APPENDIX 2

Traffic Impact Assessment

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

October 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	1,476.48 m^2
No. of Blocks	1
No. of Storeys	8
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 B)** 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 B)** and **Figure 2.3 (Rev B)** respectively, and **Figure SP-03 (Rev A)** to **Figure SP-06 (Rev A)** 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 sites at remote area 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
Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly	93 Sam Mun Tsai Road, Shuen Wan, Tai Po	649	14 car parking spaces	0.022
Yan Chai Hospital Tai Po Fu Tip Elderly Home	2/F (Portion), 3/F and 4/F, Social Service Building, Fu Tip Estate, 11 Chung Nga Road, Tai Po, New Territories	100	-(1)	-
Ho Shin Home for the Elderly	G/F & 1/F, Shin King House, Fu Shin Estate, Tai Po, New Territories	90	-(1)	-

Note:
(1) Located within public housing estate with carpark, no parking spaces could be distinguished for RCHE.

2.4.2 With reference to **Table 2.2**, the maximum parking rate number for private car per bed of other RCHE, Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly, is 0.022. Based on the maximum parking rate number for private car per bed, taking into consideration that a total of 244 nos. of beds will be provided, the private car parking provision of the proposed development would be 6 nos. (i.e. 0.022 x 244). In view that shuttle service will only be provided by the operator for both staff and visitors (to be discussed in **Section 2.6**), 4 nos. of private car parking spaces is proposed. 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 B)** and **Figure SP-03(Rev A)** to **Figure SP-06(Rev A)** 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 on a typical weekday (7:00am to 7:00pm), 30 September 2025. 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. As mentioned in **Section 2.6**, the proposed development traffic will be arranged outside the AM and PM peak period to avoid overlapping with the traffic peak period. Analysis of the existing traffic data indicated that the busiest traffic flow periods in non-peak AM and PM hours are from 10:00am to 11:00am and 4:00pm to 5:00pm respectively. The existing busiest traffic flow period in non-peak hours is presented in **Figure 3.12(Rev A)**.

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 2025

Junction	Junction Location	Method of Control	Year 2025 RC(1)/RFC(2)	
			AM Non-Peak	PM Non-Peak
A	Tung Tsz Road/ Universal Gate Road	Priority	0.02	0.03
B	Ting Kok Road/ Tung Tsz Road	Priority	0.39	0.19
C	Ting Kok Road/ Sam Mun Tsai Road	Signal	>100%	>100%
D	Ting Kok Road/ Lo Fai Road	Signal	81%	>100%
E	Ting Kok Road/ Dai Kwai Street	Signal	56%	54%
F	Ting Kok Road/ Dai Fat Street	Signal	45%	83%
G	Ting Kok Road/ Fung Yuen Road	Signal	59%	89%
H	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	Signal	62%	69%
I	Yuen Shin Road/ Dai Fat Street	Signal	72%	>100%
J	Yuen Shin Road/ Tai Po Tai Wo Road	Signal	49%	73%

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 the busiest traffic flow period in non-peak hours.

Table 3.3 Traffic Flows and Volume to Capacity (V/C) Ratio Assessment of Identified Road Links in Year 2025

Road Link	Dir	Road Type	No. of Lanes	Capacity (pcu/hr)	Year 2025 Existing			
					AM Non-Peak		PM Non-Peak	
					Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C
Tung Tsz Road	EB	LD	1	460	220	0.48	110	0.24
	WB	LD	1	460	140	0.30	130	0.28
Ting Kok Road (between Dai Fat Street and Fung Yuen Road)	EB	PD	2	3,220	1,135	0.35	965	0.30
	WB	PD	2	3,220	1,255	0.39	890	0.28
Ting Kok Road (between Fung Yuen Road and Dai Fuk Road)	EB	PD	2	3,220	1,160	0.36	1,055	0.33
	WB	PD	2	3,220	1,340	0.42	975	0.30
Yuen Shin Road (between Dai Fuk Road and Dai Fat Street)	EB	PD	2	3,220	620	0.19	625	0.19
	WB	PD	2	3,220	920	0.29	780	0.24
Yuen Shin Road (between Dai Fat Street and Tai Po Tai Wo Road)	EB	PD	2	3,220	1,290	0.40	980	0.30
	WB	PD	2	3,220	1,355	0.42	1,240	0.39

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 busiest non-peak hours period.

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, peak hour trip generation of the future vicinity developments have been taken into consideration. The major planned development is detailed in **Figure 4.1 (Rev A)** 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
		30-classroom 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	pcu/hr	1(3)	3(3)	2(3)	3(3)
A/NE-TK/702	Various Lots in D.D.26,	Proposed Temporary Residential	~ 21,551 m^2 1,236 flats	pcu/hr	46(3)	36(3)	36(3)	36(3)

Approved Planning Application No.	Location	Use	Assumed GFA & Flat no.	Units	Trip Rates			
					AM Peak		PM Peak	
					Gen.	Att.	Gen.	Att.
	Wong Yue Tan	Institution (Transitional Housing) with Filing and Excavation Land for a period of 5 years						
-	Area 33, Tai Po	Construction Industry Council Training Academy Tai Po Training Ground	-	pcu/hr	23(4)	23(4)	23(4)	23(4)
-	Tai Po Town Lot 246 (Ex-Shuen Wan Landfill Site)	Golf Course	-	pcu/hr	8(3)	32(3)	50(3)	26(3)
-	Area 33, Tai Po	Football-cum-rugby pitch/underground public vehicle park 400 car spaces	-	pcu/hr/ parking space	0.0771(5)	0.0907(5)	0.0493(5)	0.0811(5)
-	On Pong Road	Community health centre	31,580m^2	pcu/hr/100 sq m GFA	0.235(6)	0.235(6)	0.23(6)	0.115(6)
Y/TP/40	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 Governme nt Land, Fung Yuen, Tai Po	Private Housing	1,988 flats	pcu/hr	155(3)	125(3)	125(3)	118(3)
		Commercial	Not more than 800m^2	pcu/hr/100 sq m GFA	2(3)	2(3)	2(3)	2(3)
		RCHE	150 beds	Pcu/hr/bed	4(3)	5(3)	9(3)	7(3)
-	Villa Lucca, 36 Lo Fai Road, Tai	Private Housing	262 flats	pcu/hr/flat	0.3252(7)	0.2609(7)	0.2835(7)	0.4074(7)

Approved Planning Application No.	Location	Use	Assumed GFA & Flat no.	Units	Trip Rates			
					AM Peak		PM Peak	
					Gen.	Att.	Gen.	Att.
	Po							
-	Tai Po Sewage Treatment Works	PWP No. 5191DR Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities	-	pcu/hr	25(8)	25(8)	25(8)	25(8)

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) Based on previous study on Construction Industry Council Training Academy.
(5) Based on surveyed trip rate at Tai Po Tung Cheong Street Sports Centre Public Vehicle Park.
(6) Adopted trip rate of community health centre in the approved TIA report for Queen's Hill, Fanling.
(7) Trip rates for private housing development of 300m^2 is adopted.
(8) Information not disclosed to for private project planning application use. Assumptions have been made.
(9) For the planned bus depot at Dai Fuk Street (A/TP/685), the approved TIA report stated that most of the buses leave and return to the depot between 12am and 6am for daily operation, therefore will not be included in the assessment during peak hours.
(10) LSPS/001 residential developments are scheduled to be completed by year 2033 tentatively, which is later than the completion year of the proposed development, therefore will not be included in the assessment.

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
		30-classroom 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$^{(1)}$
-	Area 33, Tai Po	Construction Industry Council Training Academy Tai Po Training Ground	-	23$^{(2)}$	23$^{(2)}$	23$^{(2)}$	23$^{(2)}$

Approved Planning Application No.	Location	Development	Assumed GFA & Flat no.	Trips			
				AM Peak (pcu/hr)		PM Peak (pcu/hr)	
				Gen.	Att.	Gen.	Att.
-	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
Y/TP/40	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	1,988 flats	155	125	125	118
		Commercial	Not more than 800m^2	2	2	2	3
		RCHE	150 beds	4	5	9	7
-	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	-	25(3)	25(3)	25(3)	25(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 Junction Fung Yuen Road / Ting Kok Road (G) will be modified according to the TIA report (January 2021) of approved A/NE-TK/702 at Wong Yue Tan, Tai Po and the latest drawing for A/NE-TK/753 at Shuen Wan, Tai Po as shown in **Figure 4.2**. It is anticipated that the planned junction layout would be in place for reference and design year 2033 (the commissioned year of the proposed development) for the assessments.

4.4.2 It is noted that planning application no. Y/TP/40 of about 1,988 units is undergoing planning application scheduled to be completed by year 2030 tentatively. The planned improvement scheme of planning application no. Y/TP/40 should be in place together with its development, therefore the planned improvement schemes of the critical junctions will be taken into account and summarised in **Table 4.5**.

Table 4.5 Planned Junction Layouts under planning application no. Y/TP/40

Ref.	Junction	Detail	Anticipated Completion Year
F	Ting Kok Road/ Dai Fat Street	As shown in **Figure 4.3**	By 2030
G	Ting Kok Road/ Fung Yuen Road	As shown in **Figure 4.4**	By 2030
H	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	As shown in **Figure 4.5**	By 2030
I	Yuen Shin Road/ Dai Fat Street	As shown in **Figure 4.6**	By 2030
J	Yuen Shin Road/ Tai Po Tai Wo Road	As shown in **Figure 4.7**	By 2030

4.5 Reference Traffic Flows

4.5.1 2033 reference traffic flows are then derived by the following and presented diagrammatically in **Figure 4.8**.

2033 Busiest Non-peak Reference Traffic Flows (Without Proposed Development) = (**2025 Busiest Non-peak Observed Traffic Flows** x **Adopted Growth Factor (i.e. +1.25% for 8 years)**) + **Peak-hour 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.	649	pcu/hr	7	10	13	9
		pcu/hr/bed	0.011	0.016	0.020	0.014
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**	**0.043**	**0.058**

4.6.2 Based on **Section 2.6**, **Table 2.1** and **Table 4.6**, the estimated traffic generation and attraction due to the proposed development are summarized in **Table 4.7**.

Table 4.7 Estimated Traffic Generation and Attraction of Proposed Development

	AM		PM	
	Generation (pcu/hr)	Attraction (pcu/hr)	Generation (pcu/hr)	Attraction (pcu/hr)
Proposed Development (244 beds)	21	17	11	15
Shuttle service for visitor	1.5	1.5	1.5	1.5
Total	**23 (say 25)**	**19 (say 20)**	**13 (say 15)**	**17 (say 20)**

Note:
(1) From **Section 2.6**, shuttle service will be provided to staff during before AM and after PM peak hours; therefore will not be included for the above assessment.

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

4.7 Design Traffic Flows

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

2033 Busiest Non-peak Design Traffic Flows (With Proposed Development)	=	**2033 Busiest Non-peak 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 4.9** and **Figure 4.10** 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 Non-Peak	PM Non-Peak	AM Non-Peak	PM Non-Peak
A	Tung Tsz Road/ Universal Gate Road	Priority	0.02	0.03	0.05	0.07
B	Ting Kok Road/ Tung Tsz Road	Priority	0.46	0.21	0.51	0.24
C	Ting Kok Road/ Sam Mun Tsai Road	Signal	>100%	>100%	>100%	>100%
D	Ting Kok Road/ Lo Fai Road	Signal	44%	75%	42%	72%
E	Ting Kok Road/ Dai Kwai Street	Signal	25%	20%	23%	19%
F(2)	Ting Kok Road/ Dai Fat Street	Signal	73%	>100%	71%	>100%
G(2)	Ting Kok Road/ Fung Yuen Road	Signal	68%	78%	66%	76%
H(2)	Ting Kok Road/ Yuen Shin Road/ Dai Fuk Street	Signal	51%	69%	50%	67%
I(2)	Yuen Shin Road/ Dai Fat Street	Signal	63%	74%	60%	70%
J(2)	Yuen Shin Road/ Tai Po Tai Wo Road	Signal	45%	69%	43%	67%

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 non-peak hour respectively, and generate and attract 15 pcu/hr and 20 pcu/hr during PM non-peak hour respectively.

5.1.4 The traffic generated by the proposed development is small and would induce insignificant impact on the surrounding road network during the busiest traffic flow periods in non-peak hours.

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 Non-Peak		PM Non-Peak		AM Non-Peak		PM Non-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	250	0.54	120	0.26	275	0.60	135	0.29
	WB	LD	1	460	160	0.35	145	0.32	180	0.39	165	0.36
Ting Kok Road (between Dai Fat Street and Fung Yuen Road)	EB	PD	2	3,220	1,420	0.44	1,260	0.39	1,440	0.45	1,280	0.40
	WB	PD	2	3,220	1,555	0.48	1,165	0.36	1,580	0.49	1,180	0.37
Ting Kok Road (between Fung Yuen Road and Dai Fuk Road)	EB	PD	2	3,220	1,565	0.49	1,475	0.46	1,585	0.49	1,495	0.46
	WB	PD	2	3,220	1,790	0.56	1,380	0.43	1,815	0.56	1,395	0.43
Yuen Shin Road (between Dai Fuk Road and Dai Fat Street)	EB	PD	2	3,220	825	0.26	845	0.26	845	0.26	865	0.27
	WB	PD	2	3,220	1,195	0.37	1,060	0.33	1,220	0.38	1,075	0.33
Yuen Shin	EB	PD	2	3,220	1,630	0.51	1,295	0.40	1,650	0.51	1,315	0.41

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 Non-Peak		PM Non-Peak		AM Non-Peak		PM Non-Peak	
					Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C	Flow (pcu/hr)	V/C
Road (between Dai Fat Street and Tai Po Tai Wo Road)	WB	PD	2	3,220	1,735	0.54	1,605	0.50	1,760	0.55	1,620	0.50

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 busiest traffic flow periods in non-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 2025. Current operational performance of the critical junctions has been assessed. The results reveal all critical junctions are at present operating within their capacities during the busiest traffic flow periods in non-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 busiest traffic flow periods in non-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 non-peak hour respectively, and generate and attract 15 pcu/hr and 20 pcu/hr during PM non-peak hour respectively.

7.1.5 The 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.

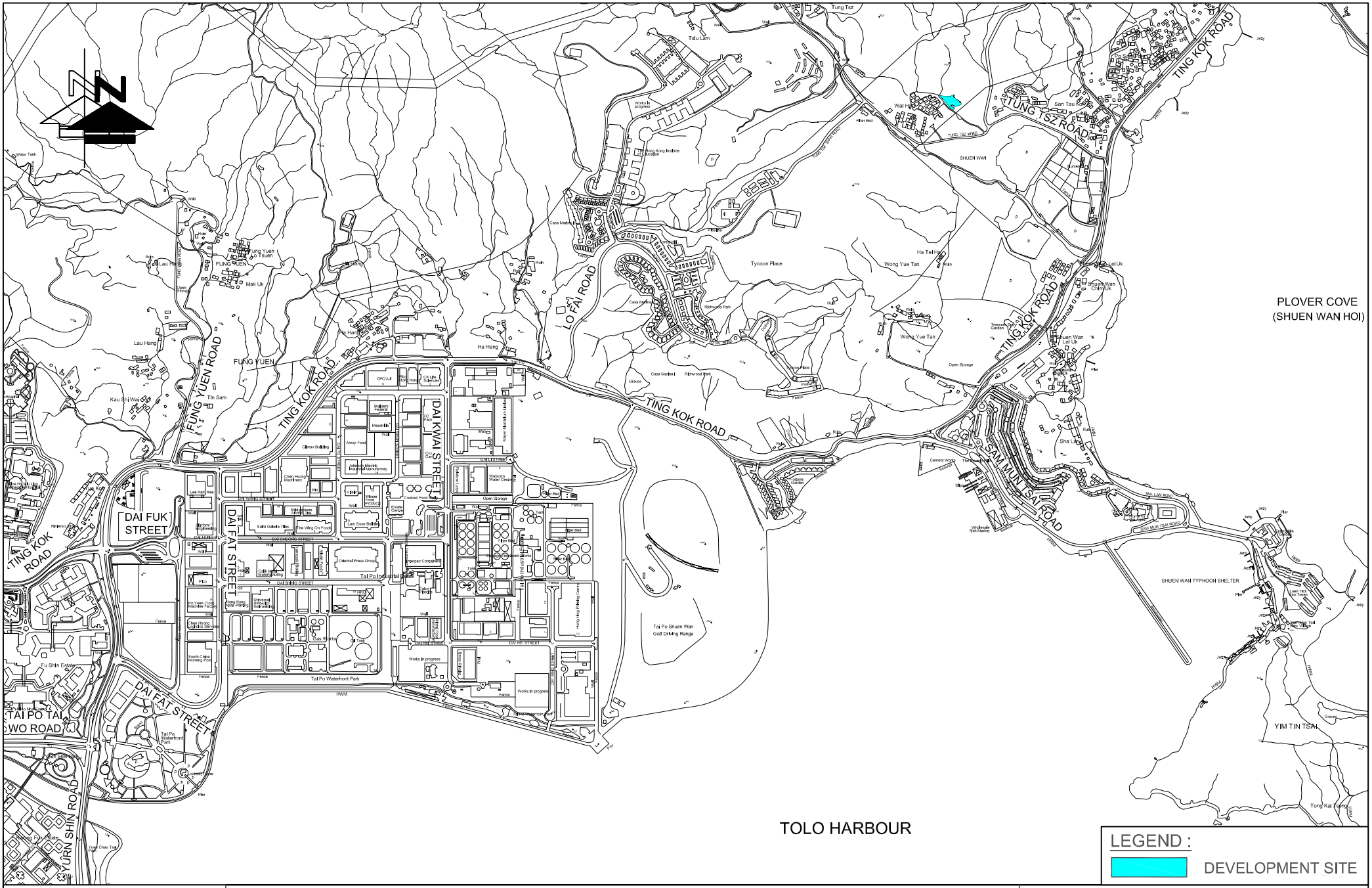

FIGURE NO.: 1.1	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT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

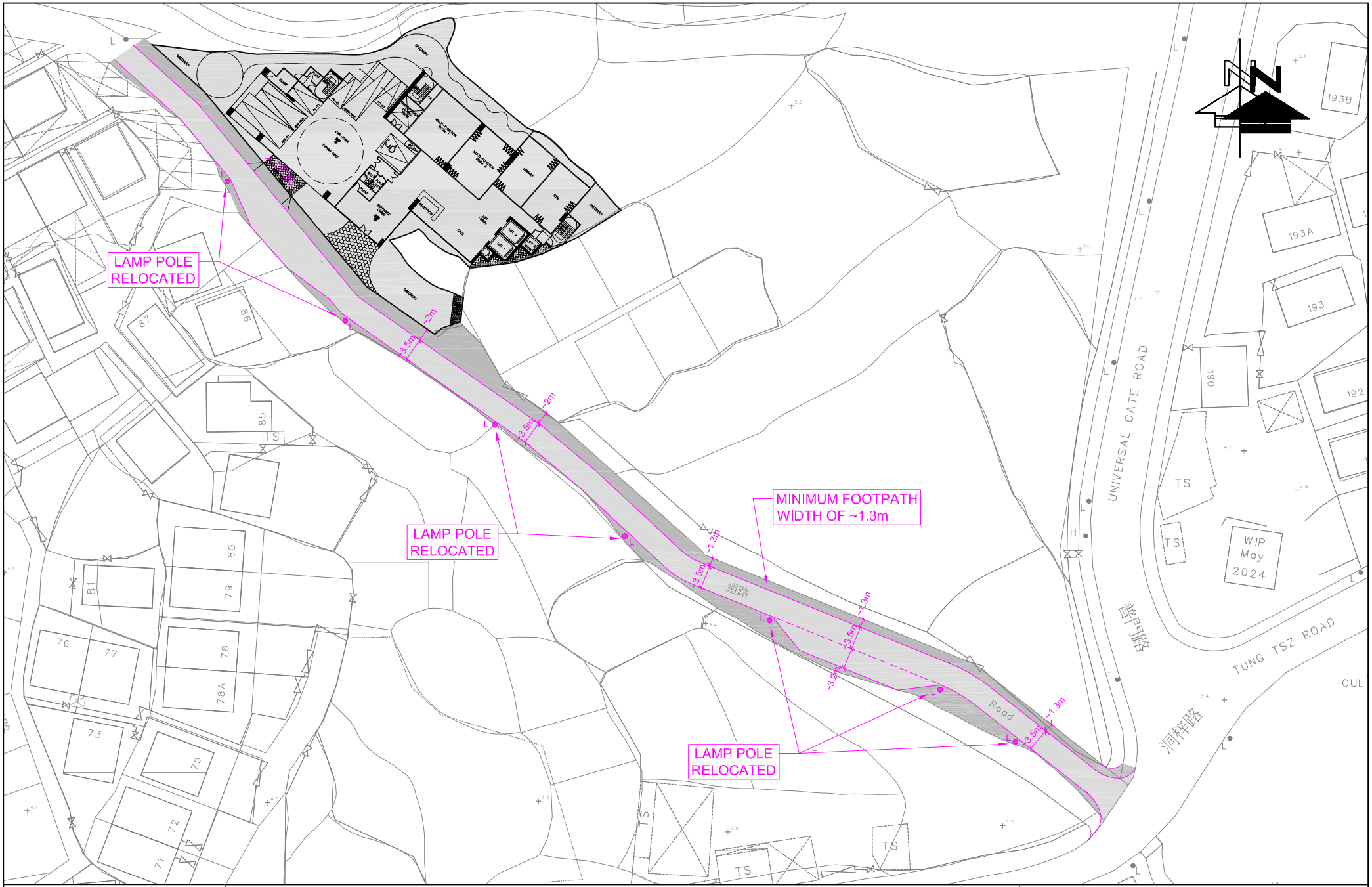

FIGURE NO.: 2.1(REV B)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T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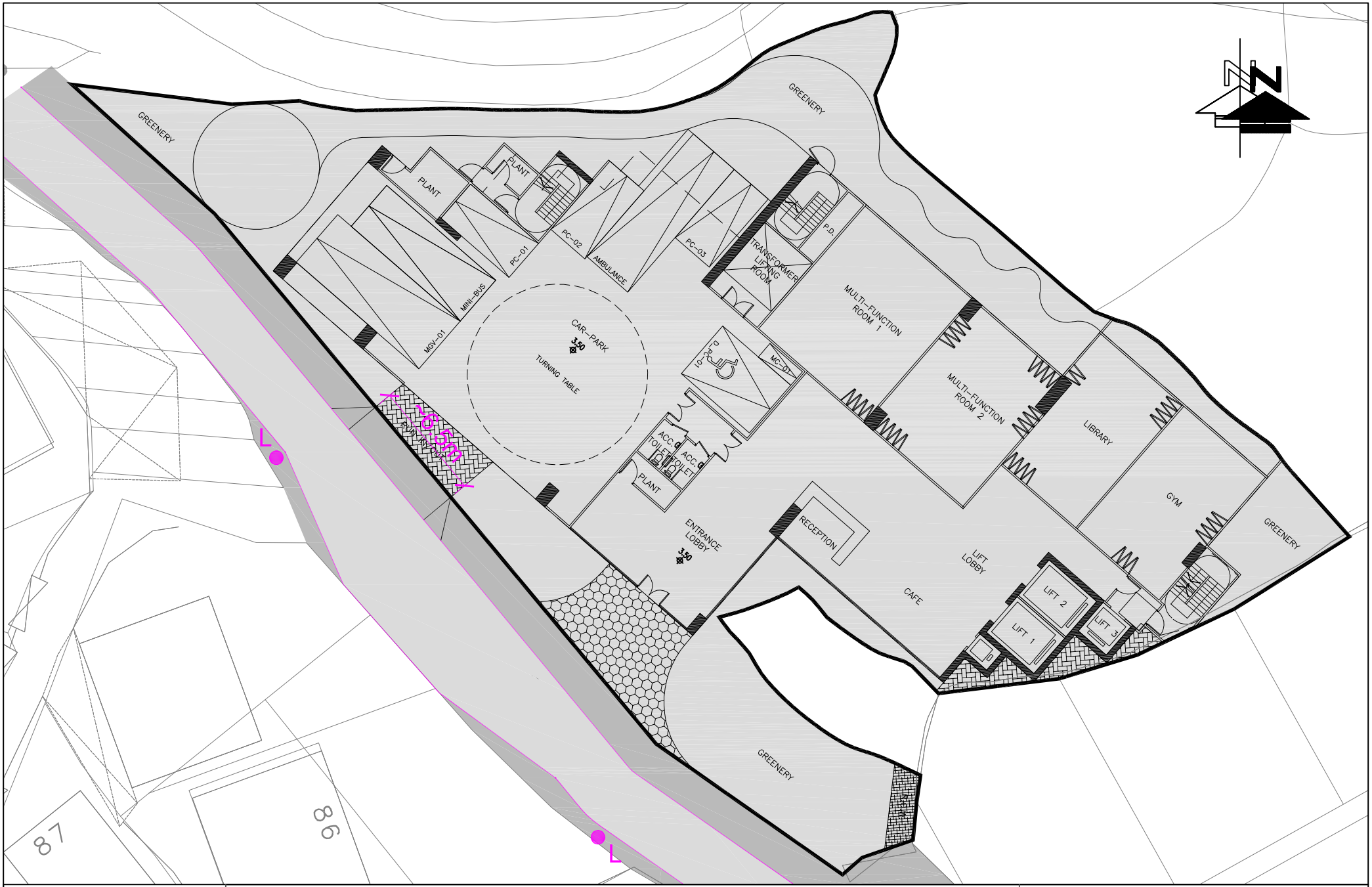

FIGURE NO.: 2.2(REV B)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	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: 05 NOV 2025		

FIGURE NO.: 2.3(REV B)	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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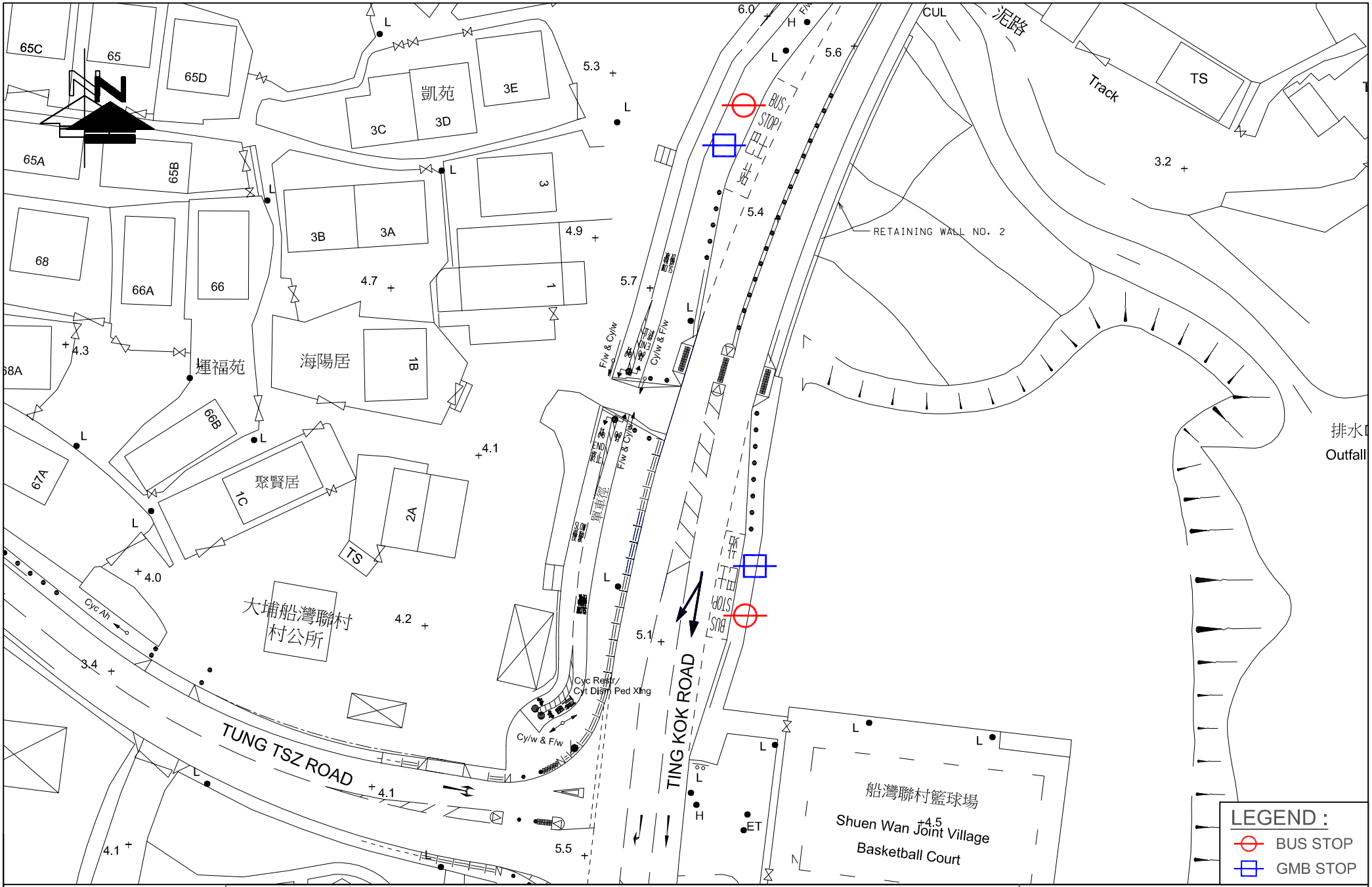

