sec)	100	C (sec)	100
y pract.	0.783	y pract.	0.783
R.C. (%)	26%	R.C. (%)	43%

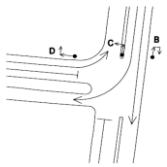
Stage / Phase Diagrams

1



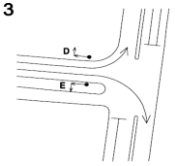
I/G = 5s

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	590	0.300		695	0.354	
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		325	0.167	
Ting Kok Road	W	←	C	1	3.7	0	0	0	0%	0%	2123.7	0	2125	2125	0	0	492	0.232	0.232	301	0.141	0.141
Ting Kok Road	W	↙	C	1	3.7	15	0	1	4%	5%	1983.7	4107.4	1975	1975	4100	4100	458	0.232		279	0.141	
Sam Mun Tsai Road	N	↰	D	2,3,4	4.5	38	0	1	100%	100%	2065	2065	1985	1985	1985	1985	335	0.169	0.169	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:

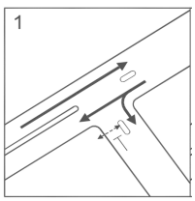
Traffic Flow (pcu / hr) AM(PM)

590(695) →
250(325) ↘
930(565) ←
20(15) ↙
335(260) ↰
10(10) ↱

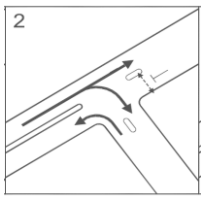
A.M. Check Phase	
εy	0.401
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	104%

P.M. Check Phase	
εy	0.272
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	200%

Stage / Phase Diagrams



I/G =5s



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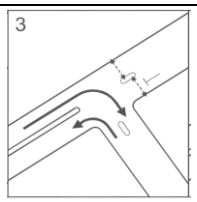

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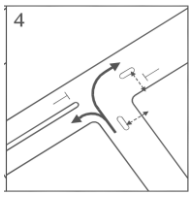


I/G =5s

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

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

Description: **2033 Reference Traffic Flows (With 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	136	0.350	0.350	167	0.430	0.430
Ting Kok Road	E	→	C	1	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	729	0.350		898	0.430	
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	714	0.342		463	0.222	
Ting Kok Road	W	←	A	1, 2	3.3	0	0	1	0%	0%	1945	0	1945	1945	0	0	666	0.342		432	0.222	
Lo Fai Road	S	↕	B	3	3.5	23	15	0	15% / 85%	12% / 88%	2105	3999.5	1920	1920	3680	3680	305	0.159	0.159	292	0.152	0.152
Lo Fai Road *	S	↓	B	3	3.5	0	20	0	100%	100%	1894.5	0	1760	1760	0	0	280	0.159		268	0.152	

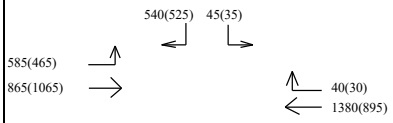
Pedestrian crossing	Ep	1, 3	Min. Crossing Time = 5Gm + 7FGm =12s
	Fp	1, 2	Min. Crossing Time = 5Gm + 7FGm =12s
	Gp	3	Min. Crossing Time = 5Gm + 8FGm =13s

Notes:

* Site Factor = 0.9 (Short Lane)

** Site Factor = 0.2 (short lane and on-street bus stop)

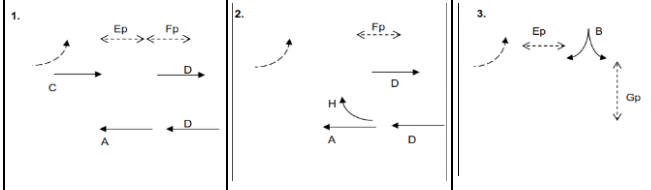
Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase	
εy	0.509
L (sec)	20
C (sec)	120
y pract.	0.750
R.C. (%)	47%

P.M. Check Phase	
εy	0.583
L (sec)	20
C (sec)	120
y pract.	0.750
R.C. (%)	29%

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)**

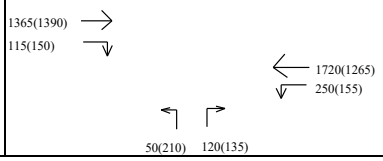
Description: **2033 Reference Traffic Flows (With Planned Junction Improvement)**

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	659	0.337		671	0.343	
Ting Kok Road	E	→	B	1, 2	3.4	0	0	0	0%	0%	2095	4050	2095	2095	4050	4050	706	0.337		719	0.343	
Ting Kok Road	E	↘	D	2	3.4	0	15	0	100%	100%	2095	2095	1905	1905	1905	1905	115	0.060	0.060	150	0.079	0.079
Ting Kok Road	W	←	A	1	3.4	0	0	0	0%	0%	2095	4190	2095	2095	4190	4190	860	0.411	0.411	633	0.302	0.302
Ting Kok Road	W	←	A	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	860	0.411		633	0.302	
Ting Kok Road *	W	↙	A	1	3.4	30	0	1	100%	100%	977.5	977.5	930	930	930	930	250	0.269		155	0.167	
Dai Kwai Street	N	↱	E	3	3.5	18	15	0	0% / 100%	24% / 76%	2105	0	1915	1920	0	0	120	0.063	0.063	179	0.093	0.093
Dai Kwai Street	N	↰	E	3	3.5	15	0	1	100%	100%	1965	4070	1785	1785	3700	3705	50	0.028		166	0.093	
Pedestrian crossing			Fp	4		Min. Crossing Time = 12Gm + 8FGm =20s																
			Gp	4		Min. Crossing Time = 5Gm + 10FGm =15s																

Notes:

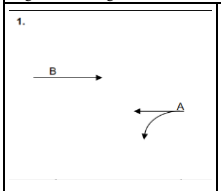
*Site Factor = 0.5 (Short Lane)

Traffic Flow (pcu / hr) AM(PM)

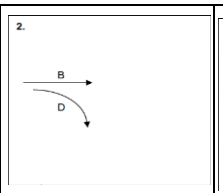


A.M. Check Phase		P.M. Check Phase	
εy	0.534	εy	0.474
L (sec)	30	L (sec)	36
C (sec)	120	C (sec)	120
y pract.	0.675	y pract.	0.630
R.C. (%)	27%	R.C. (%)	33%

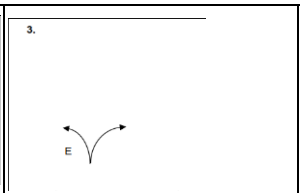
Stage / Phase Diagrams



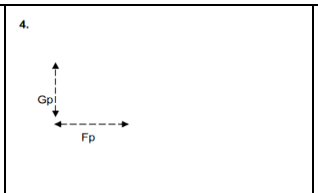
I/G = 5s



I/G = 8s



I/G = 5s



I/G = 23s

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

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

Description: **2033 Reference Traffic Flows (With 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	3.60	0.0	0	0.9*	1	0%	0%	1777.5	6007.5	1458	4926	5980	6000	478	0.268		461	0.259	
	E	→	A	1,2	3.60	0.0	0		0	0%	0%	2115	0	2115	2115	0	0	568	0.268	0.268	548	0.259	0.259
	E	⇉	D	2	3.60	0.0	15		0	15%	5%	2115	0	2085	2105	0	0	560	0.268		546	0.259	
Dai Fat Street	N	↰	B	1	3.65	10.0	0		1	100%	100%	1980	4100	1720	1720	3620	3620	83	0.048		48	0.028	
	N	↰	B	1	3.65	13.0	0		0	100%	100%	2120	0	1900	1900	0	0	92	0.048		52	0.028	
Ting Kok Road	W	←	C	3	3.75	0.0	0		1	0%	0%	1990	4120	1990	1990	4120	4120	879	0.442	0.442	674	0.339	0.339
	W	←	C	3	3.75	0.0	0		0	0%	0%	2130	0	2130	2130	0	0	941	0.442		721	0.339	

Pedestrian crossing			
↑	Dp	2	Min. Crossing Time = 5Gm + 7FGm =12s
↔	Ep	3	Min. Crossing Time = 6Gm + 9FGm =15s
⇢	Fp	2,3	Min. Crossing Time = 10Gm + 7FGm =17s

Notes:

* Site factor = 0.9 (on-street bus stop)

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

1520(1525) →

85(30) ↘

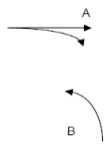
← 1820(1395)

↰ 175(100)

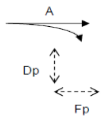
AM Peak Check Phase		PM Peak Check Phase	
εy	0.710	εy	0.598
L (sec)	10	L (sec)	10
C (sec)	120	C (sec)	120
y pract.	0.825	y pract.	0.825
R.C. (%)	16%	R.C. (%)	38%

Stage / Phase Diagrams

1



2



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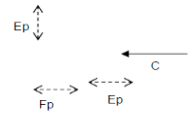


I/G = 6s I/G = 6s

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

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

Description: **2033 Reference Traffic Flows (With 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	30%	35%	1965	4070	1910	1900	4015	4005	861	0.451	0.451	866	0.456	0.456
	E		A	1	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	949	0.451		959	0.456	
Fung Yuen Road	S		D	3	18.0	10	22.5	1	25% / 75%	25% / 75%	1990	4120	1830	1830	3785	3785	162	0.089	0.089	140	0.077	0.077
	S		D	3	3.8	20	17	0	100%	100%	2130	0	1955	1955	0	0	173	0.088		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	944	0.485		709	0.365	
	W		B	1,2	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	1011	0.485		761	0.365	

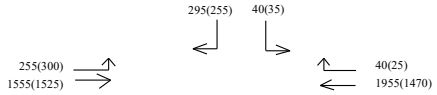
Pedestrian crossing

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

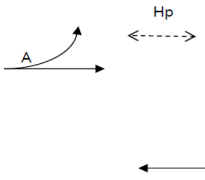


AM Peak Check Phase	
εy	0.539
L (sec)	22
C (sec)	120
y pract.	0.735
R.C. (%)	36%

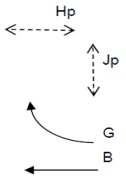
PM Peak Check Phase	
εy	0.532
L (sec)	22
C (sec)	120
y pract.	0.735
R.C. (%)	38%

Stage / Phase Diagrams

1



2



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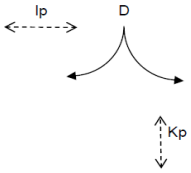


I/G = 6s I/G = 5s 5s I/G = 8s

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

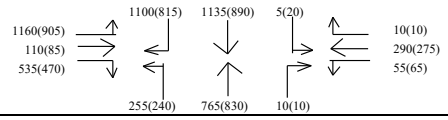
Junction: **Ting Kok Road / Yuen Shin Road / Dai Fuk Street (H)**

Description: **2033 Reference Traffic Flows (With 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	1%	7%	1945	6175	1940	1930	6170	6160	359	0.185		285	0.148	
	S		A	1	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	391	0.185		313	0.148	
	S		A	1	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	391	0.185		313	0.148	
	S		A	1	3.6	0.0	25	0	100%	100%	2115	4230	1995	1995	4000	4000	549	0.275	0.275	406	0.204	0.204
	S		A	1	3.6	0.0	27.5	0	100%	100%	2115	0	2005	2005	0	0	551	0.275		409	0.204	
Ting Kok Road	E		B	1,2	3.5	15.0	0	1	100%	100%	1965	4070	1785	1785	3725	3725	556	0.311		434	0.243	
	E		B	1,2	3.5	17.5	0	0	100%	100%	2105	0	1940	1940	0	0	604	0.311		471	0.243	
	E		C	2	3.5	0.0	0	0	0%	0%	2105	2105	2105	2105	2105	2105	110	0.052		85	0.040	
	E		C	2	3.5	0.0	32.5	0	100%	100%	2105	4190	2010	2010	3995	3995	269	0.134	0.134	236	0.118	0.118
	E		C	2	3.3	0.0	30	0	100%	100%	2085	0	1985	1985	0	0	266	0.134		234	0.118	
Yuen Shin Road	N		D	2,3	3.5	15.0	0	1	100%	100%	1965	1965	1785	1785	1785	1785	255	0.143		240	0.134	
	N		E	3	3.5	0.0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	255	0.121	0.121	277	0.131	0.131
	N		E	3	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	255	0.121		277	0.131	
	N		E	3	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	255	0.121		277	0.131	
	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	2110	2110	0	0	186	0.088	0.088	184	0.087	0.087
	W		F	4	3.7	15.0	0	1	33%	39%	1980	4100	1920	1905	4030	4015	169	0.088		166	0.087	
Pedestrian crossing			Gp	1,2,3		Min. Crossing Time = 9Gm + 7FGm =16s																
			Hp	4		Min. Crossing Time = 5Gm + 12FGm =17s																