FIGURE NO.: 2.4	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
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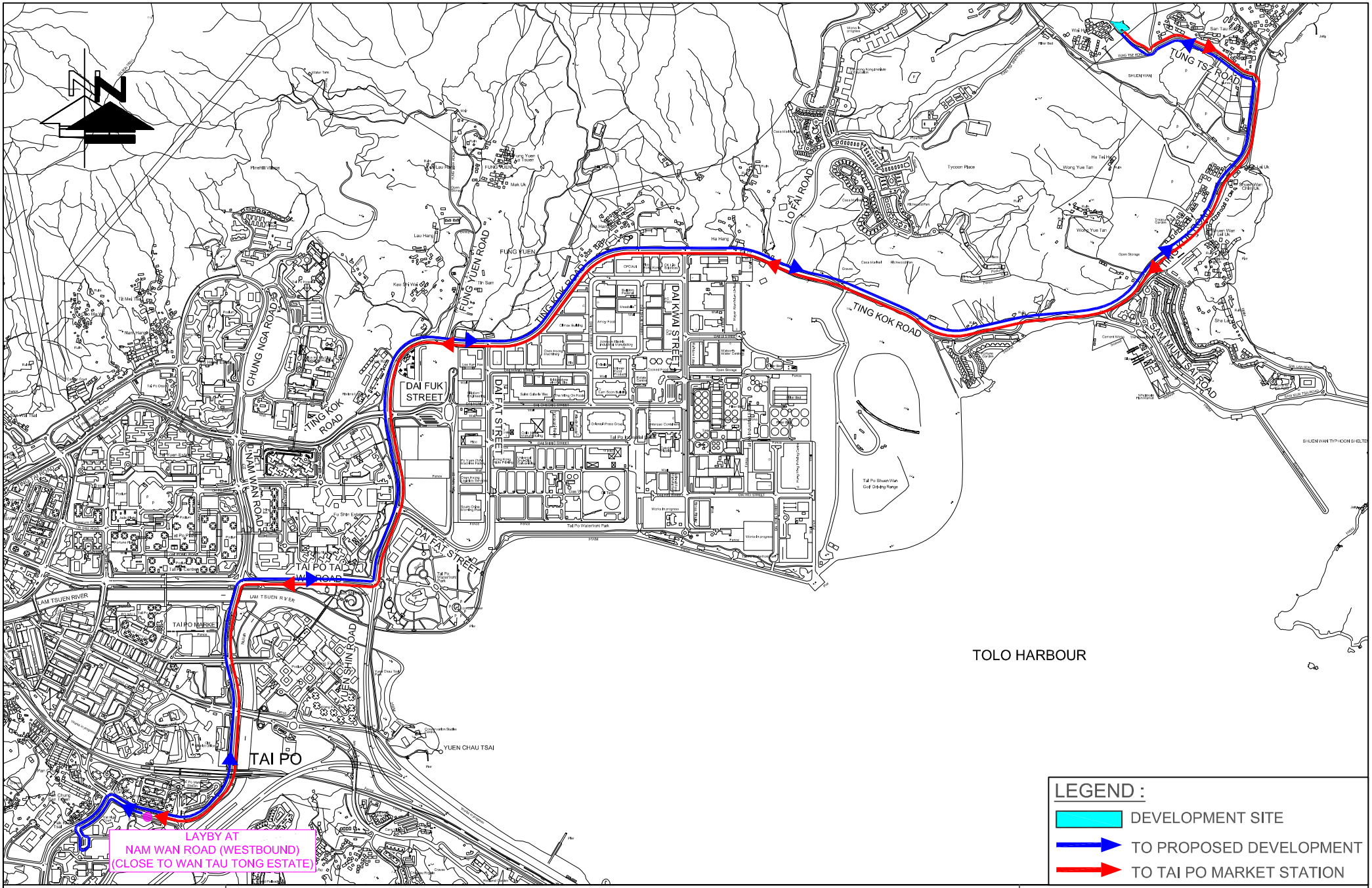

FIGURE NO.: 2.5(REV A)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	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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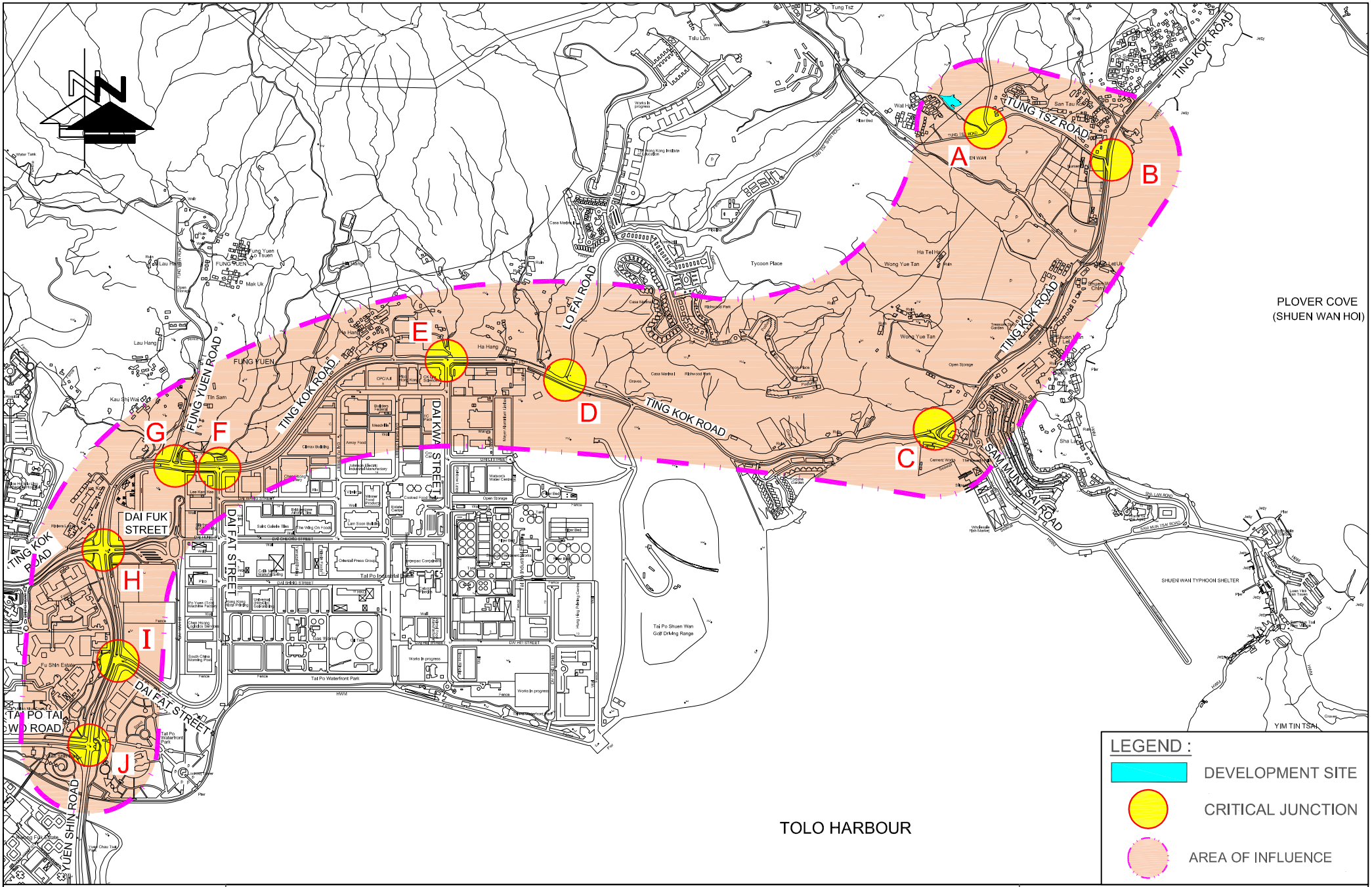

FIGURE NO.: 3.1(REV A)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T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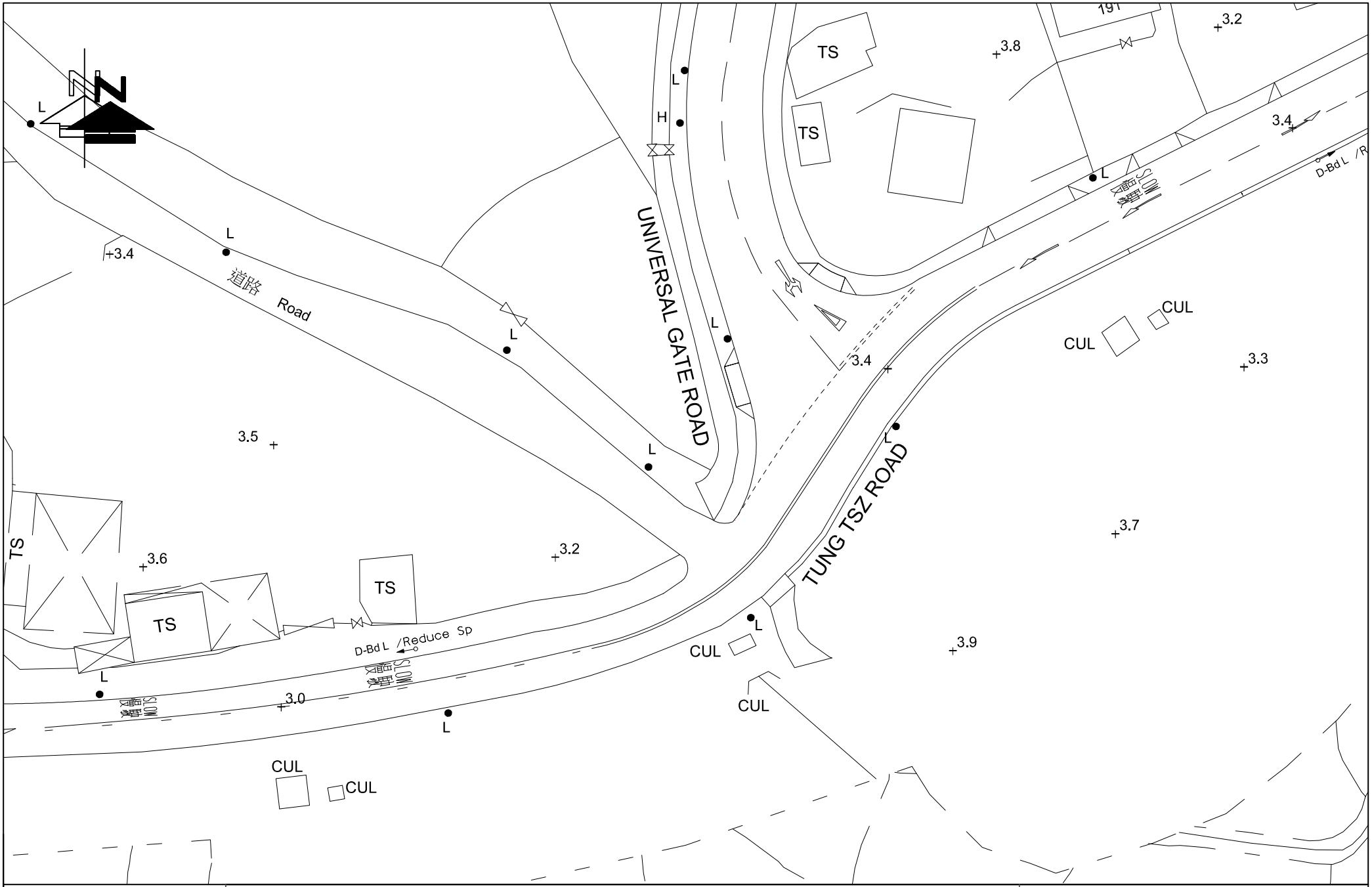

FIGURE NO.: 3.2	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA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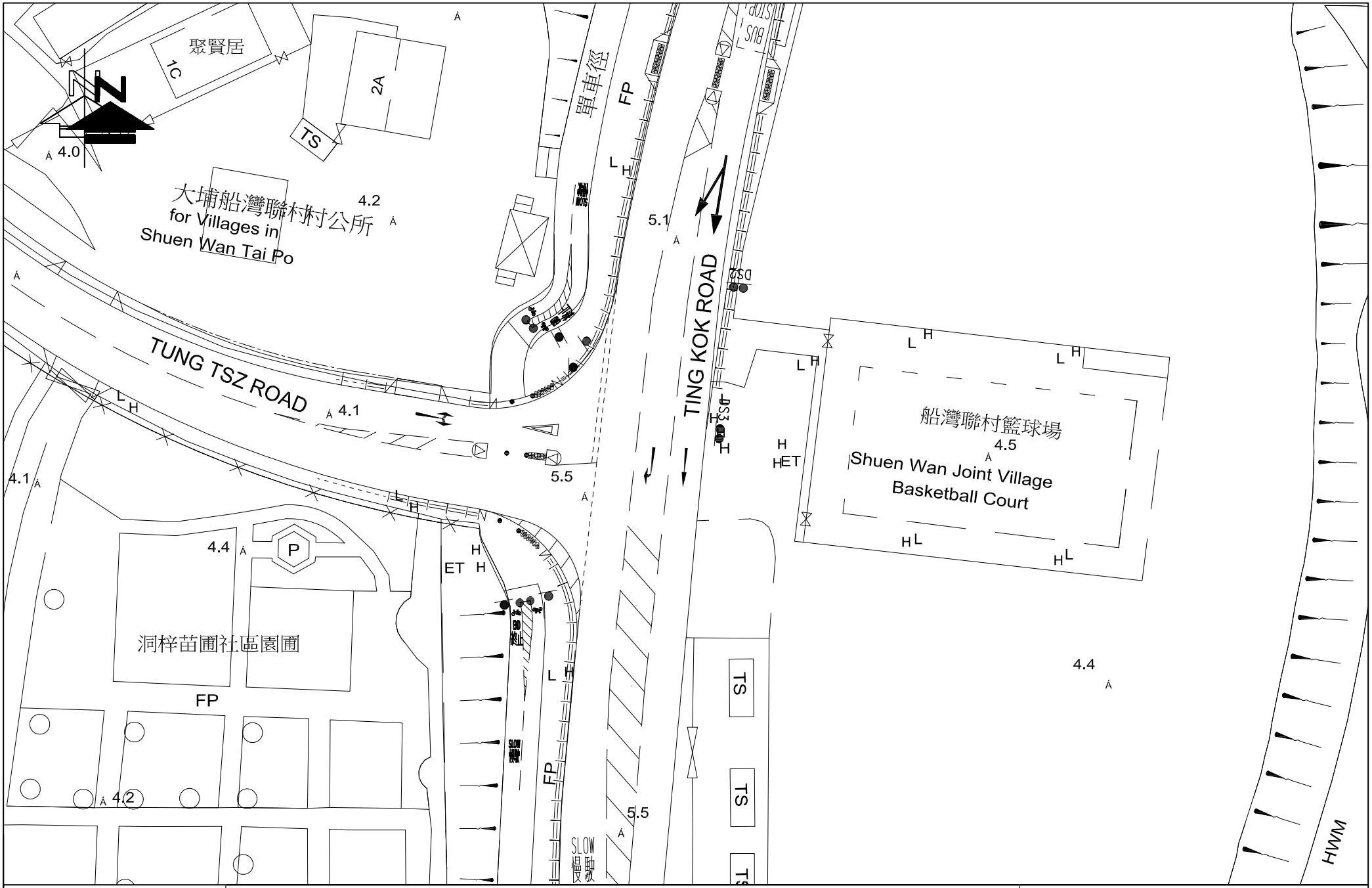

FIGURE NO.: 3.3	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA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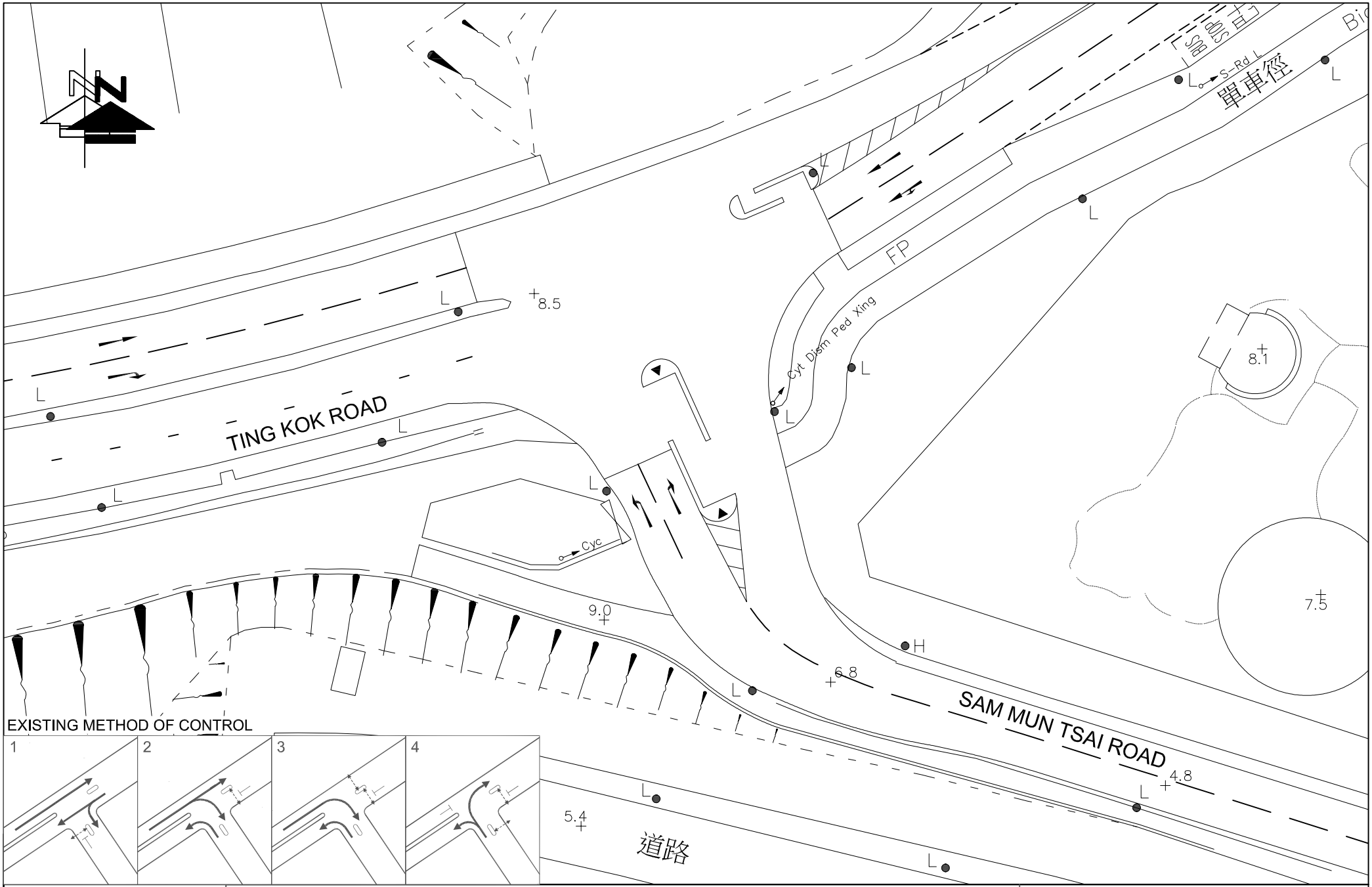

FIGURE NO.: 3.4	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA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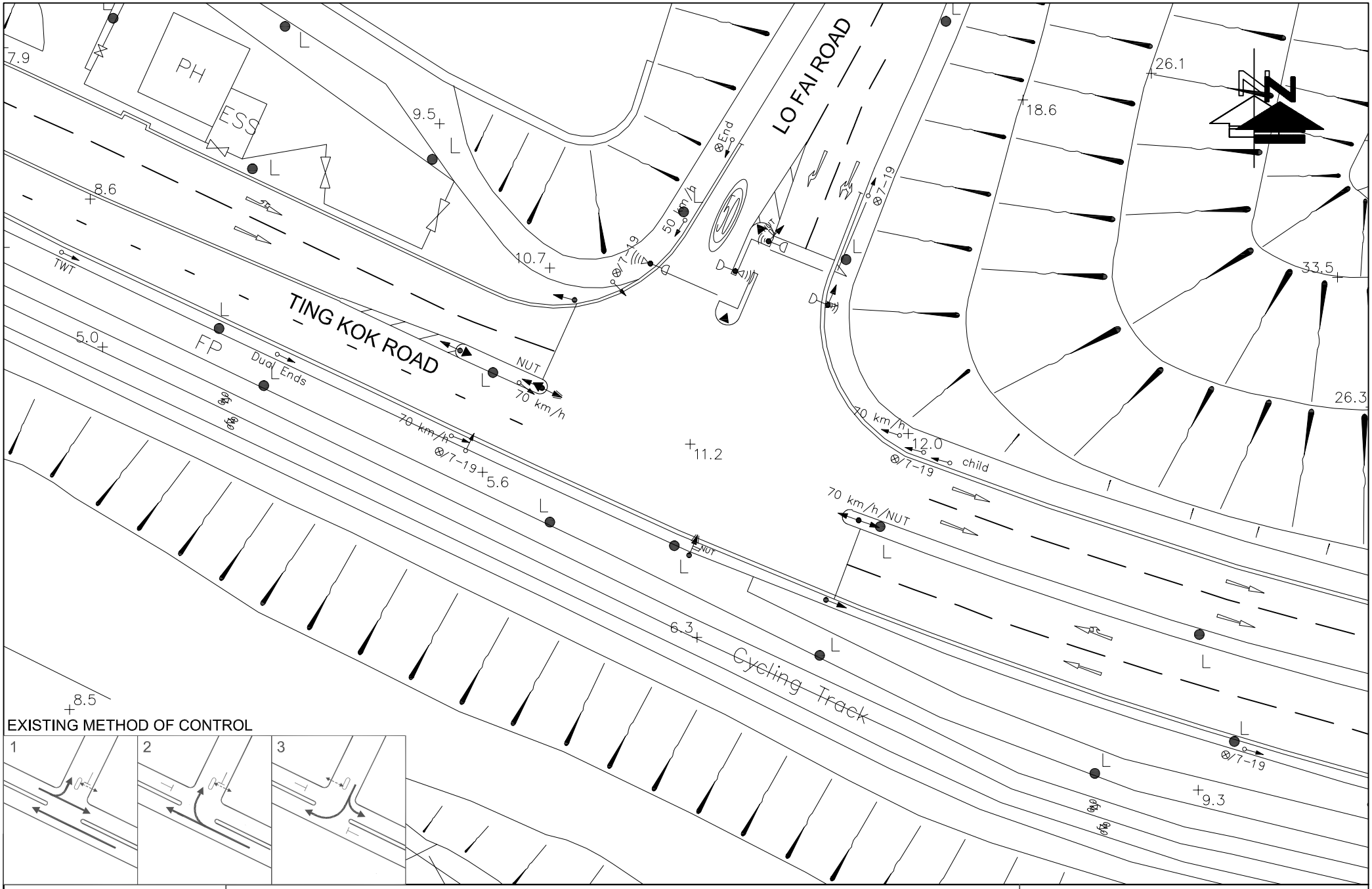

FIGURE NO.: 3.5	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA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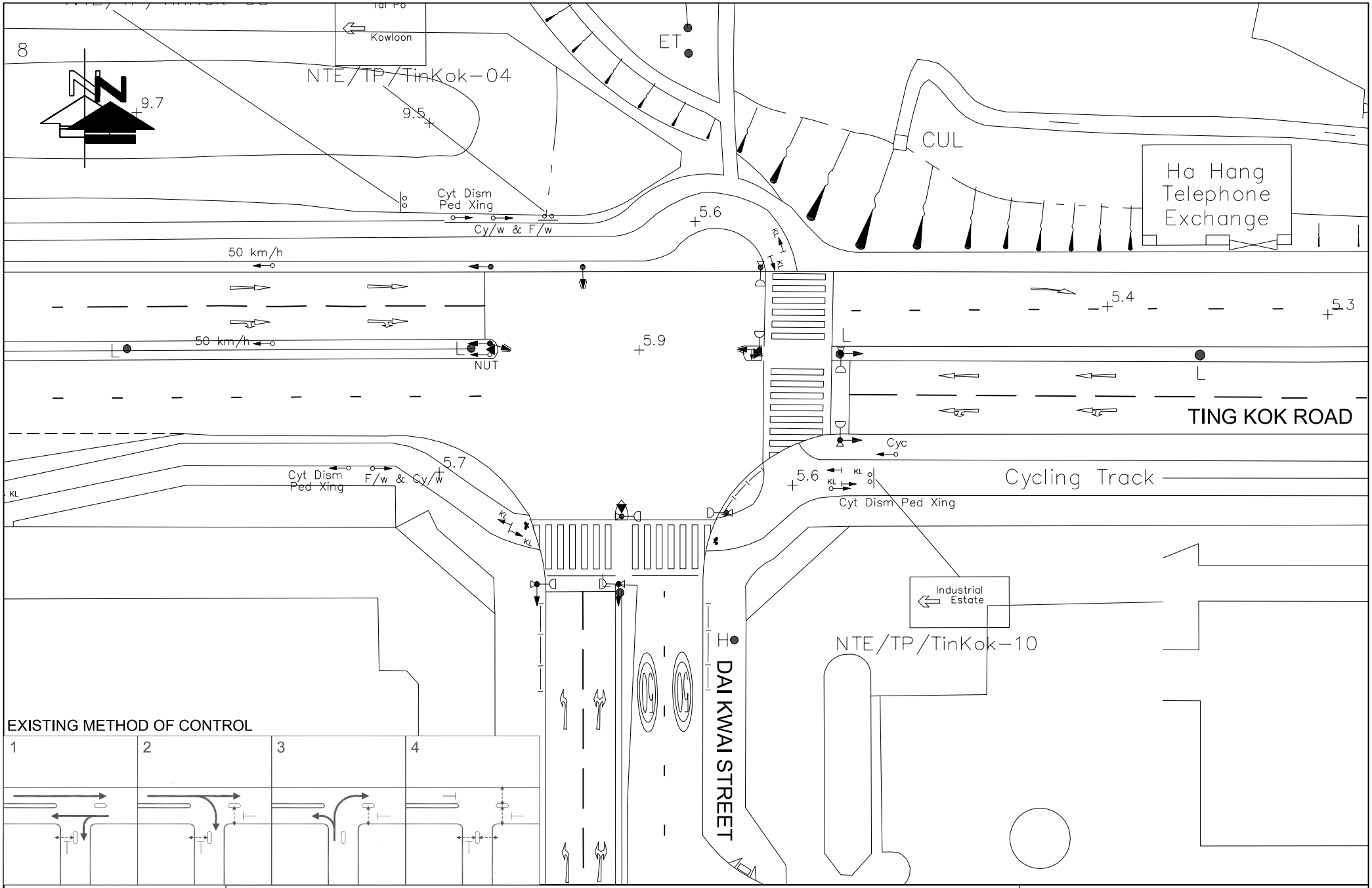

FIGURE NO.: 3.6	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA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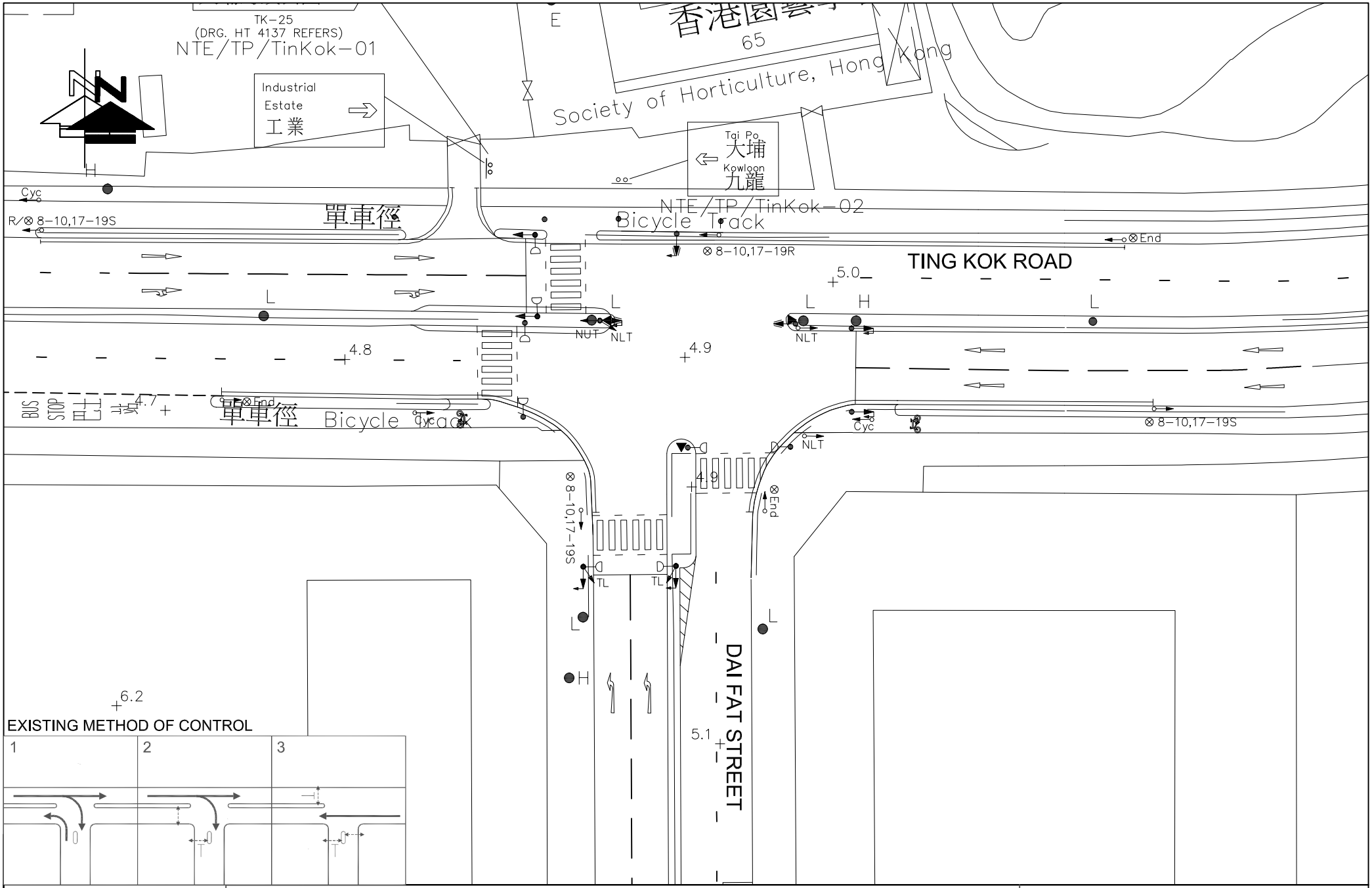

FIGURE NO.: 3.7	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA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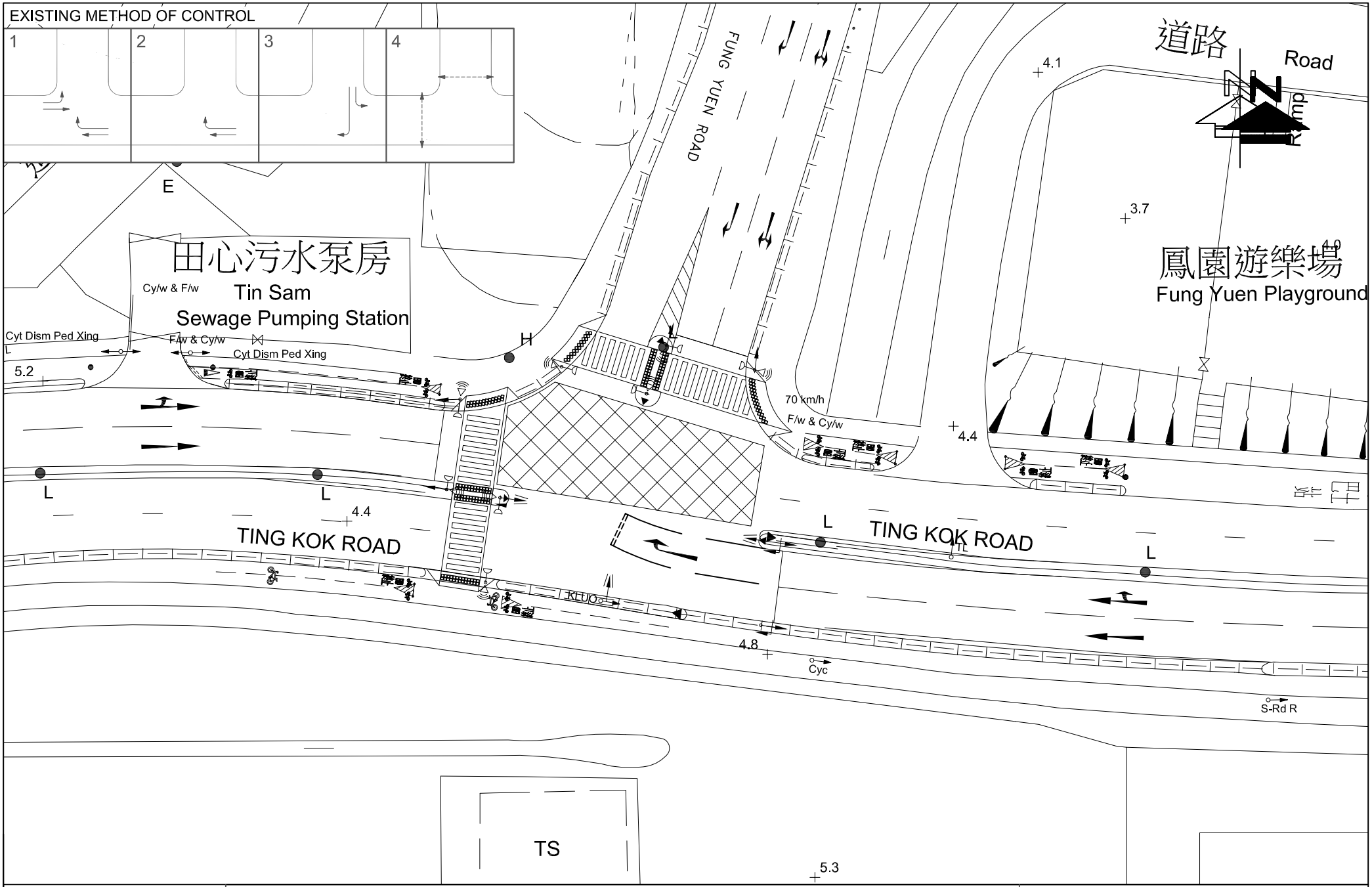

FIGURE NO.: 3.8	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA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

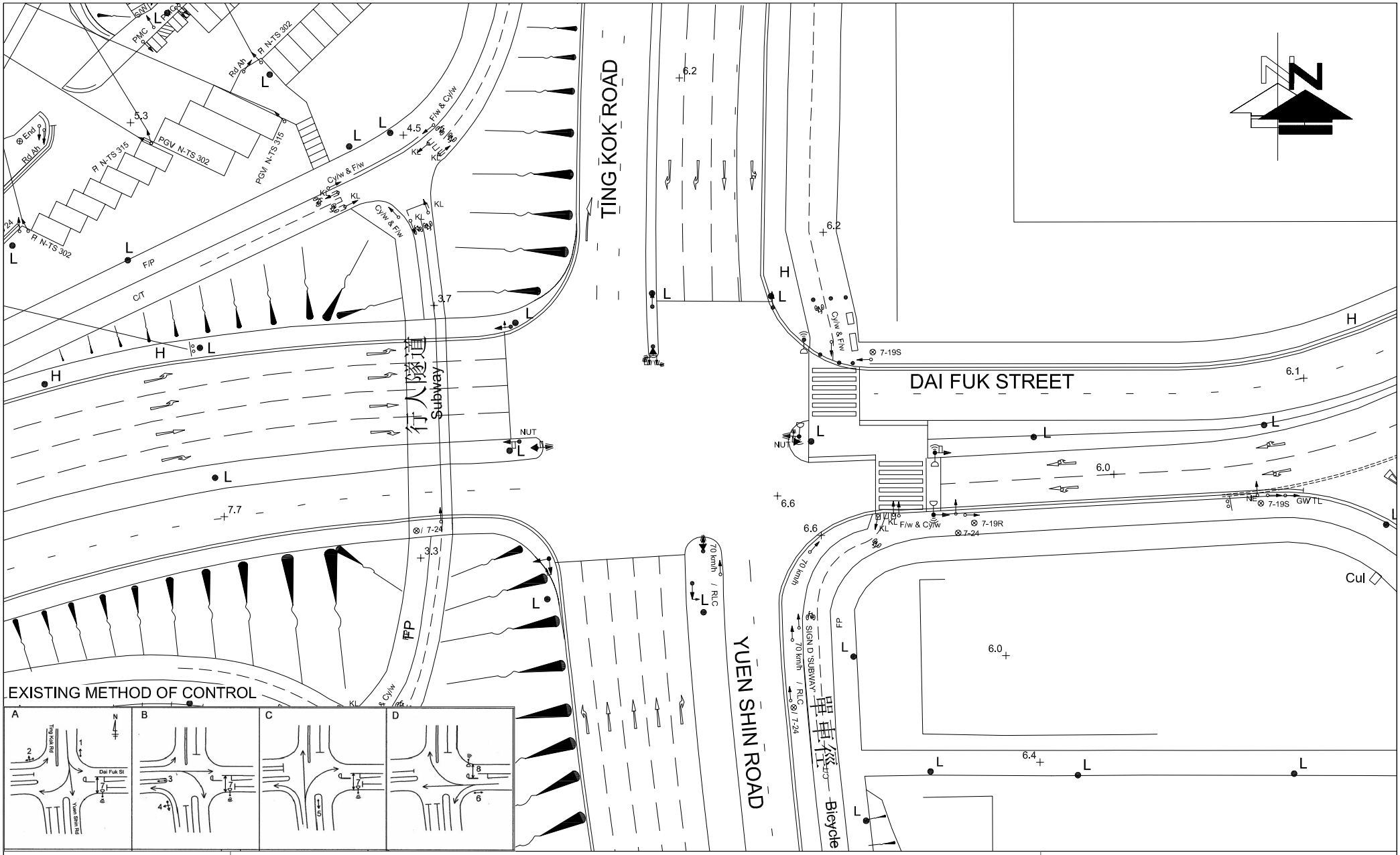

FIGURE NO.: 3.9	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT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

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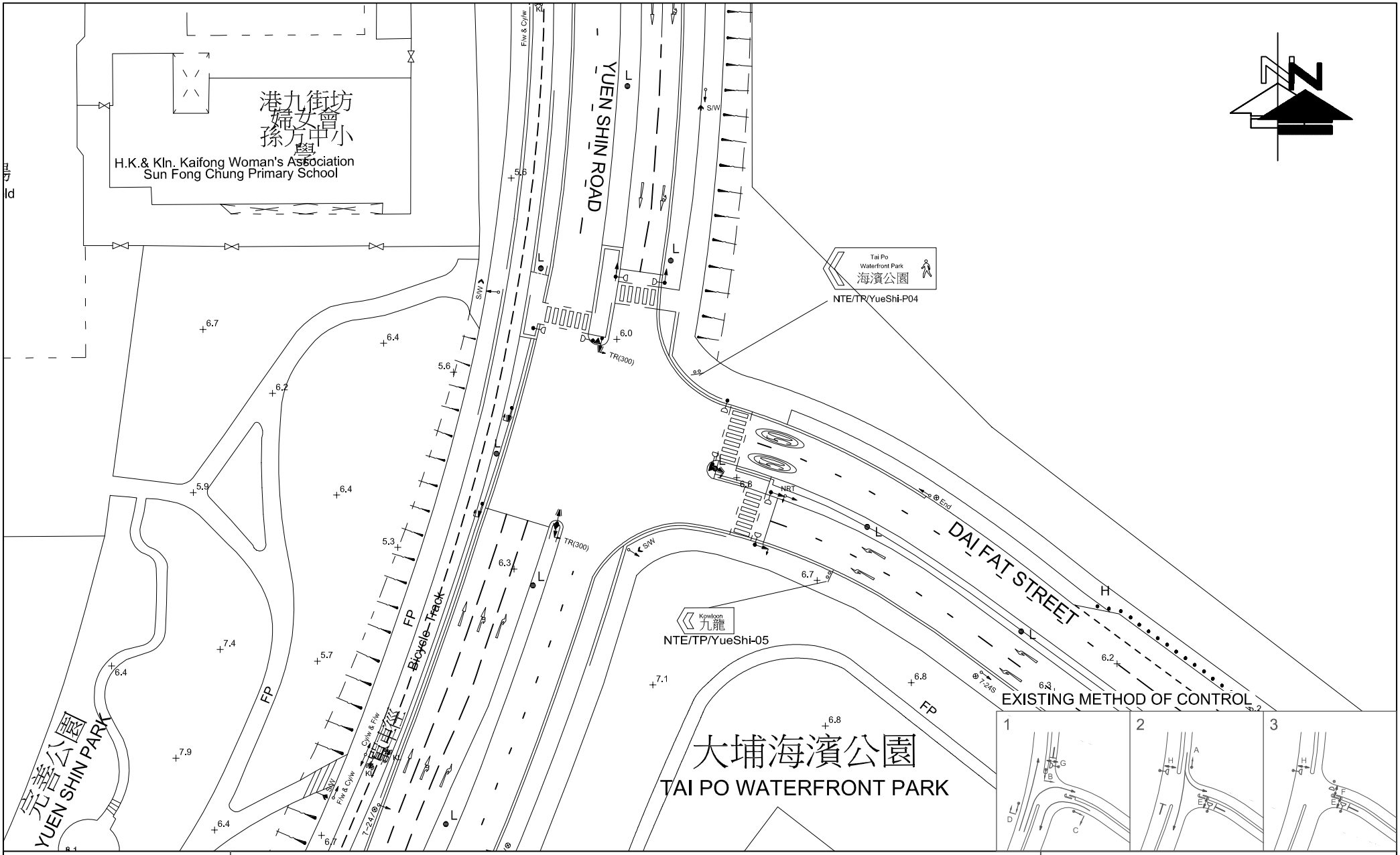

FIGURE NO.: 3.10	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT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

CTA Consultants Limited
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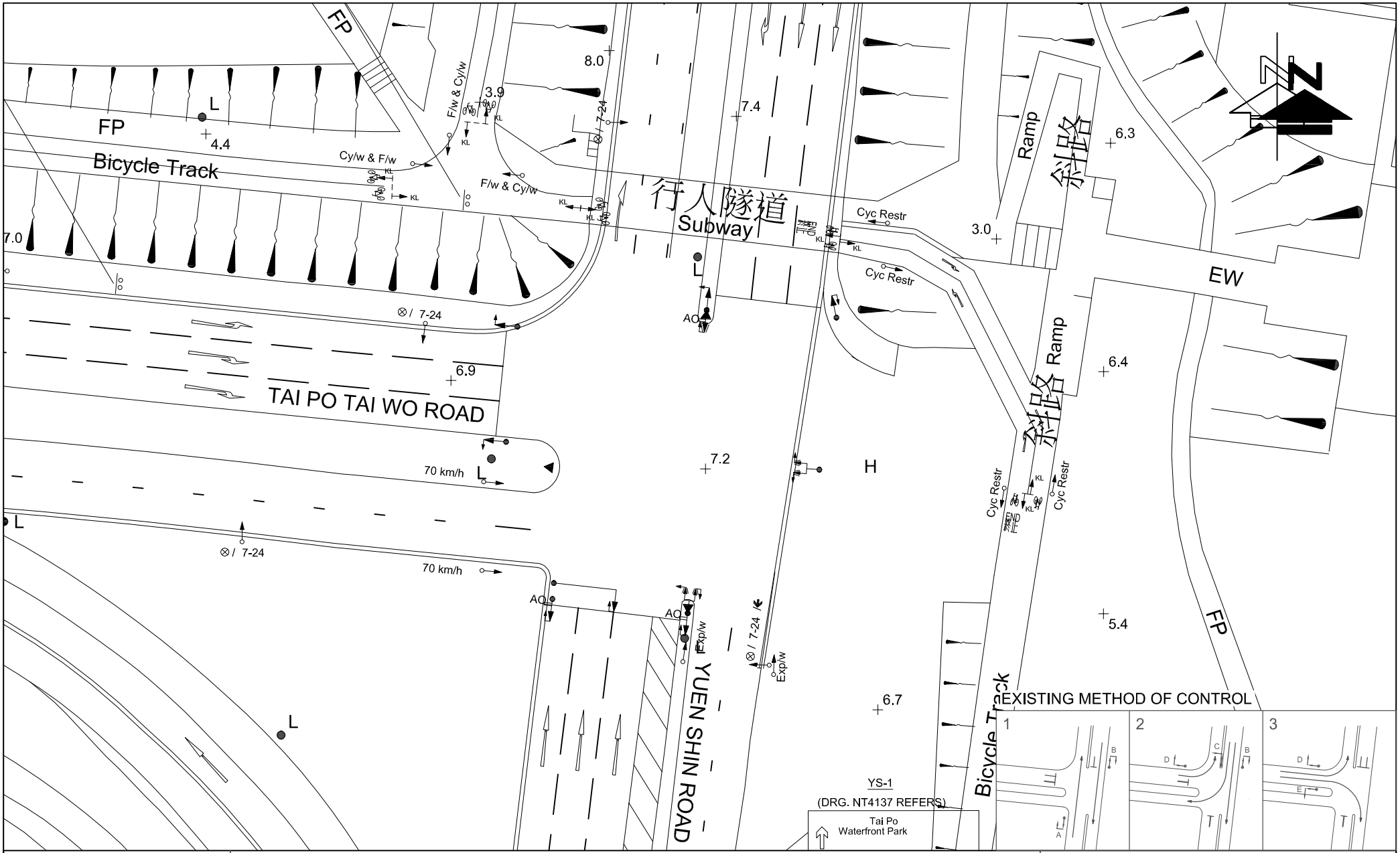

FIGURE NO.: 3.11	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA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

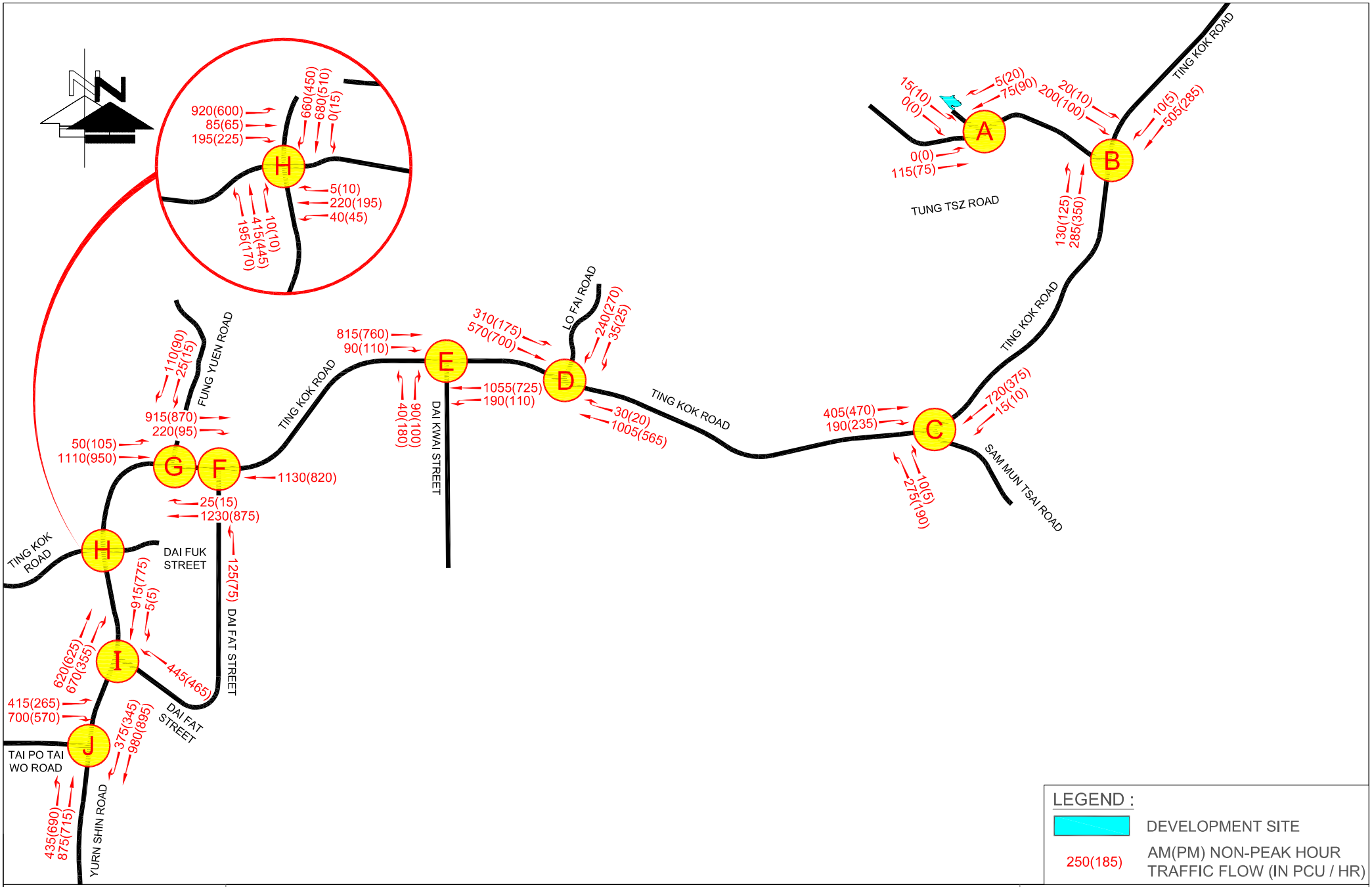

FIGURE NO.: 3.12	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: 2025 BUSIEST NON-PEAK OBSERVED TRAFFIC FLOWS	
SCALE: N.T.S. @A4 / DATE: 30 OCT 2025		

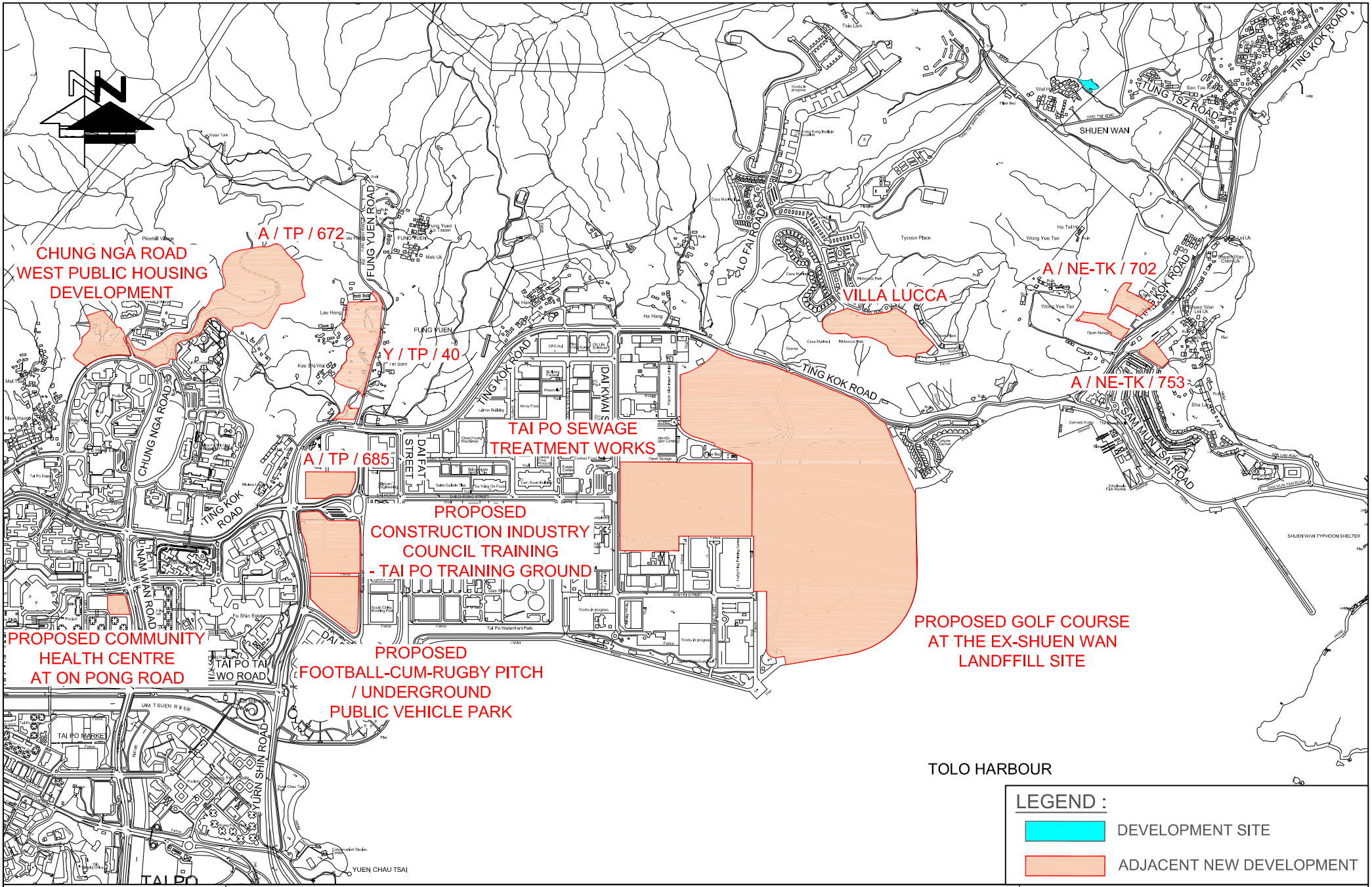

FIGURE NO.: 4.1(REV A)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED MAJOR DEVELOPMENTS IN THE VICINITY	
SCALE: 1 : 20000 @A4 / DATE: 28 OCT 2025		