Notes:

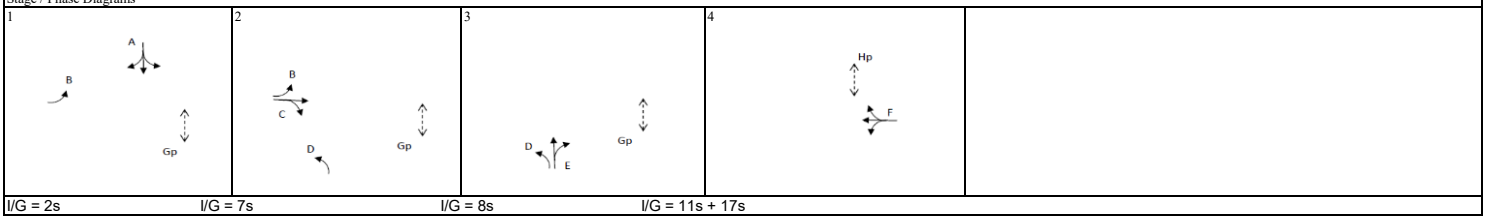
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	
εy	0.618
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	15%

PM Peak Check Phase	
εv	0.540
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	32%

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 Reference Traffic Flows (With 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	2	3.3	12.5	0		1	65%	52%	1945	6115	1805	1830	5975	6000	541	0.300	0.300	461	0.252	0.252
	S		B	2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	625	0.300		525	0.252	
	S		B	2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	625	0.300		525	0.252	
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%	2%	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	

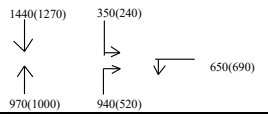
Pedestrian crossing

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)

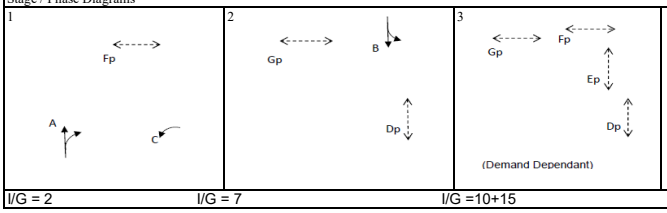
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	
εy	0.577
L (sec)	17
C (sec)	120
y pract.	0.773
R.C. (%)	34%

PM Peak Check Phase	
εy	0.529
L (sec)	17
C (sec)	120
y pract.	0.773
R.C. (%)	46%

Stage / Phase Diagrams



I/G = 2 I/G = 7 I/G =10+15

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

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

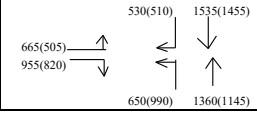
Description: **2033 Reference Traffic Flows**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		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	476	0.254		452	0.241	
	S	↓	B	1,2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	529	0.254		502	0.241	
	S	↓	B	1,2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	529	0.254		502	0.241	
	S	↙	C	2	3.3	0.0	17.5		0	100%	100%	2085	3961.5	1920	1920	3625	3625	281	0.146	0.146	270	0.141	0.141
	S	↙	C	2	3.3	0.0	15	0.9*	0	100%	100%	1876.5	0	1705	1705	0	0	249	0.146		240	0.141	
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	300	0.171	0.171	258	0.147	0.147
	E	↘	E	3	3.3	0.0	20		0	100%	100%	2085	0	1940	1940	0	0	331	0.171		284	0.147	
	E	↘	E	3	3.3	0.0	15		0	100%	100%	2085	0	1895	1895	0	0	323	0.171		278	0.147	
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	402	0.230	0.230	339	0.193	0.193
	N	↑	A	1	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	479	0.230		403	0.193	
	N	↑	A	1	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	479	0.230		403	0.193	

Notes:

* Site factor = 0.9 (short lane)

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



AM Peak Check Phase	
ey	0.547
L (sec)	15
C (sec)	120
y pract.	0.788
R.C. (%)	44%

PM Peak Check Phase	
ey	0.481
L (sec)	15
C (sec)	120
y pract.	0.788
R.C. (%)	64%

Stage / Phase Diagrams

1

2

3

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

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	610	0.310		710	0.361	
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		325	0.167	
Ting Kok Road	W	←	C	1	3.7	0	0	0	0%	0%	2123.7	0	2125	2125	0	0	505	0.238	0.238	308	0.145	0.145
Ting Kok Road	W	↙	C	1	3.7	15	0	1	4%	5%	1983.7	4107.4	1975	1975	4100	4100	470	0.238		287	0.145	
Sam Mun Tsai Road	N	↰	D	2,3,4	4.5	38	0	1	100%	100%	2065	2065	1985	1985	1985	1985	335	0.169	0.169	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:

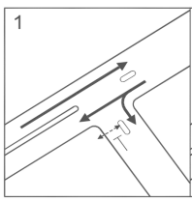
Traffic Flow (pcu / hr) AM(PM)