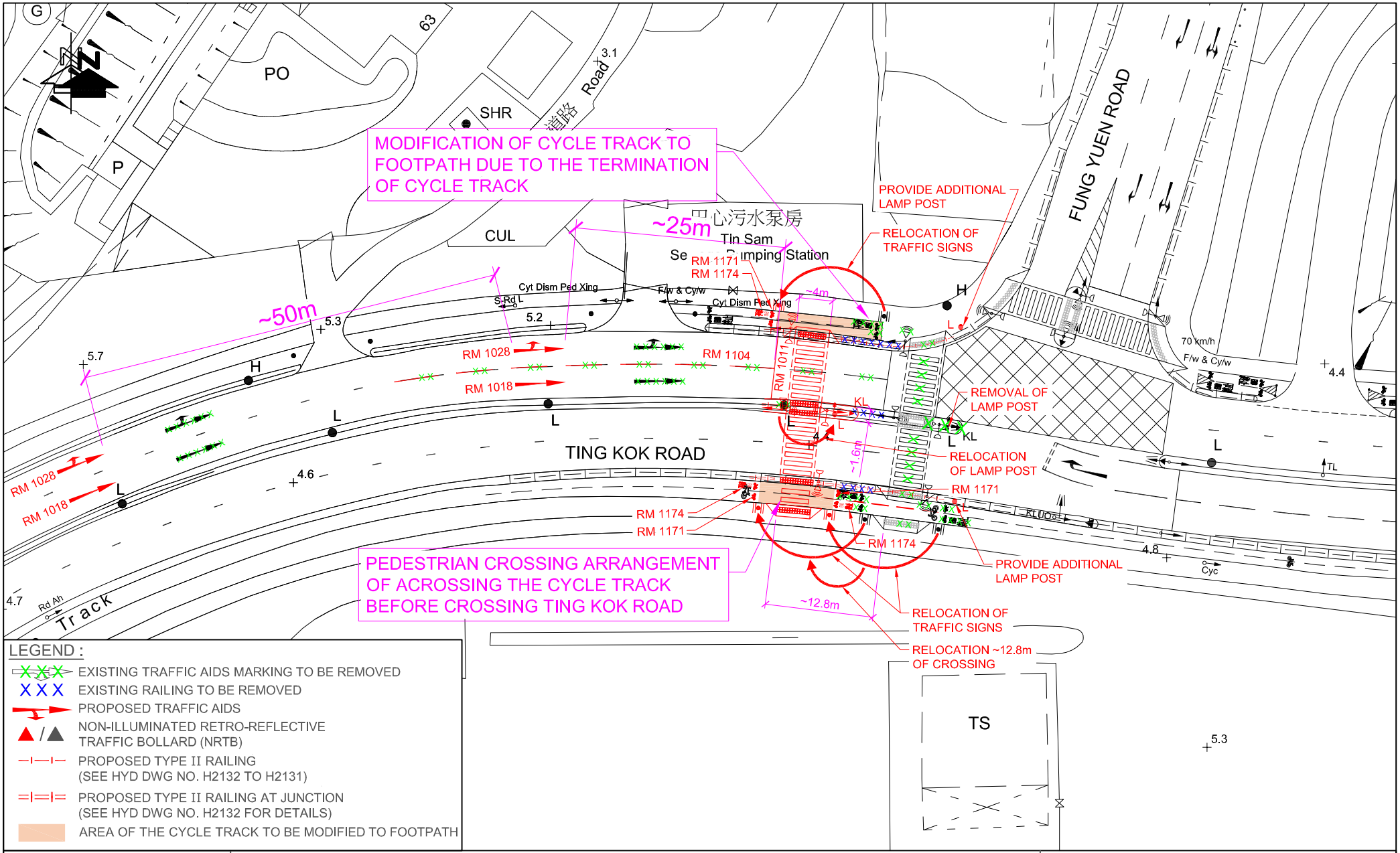

FIGURE NO.: 4.2	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT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

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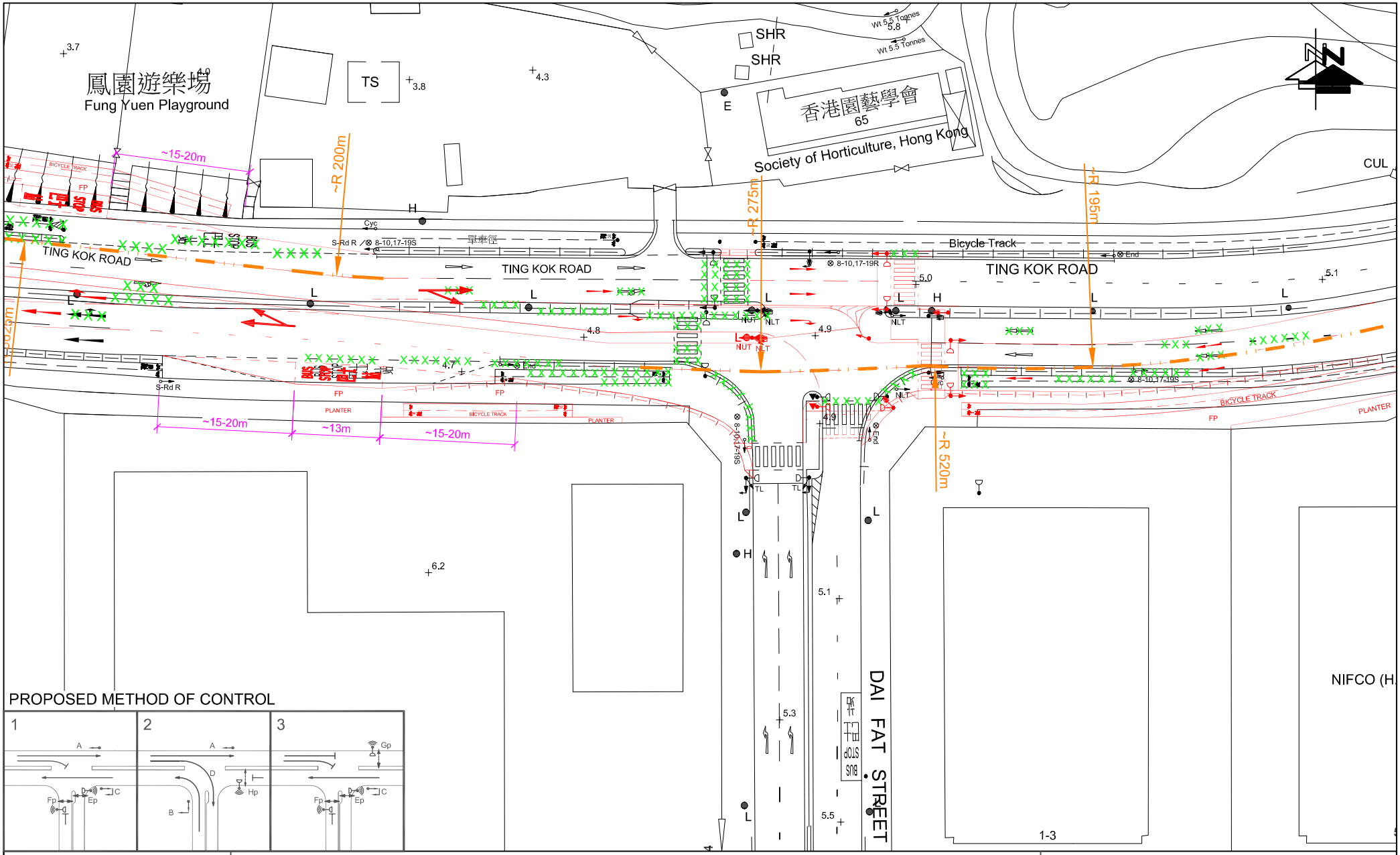

FIGURE NO.: 4.3	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / DAI FAT STREET (F) UNDER PLANNING APPLICATION No. Y / TP / 40
SCALE: 1 : 750 @A4 / DATE: 28 OCT 2025	CTA Consultants Limited 志達顧問有限公司

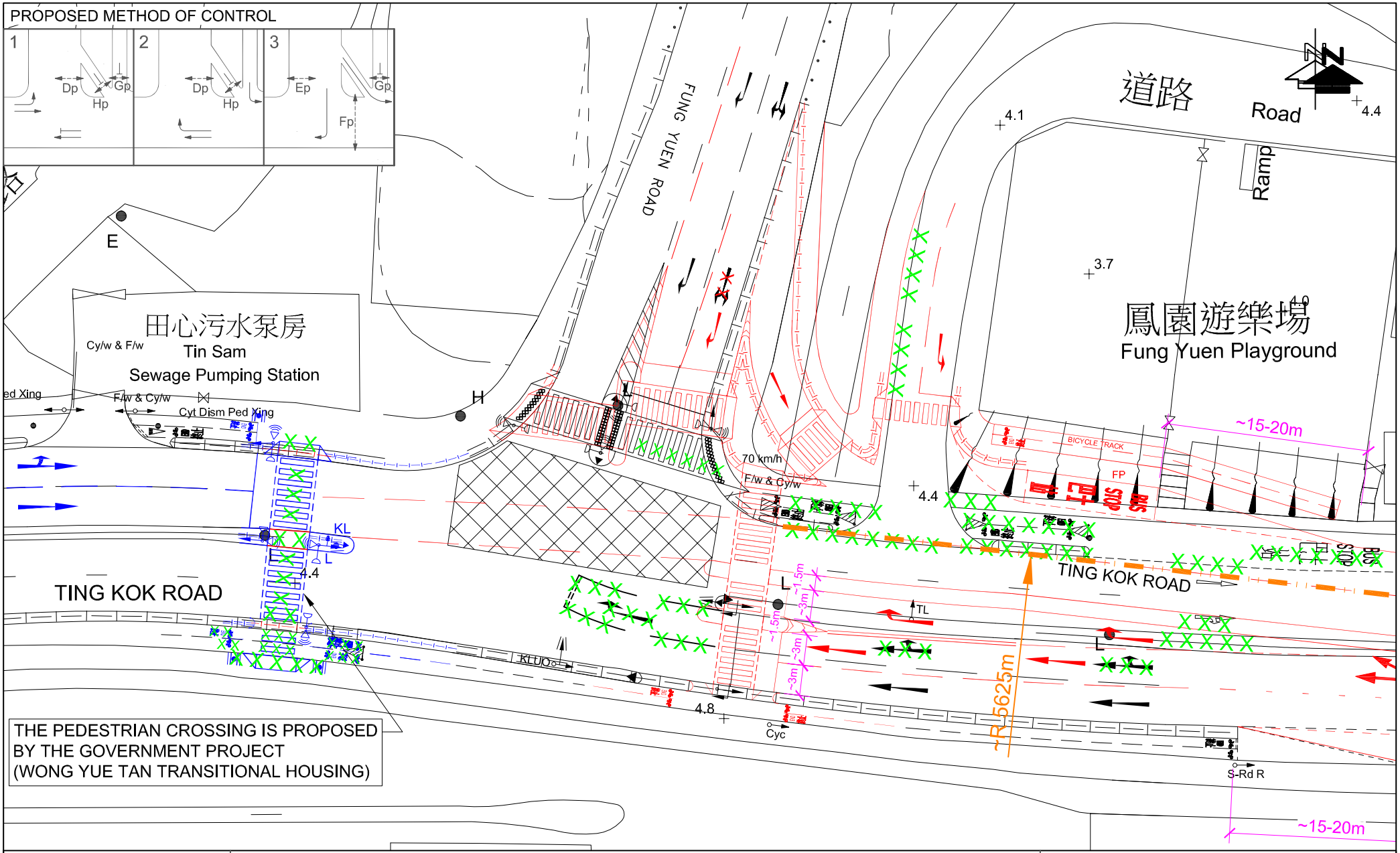

FIGURE NO.: 4.4	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / FUNG YUEN ROAD (G) UNDER PLANNING APPLICATION No. Y / TP / 40
SCALE: 1 : 500 @A4 / DATE: 28 OCT 2025	CTA Consultants Limited 志達顧問有限公司

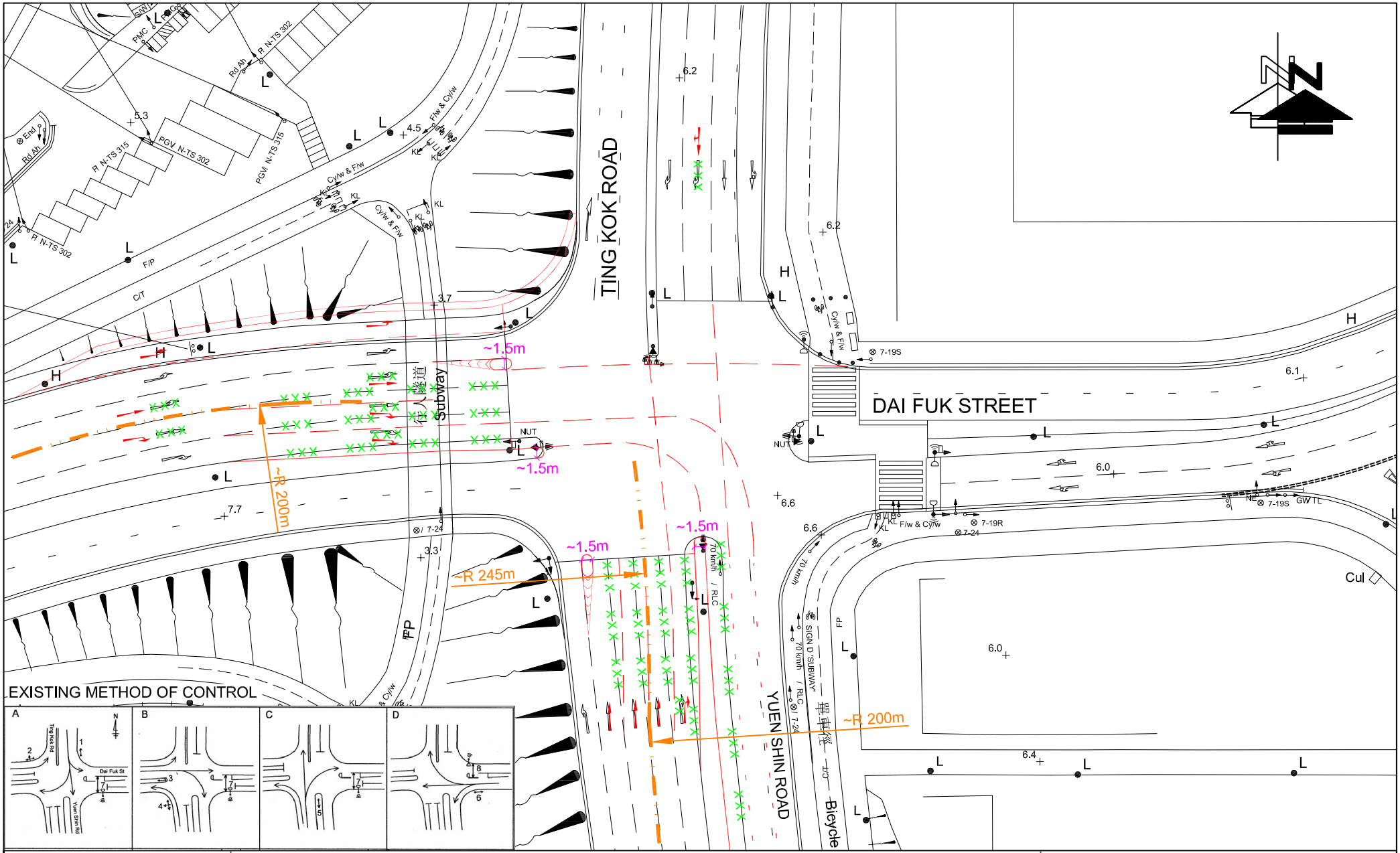

FIGURE NO.: 4.5	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF TING KOK ROAD / YUEN SHIN ROAD / DAI FUK STREET (H) UNDER PLANNING APPLICATION No. Y / TP / 40
SCALE: 1 : 700 @A4 / DATE: 28 OCT 2025	CTA Consultants Limited 志達顧問有限公司

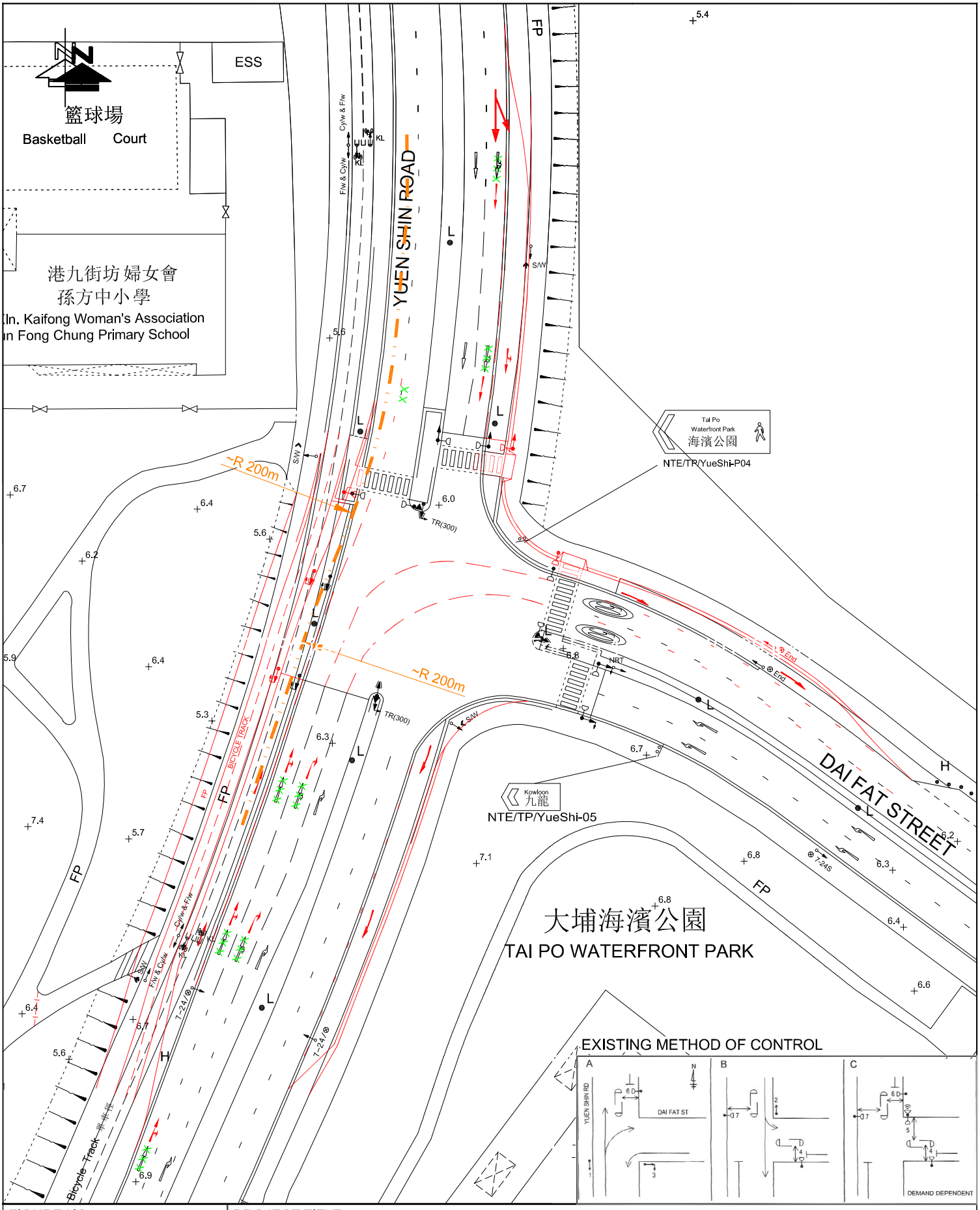

FIGURE NO.: 4.6	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF YUEN SHIN ROAD / DAI FAT STREET (I) UNDER PLANNING APPLICATION No. Y / TP / 40
SCALE: 1 : 750 @A4 / DATE: 28 OCT 2025	CTA Consultants Limited 志達顧問有限公司

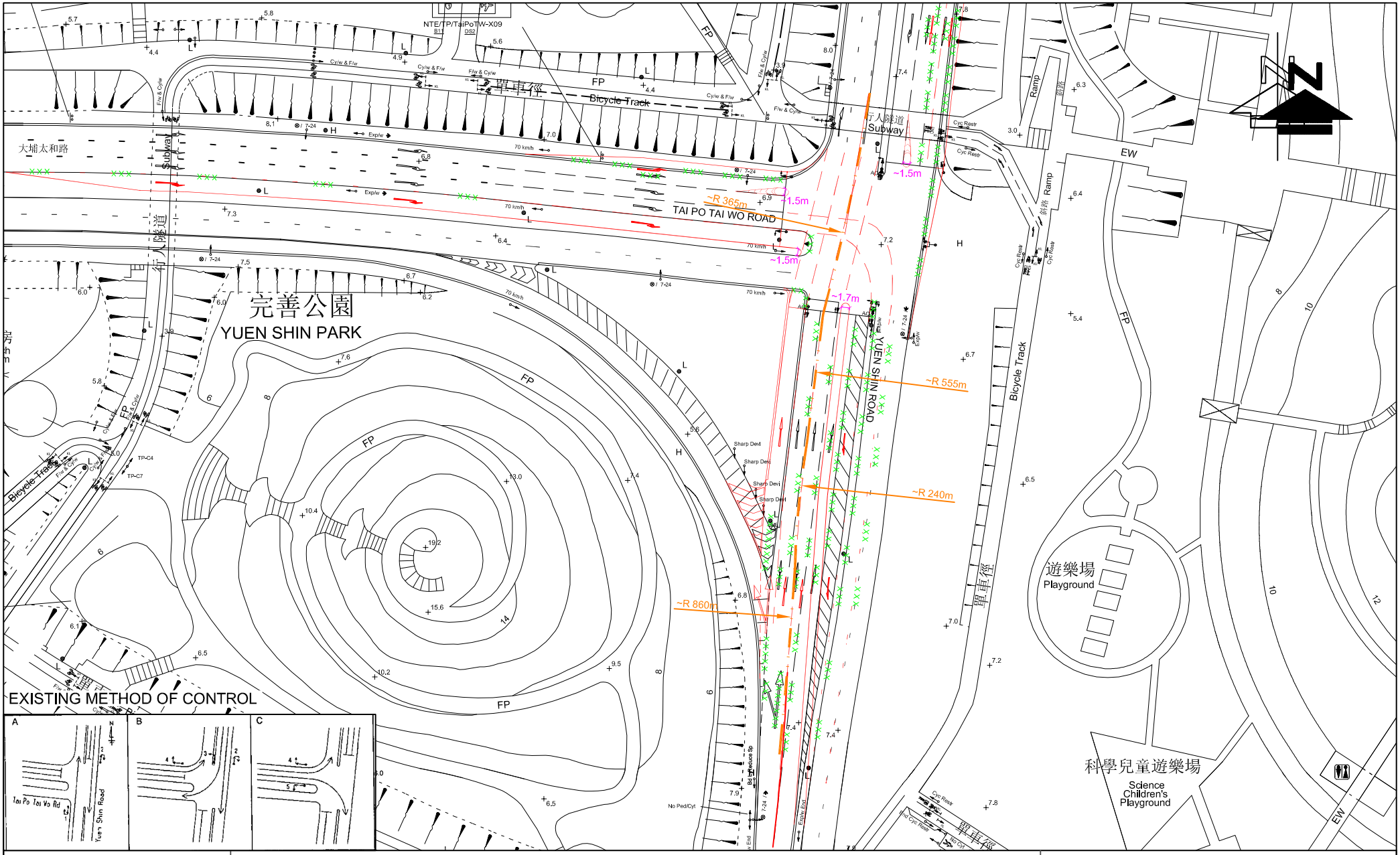

FIGURE NO.: 4.7	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF YUEN SHIN ROAD / TAI PO TAI WO ROAD (J) UNDER PLANNING APPLICATION No. Y / TP / 40
SCALE: 1 : 1050 @A4 / DATE: 28 OCT 2025	CTA Consultants Limited 志達顧問有限公司

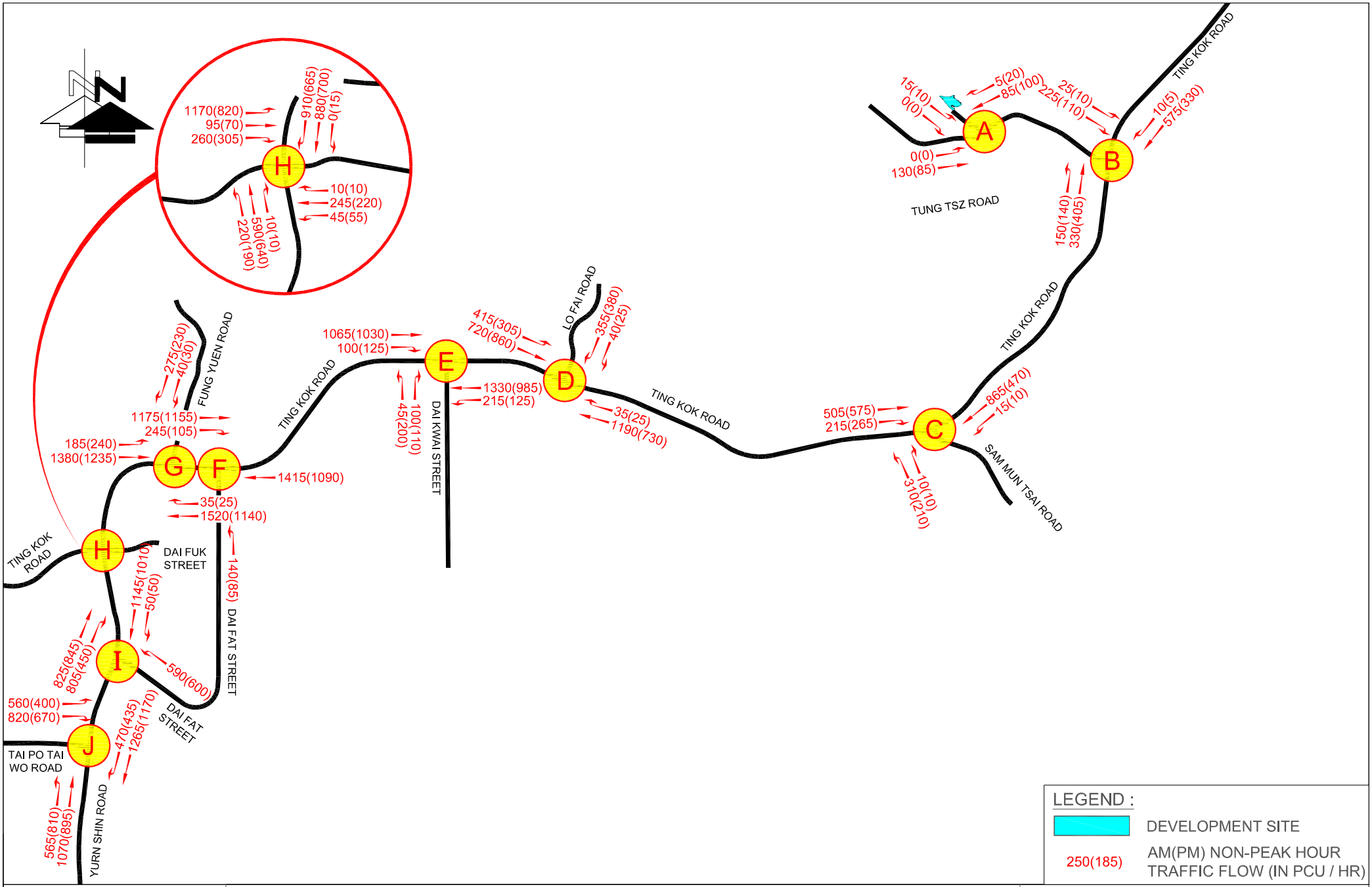

FIGURE NO.: 4.8	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: 2033 BUSIEST NON-PEAK REFERENCE TRAFFIC FLOWS (WITHOUT PROPOSED DEVELOPMENT)	
SCALE: N.T.S. @A4 / DATE: 30 OCT 2025		

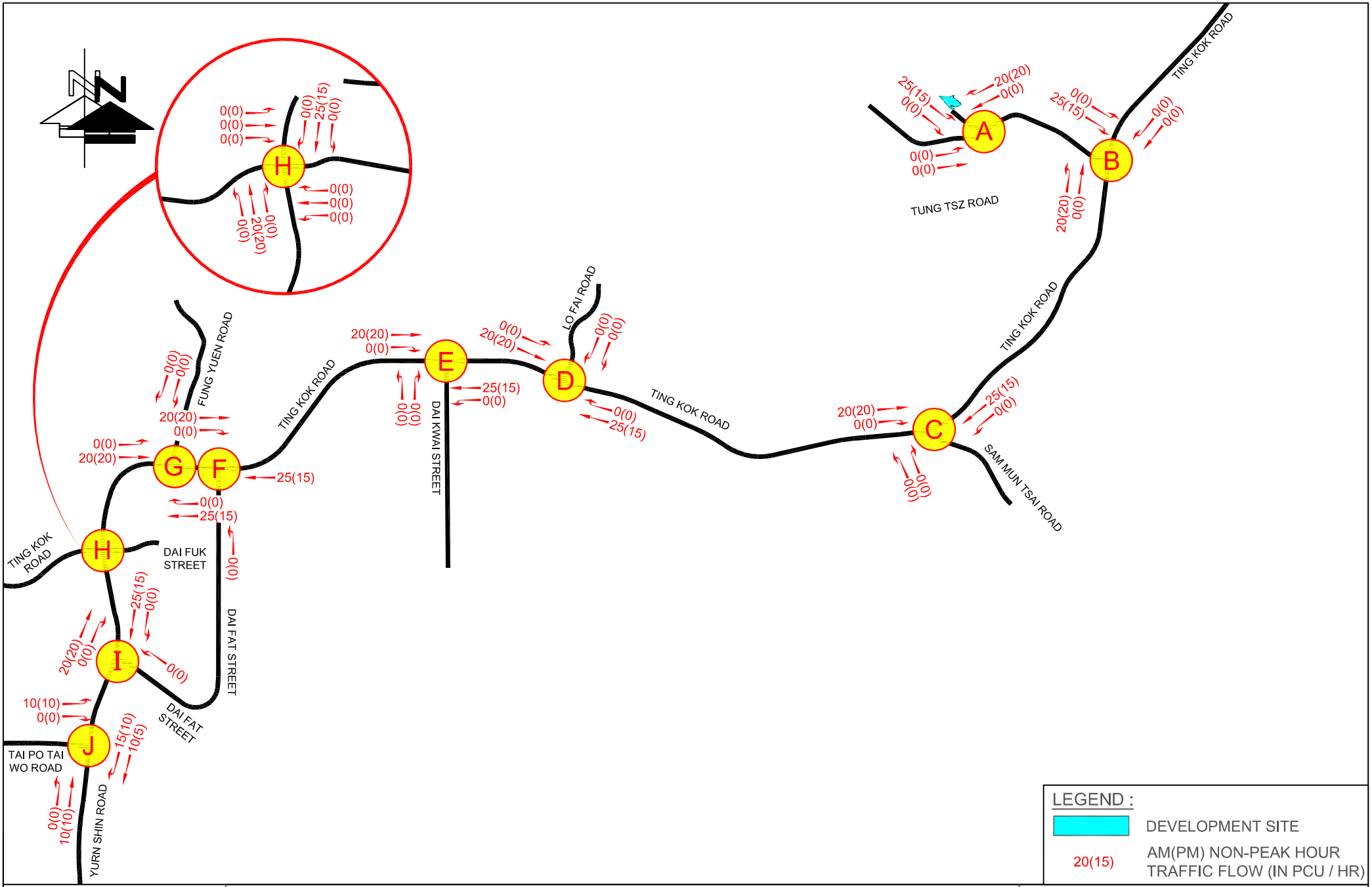

FIGURE NO.: 4.9	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: 2033 DEVELOPMENT TRAFFIC FLOW	
SCALE: N.T.S. @A4 / DATE: 28 OCT 2025		

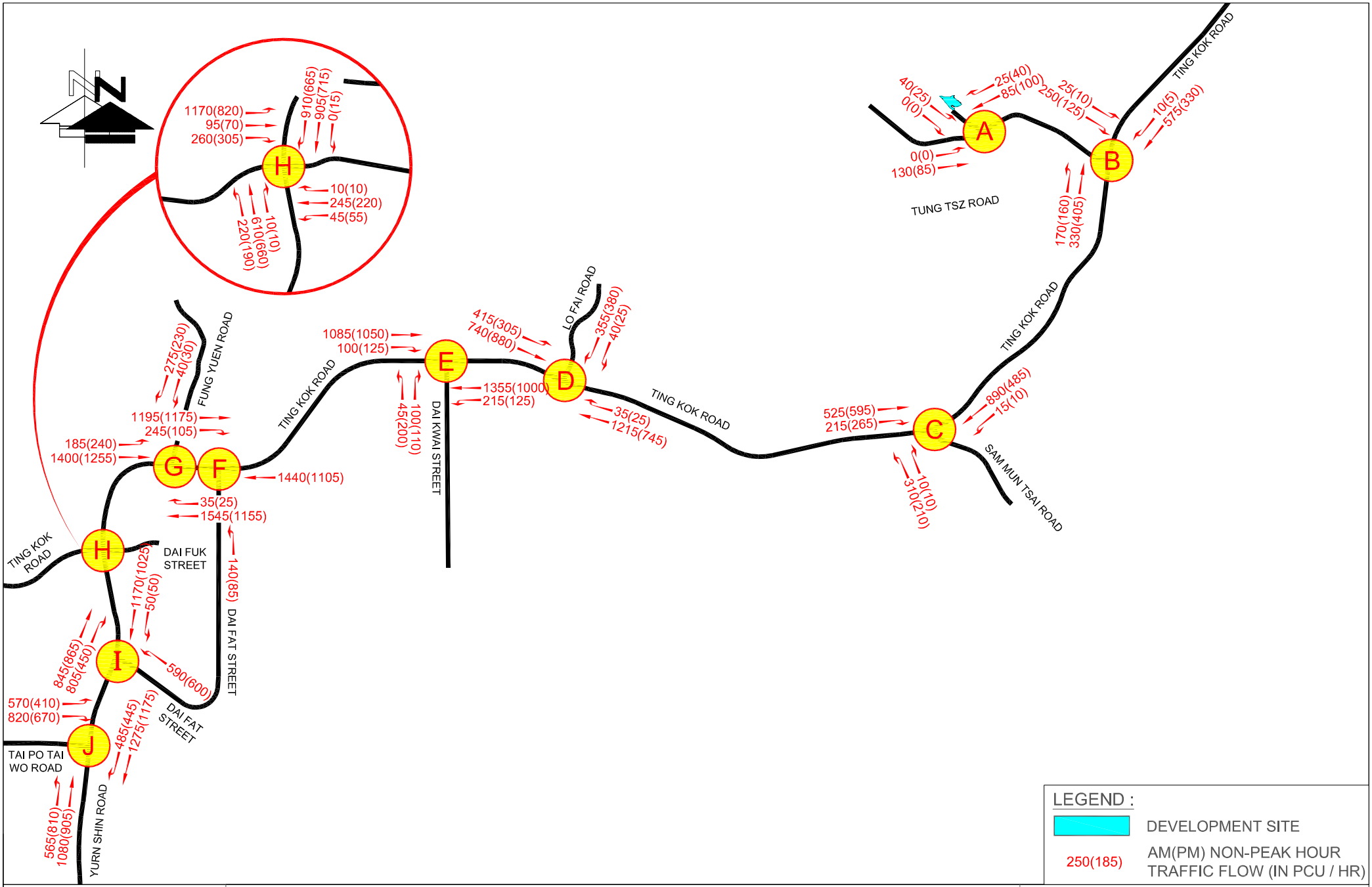

FIGURE NO.: 4.10	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: 2033 BUSIEST NON-PEAK DESIGN TRAFFIC FLOWS (WITH PROPOSED DEVELOPMENT)	
SCALE: N.T.S. @A4 / DATE: 28 OCT 2025		

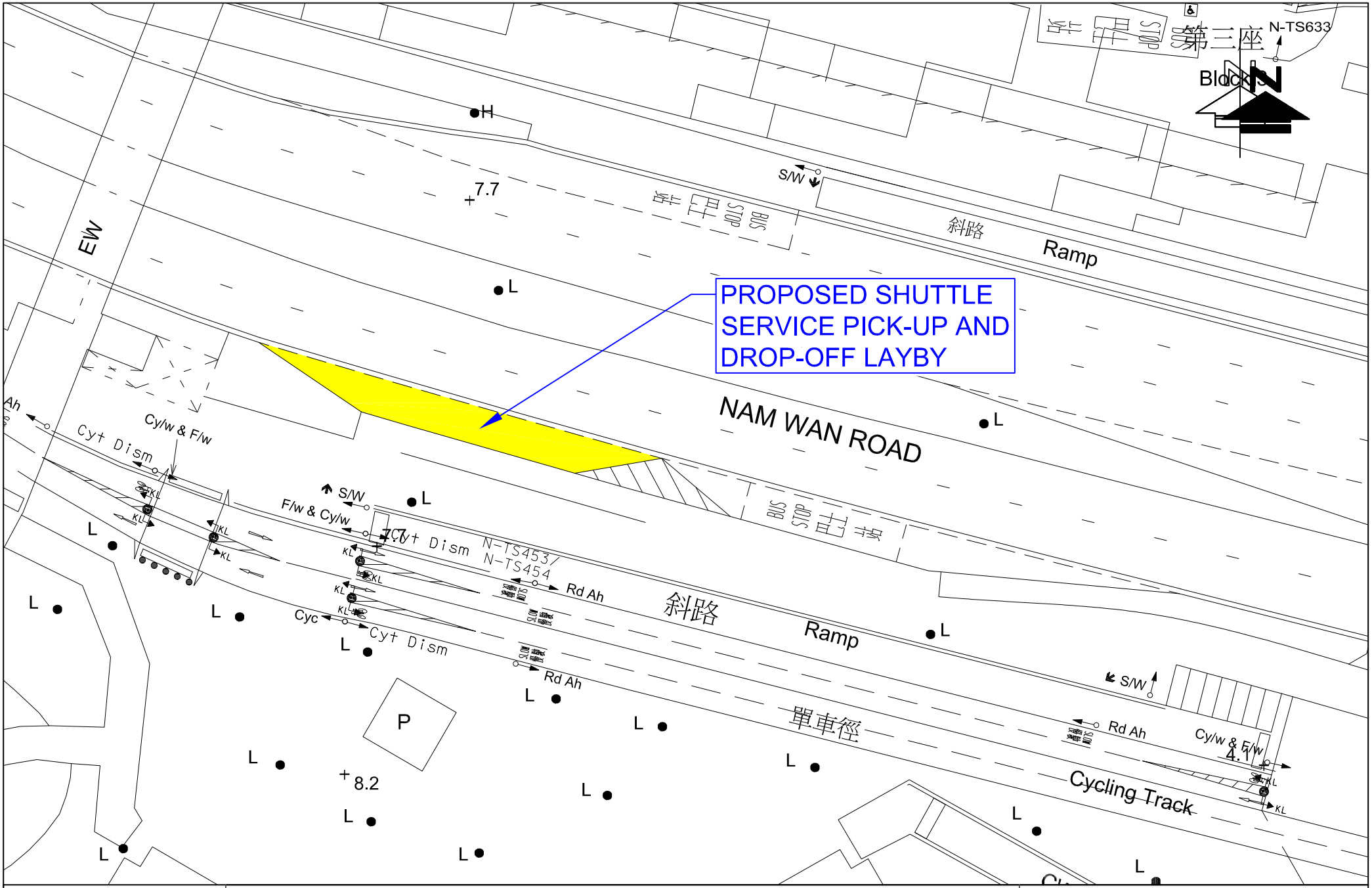

FIGURE NO.: 6.1	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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		

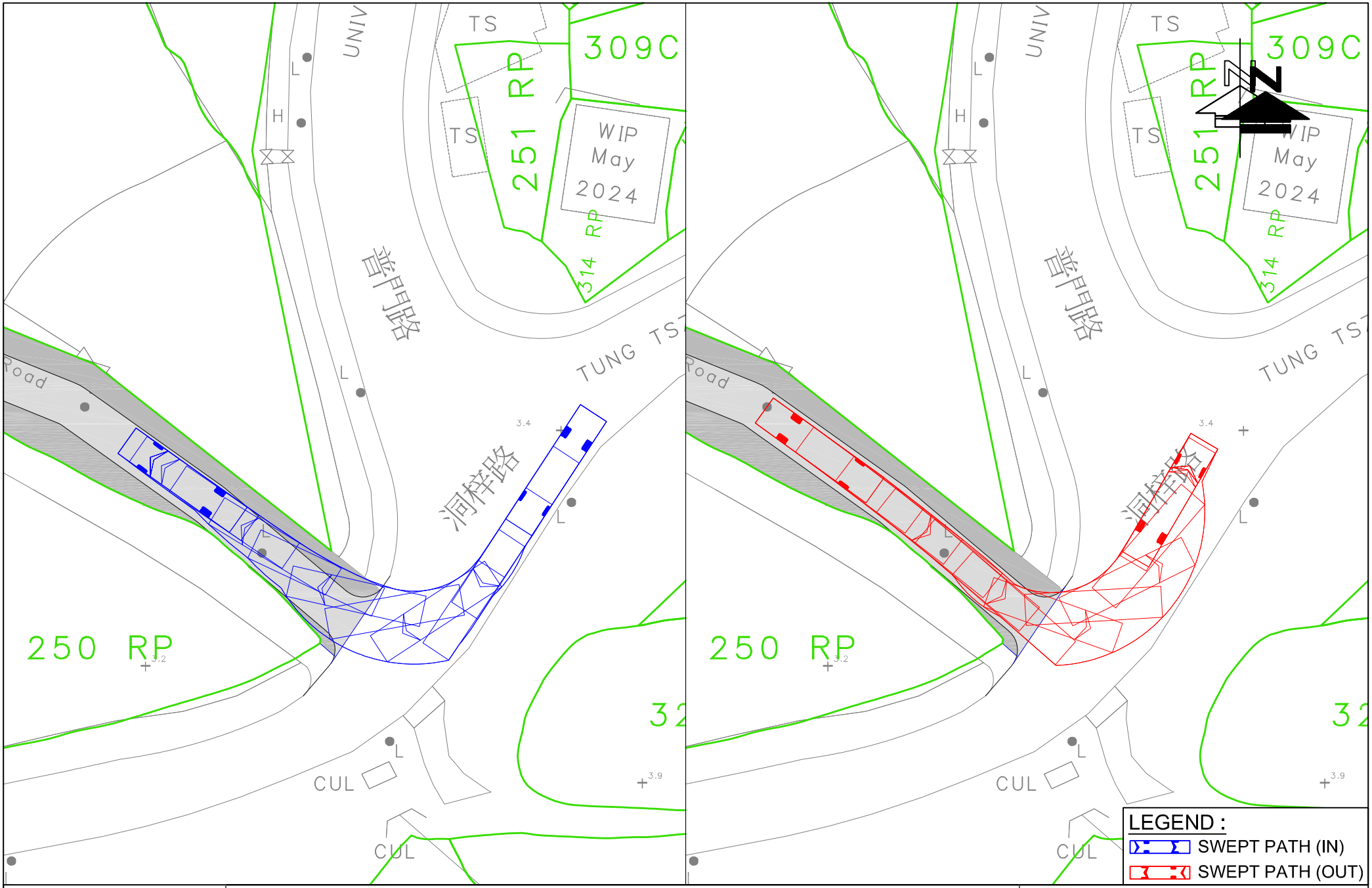

FIGURE NO.: SP-01	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA 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		

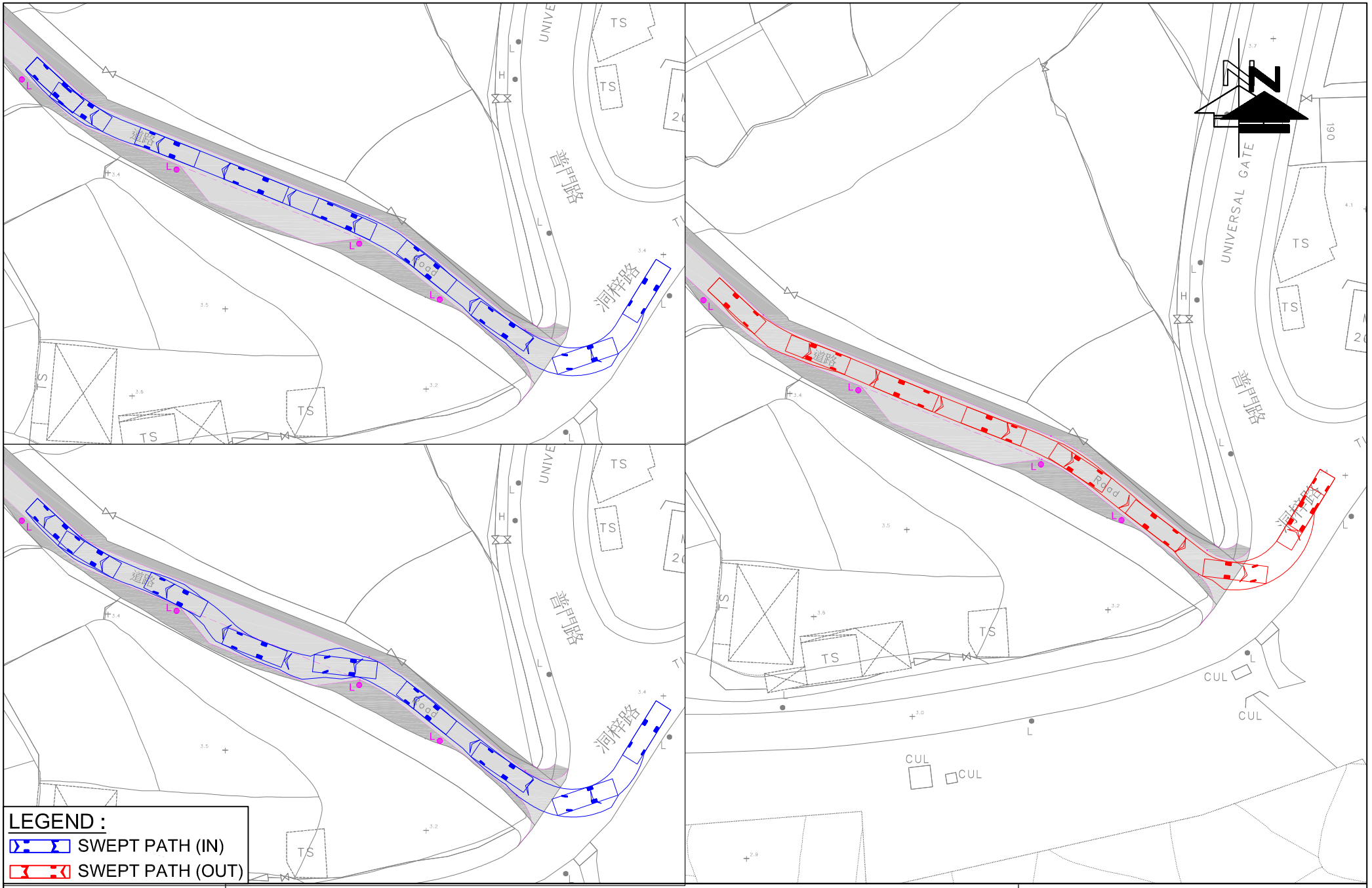

FIGURE NO.: SP-02	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT 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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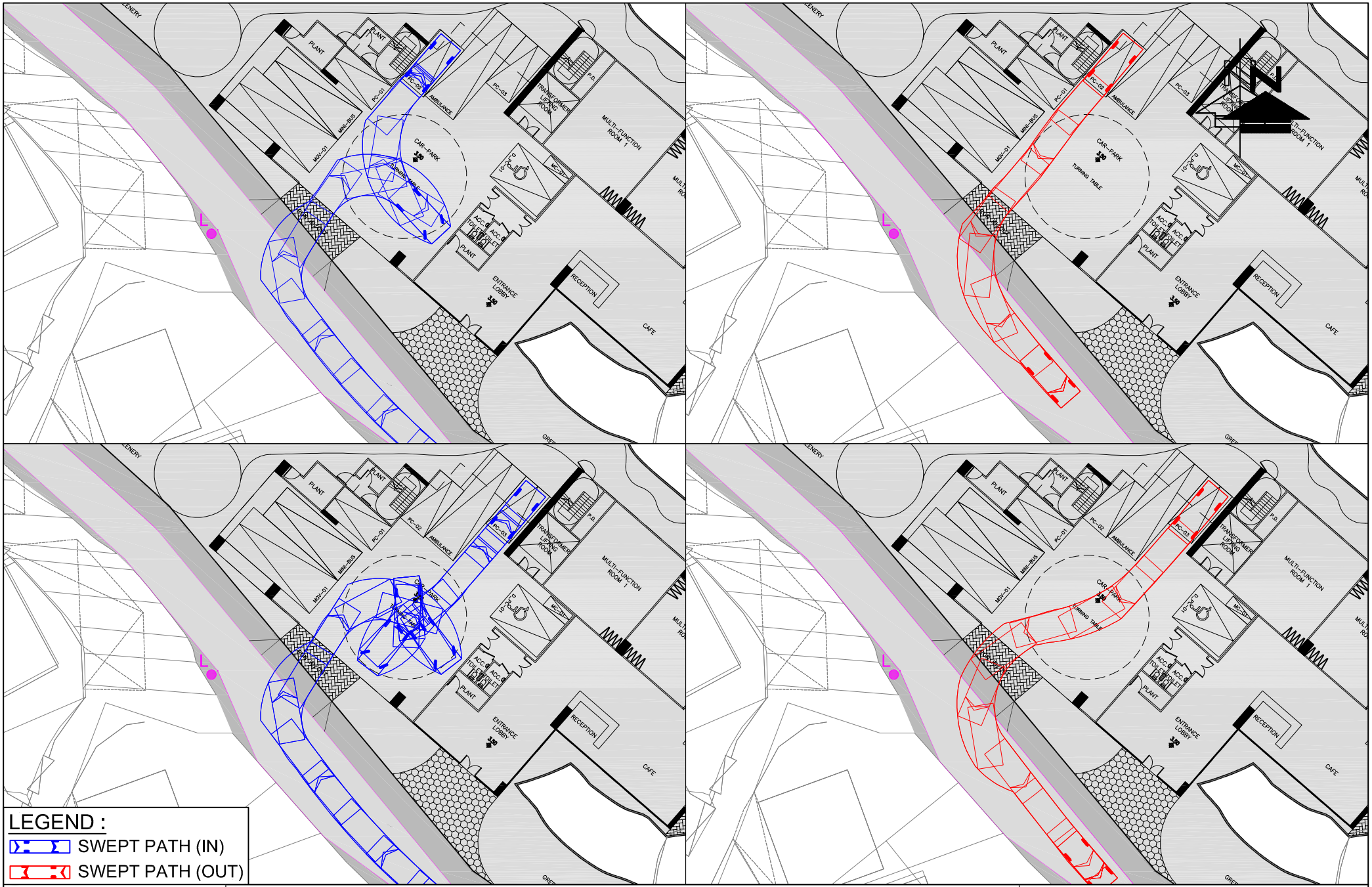

FIGURE NO.: SP-03(REV A)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T
PROJECT NO.: 24093HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF PRIVATE VEHICLE
SCALE: 1 : 400 @A4	DATE: 05 NOV 2025

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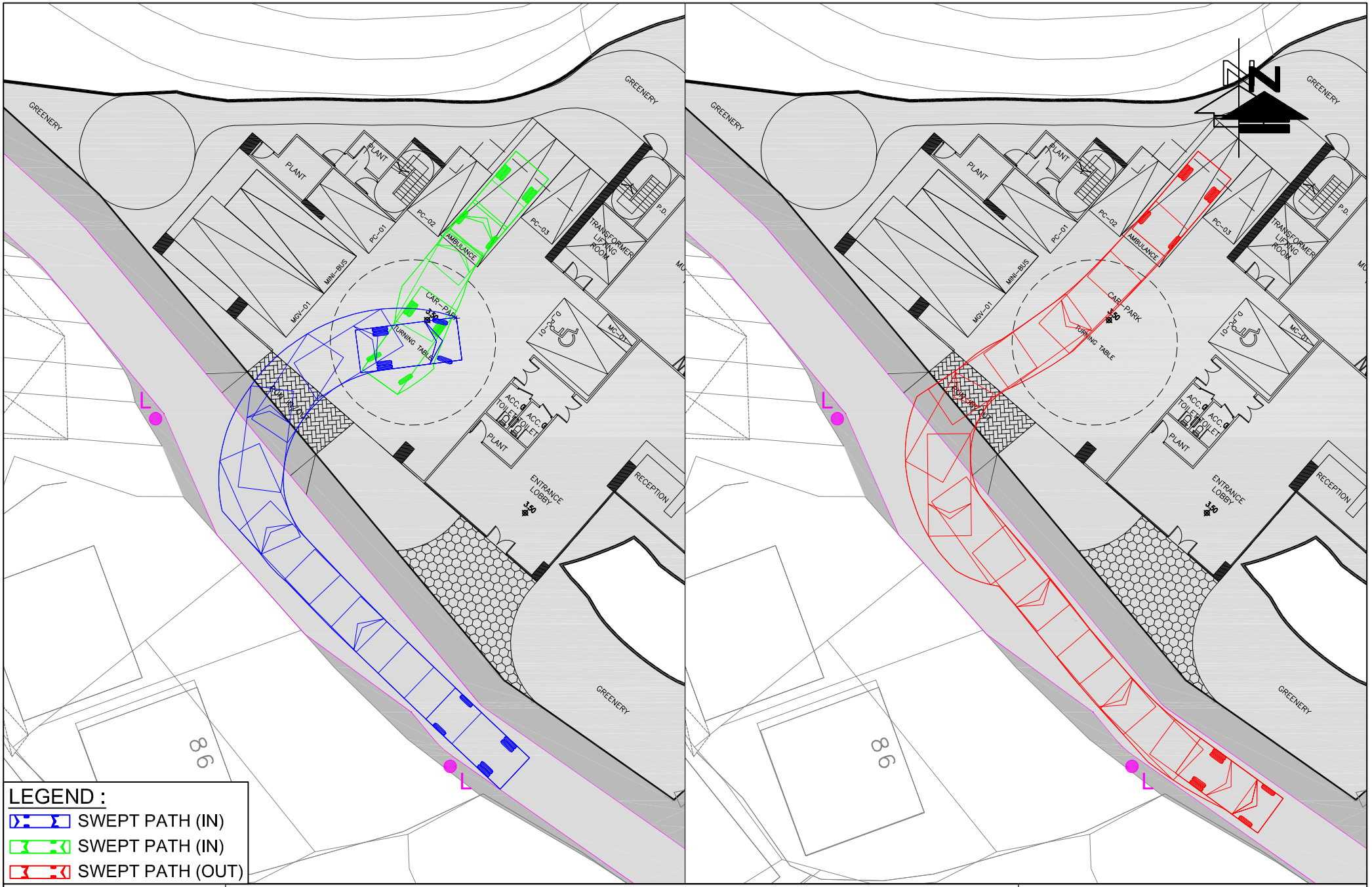


FIGURE NO.: SP-04(REV A)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF AMBULANCE	
SCALE: 1 : 300 @A4 / DATE: 05 NOV 2025		