610(710) →
250(325) ↘
955(580) ←
20(15) ↙
335(260) ↰
10(10) ↱

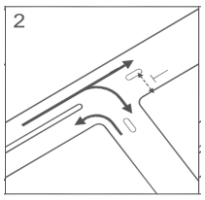
A.M. Check Phase	
εy	0.407
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	101%

P.M. Check Phase	
εy	0.276
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	196%

Stage / Phase Diagrams



I/G =5s



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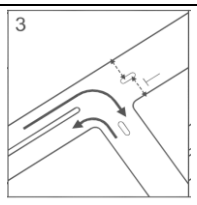

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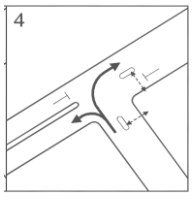


I/G =5s

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

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

Description: **2033 Design Traffic Flows (With 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	→	C	1	3.3	0	0	1	0%	0%	389	2474	389	389	2474	2474	139	0.358	0.358	170	0.437	0.437
Ting Kok Road	E	→	C	1	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	746	0.358		910	0.437	
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	727	0.349		471	0.226	
Ting Kok Road	W	←	A	1, 2	3.3	0	0	1	0%	0%	1945	0	1945	1945	0	0	678	0.349		439	0.226	
Lo Fai Road	S	↕	B	3	3.5	23	15	0	15% / 85%	12% / 88%	2105	3999.5	1920	1920	3680	3680	305	0.159	0.159	292	0.152	0.152
Lo Fai Road *	S	↓	B	3	3.5	0	20	0	100%	100%	1894.5	0	1760	1760	0	0	280	0.159		268	0.152	

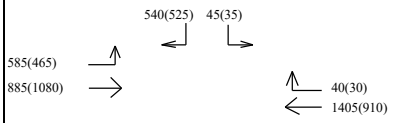
Pedestrian crossing	Ep	1, 3	Min. Crossing Time = 5Gm + 7FGm =12s
	Fp	1, 2	Min. Crossing Time = 5Gm + 7FGm =12s
	Gp	3	Min. Crossing Time = 5Gm + 8FGm =13s

Notes:

* Site Factor = 0.9 (Short Lane)

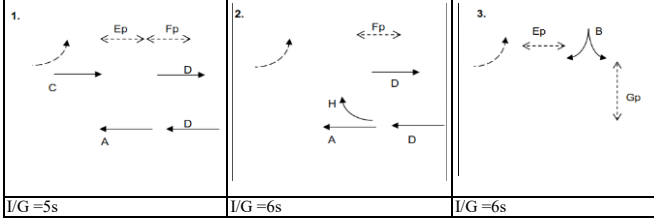
** Site Factor = 0.2 (short lane and on-street bus stop)

Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase		P.M. Check Phase	
εy	0.517	εy	0.589
L (sec)	20	L (sec)	20
C (sec)	120	C (sec)	120
y pract.	0.750	y pract.	0.750
R.C. (%)	45%	R.C. (%)	27%

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)**

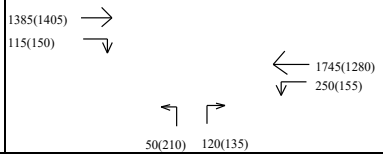
Description: **2033 Design Traffic Flows (With Planned Junction Improvement)**

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	669	0.342		678	0.347	
Ting Kok Road	E	→	B	1, 2	3.4	0	0	0	0%	0%	2095	4050	2095	2095	4050	4050	716	0.342		727	0.347	
Ting Kok Road	E	↘	D	2	3.4	0	15	0	100%	100%	2095	2095	1905	1905	1905	1905	115	0.060	0.060	150	0.079	0.079
Ting Kok Road	W	←	A	1	3.4	0	0	0	0%	0%	2095	4190	2095	2095	4190	4190	873	0.416	0.416	640	0.305	0.305
Ting Kok Road	W	←	A	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	873	0.416		640	0.305	
Ting Kok Road *	W	↙	A	1	3.4	30	0	1	100%	100%	977.5	977.5	930	930	930	930	250	0.269		155	0.167	
Dai Kwai Street	N	↱	E	3	3.5	18	15	0	0% / 100%	24% / 76%	2105	0	1915	1920	0	0	120	0.063	0.063	179	0.093	0.093
Dai Kwai Street	N	↰	E	3	3.5	15	0	1	100%	100%	1965	4070	1785	1785	3700	3705	50	0.028		166	0.093	
Pedestrian crossing			Fp	4	Min. Crossing Time = 12Gm + 8FGm =20s																	
			Gp	4	Min. Crossing Time = 5Gm + 10FGm =15s																	

Notes:

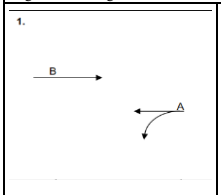
*Site Factor = 0.5 (Short Lane)

Traffic Flow (pcu / hr) AM(PM)

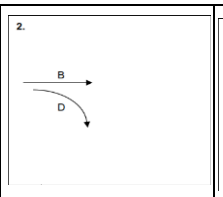


A.M. Check Phase		P.M. Check Phase	
εy	0.539	εy	0.477
L (sec)	30	L (sec)	36
C (sec)	120	C (sec)	120
y pract.	0.675	y pract.	0.630
R.C. (%)	25%	R.C. (%)	32%