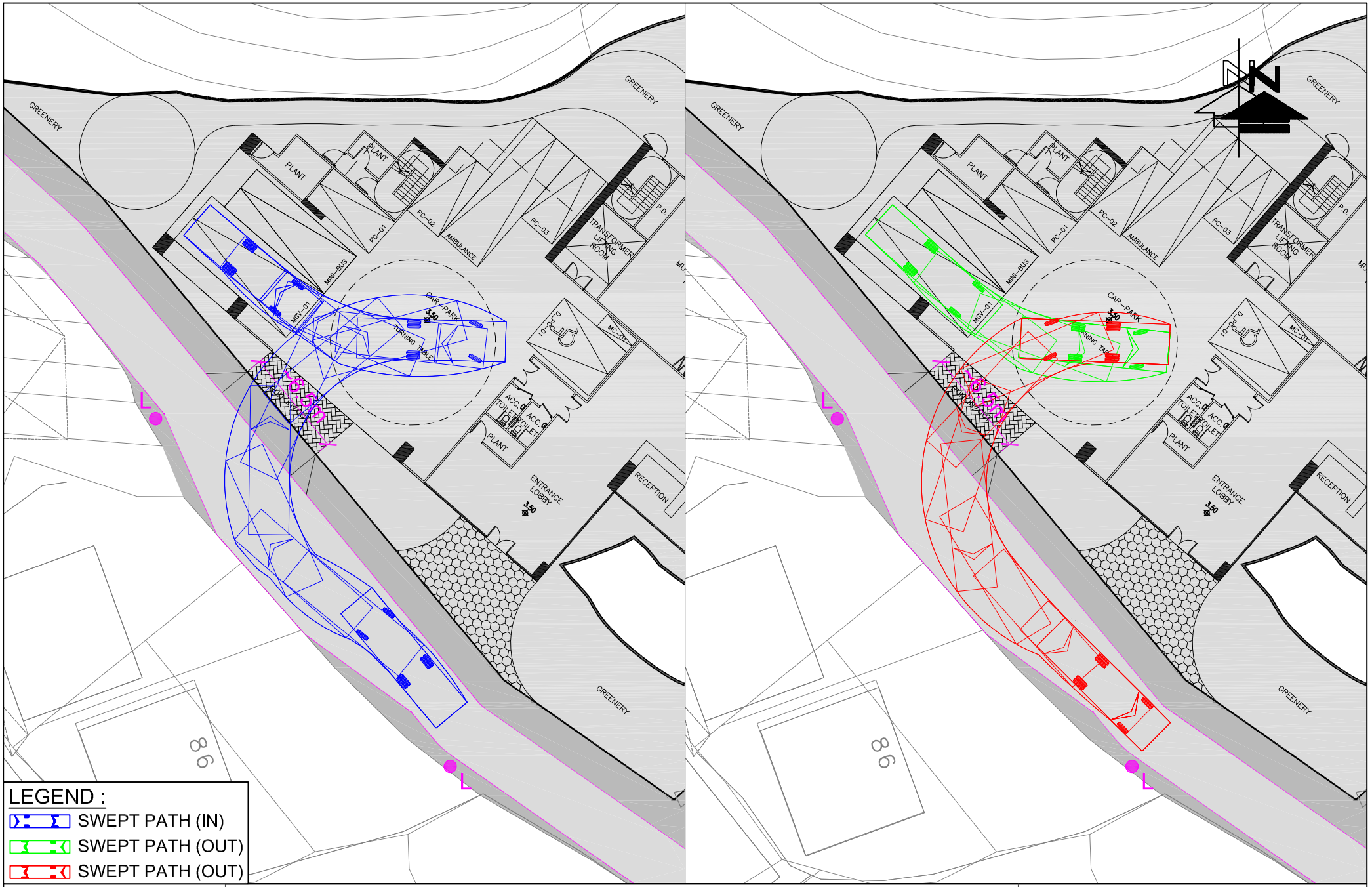


FIGURE NO.: SP-05(REV A)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po,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

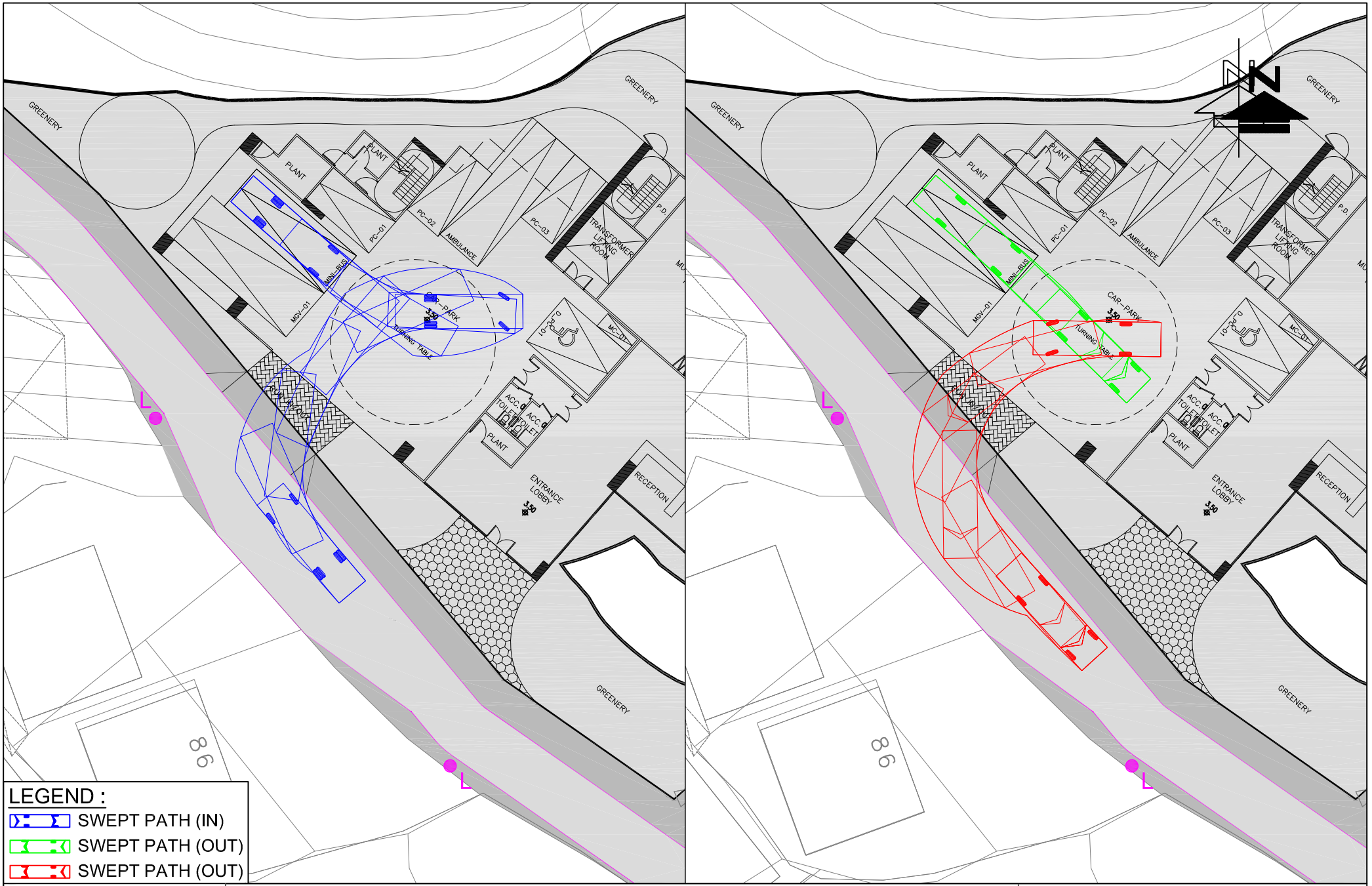


FIGURE NO.: SP-06(REV A)	PROJECT TITLE: S12A Amendment of Plan Application Approved Tung Tsz Outline Zoning Plan No. S/NE-TK/19 Proposed Re-zoning from "AGR" to "G/IC" for a Proposed "Social Welfare Facilities" Residential Care Home for the Elderly (RCHE) At Various Lots in D.D. 23, Tung Tsz, Tai Po, N.T	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24093HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF LIGHT BUS	
SCALE: 1 : 300 @A4 / DATE: 05 NOV 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\2025-10-28
Report generation date: 28/10/2025 18:40:24

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	0.06	5.17	0.05	A	0.03	4.97	0.03	A
Stream C-AB	0.05	6.54	0.04	A	0.07	6.57	0.07	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn A - Existing 2025							
Stream B-AC	0.02	4.96	0.02	A	0.01	4.85	0.01	A
Stream C-AB	0.01	6.29	0.01	A	0.04	6.34	0.03	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn A - Reference 2033							
Stream B-AC	0.02	5.00	0.02	A	0.01	4.87	0.01	A
Stream C-AB	0.01	6.33	0.01	A	0.04	6.36	0.03	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 2025, AM " model duration: 8:00 - 9:30
"D2 - Existing 2025, 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 28/10/2025 18:40:19

File summary

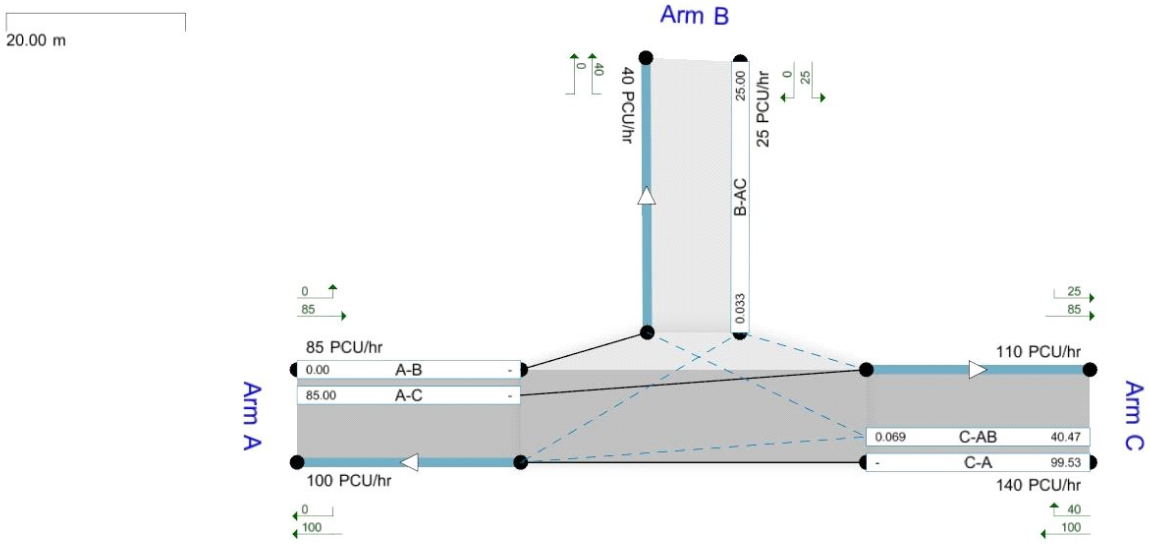
Title	(untitled)
Location	
Site Number	
Date	7/6/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	user
Description	

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 2025, AM "

The junction diagram reflects the last run of ARCADY.

Jn A - Existing 2025, 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 2025, AM	Existing 2025	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	✓	115.00	100.000
B	FLAT	✓	15.00	100.000
C	FLAT	✓	80.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	115.000
	B	0.000	0.000	15.000
	C	75.000	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	0.94	0.06	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	0.02	4.96	0.02	A
C-AB	0.01	6.29	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	15.00	14.92	0.00	739.96	0.020	0.02	4.965	A
C-AB	5.01	4.97	0.00	577.20	0.009	0.01	6.290	A
C-A	74.99	74.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	115.00	115.00	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	15.00	15.00	0.00	739.96	0.020	0.02	4.965	A
C-AB	5.01	5.01	0.00	577.20	0.009	0.01	6.290	A
C-A	74.99	74.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	115.00	115.00	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	15.00	15.00	0.00	739.96	0.020	0.02	4.965	A
C-AB	5.01	5.01	0.00	577.20	0.009	0.01	6.290	A
C-A	74.99	74.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	115.00	115.00	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	15.00	15.00	0.00	739.96	0.020	0.02	4.965	A
C-AB	5.01	5.01	0.00	577.20	0.009	0.01	6.290	A
C-A	74.99	74.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	115.00	115.00	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	15.00	15.00	0.00	739.96	0.020	0.02	4.965	A
C-AB	5.01	5.01	0.00	577.20	0.009	0.01	6.290	A
C-A	74.99	74.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	115.00	115.00	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	15.00	15.00	0.00	739.96	0.020	0.02	4.965	A
C-AB	5.01	5.01	0.00	577.20	0.009	0.01	6.290	A
C-A	74.99	74.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	115.00	115.00	0.00	-	-	-	-	-

Jn A - Existing 2025, 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 2025, PM	Existing 2025	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Ting Kok Road	T-Junction	Two-way	A,B,C	5.85	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	✓	75.00	100.000
B	FLAT	✓	10.00	100.000
C	FLAT	✓	110.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	75.000
	B	0.000	0.000	10.000
	C	90.000	20.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.82	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	4.85	0.01	A
C-AB	0.03	6.34	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	9.95	0.00	751.63	0.013	0.01	4.853	A
C-AB	20.10	19.96	0.00	587.92	0.034	0.04	6.336	A
C-A	89.90	89.90	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	75.00	75.00	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	751.63	0.013	0.01	4.853	A
C-AB	20.10	20.10	0.00	587.92	0.034	0.04	6.339	A
C-A	89.90	89.90	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	75.00	75.00	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	751.63	0.013	0.01	4.853	A
C-AB	20.10	20.10	0.00	587.92	0.034	0.04	6.339	A
C-A	89.90	89.90	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	75.00	75.00	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	751.63	0.013	0.01	4.853	A
C-AB	20.10	20.10	0.00	587.92	0.034	0.04	6.341	A
C-A	89.90	89.90	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	75.00	75.00	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	751.63	0.013	0.01	4.853	A
C-AB	20.10	20.10	0.00	587.92	0.034	0.04	6.339	A
C-A	89.90	89.90	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	75.00	75.00	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	751.63	0.013	0.01	4.853	A
C-AB	20.10	20.10	0.00	587.92	0.034	0.04	6.341	A
C-A	89.90	89.90	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	75.00	75.00	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	✓	130.00	100.000
B	FLAT	✓	15.00	100.000
C	FLAT	✓	90.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	130.000
	B	0.000	0.000	15.000
	C	85.000	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	0.94	0.06	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	0.02	5.00	0.02	A
C-AB	0.01	6.33	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	15.00	14.92	0.00	735.58	0.020	0.02	4.995	A
C-AB	5.01	4.97	0.00	573.85	0.009	0.01	6.327	A
C-A	84.99	84.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	15.00	15.00	0.00	735.58	0.020	0.02	4.995	A
C-AB	5.01	5.01	0.00	573.85	0.009	0.01	6.327	A
C-A	84.99	84.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	15.00	15.00	0.00	735.58	0.020	0.02	4.995	A
C-AB	5.01	5.01	0.00	573.85	0.009	0.01	6.327	A
C-A	84.99	84.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	15.00	15.00	0.00	735.58	0.020	0.02	4.997	A
C-AB	5.01	5.01	0.00	573.85	0.009	0.01	6.327	A
C-A	84.99	84.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	15.00	15.00	0.00	735.58	0.020	0.02	4.997	A
C-AB	5.01	5.01	0.00	573.85	0.009	0.01	6.327	A
C-A	84.99	84.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	15.00	15.00	0.00	735.58	0.020	0.02	4.997	A
C-AB	5.01	5.01	0.00	573.85	0.009	0.01	6.327	A
C-A	84.99	84.99	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	5.87	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	✓	85.00	100.000
B	FLAT	✓	10.00	100.000
C	FLAT	✓	120.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	85.000
	B	0.000	0.000	10.000
	C	100.000	20.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.83	0.17	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	4.87	0.01	A
C-AB	0.03	6.36	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.00	9.95	0.00	748.72	0.013	0.01	4.872	A
C-AB	20.12	19.98	0.00	585.89	0.034	0.04	6.359	A
C-A	99.88	99.88	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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	748.72	0.013	0.01	4.872	A
C-AB	20.12	20.12	0.00	585.89	0.034	0.04	6.362	A
C-A	99.88	99.88	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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	748.72	0.013	0.01	4.872	A
C-AB	20.12	20.12	0.00	585.89	0.034	0.04	6.362	A
C-A	99.88	99.88	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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	748.72	0.013	0.01	4.872	A
C-AB	20.12	20.12	0.00	585.89	0.034	0.04	6.362	A
C-A	99.88	99.88	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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	748.72	0.013	0.01	4.872	A
C-AB	20.12	20.12	0.00	585.89	0.034	0.04	6.364	A
C-A	99.88	99.88	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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	748.72	0.013	0.01	4.872	A
C-AB	20.12	20.12	0.00	585.89	0.034	0.04	6.364	A
C-A	99.88	99.88	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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	5.70	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	✓	130.00	100.000
B	FLAT	✓	40.00	100.000
C	FLAT	✓	110.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	130.000
	B	0.000	0.000	40.000
	C	85.000	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	0.77	0.23	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	5.17	0.06	A
C-AB	0.04	6.54	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	40.00	39.77	0.00	735.58	0.054	0.06	5.172	A
C-AB	25.16	24.98	0.00	575.86	0.044	0.05	6.533	A
C-A	84.84	84.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	40.00	40.00	0.00	735.58	0.054	0.06	5.175	A
C-AB	25.16	25.16	0.00	575.86	0.044	0.05	6.536	A
C-A	84.84	84.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	40.00	40.00	0.00	735.58	0.054	0.06	5.175	A
C-AB	25.16	25.16	0.00	575.86	0.044	0.05	6.536	A
C-A	84.84	84.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	40.00	40.00	0.00	735.58	0.054	0.06	5.175	A
C-AB	25.16	25.16	0.00	575.86	0.044	0.05	6.538	A
C-A	84.84	84.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	40.00	40.00	0.00	735.58	0.054	0.06	5.175	A
C-AB	25.16	25.16	0.00	575.86	0.044	0.05	6.536	A
C-A	84.84	84.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	40.00	40.00	0.00	735.58	0.054	0.06	5.175	A
C-AB	25.16	25.16	0.00	575.86	0.044	0.05	6.538	A
C-A	84.84	84.84	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	130.00	130.00	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	5.96	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	✓	85.00	100.000
B	FLAT	✓	25.00	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	85.000
	B	0.000	0.000	25.000
	C	100.000	40.000	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	0.71	0.29	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	4.97	0.03	A
C-AB	0.07	6.57	0.07	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	748.72	0.033	0.03	4.973	A
C-AB	40.47	40.17	0.00	588.20	0.069	0.07	6.566	A
C-A	99.53	99.53	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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	748.72	0.033	0.03	4.973	A
C-AB	40.47	40.47	0.00	588.20	0.069	0.07	6.571	A
C-A	99.53	99.53	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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	748.72	0.033	0.03	4.973	A
C-AB	40.47	40.47	0.00	588.20	0.069	0.07	6.574	A
C-A	99.53	99.53	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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	748.72	0.033	0.03	4.973	A
C-AB	40.47	40.47	0.00	588.20	0.069	0.07	6.574	A
C-A	99.53	99.53	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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	748.72	0.033	0.03	4.973	A
C-AB	40.47	40.47	0.00	588.20	0.069	0.07	6.574	A
C-A	99.53	99.53	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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	748.72	0.033	0.03	4.973	A
C-AB	40.47	40.47	0.00	588.20	0.069	0.07	6.571	A
C-A	99.53	99.53	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	85.00	85.00	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\2025-10-28
Report generation date: 28/10/2025 18:54:30

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	1.05	13.83	0.51	B	0.32	8.57	0.24	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	5.73	0.02	A	0.01	5.82	0.01	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn B - Existing 2025							
Stream B-AC	0.64	10.50	0.39	B	0.23	7.61	0.19	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	5.56	0.02	A	0.01	5.63	0.01	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Jn B - Reference 2033							
Stream B-AC	0.86	12.45	0.46	B	0.27	8.21	0.21	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	5.69	0.02	A	0.01	5.78	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 2025, AM " model duration: 8:00 - 9:30
"D2 - Existing 2025, 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 28/10/2025 18:54:26

File summary

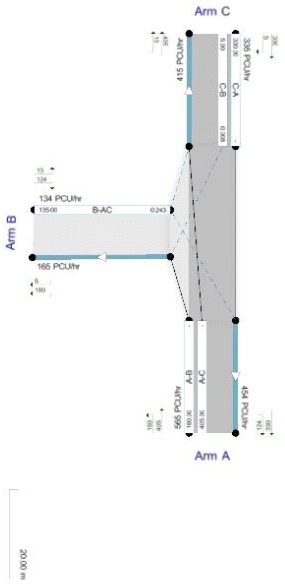
Title	(untitled)
Location	
Site Number	
Date	7/6/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	user
Description	

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 2025, AM "

The junction diagram reflects the last run of ARCADY.

Jn B - Existing 2025, 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 2025, AM	Existing 2025	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	10.28	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	✓	415.00	100.000
B	FLAT	✓	220.00	100.000
C	FLAT	✓	515.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	130.000	285.000
	B	200.000	0.000	20.000
	C	505.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.31	0.69
	B	0.91	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	0.39	10.50	0.64	B
C-A	-	-	-	-
C-B	0.02	5.56	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	220.00	217.48	0.00	562.89	0.391	0.63	10.350	B
C-A	505.00	505.00	0.00	-	-	-	-	-
C-B	10.00	9.94	0.00	657.84	0.015	0.02	5.556	A
A-B	130.00	130.00	0.00	-	-	-	-	-
A-C	285.00	285.00	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	220.00	219.98	0.00	562.87	0.391	0.64	10.497	B
C-A	505.00	505.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	657.84	0.015	0.02	5.556	A
A-B	130.00	130.00	0.00	-	-	-	-	-
A-C	285.00	285.00	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	220.00	219.99	0.00	562.87	0.391	0.64	10.499	B
C-A	505.00	505.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	657.84	0.015	0.02	5.556	A
A-B	130.00	130.00	0.00	-	-	-	-	-
A-C	285.00	285.00	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	220.00	220.00	0.00	562.87	0.391	0.64	10.499	B
C-A	505.00	505.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	657.84	0.015	0.02	5.556	A
A-B	130.00	130.00	0.00	-	-	-	-	-
A-C	285.00	285.00	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	220.00	220.00	0.00	562.87	0.391	0.64	10.499	B
C-A	505.00	505.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	657.84	0.015	0.02	5.556	A
A-B	130.00	130.00	0.00	-	-	-	-	-
A-C	285.00	285.00	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	220.00	220.00	0.00	562.87	0.391	0.64	10.499	B
C-A	505.00	505.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	657.84	0.015	0.02	5.556	A
A-B	130.00	130.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Jn B - Existing 2025, 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 2025, PM	Existing 2025	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	7.52	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	✓	475.00	100.000
B	FLAT	✓	110.00	100.000
C	FLAT	✓	290.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	125.000	350.000
	B	100.000	0.000	10.000
	C	285.000	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	0.91	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	0.19	7.61	0.23	A
C-A	-	-	-	-
C-B	0.01	5.63	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	110.00	109.08	0.00	582.99	0.189	0.23	7.583	A
C-A	285.00	285.00	0.00	-	-	-	-	-
C-B	5.00	4.97	0.00	643.89	0.008	0.01	5.634	A
A-B	125.00	125.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	110.00	110.00	0.00	582.97	0.189	0.23	7.610	A
C-A	285.00	285.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	643.89	0.008	0.01	5.634	A
A-B	125.00	125.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	110.00	110.00	0.00	582.97	0.189	0.23	7.610	A
C-A	285.00	285.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	643.89	0.008	0.01	5.634	A
A-B	125.00	125.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	110.00	110.00	0.00	582.97	0.189	0.23	7.610	A
C-A	285.00	285.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	643.89	0.008	0.01	5.634	A
A-B	125.00	125.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	110.00	110.00	0.00	582.97	0.189	0.23	7.610	A
C-A	285.00	285.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	643.89	0.008	0.01	5.634	A
A-B	125.00	125.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	110.00	110.00	0.00	582.97	0.189	0.23	7.610	A
C-A	285.00	285.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	643.89	0.008	0.01	5.634	A
A-B	125.00	125.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	12.19	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	✓	480.00	100.000
B	FLAT	✓	250.00	100.000
C	FLAT	✓	585.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	150.000	330.000
	B	225.000	0.000	25.000
	C	575.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.31	0.69
	B	0.90	0.00	0.10
	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	0.46	12.45	0.86	B
C-A	-	-	-	-
C-B	0.02	5.69	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	250.00	246.63	0.00	539.04	0.464	0.84	12.176	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	9.94	0.00	642.72	0.016	0.02	5.689	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	250.00	249.96	0.00	539.02	0.464	0.85	12.450	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	642.72	0.016	0.02	5.689	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	250.00	249.99	0.00	539.02	0.464	0.86	12.452	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	642.72	0.016	0.02	5.689	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	250.00	249.99	0.00	539.02	0.464	0.86	12.455	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	642.72	0.016	0.02	5.689	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	250.00	250.00	0.00	539.02	0.464	0.86	12.455	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	642.72	0.016	0.02	5.689	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	250.00	250.00	0.00	539.02	0.464	0.86	12.455	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	642.72	0.016	0.02	5.689	A
A-B	150.00	150.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	8.11	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	✓	545.00	100.000
B	FLAT	✓	120.00	100.000
C	FLAT	✓	335.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	140.000	405.000
	B	110.000	0.000	10.000
	C	330.000	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	0.21	8.21	0.27	A
C-A	-	-	-	-
C-B	0.01	5.78	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	120.00	118.92	0.00	558.40	0.215	0.27	8.172	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	4.97	0.00	627.61	0.008	0.01	5.781	A
A-B	140.00	140.00	0.00	-	-	-	-	-
A-C	405.00	405.00	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	120.00	119.99	0.00	558.39	0.215	0.27	8.211	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	627.61	0.008	0.01	5.781	A
A-B	140.00	140.00	0.00	-	-	-	-	-
A-C	405.00	405.00	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	120.00	120.00	0.00	558.39	0.215	0.27	8.211	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	627.61	0.008	0.01	5.781	A
A-B	140.00	140.00	0.00	-	-	-	-	-
A-C	405.00	405.00	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	120.00	120.00	0.00	558.39	0.215	0.27	8.211	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	627.61	0.008	0.01	5.781	A
A-B	140.00	140.00	0.00	-	-	-	-	-
A-C	405.00	405.00	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	120.00	120.00	0.00	558.39	0.215	0.27	8.211	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	627.61	0.008	0.01	5.781	A
A-B	140.00	140.00	0.00	-	-	-	-	-
A-C	405.00	405.00	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	120.00	120.00	0.00	558.39	0.215	0.27	8.211	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	627.61	0.008	0.01	5.781	A
A-B	140.00	140.00	0.00	-	-	-	-	-
A-C	405.00	405.00	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	13.54	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	✓	500.00	100.000
B	FLAT	✓	275.00	100.000
C	FLAT	✓	585.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	170.000	330.000
	B	250.000	0.000	25.000
	C	575.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.34	0.66
	B	0.91	0.00	0.09
	C	0.98	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	0.51	13.83	1.05	B
C-A	-	-	-	-
C-B	0.02	5.73	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	275.00	270.90	0.00	535.35	0.514	1.02	13.418	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	9.94	0.00	638.07	0.016	0.02	5.731	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	275.00	274.94	0.00	535.33	0.514	1.04	13.817	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	638.07	0.016	0.02	5.731	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	275.00	274.98	0.00	535.33	0.514	1.05	13.822	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	638.07	0.016	0.02	5.731	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	275.00	274.99	0.00	535.33	0.514	1.05	13.825	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	638.07	0.016	0.02	5.731	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	275.00	274.99	0.00	535.33	0.514	1.05	13.825	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	638.07	0.016	0.02	5.731	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	275.00	275.00	0.00	535.33	0.514	1.05	13.827	B
C-A	575.00	575.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	638.07	0.016	0.02	5.731	A
A-B	170.00	170.00	0.00	-	-	-	-	-
A-C	330.00	330.00	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	8.47	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	✓	565.00	100.000
B	FLAT	✓	135.00	100.000
C	FLAT	✓	335.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	160.000	405.000
	B	125.000	0.000	10.000
	C	330.000	5.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.28	0.72
	B	0.93	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	0.24	8.57	0.32	A
C-A	-	-	-	-
C-B	0.01	5.82	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	135.00	133.73	0.00	554.91	0.243	0.32	8.522	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	4.97	0.00	622.96	0.008	0.01	5.824	A
A-B	160.00	160.00	0.00	-	-	-	-	-
A-C	405.00	405.00	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	135.00	134.99	0.00	554.90	0.243	0.32	8.573	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	622.96	0.008	0.01	5.824	A
A-B	160.00	160.00	0.00	-	-	-	-	-
A-C	405.00	405.00	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	135.00	135.00	0.00	554.90	0.243	0.32	8.573	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	622.96	0.008	0.01	5.824	A
A-B	160.00	160.00	0.00	-	-	-	-	-
A-C	405.00	405.00	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	135.00	135.00	0.00	554.90	0.243	0.32	8.573	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	622.96	0.008	0.01	5.824	A
A-B	160.00	160.00	0.00	-	-	-	-	-
A-C	405.00	405.00	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	135.00	135.00	0.00	554.90	0.243	0.32	8.573	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	622.96	0.008	0.01	5.824	A
A-B	160.00	160.00	0.00	-	-	-	-	-
A-C	405.00	405.00	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	135.00	135.00	0.00	554.90	0.243	0.32	8.573	A
C-A	330.00	330.00	0.00	-	-	-	-	-
C-B	5.00	5.00	0.00	622.96	0.008	0.01	5.824	A
A-B	160.00	160.00	0.00	-	-	-	-	-
A-C	405.00	405.00	0.00	-	-	-	-	-

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

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

Description: **2025 Observed Traffic Flows (Non-peak period)**

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.			P.M.		
						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	405	0.206		470	0.239	
Ting Kok Road	E	↘	B	2,3	3.2	0	23	0	100%	100%	2072.3	2072.3	1945	1945	1945	1945	190	0.098		235	0.121	
Ting Kok Road	W	←	C	1	3.7	0	0	0	0%	0%	2123.7	0	2125	2125	0	0	381	0.179	0.179	200	0.094	0.094
Ting Kok Road	W	↙	C	1	3.7	15	0	1	4%	5%	1983.7	4107.4	1975	1975	4100	4100	354	0.179		185	0.094	
Sam Mun Tsai Road	N	↰	D	2,3,4	4.5	38	0	1	100%	100%	2065	2065	1985	1985	1985	1985	275	0.139	0.139	190	0.096	0.096
Sam Mun Tsai Road	N	↱	E	4	3.5	0	17	1	100%	100%	1965	1965	1800	1800	1800	1800	10	0.006		5	0.003	

Notes:

Traffic Flow (pcu / hr) AM(PM)

405(470) →

190(235) ↘

720(375) ←

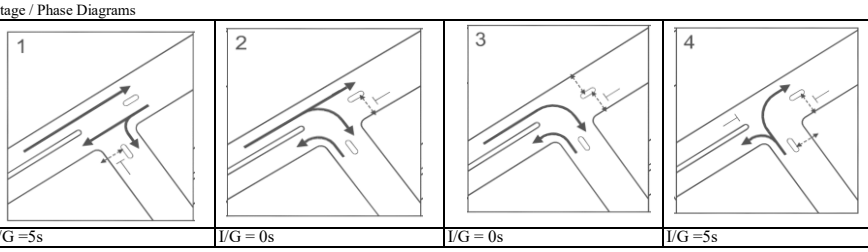
15(10) ↙

275(190) ↰ 10(5) ↱

A.M. Check Phase	
εy	0.318
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	157%

P.M. Check Phase	
εy	0.190
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	331%

Stage / Phase Diagrams



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

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

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

Description: **2025 Observed Traffic Flows (Non-peak period)**

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.			P.M.		
						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%	42%	2018	4113	1880	1935	3975	4030	416	0.221	0.221	420	0.217	0.217
Ting Kok Road	E		A	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	464	0.221		455	0.217	
Ting Kok Road	W		B	1	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4050	4020	435	0.221		427	0.217	
Ting Kok Road	W		C	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4050	4020	291	0.148		77	0.039	
Ting Kok Road	W		C	2	3.5	0	15	0	10%	25%	2105	0	2085	2055	0	0	309	0.148	0.148	81	0.039	0.039
Lo Fai Road	S		D	3	3.5	15	25	0	5% / 75	7% / 83'	2105	4210	1965	1975	3925	3935	138	0.070	0.070	148	0.075	0.075
Lo Fai Road	S		D	3	3.5	0	20	0	100%	100%	2105	0	1960	1960	0	0	137	0.070		147	0.075	

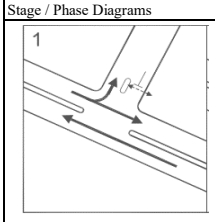
Notes:

Traffic Flow (pcu / hr) AM(PM)

A.M. Check Phase	
εy	0.440
L (sec)	14
C (sec)	120
y pract.	0.795
R.C. (%)	81%

P.M. Check Phase	
εy	0.332
L (sec)	14
C (sec)	96
y pract.	0.769
R.C. (%)	132%

Stage / Phase Diagrams



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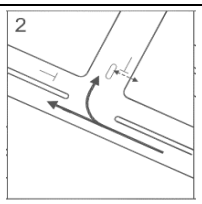

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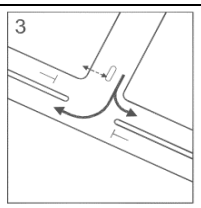


I/G =6s

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

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

Description: **2025 Observed Traffic Flows (Non-peak period)**

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. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Ting Kok Road	E	→	A	1,2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	0	0	604	0.308	0.308	404	0.206	0.206
Ting Kok Road	E	→	B	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	3980	4000	148	0.076		229	0.117	
Ting Kok Road	E	↓	B	2	3.5	0	20	0	59%	46%	2105	0	2015	2035	0	0	152	0.076	0.076	237	0.116	0.116
Ting Kok Road	W	←	C	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	644	0.307		431	0.206	
Ting Kok Road	W	↓	C	1	4.0	15	0	1	32%	27%	2018	4113	1955	1965	4050	4060	601	0.308		404	0.206	
Dai Kwai Street	N	↰	D	3	3.2	20	20	1	0% / 100%	29% / 71%	1935	0	1800	1800	0	0	90	0.050	0.050	142	0.079	0.079
Dai Kwai Street	N	↰	D	3	3.2	15	0	1	100%	100%	1935	3870	1760	1760	3560	3560	40	0.023		138	0.079	

Notes:

Traffic Flow (pcu / hr) AM(PM)

815(760) →

90(110) ↓

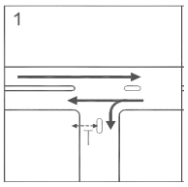
← 1055(725)

↓ 190(110)

↰ 40(180) ↱ 90(100)

A.M. Check Phase		P.M. Check Phase	
εy	0.433	εy	0.401
L (sec)	30	L (sec)	30
C (sec)	120	C (sec)	96
y pract.	0.675	y pract.	0.619
R.C. (%)	56%	R.C. (%)	54%

Stage / Phase Diagrams



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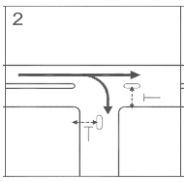

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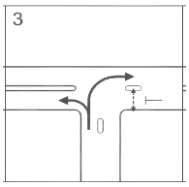

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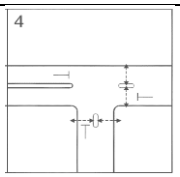


(Demand Dependant)

I/G = 14s + 4s

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

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

Description: **2025 Observed Traffic Flows (Non-peak period)**

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.			P.M.		
						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	3995	4030	559	0.284	0.284	470	0.239	0.239
Ting Kok Road	E	↓	A	1,2	3.5	0	15	0	38%	19%	2105	0	2030	2065	0	0	576	0.284		495	0.239	
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	580	0.276	0.276	421	0.200	0.200
Ting Kok Road	W	←	B	3	3.8	0	0	1	0%	0%	1997	0	1997	1997	0	0	550	0.276		399	0.200	
Dai Fat Street	N	↰	C	1	3.5	15	0	0	100%	100%	2105	4210	1915	1915	3875	3875	62	0.032		37	0.019	
Dai Fat Street	N	↰	C	1	3.5	20	0	0	100%	100%	2105	0	1960	1960	0	0	63	0.032		38	0.019	

Notes:

Traffic Flow (pcu / hr) AM(PM)

915(870) →

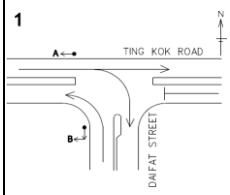
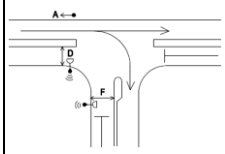
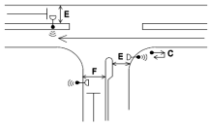
220(95) ↓

← 1130(820)

↰ 125(75)

A.M. Check Phase		P.M. Check Phase	
εy	0.560	εy	0.439
L (sec)	10	L (sec)	10
C (sec)	100	C (sec)	96
y pract.	0.810	y pract.	0.806
R.C. (%)	45%	R.C. (%)	83%

Stage / Phase Diagrams

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

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

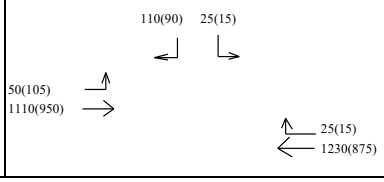
Junction: **Ting Kok Road / Fung Yuen Road (G)**

Description: **2025 Observed Traffic Flows (Non-peak period)**

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. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Ting Kok Road	E		1	A	3.5	17	0	1	9%	21%	1965	4080	1950	1930	4065	4045	556	0.285	0.307	503	0.261	0.261
Ting Kok Road	E		1	A	3.6	0	0	0	0%	0%	2115	0	2115	2115	0	0	604	0.285		552	0.261	
Ting Kok Road	W		2,3	A,B	3.6	0	19	0	4%	3%	2115	0	2110	2110	0	0	648	0.307		460	0.218	
Ting Kok Road	W		2	A,B	3.6	0	0	1	0%	0%	1975	4090	1975	1975	4085	4085	607	0.307		430	0.218	
Fung Yuen Road	S		4	C	3.6	11	14	1	39% / 61%	30% / 70%	1975	4090	1765	1770	3710	3715	64	0.036	0.036	50	0.028	0.028
Fung Yuen Road	S		4	C	3.6	0	17	0	100%	100%	2115	0	1945	1945	0	0	71	0.036		55	0.028	
Pedestrian Crossing			5p	D					Min. Crossing Time = 8Gm + 8FGm =16s													
			6p	D					Min. Crossing Time = 11Gm + 10FGm =21s													

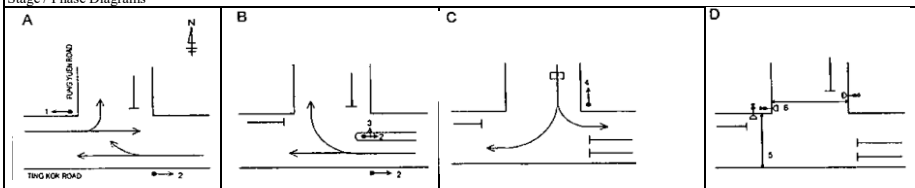
Notes:

Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase		P.M. Check Phase	
εy	0.344	εy	0.289
L (sec)	47	L (sec)	47
C (sec)	120	C (sec)	120
y pract.	0.548	y pract.	0.548
R.C. (%)	59%	R.C. (%)	89%

Stage / Phase Diagrams



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: **2025 Observed Traffic Flows (Non-peak period)**

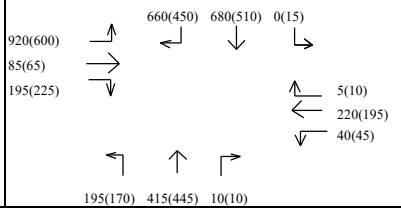
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M.			P.M.		
						Left	Right		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (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	455	0.237		297	0.155	
Ting Kok Road	E		A	1,2	3.5	20	0	0	100%	100%	2105	0	1960	1960	0	0	465	0.237		303	0.155	
Ting Kok Road	E		B	2	3.5	0	0	1	0%	0%	1965	1965	1965	1965	1965	1965	85	0.043		65	0.033	
Ting Kok Road	E		B	2	3.5	0	33	0	100%	100%	2105	2105	2010	2010	2010	2010	195	0.097	0.097	225	0.112	0.112
Yuen Shin Road	N		C	2,3	3.5	15	0	1	100%	100%	1965	1965	1785	1785	1785	1785	195	0.109		170	0.095	
Yuen Shin Road	N		D	3	3.5	0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	138	0.066	0.066	148	0.070	0.070
Yuen Shin Road	N		D	3	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	138	0.066		148	0.070	
Yuen Shin Road	N		D	3	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	138	0.066		148	0.070	
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	3.7	15	0	1	32%	38%	1980	4100	1920	1910	4035	4020	126	0.066		119	0.062	
Dai Fuk Street	W		E	4	3.7	0	23	0	4%	8%	2120	0	2115	2110	0	0	139	0.066		131	0.062	
Ting Kok Road	S		F	1	3.6	0	28	1	100%	100%	1975	4090	1875	1875	3870	3870	320	0.171	0.171	218	0.116	0.129
Ting Kok Road	S		F	1	3.6	0	25	0	100%	100%	2115	0	1995	1995	0	0	340	0.171		232	0.116	
Ting Kok Road	S		F	1	3.6	13	0	1	0%	6%	1975	4090	1975	1960	4090	4075	328	0.166		253	0.129	
Ting Kok Road	S		F	1	3.6	0	0	0	0%	0%	2115	0	2115	2115	0	0	352	0.166		272	0.129	
Pedestrian Crossing			Gp	1,2,3																		
			Hp	4																		

Min. Crossing Time = 9Gm + 7FGm =16s

Min. Crossing Time = 5Gm + 10FGm =15s

Notes:

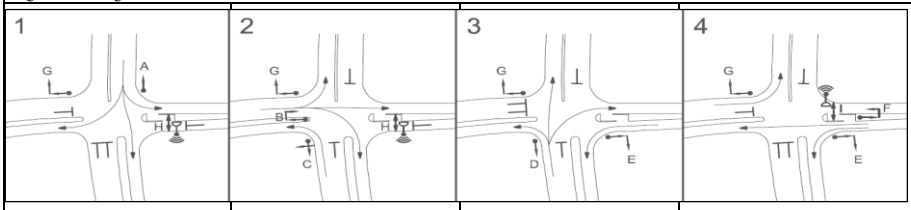
Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase	
εy	0.333
L (sec)	40
C (sec)	100
y pract.	0.540
R.C. (%)	62%

P.M. Check Phase	
εy	0.311
L (sec)	40
C (sec)	96
y pract.	0.525
R.C. (%)	69%

Stage / Phase Diagrams



I/G = 7s	I/G = 8s	I/G = 11s	I/G = 15s + 2s

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

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

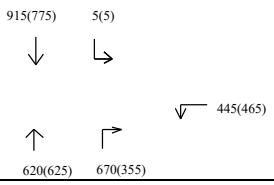
Description: **2025 Observed Traffic Flows (Non-peak period)**

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.			P.M.		
						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	3.5	0	0	0	0%	0%	2105	6315	2105	2105	6090	6150	446	0.212	0.212	335	0.159	0.159
Yuen Shin Road	N		A	1	3.5	0	23	0	59%	13%	2105	0	2025	2085	0	0	429	0.212		332	0.159	
Yuen Shin Road	N		A	1	3.5	0	20	0	100%	100%	2105	0	1960	1960	0	0	415	0.212		312	0.159	
Dai Fat Street	W		B	1	3.8	20	0	0	100%	100%	2130	4120	1980	1980	3845	3845	229	0.116		239	0.121	
Dai Fat Street	W		B	1	3.8	23	0	1	100%	100%	1990	0	1865	1865	0	0	216	0.116		226	0.121	
Yuen Shin Road	S		C	2	3.3	15	0	1	1%	1%	1945	4030	1945	1940	4030	4025	444	0.228	0.228	376	0.194	0.194
Yuen Shin Road	S		C	2	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	476	0.228		404	0.194	

Pedestrian Crossing			
	Dp	2,3	Min. Crossing Time = 5Gm + 6FGm =11s
	Ep	3	Min. Crossing Time = 5Gm + 8FGm =13s
	Fp	1,3	Min. Crossing Time = 5Gm + 6FGm =11s
	Gp	2,3	Min. Crossing Time = 5Gm + 7FGm =12s

Notes:

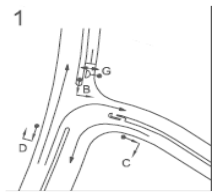
Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase	
εy	0.440
L (sec)	16
C (sec)	100
y pract.	0.756
R.C. (%)	72%

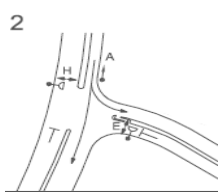
P.M. Check Phase	
εy	0.353
L (sec)	16
C (sec)	96
y pract.	0.750
R.C. (%)	112%

Stage / Phase Diagrams



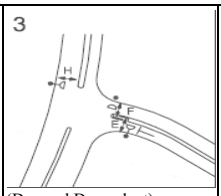
1

I/G = 7s



2

I/G = 10s



3

(Demand Dependant)

I/G = 13s + 2s

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

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

Description: **2025 Observed Traffic Flows (Non-peak period)**

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. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Tai Po Tai Wo Road	E		A	2,3	3.6	15	0	0	100%	100%	2115	2115	1925	1925	1925	1925	415	0.216		265	0.138	0.149
Tai Po Tai Wo Road	E		B	3	3.3	0	20	0	100%	100%	2085	4170	1940	1940	3835	3835	354	0.183	0.183	288	0.149	
Tai Po Tai Wo Road	E		B	3	3.3	0	15	0	100%	100%	2085	0	1895	1895	0	0	346	0.183		282	0.149	
Yuen Shin Road	N		C	1	3.3	0	0	0	0%	0%	1876.5	6046.5	1876.5	1876.5	6046.5	6047	272	0.145	0.145	222	0.118	0.118
Yuen Shin Road	N		C	1	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	302	0.145		247	0.118	
Yuen Shin Road	N		C	1	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	302	0.145		247	0.118	
Yuen Shin Road	S		D	2	3.3	0	15	0	100%	100%	2085	2085	1895	1895	1895	1895	375	0.198	0.198	345	0.182	0.182
Yuen Shin Road	S		E	1,2	3.3	0	0	0	0%	0%	1876.5	3961.5	1876.5	1876.5	3961.5	3962	464	0.247		424	0.226	
Yuen Shin Road	S		E	1,2	3.3	0	0	0	0%	0%	2085	0	2085	2085	0	0	516	0.247		471	0.226	

Notes:

Traffic Flow (pcu / hr) AM(PM)

375(345) 980(895)

415(265)

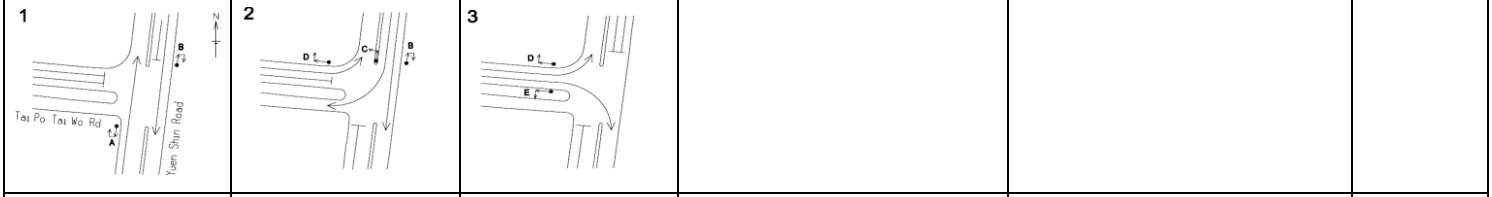
700(570)

435(690) 875(715)

A.M. Check Phase	
εy	0.525
L (sec)	13
C (sec)	100
y pract.	0.783
R.C. (%)	49%

P.M. Check Phase	
εy	0.449
L (sec)	13
C (sec)	96
y pract.	0.778
R.C. (%)	73%

Stage / Phase Diagrams



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

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

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

Description: **2033 Reference Traffic Flows (Non-peak period)**

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.			P.M.		
						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	505	0.257		575	0.293	
Ting Kok Road	E	↘	B	2,3	3.2	0	23	0	100%	100%	2072.3	2072.3	1945	1945	1945	1945	215	0.111		265	0.136	
Ting Kok Road	W	←	C	1	3.7	0	0	0	0%	0%	2123.7	0	2125	2125	0	0	456	0.214	0.215	249	0.117	0.117
Ting Kok Road	W	↙	C	1	3.7	15	0	1	4%	4%	1983.7	4107.4	1975	1975	4100	4100	424	0.215		231	0.117	
Sam Mun Tsai Road	N	↰	D	2,3,4	4.5	38	0	1	100%	100%	2065	2065	1985	1985	1985	1985	310	0.156	0.156	210	0.106	0.106
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:

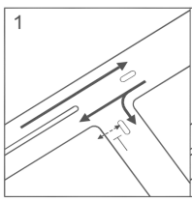
Traffic Flow (pcu / hr) AM(PM)

505(575) →
215(265) ↘
865(470) ←
15(10) ↙
310(210) ↰
10(10) ↱

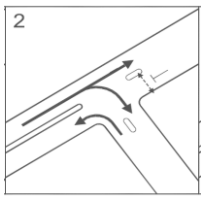
A.M. Check Phase	
εy	0.371
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	121%

P.M. Check Phase	
εy	0.223
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	267%

Stage / Phase Diagrams



I/G =5s



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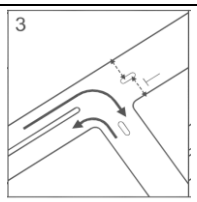
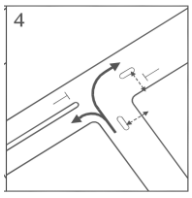


I/G = 0s



I/G =5s

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

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

Description: **2033 Reference Traffic Flows (Non-peak period)**

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.			P.M.		
						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	77%	55%	2018	4113	1875	1915	3970	4010	536	0.286	0.286	556	0.290	0.291
Ting Kok Road	E		A	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	599	0.286		609	0.291	
Ting Kok Road	W		B	1	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4050	4015	561	0.286		571	0.290	
Ting Kok Road	W		C	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4050	4015	322	0.164		90	0.046	
Ting Kok Road	W		C	2	3.5	0	15	0	10%	27%	2105	0	2085	2050	0	0	341	0.164	0.164	94	0.046	0.046
Lo Fai Road	S		D	3	3.5	15	25	0	)% / 80	2% / 88'	2105	4210	1970	1975	3930	3935	198	0.101	0.101	203	0.103	0.103
Lo Fai Road	S		D	3	3.5	0	20	0	100%	100%	2105	0	1960	1960	0	0	197	0.100		202	0.103	

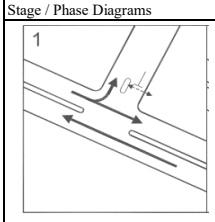
Notes:

Traffic Flow (pcu / hr) AM(PM)

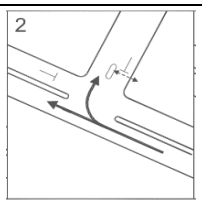
A.M. Check Phase	
εy	0.550
L (sec)	14
C (sec)	120
y pract.	0.795
R.C. (%)	44%

P.M. Check Phase	
εy	0.440
L (sec)	14
C (sec)	96
y pract.	0.769
R.C. (%)	75%

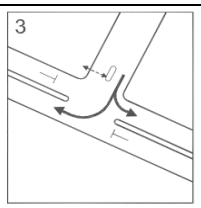
Stage / Phase Diagrams



I/G =5s



I/G =6s



I/G =6s

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

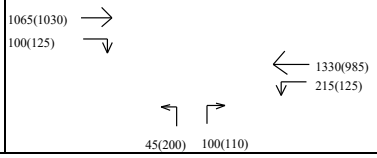
Junction: **Ting Kok Road / Dai Kwai Street (E)**

Description: **2033 Reference Traffic Flows (Non-peak period)**

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. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Ting Kok Road	E	→	A	1,2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	0	0	749	0.381	0.381	537	0.273	0.273
Ting Kok Road	E	→	B	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4000	4010	204	0.104		303	0.154	
Ting Kok Road	E	↓→	B	2	3.5	0	20	0	47%	40%	2105	0	2035	2045	0	0	212	0.104	0.104	315	0.154	0.154
Ting Kok Road	W	←	C	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	798	0.381		572	0.273	
Ting Kok Road	W	←↓	C	1	4.0	15	0	1	29%	23%	2018	4113	1960	1970	4055	4065	747	0.381		538	0.273	
Dai Kwai Street	N	↰↑	D	3	3.2	20	20	1	0% / 100%	30% / 70%	1935	0	1800	1800	0	0	100	0.056	0.056	157	0.087	0.087
Dai Kwai Street	N	↰	D	3	3.2	15	0	1	100%	100%	1935	3870	1760	1760	3560	3560	45	0.026		153	0.087	

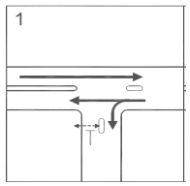
Notes:

Traffic Flow (pcu / hr) AM(PM)

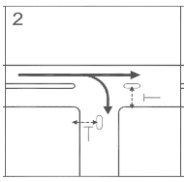


A.M. Check Phase		P.M. Check Phase	
εy	0.541	εy	0.514
L (sec)	30	L (sec)	30
C (sec)	120	C (sec)	96
y pract.	0.675	y pract.	0.619
R.C. (%)	25%	R.C. (%)	20%

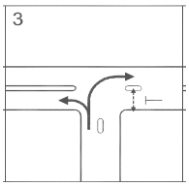
Stage / Phase Diagrams



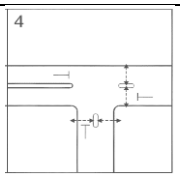
I/G = 6s



I/G = 6s



I/G = 12s



(Demand Dependant)

I/G = 14s + 4s

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

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

Description: **2033 Reference Traffic Flows (Non-peak period) (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)		A.M.			P.M.		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	A	1,2	3.3	0.0	0		1	0%	0%	1945	3196	1595	2621	3196	3196	715	0.368		703	0.361	0.361
	E	→	A	1,2	3.3	0.0	0	0.6	0	0%	0%	1251	0	1251	1251	0	0	460	0.368		452	0.361	
	E	↴	D	2	3.3	0.0	24		0	100%	100%	2085	2085	1960	1960	1960	1960	245	0.125	0.125	105	0.054	
Dai Fat Street	N	↰	B	2	3.5	22.0	0		1	100%	100%	1965	4070	1840	1840	3840	3840	67	0.036		41	0.022	
	N	↰	B	2	3.5	28.0	0		0	100%	100%	2105	0	2000	2000	0	0	73	0.036		44	0.022	
Ting Kok Road	W	←	C	1,3	3.5	0.0	0		1	0%	0%	1965	4070	1965	1965	4070	4070	683	0.348	0.348	526	0.268	
	W	←	C	1,3	3.5	0.0	0		0	0%	0%	2105	0	2105	2105	0	0	732	0.348		564	0.268	

Pedestrian crossing

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

Notes:

(Nil)

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

1175(1155) →

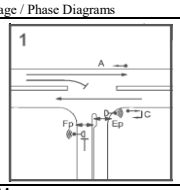
245(105) ↴

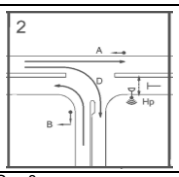
← 1415(1090)

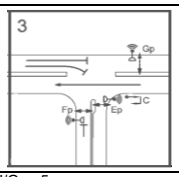
↰ 140(85)

AM Check Phase		PM Check Phase	
εy	0.473	εy	0.361
L (sec)	11	L (sec)	17
C (sec)	120	C (sec)	120
y pract.	0.818	y pract.	0.773
R.C. (%)	73%	R.C. (%)	114%