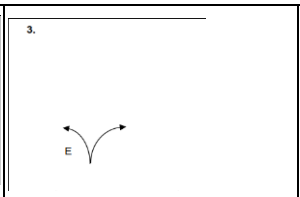
Stage / Phase Diagrams



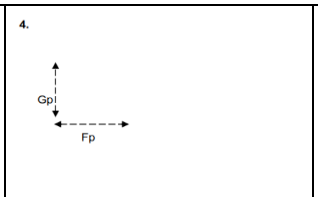
I/G = 5s



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 (With 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	3.60	0.0	0	0.9*	1	0%	0%	1777.5	6007.5	1458	4926	5980	6000	484	0.272		466	0.262	
	E	→	A	1,2	3.60	0.0	0		0	0%	0%	2115	0	2115	2115	0	0	575	0.272	0.272	553	0.262	0.262
	E	⇉	D	2	3.60	0.0	15		0	15%	5%	2115	0	2085	2105	0	0	567	0.272		551	0.262	
Dai Fat Street	N	↰	B	1	3.65	10.0	0		1	100%	100%	1980	4100	1720	1720	3620	3620	83	0.048		48	0.028	
	N	↰	B	1	3.65	13.0	0		0	100%	100%	2120	0	1900	1900	0	0	92	0.048		52	0.028	
Ting Kok Road	W	←	C	3	3.75	0.0	0		1	0%	0%	1990	4120	1990	1990	4120	4120	891	0.448	0.448	681	0.342	0.342
	W	←	C	3	3.75	0.0	0		0	0%	0%	2130	0	2130	2130	0	0	954	0.448		729	0.342	

Pedestrian crossing			
↑	Dp	2	Min. Crossing Time = 5Gm + 7FGm =12s
↔	Ep	3	Min. Crossing Time = 6Gm + 9FGm =15s
⇢	Fp	2,3	Min. Crossing Time = 10Gm + 7FGm =17s

Notes:

* Site factor = 0.9 (on-street bus stop)

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

1540(1540) →

85(30) ↘

1845(1410) ←

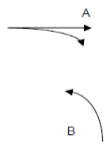
175(100) ↰

AM Peak Check Phase	
εy	0.720
L (sec)	10
C (sec)	120
y pract.	0.825
R.C. (%)	15%

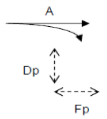
PM Peak Check Phase	
εy	0.604
L (sec)	10
C (sec)	120
y pract.	0.825
R.C. (%)	37%

Stage / Phase Diagrams

1



2



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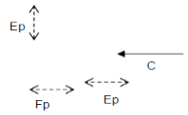


I/G = 6s I/G = 6s

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

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

Description: **2033 Design Traffic Flows (With 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	29%	34%	1965	4070	1910	1900	4015	4005	870	0.456	0.456	873	0.459	0.459
	E		A	1	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	960	0.456		967	0.459	
Fung Yuen Road	S		D	3	18.0	10	22.5	1	25% / 75%	25% / 75%	1990	4120	1830	1830	3785	3785	162	0.089	0.089	140	0.077	0.077
	S		D	3	3.8	20	17	0	100%	100%	2130	0	1955	1955	0	0	173	0.088		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	956	0.491		717	0.368	
	W		B	1,2	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	1024	0.491		768	0.368	

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:

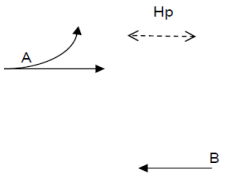
* Site factor = 0.6 (short lane)

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

AM Peak Check Phase		PM Peak Check Phase	
εy	0.544	εy	0.536
L (sec)	22	L (sec)	22
C (sec)	120	C (sec)	120
y pract.	0.735	y pract.	0.735
R.C. (%)	35%	R.C. (%)	37%

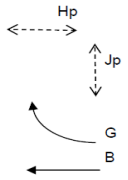
Stage / Phase Diagrams

1



I/G = 6s

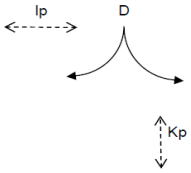
2



I/G = 5s

5s

3



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 (With 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	1%	7%	1945	6175	1940	1930	6170	6160	367	0.189		290	0.150	
	S		A	1	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	399	0.189		318	0.150	
	S		A	1	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	399	0.189		318	0.150	
	S		A	1	3.6	0.0	25	0	100%	100%	2115	4230	1995	1995	4000	4000	549	0.275	0.275	406	0.204	0.204
	S		A	1	3.6	0.0	27.5	0	100%	100%	2115	0	2005	2005	0	0	551	0.275		409	0.204	
Ting Kok Road	E		B	1,2	3.5	15.0	0	1	100%	100%	1965	4070	1785	1785	3725	3725	556	0.311		434	0.243	
	E		B	1,2	3.5	17.5	0	0	100%	100%	2105	0	1940	1940	0	0	604	0.311		471	0.243	
	E		C	2	3.5	0.0	0	0	0%	0%	2105	2105	2105	2105	2105	2105	110	0.052		85	0.040	
	E		C	2	3.5	0.0	32.5	0	100%	100%	2105	4190	2010	2010	3995	3995	269	0.134	0.134	236	0.118	0.118
	E		C	2	3.3	0.0	30	0	100%	100%	2085	0	1985	1985	0	0	266	0.134		234	0.118	
Yuen Shin Road	N		D	2,3	3.5	15.0	0	1	100%	100%	1965	1965	1785	1785	1785	1785	255	0.143		240	0.134	
	N		E	3	3.5	0.0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	262	0.124	0.124	282	0.134	0.134
	N		E	3	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	262	0.124		282	0.134	
	N		E	3	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	262	0.124		282	0.134	
	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	2110	2110	0	0	186	0.088	0.088	184	0.087	0.087
	W		F	4	3.7	15.0	0	1	33%	39%	1980	4100	1920	1905	4030	4015	169	0.088		166	0.087	

Pedestrian crossing

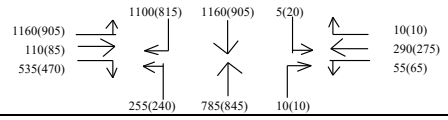
Gp 1,2,3 Min. Crossing Time = 9Gm + 7FGm =16s

Hp 4 Min. Crossing Time = 5Gm + 12FGm =17s

Notes:

(Nil)

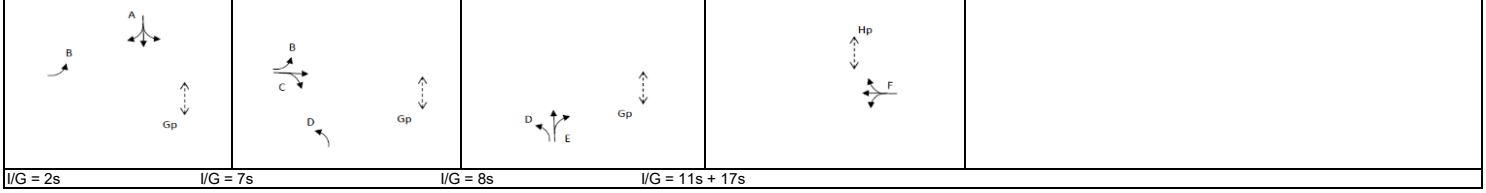
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	
εy	0.621
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	15%

PM Peak Check Phase	
εv	0.542
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	31%

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 (With 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	2	3.3	12.5	0		1	64%	52%	1945	6115	1805	1830	5975	6000	549	0.304	0.304	465	0.254	0.254
	S		B	2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	633	0.304		530	0.254	
	S		B	2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	633	0.304		530	0.254	
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%	2%	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	

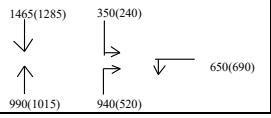
Pedestrian crossing

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)

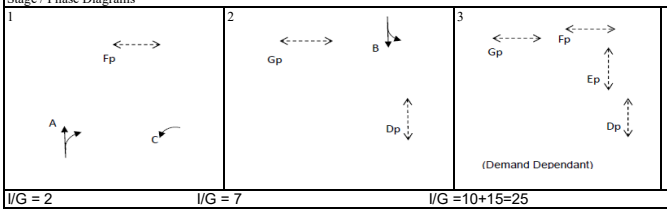
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	
εy	0.581
L (sec)	17
C (sec)	120
y pract.	0.773
R.C. (%)	33%

PM Peak Check Phase	
εy	0.532
L (sec)	17
C (sec)	120
y pract.	0.773
R.C. (%)	45%

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)**

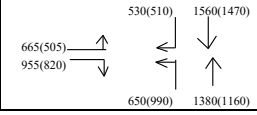
Description: **2033 Design Traffic Flows (With Planned Junction Improvement)**

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	484	0.258		456	0.243	
	S	↓	B	1,2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	538	0.258		507	0.243	
	S	↓	B	1,2	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	538	0.258		507	0.243	
	S	↙	C	2	3.3	0.0	17.5		0	100%	100%	2085	3961.5	1920	1920	3625	3625	281	0.146	0.146	270	0.141	0.141
	S	↙	C	2	3.3	0.0	15	0.9*	0	100%	100%	1876.5	0	1705	1705	0	0	249	0.146		240	0.141	
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	300	0.171	0.171	258	0.147	0.147
	E	↘	E	3	3.3	0.0	20		0	100%	100%	2085	0	1940	1940	0	0	331	0.171		284	0.147	
	E	↘	E	3	3.3	0.0	15		0	100%	100%	2085	0	1895	1895	0	0	323	0.171		278	0.147	
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	408	0.233	0.233	343	0.196	0.196
	N	↑	A	1	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	486	0.233		409	0.196	
	N	↑	A	1	3.3	0.0	0		0	0%	0%	2085	0	2085	2085	0	0	486	0.233		409	0.196	

Notes:

* Site factor = 0.9 (short lane)

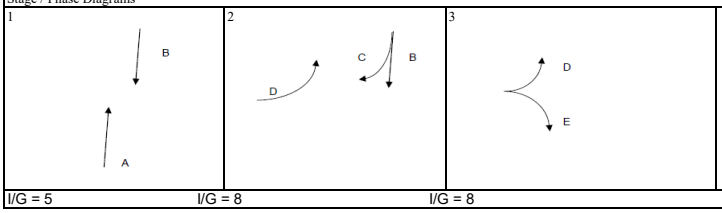
Traffic Flow (pcu / hr) AM(PM) Peak



AM Peak Check Phase	
ey	0.550
L (sec)	15
C (sec)	120
y pract.	0.788
R.C. (%)	43%

PM Peak Check Phase	
ey	0.483
L (sec)	15
C (sec)	120
y pract.	0.788
R.C. (%)	63%

Stage / Phase Diagrams



I/G = 5 I/G = 8 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

Confirmation of Management and Maintenance of the Local Access Road by HAD

Application No. Y/NE-TK/19
To Rezone the Site from Agriculture" and "Green Belt" to "Government, Institution or Community"
Various Lots in DD. 23, Tung Tsz, Tai Po, New Territories

1. **Comments of the Director of Environmental Protection**
   (Contact Person: Ms. Abbey LAU, Tel: 2835 1300)

   Please refer to **Attachment 1**.

2. **District Officer (Tai Po) of Home Affairs Department**
   (Contact Person: Miss TANG Hiu Yan, Hilary, Tel: 2654 1233)

   Regarding previous inquiries, please find our reply as follows:

   (a) this office has no objection in principle to the proposed works including the amendment to the access road and footpaths provided they fully comply with Government standards, including the provision of an adequate drainage system for eliminating the risk of flooding in the vicinity;

   (b) this office has no adverse comment on taking over the ad-hoc maintenance responsibility for the proposed works. Nonetheless, the structure, thickness, and anti-slip coefficient of the access road and footpath must comply with Government standards and the works shall be situated on unleased Government land to facilitate future maintenance consideration, if any;

   (c) due to the limited details provided in Figure 4 of the submission, we are unable to offer specific comment(s) on the compliance of the proposed access road and footpaths with relevant standards at this juncture;

   (d) the proposed access road should comply with the standards of the Highways Department (HyD). Specifically, the road should be constructed in accordance with HyD's standard drawings for Typical Bituminous Pavement Construction (**Attachment 2 – Drawing No. H1101e**) and Typical Concrete Pavement Construction (**Attachment 3 – Drawing No. H1102c**) as attached for your reference. Details of drawings include material specification, layer thickness, and construction methodologies to ensure compliance with HyD's structural and safety requirements; and

   (e) for village footpath, the design should utilise Grade C30 concrete, known for its

APPENDIX E

Summary of 'Responses to Comments'

(August 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' (August 2025)

Comments of Traffic Engineering (NTE) Division, Transport Department dated 12 June 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	**Responses**
Supporting Planning Statement Main Paper (i) Please indicate the confirmation of management and maintenance parties in the TIA report.	Please note that the management and maintenance parties of the local access road connecting Tung Tsz Road and the proposed development would be Home Affairs Department (HAD), please refer to **Section 2.3** and **Appendix D** of the revised TIA report for details.
Appendix 2 – Traffic Impact Assessment (v) There is no direct public transportation to the subject site. The nearest bus stop at Ting Kok Road is about 680m from the site. The public could only access to Tung Tsz Road by NT GMB and Resident's service. Please note that the characteristic of the listed RCHE samples are different to the subject application. Our observations are listed below: 1. Assemblies of God Holy Light Church Aged Home – This RCHE was established around 1990 and the target group user is likely different from the proposed development.	Noted and please note that the listed RCHE samples with different characteristic to the subject application have been removed.

Comments of Traffic Engineering (NTE) Division, Transport Department dated 12 June 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	**Responses**
2. Chinese Christian Worker's Fellowship Wah Hei Elderly Home (Comet Mansion) – this RCHE is located at the Yuen Long urban area with mature PT service, e.g. Yuen Long Bus Terminus, PT at Fung Cheung Road, etc. 3. T.W.G.Hs. Y. C. Liang Memorial Home for the Elderly – There are Tin Yiu Bus Terminus and Light Rail Station nearby. 4. Salvation Army Kam Tin Residence for Senior Citizens – There are PT services at Kam Tin Road. 5. Pok Oi Hospital Yeung Chun Pui Care and Attention Home – There are PT service at Ping Ha Road and there is a public car park nearby.	
The reference examples of existing RCHE shall be reasonably selected with similar characteristic to the proposed development. Please justify the provision of parking spaces and loading/unloading spaces have met the operation need, including the parking need of their staff and visitors.	Please note that the shuttle bus service will be provided by the Applicant and booking in advance is required for parking provision for staff, visitors or persons with disabilities, therefore the provision of parking spaces and loading/unloading spaces would meet the operation need, please refer to **Section 2.6** of the revised TIA report for details.
Please also clarify the provision of loading/unloading spaces for M/HGV.	Please be clarified that 1 no. of MGV is proposed, please refer to **Section 2.3** and **Section 2.4** of the revised TIA report for details.
Sufficient parking spaces and loading and unloading space provisions are crucial and necessary for an elderly residential care home. The insufficient	Please note that the parking and loading and unloading provision has been reviewed and revised, please refer to **Section 2.4** of the revised TIA report for details.

Comments of Traffic Engineering (NTE) Division, Transport Department dated 12 June 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	Responses
of such provisions raises serious challenges for the loading and unloading of goods, daily deliveries of essential supplies, medications, equipment, etc.. The lack of such provision poses tremendous inconvenience to the elderly and its visitors. Please review how the parking and loading and unloading need of the development can be accommodated.	
(ix) In accordance with PlanD's advice in her email on 17 March 2025, we note that the planned development "Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities" was not included in the assessment. In addition; Villa Lucca was not fully intake at the time of survey. Please review.	As per DSD verbal comment, information on "Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities (Agreement No. CE 58/2022 (DS)" will not be disclosed to private project planning application. Assumption has been made for this planned development, please refer to **Table 4.3** and **Table 4.4** of the revised TIA report for details. Noted and please note that Villa Lucca has been added to **Table 4.3** and **Table 4.4**, please refer to the revised TIA report for details.
(xiv) The extent/height of greenery area shall not obstruct the sightline at the run-in/out. Please review.	Noted and please refer to **Figure 2.3 (Rev A)** for the without greenery area obstruction of sightline at the run-in/out.
(xv) The increase of traffic flow along the route between reference scenario and design scenario are inconsistent, For instance, the trip attraction (pcu/hr) at AM Peak (PM Peak) are listed below: Junctions: A: 20	Noted and please note that traffic flow along the route between reference scenario and design scenario have been checked and revised, please refer to **Figure 4.9** and **Figure 4.10** of the revised TIA report for details.

Comments of Traffic Engineering (NTE) Division, Transport Department dated 12 June 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	Responses
B: 30 C: 0 D: 30 E: 20 F: 20 G: 20 H: 30 I: 20 J:30 While the trip attraction in Table 4.8 is 25pcu/hr. Please be reminded to check the correctness and consistency before submission. In addition, the AM eastbound traffic at Junction C for both scenarios are the same, please check.	
(xvi) Others Please ensure sufficient clear width of the footpath for wheelchair users, taking into account of any obstructions on the footpath, e.g. lamp post, etc..	Noted and please note that street furniture will be relocated so ensure sufficient clear width of the footpath for wheelchair users, please refer to **Figure 2.1 (Rev A)** of the revised TIA report for details.
Figure 2.5 indicates that the proposed shuttle services run through additional roads and junctions to Tai Po Market Station. Please provide the assessment for the expanded AOI.	Since the proposed shuttle service will only be provided during the non-peak hours for both staff (4 nos. of 19-seater light buses to arrive/leave before 6:45am and after 6:45pm) and visitors (1 no. of 19-seater light buses to arrive/leave between 10am and 4pm), therefore shuttle services will not be included for assessment purpose during peak hours, please refer to **Section 2.6** of the revised TIA report for details.
The road and loading/unloading facilities near Tai Po Market Station is busy, please provide the assessment	Please refer to **Section 6** of the revised TIA report for the assessment of the proposed boarding/alighting point at the bus layby at

Comments of Traffic Engineering (NTE) Division, Transport Department dated 12 June 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	Responses
for the proposed boarding/alighting point at Tai Po Market Station.	Nam Wan Road (westbound) (close to Wan Tau Tong Estate) near Tai Po Market Station.
Comments on the RtC to SWD's comments from traffic engineering perspective RtC 13 Please refer to our above response to RtoC (v).	 Please note that the parking and loading and unloading provision has been reviewed and revised, please refer to **Section 2.4** of the revised TIA report for details.
Access road to subject site You are reminded to seek LandsD's confirmation on the proposed M&M agent.	 Please note that the management and maintenance parties of the local access road connecting Tung Tsz Road and the proposed development would be Home Affairs Department (HAD), please refer to **Section 2.3** and **Appendix D** of the revised TIA report for details.
Comments of Planning Department 31. Please refer to our response to RtoC (ix).	 As per DSD verbal comment, information on "Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities (Agreement No. CE 58/2022 (DS)" will not be disclosed to private project planning application. Assumption has been made for this planned development, please refer to **Table 4.3** and **Table 4.4** of the revised TIA report for details. Please note that Villa Lucca has been added to **Table 4.3** and **Table 4.4**, please refer to the revised TIA report for details.

Comments of Traffic Engineering (NTE) Division, Transport Department dated 12 June 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	Responses
32. Please refer to our response to RtoC (v). The TIA shall take into account the parameters affecting the trips generation and attraction due to the proposed development, including the numbers of beds for suites, rooms, staff quarters, estimated number of visitors and employees.	Noted and please refer to **Section 2.6** and **Table 4.8** of the revised TIA report for trips generation and attraction due to the proposed development.
33. The proposed development contributes additional traffic flow to the roads and junctions within the AOI. It reduces the Reserved Capacity (RC) of the critical junction of 1% to 2%. The applicant shall design and implement appropriate traffic mitigation measures to mitigate the traffic impact due to the development.	Please note that the junction assessment has been reviewed and revised, please refer to **Table 5.1** of the revised TIA report for details.
Other specific comments Please review the Para. 5.1.5 since the proposed development contributes additional traffic flow to the roads and junctions within the AOI. It reduces the Reserved Capacity (RC) of the critical junction of 1% to 2%. The applicant shall design and implement appropriate traffic mitigation measures to mitigate the traffic impact due to the development.	Please note that the junction assessment has been reviewed and revised, please refer to **Table 5.1** of the revised TIA report for details.
<u>Comments from Transport Operation (NT) Division, TD</u> Subject to satisfaction of the assessments mentioned in our further comment on RtC (xvi) (b) for the proposed shuttle services to be provided to the captioned site between Tung Tsz and Tai Po Market Station, the stopping point of the shuttle	Noted and please note that the proposed shuttle service of the stopping point has been revised to bus layby at Nam Wan Road (westbound) (close to Wan Tau Tong Estate) near Tai Po Market Station, please refer to **Section 2.6** and **Figure 2.5 (Rev A)** of the

Comments of Traffic Engineering (NTE) Division, Transport Department dated 12 June 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	Responses
service at bus layby at Nam Wan Road (eastbound) (closed to Uptown Plaza) for Tai Po Market Station bound and at bus layby at Nam Wan Road (westbound) (close to Wan Tau Tong Estate) for the bound to the captioned site may be considered.	revised TIA report for details.

Comments of Planning Department dated 23 June2025 (Ms. WUN Tsz Wing, Charlotte, 2158 6018)	**Responses**
Planned/Committed Developments in Traffic Impact Assessment (Tables 4.2 and 4.3 and Figure No. 4.1)	
1. As it is uncertain whether the planning permissions for two transitional housing developments (i.e. Lok Sin Village at Wong Yue Tan and Good House at Shuen Wan) under planning applications A/NE-TK/702 and 753 would be renewed for another five years upon its expiry. Please include them in the Traffic Impact Assessment as a prudent approach.	Noted and added, please refer to **Table 4.3** and **Table 4.4** of the revised TIA report for details.
2. Please advise whether the traffic generated by Villa Lucca, a recently completed development, has been taken into account in the Traffic Impact Assessment.	Noted and please note that Villa Lucca has been added to **Table 4.3** and **Table 4.4**, please refer to the revised TIA report for details.
3. For planning application No. A/TP/685, the consultant is advised to retrieve the relevant development parameters and information from the concerned RNTPC paper and its appendices which are available on the Town Planning Board Statutory Planning Portal 3 as below: Main Paper https://www.ozp.tpb.gov.hk/api/Doc/Papers?fileName=RNTPC%2fRNTPC-20230303%2fSTN%2fA_TP_685/A_TP_685_Main+Paper.pdf&dType=in Appendices (including TIA) https://www.ozp.tpb.gov.hk/api/Doc/Papers?fileName=RNTPC%2fRNTPC-20230303%2fSTN%2fA_TP_685/A_	Noted and included in the previously submitted TIA report, please refer to Note (11) of **Table 4.3** for details.

Comments of Planning Department dated 23 June2025 (Ms. WUN Tsz Wing, Charlotte, 2158 6018)	**Responses**
TP_685_Appendix+I+to+Ia.pdf&dType =in	
4. For the planned development "Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities (Agreement No. CE 58/2022 (DS)), the consultant is advised to contact DSD (contact person: Mr. Brandon CHAN at 2594 7452 or cychan08@dsd.gov.hk) for the latest details of the project.	As per DSD verbal comment, information on "Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities (Agreement No. CE 58/2022 (DS)" will not be disclosed to private project planning application. Assumption has been made for this planned development, please refer to **Table 4.3** and **Table 4.4** of the revised TIA report for details.
5. Please be advised that a 24-classroom primary school would be provided at the adjacent reserved school site at Chung Nga Road West. Please supplement accordingly.	Noted and please note that 24-classroom primary school at Chung Nga Road West has been added to **Table 4.3** and **Table 4.4**, please refer to the revised TIA report for details.
6. Please be advised that the gross floor area for the proposed community health centre at On Pong Road is about 31,580m^2. Please revise accordingly.	Noted and revised, please refer to **Table 4.3** and **Table 4.4** of the revised TIA report for details.
7. Comments on the other parts of the FI submission will be provided separately in due course.	Noted.