Stage / Phase Diagrams







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

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

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

Description: **2033 Reference Traffic Flows (Non-peak period) (Planned Junction Improvement)**

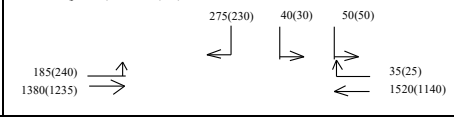
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M.			P.M.		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E		A	1	3.5	17.0	0	1	25%	34%	1965	4080	1925	1905	4040	4020	745	0.387	0.388	699	0.367	0.367
	E		A	1	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	820	0.388		776	0.367	
Unnammed Access Road	E		C	2	3.3	15.0	0	1	100%	100%	1945	1945	1770	1770	1770	1770	40	0.023		30	0.017	
Exclusive Road	E		B	3	3.3	12.5	0	1	100%	100%	1945	1945	1735	1735	1735	1735	50	0.029		50	0.029	
Ting Kok Road	W		B	1,2	3.0	0.0	0	1	0%	0%	1915	3970	1915	1915	3970	3970	733	0.383		550	0.287	
	W		B	1,2	3.0	0.0	0	0	0%	0%	2055	0	2055	2055	0	0	787	0.383		590	0.287	
	W		B	2	3.0	0.0	19	0	100%	100%	2055	2055	1905	1905	1905	1905	35	0.018		25	0.013	
Fung Yuen Road	S		C	3	3.0	20.0	0	0	100%	100%	2055	4110	1910	1910	3820	3820	138	0.072		115	0.060	
	S		C	3	3.0	20.0	0	0	100%	100%	2055	0	1910	1910	0	0	138	0.072		115	0.060	

Pedestrian crossing

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

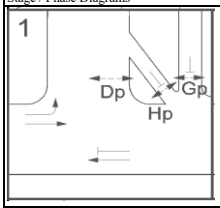
Notes:

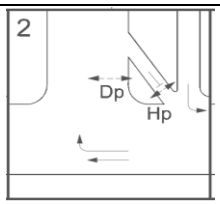
Traffic Flow (pcu / hr) AM(PM) Peak

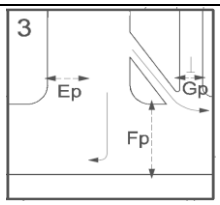


AM Check Phase		PM Check Phase	
εy	0.388	εy	0.367
L (sec)	33	L (sec)	33
C (sec)	120	C (sec)	120
y pract.	0.653	y pract.	0.653
R.C. (%)	68%	R.C. (%)	78%

Stage / Phase Diagrams







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

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

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

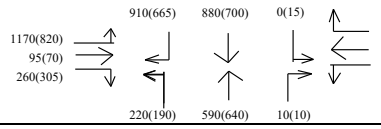
Description: **2033 Reference Traffic Flows (Non-peak period) (Planned Junction Improvement)**

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		1	A	3.8	15.0	0	1	0%	4%	1995	8400	1995	1985	7950	7940	425	0.213		345	0.174	
	S		1	A	3.8	0.0	0	0	0%	0%	2135	0	2135	2135	0	0	455	0.213		370	0.173	
	S		1	A	3.8	0.0	13.5	0	100%	100%	2135	0	1920	1920	0	0	458	0.238		334	0.174	
	S		1	A	3.8	0.0	12	0	100%	100%	2135	0	1900	1900	0	0	452	0.238	0.238	331	0.174	0.174
Ting Kok Road	E		1,2	A,B	3.5	20.0	0	1	100%	100%	1965	4070	1830	1830	3815	3815	561	0.307		393	0.215	
	E		1,2	A,B	3.5	25.0	0	0	100%	100%	2105	0	1985	1985	0	0	609	0.307		427	0.215	
	E		2	B	2.6	0.0	0	0	0%	0%	2015	2015	2015	2015	2015	2015	95	0.047		70	0.035	
	E		2	B	3.5	0.0	35	0	100%	100%	2105	4210	2020	2020	4045	4045	130	0.064	0.064	152	0.075	0.075
	E		2	B	3.5	0.0	38.5	0	100%	100%	2105	0	2025	2025	0	0	130	0.064		153	0.075	
Yuen Shin Road	N		2,3	B,C	3.5	23.8	0	1	100%	100%	1965	1965	1850	1850	1850	1850	220	0.119		190	0.103	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	197	0.093	0.093	213	0.101	0.101
	N		3	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	197	0.093		213	0.101	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	197	0.093		213	0.101	
	N		3	C	3.5	0.0	32	0	100%	100%	2105	2105	2010	2010	2010	2010	10	0.005		10	0.005	
Dai Fuk Road	W		4	D	3.5	15.0	0	1	31%	41%	1965	4070	1905	1890	3995	3980	143	0.075	0.075	135	0.072	0.072
	W		4	D	3.5	0.0	15	0	6%	7%	2105	0	2090	2090	0	0	157	0.075		150	0.072	
Pedestrian crossing			7	A,B,C		Min. Crossing Time = 5Gm + 6FGm =11s																
			8	D		Min. Crossing Time = 5Gm + 8FGm =13s																

Notes:

(Nil)

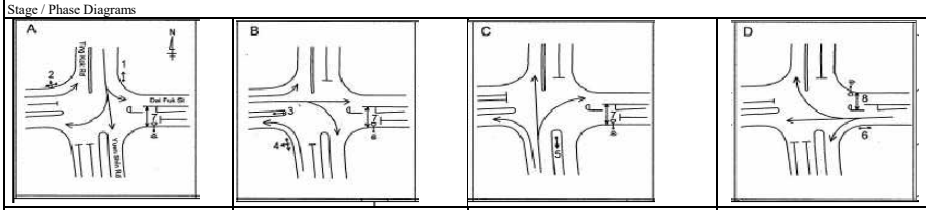
Traffic Flow (pcu / hr) AM(PM) Peak



AM Check Phase	
εy	0.471
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	51%

PM Check Phase	
εy	0.423
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	69%

Stage / Phase Diagrams



PM: I/G = 9s	I/G = 7s	I/G = 8s	I/G = 5s
AM: I/G = 9s	I/G = 7s	I/G = 8s	I/G = 5s

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

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

Description: **2033 Reference Traffic Flows (Non-peak period) (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.			P.M.		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S		2	B	3.3	10.0	0	1	13%	15%	1945	6115	1905	1900	6075	6070	375	0.197	0.197	332	0.175	0.175
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	410	0.197		364	0.175	
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	410	0.197		364	0.175	
Yuen Shin Road	N		1	A	3.3	0.0	0	1	0%	0%	1945	6115	1945	1945	5830	5845	415	0.213	0.213	408	0.210	0.210
	N		1	A	3.3	0.0	13	0	7%	0%	2085	0	2070	2085	0	0	441	0.213		437	0.210	
	N		1	A	3.3	0.0	10	0	100%	100%	2085	0	1815	1815	0	0	387	0.213		225	0.124	
	N		1	A	3.3	0.0	10	0	100%	100%	2085	0	1815	1815	0	0	387	0.213		225	0.124	
Dai Fat Street	W		3	A	3.8	20.0	0	1	100%	100%	1990	4120	1850	1850	3845	3845	330	0.178		334	0.181	
	W		3	A	3.8	22.5	0	0	100%	100%	2130	0	1995	1995	0	0	355	0.178		361	0.181	

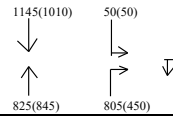
Pedestrian crossing

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

Notes:

(Nil)

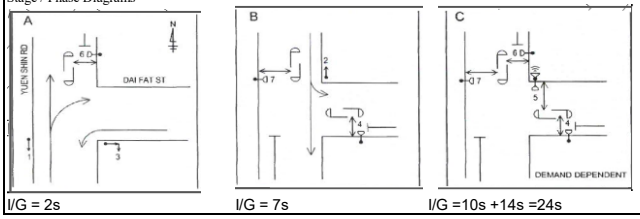
Traffic Flow (pcu / hr) AM(PM) Peak



AM Check Phase	
εy	0.410
L (sec)	31
C (sec)	120
y pract.	0.668
R.C. (%)	63%

PM Check Phase	
εy	0.385
L (sec)	31
C (sec)	120
y pract.	0.668
R.C. (%)	74%

Stage / Phase Diagrams



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

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

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

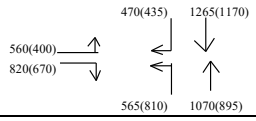
Description: **2033 Reference Traffic Flows (Non-peak period) (Planned Junction Improvement)**

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.			P.M.		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S	↓	2	A,B	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	611	0.311		565	0.287	
	S	↓	2	A,B	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	654	0.311		605	0.287	
	S	↲	3	B	3.5	0.0	32	0	100%	100%	2105	2105	2010	2010	2010	2010	470	0.234	0.234	435	0.216	0.216
Tai Po Tai Wo Road	E	↱	4	B,C	3.5	24.0	0	1	100%	100%	1965	1965	1850	1850	1850	1850	560	0.303		400	0.216	
	E	↴	5	C	3.5	0.0	16	0	100%	100%	2105	6315	1925	1925	5695	5695	277	0.144	0.144	226	0.118	0.118
	E	↴	5	C	3.5	0.0	14	0	100%	100%	2105	0	1900	1900	0	0	274	0.144		224	0.118	
	E	↴	5	C	3.5	0.0	12	0	100%	100%	2105	0	1870	1870	0	0	269	0.144		220	0.118	
Yuen Shin Road	N	↑	1	A	3.5	0.0	0	1	0%	0%	1965	6175	1965	1965	6175	6175	340	0.173	0.173	285	0.145	0.145
	N	↑	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	365	0.173		305	0.145	
	N	↑	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	365	0.173		305	0.145	

Notes:

(Nil)

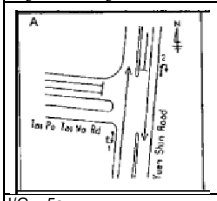
Traffic Flow (pcu / hr) AM(PM) Peak

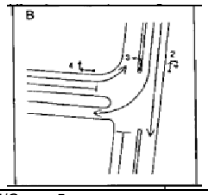


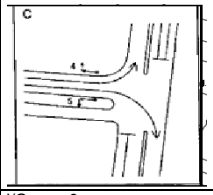
AM Check Phase	
εy	0.551
L (sec)	13
C (sec)	120
y pract.	0.803
R.C. (%)	46%

PM Check Phase	
εy	0.479
L (sec)	13
C (sec)	120
y pract.	0.803
R.C. (%)	68%

Stage / Phase Diagrams







I/G = 5s | I/G = 5s | I/G = 6s

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

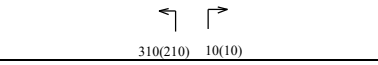
Junction: **Ting Kok Road / Sam Mun Tsai Road (C)**

Description: **2033 Design Traffic Flows (Non-peak period)**

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.			P.M.		
						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	525	0.267		595	0.303	
Ting Kok Road	E	↘	B	2,3	3.2	0	23	0	100%	100%	2072.3	2072.3	1945	1945	1945	1945	215	0.111		265	0.136	
Ting Kok Road	W	←	C	1	3.7	0	0	0	0%	0%	2123.7	0	2125	2125	0	0	469	0.221	0.221	256	0.121	0.121
Ting Kok Road	W	↙	C	1	3.7	15	0	1	3%	4%	1983.7	4107.4	1975	1975	4100	4100	436	0.221		239	0.121	
Sam Mun Tsai Road	N	↰	D	2,3,4	4.5	38	0	1	100%	100%	2065	2065	1985	1985	1985	1985	310	0.156	0.156	210	0.106	0.106
Sam Mun Tsai Road	N	↱	E	4	3.5	0	17	1	100%	100%	1965	1965	1800	1800	1800	1800	10	0.006		10	0.006	

Notes:

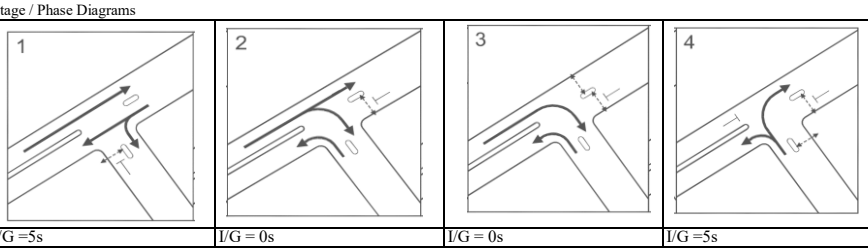
Traffic Flow (pcu / hr) AM(PM)



A.M. Check Phase	
εy	0.377
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	117%

P.M. Check Phase	
εy	0.227
L (sec)	8
C (sec)	88
y pract.	0.818
R.C. (%)	261%

Stage / Phase Diagrams



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

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

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

Description: **2033 Design Traffic Flows (Non-peak period)**

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.			P.M.		
						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	76%	54%	2018	4113	1875	1915	3970	4010	546	0.291	0.291	566	0.295	0.296
Ting Kok Road	E		A	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	609	0.291		619	0.296	
Ting Kok Road	W		B	1	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4050	4015	572	0.291		581	0.295	
Ting Kok Road	W		C	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4050	4015	329	0.168		93	0.047	
Ting Kok Road	W		C	2	3.5	0	15	0	10%	26%	2105	0	2085	2050	0	0	349	0.167	0.168	97	0.047	0.047
Lo Fai Road	S		D	3	3.5	15	25	0	)% / 80	2% / 88'	2105	4210	1970	1975	3930	3935	198	0.101	0.101	203	0.103	0.103
Lo Fai Road	S		D	3	3.5	0	20	0	100%	100%	2105	0	1960	1960	0	0	197	0.100		202	0.103	

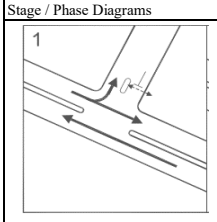
Notes:

Traffic Flow (pcu / hr) AM(PM)

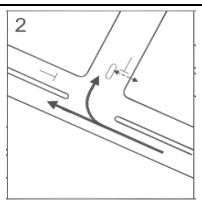
A.M. Check Phase	
εy	0.559
L (sec)	14
C (sec)	120
y pract.	0.795
R.C. (%)	42%

P.M. Check Phase	
εy	0.446
L (sec)	14
C (sec)	96
y pract.	0.769
R.C. (%)	72%

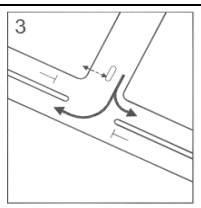
Stage / Phase Diagrams



I/G =5s



I/G =6s



I/G =6s

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

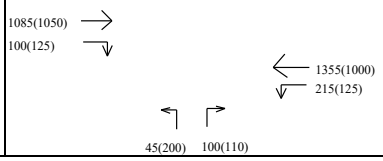
Junction: **Ting Kok Road / Dai Kwai Street (E)**

Description: **2033 Design Traffic Flows (Non-peak period)**

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. Flow (pcu/hr)	A.M. y Value	A.M. Critical y	P.M. Flow (pcu/hr)	P.M. y Value	P.M. Critical y
Ting Kok Road	E	→	A	1,2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	0	0	761	0.387	0.387	543	0.276	0.277
Ting Kok Road	E	→	B	2	3.5	0	0	1	0%	0%	1965	4070	1965	1965	4000	4010	208	0.106		310	0.158	
Ting Kok Road	E	↓→	B	2	3.5	0	20	0	46%	39%	2105	0	2035	2045	0	0	216	0.106	0.106	322	0.158	0.158
Ting Kok Road	W	←	C	1	3.4	0	0	0	0%	0%	2095	0	2095	2095	0	0	811	0.387		579	0.277	
Ting Kok Road	W	←↓	C	1	4.0	15	0	1	28%	23%	2018	4113	1960	1975	4055	4070	759	0.387		546	0.276	
Dai Kwai Street	N	↰↑	D	3	3.2	20	20	1	0% / 100%	30% / 70%	1935	0	1800	1800	0	0	100	0.056	0.056	157	0.087	0.087
Dai Kwai Street	N	↰	D	3	3.2	15	0	1	100%	100%	1935	3870	1760	1760	3560	3560	45	0.026		153	0.087	

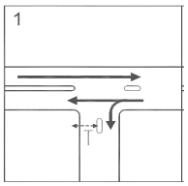
Notes:

Traffic Flow (pcu / hr) AM(PM)

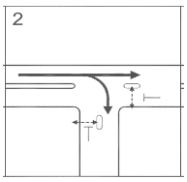


A.M. Check Phase		P.M. Check Phase	
εy	0.549	εy	0.521
L (sec)	30	L (sec)	30
C (sec)	120	C (sec)	96
y pract.	0.675	y pract.	0.619
R.C. (%)	23%	R.C. (%)	19%

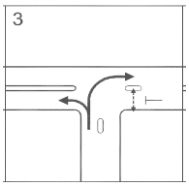
Stage / Phase Diagrams



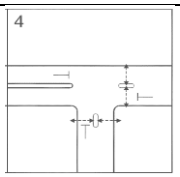
I/G = 6s



I/G = 6s



I/G = 12s



(Demand Dependant)

I/G = 14s + 4s

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

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

Description: **2033 Design Traffic Flows (Non-peak period) (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)		A.M.			P.M.		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E	→	A	1,2	3.3	0.0	0		1	0%	0%	1945	3196	1595	2621	3196	3196	727	0.374		715	0.368	0.368
	E	→	A	1,2	3.3	0.0	0	0.6	0	0%	0%	1251	0	1251	1251	0	0	468	0.374		460	0.368	
	E	↴	D	2	3.3	0.0	24		0	100%	100%	2085	2085	1960	1960	1960	1960	245	0.125	0.125	105	0.054	
Dai Fat Street	N	↰	B	2	3.5	22.0	0		1	100%	100%	1965	4070	1840	1840	3840	3840	67	0.036		41	0.022	
	N	↰	B	2	3.5	28.0	0		0	100%	100%	2105	0	2000	2000	0	0	73	0.036		44	0.022	
Ting Kok Road	W	←	C	1,3	3.5	0.0	0		1	0%	0%	1965	4070	1965	1965	4070	4070	695	0.354	0.354	533	0.271	
	W	←	C	1,3	3.5	0.0	0		0	0%	0%	2105	0	2105	2105	0	0	745	0.354		572	0.271	

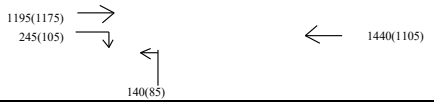
Pedestrian crossing

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

Notes:

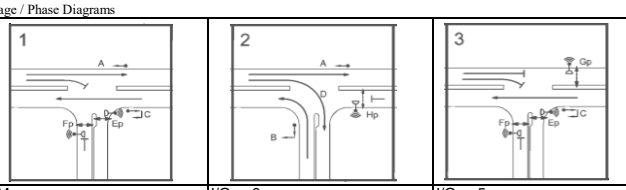
(Nil)

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



AM Check Phase		PM Check Phase	
εy	0.479	εy	0.368
L (sec)	11	L (sec)	17
C (sec)	120	C (sec)	120
y pract.	0.818	y pract.	0.773
R.C. (%)	71%	R.C. (%)	110%

Stage / Phase Diagrams



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

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

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

Description: **2033 Design Traffic Flows (Non-peak period) (Planned Junction Improvement)**

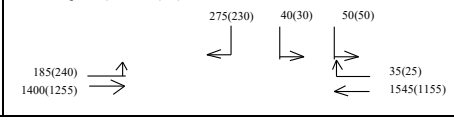
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M.			P.M.		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	E		A	1	3.5	17.0	0	1	25%	34%	1965	4080	1925	1910	4040	4025	755	0.392	0.392	709	0.371	0.371
	E		A	1	3.6	0.0	0	0	0%	0%	2115	0	2115	2115	0	0	830	0.392		786	0.372	
Unnammed Access Road	E		C	2	3.3	15.0	0	1	100%	100%	1945	1945	1770	1770	1770	1770	40	0.023		30	0.017	
Exclusive Road	E		B	3	3.3	12.5	0	1	100%	100%	1945	1945	1735	1735	1735	1735	50	0.029		50	0.029	
Ting Kok Road	W		B	1,2	3.0	0.0	0	1	0%	0%	1915	3970	1915	1915	3970	3970	745	0.389		557	0.291	
	W		B	1,2	3.0	0.0	0	0	0%	0%	2055	0	2055	2055	0	0	800	0.389		598	0.291	
	W		B	2	3.0	0.0	19	0	100%	100%	2055	2055	1905	1905	1905	1905	35	0.018		25	0.013	
Fung Yuen Road	S		C	3	3.0	20.0	0	0	100%	100%	2055	4110	1910	1910	3820	3820	138	0.072		115	0.060	
	S		C	3	3.0	20.0	0	0	100%	100%	2055	0	1910	1910	0	0	138	0.072		115	0.060	

Pedestrian crossing

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

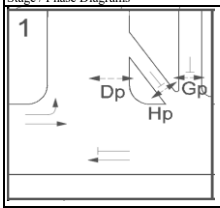
Notes:

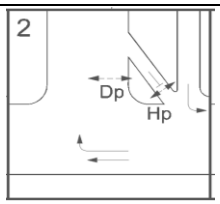
Traffic Flow (pcu / hr) AM(PM) Peak

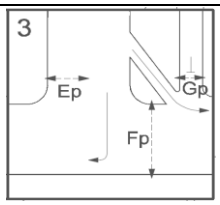


AM Check Phase		PM Check Phase	
εy	0.392	εy	0.371
L (sec)	33	L (sec)	33
C (sec)	120	C (sec)	120
y pract.	0.653	y pract.	0.653
R.C. (%)	66%	R.C. (%)	76%

Stage / Phase Diagrams







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

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

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

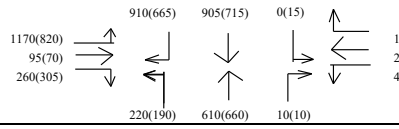
Description: **2033 Design Traffic Flows (Non-peak period) (Planned Junction Improvement)**

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.			P.M.		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Ting Kok Road	S		1	A	3.8	15.0	0	1	0%	4%	1995	8400	1995	1985	7950	7945	437	0.219		349	0.176	
	S		1	A	3.8	0.0	0	0	0%	0%	2135	0	2135	2135	0	0	468	0.219		375	0.176	
	S		1	A	3.8	0.0	13.5	0	100%	98%	2135	0	1920	1925	0	0	458	0.238		338	0.176	
	S		1	A	3.8	0.0	12	0	100%	100%	2135	0	1900	1900	0	0	452	0.238	0.238	334	0.176	0.176
Ting Kok Road	E		1,2	A,B	3.5	20.0	0	1	100%	100%	1965	4070	1830	1830	3815	3815	561	0.307		393	0.215	
	E		1,2	A,B	3.5	25.0	0	0	100%	100%	2105	0	1985	1985	0	0	609	0.307		427	0.215	
	E		2	B	2.6	0.0	0	0	0%	0%	2015	2015	2015	2015	2015	2015	95	0.047		70	0.035	
	E		2	B	3.5	0.0	35	0	100%	100%	2105	4210	2020	2020	4045	4045	130	0.064	0.064	152	0.075	0.075
	E		2	B	3.5	0.0	38.5	0	100%	100%	2105	0	2025	2025	0	0	130	0.064		153	0.075	
Yuen Shin Road	N		2,3	B,C	3.5	23.8	0	1	100%	100%	1965	1965	1850	1850	1850	1850	220	0.119		190	0.103	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	6315	2105	2105	6315	6315	203	0.097	0.097	220	0.105	0.105
	N		3	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	203	0.097		220	0.105	
	N		3	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	203	0.097		220	0.105	
	N		3	C	3.5	0.0	32	0	100%	100%	2105	2105	2010	2010	2010	2010	10	0.005		10	0.005	
Dai Fuk Road	W		4	D	3.5	15.0	0	1	31%	41%	1965	4070	1905	1890	3995	3980	143	0.075	0.075	135	0.072	0.072
	W		4	D	3.5	0.0	15	0	6%	7%	2105	0	2090	2090	0	0	157	0.075		150	0.072	
Pedestrian crossing			7	A,B,C		Min. Crossing Time = 5Gm + 6FGm =11s																
			8	D		Min. Crossing Time = 5Gm + 8FGm =13s																

Notes:

(Nil)

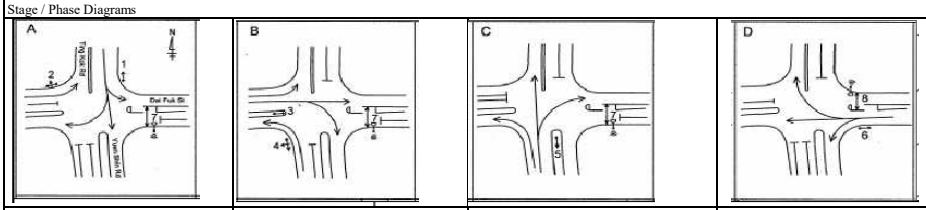
Traffic Flow (pcu / hr) AM(PM) Peak



AM Check Phase	
εy	0.474
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	50%

PM Check Phase	
εy	0.427
L (sec)	25
C (sec)	120
y pract.	0.713
R.C. (%)	67%

Stage / Phase Diagrams



PM: I/G = 9s	I/G = 7s	I/G = 8s	I/G = 5s
AM: I/G = 9s	I/G = 7s	I/G = 8s	I/G = 5s

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

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

Description: **2033 Design Traffic Flows (Non-peak period) (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.			P.M.		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S		2	B	3.3	10.0	0	1	13%	15%	1945	6115	1910	1905	6080	6075	383	0.200	0.201	337	0.177	0.177
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	419	0.201		369	0.177	
	S		2	B	3.3	0.0	0	0	0%	0%	2085	0	2085	2085	0	0	419	0.201		369	0.177	
Yuen Shin Road	N		1	A	3.3	0.0	0	1	0%	0%	1945	6115	1945	1945	5835	5845	420	0.216	0.216	417	0.214	0.215
	N		1	A	3.3	0.0	13	0	5%	0%	2085	0	2075	2085	0	0	447	0.215		448	0.215	
	N		1	A	3.3	0.0	10	0	100%	100%	2085	0	1815	1815	0	0	391	0.215		225	0.124	
	N		1	A	3.3	0.0	10	0	100%	100%	2085	0	1815	1815	0	0	392	0.216		225	0.124	
Dai Fat Street	W		3	A	3.8	20.0	0	1	100%	100%	1990	4120	1850	1850	3845	3845	330	0.178		334	0.181	
	W		3	A	3.8	22.5	0	0	100%	100%	2130	0	1995	1995	0	0	355	0.178		361	0.181	

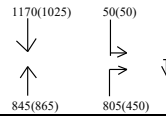
Pedestrian crossing

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

Notes:

(Nil)

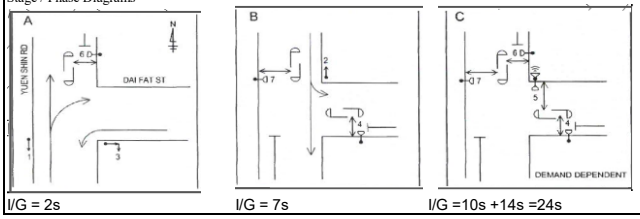
Traffic Flow (pcu / hr) AM(PM) Peak



AM Check Phase	
εy	0.417
L (sec)	31
C (sec)	120
y pract.	0.668
R.C. (%)	60%

PM Check Phase	
εy	0.392
L (sec)	31
C (sec)	120
y pract.	0.668
R.C. (%)	70%

Stage / Phase Diagrams



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

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

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

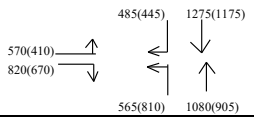
Description: **2033 Design Traffic Flows (Non-peak period) (Planned Junction Improvement)**

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.			P.M.		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yuen Shin Road	S	↓	2	A,B	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	616	0.313		567	0.289	
	S	↓	2	A,B	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	659	0.313		608	0.289	
	S	↲	3	B	3.5	0.0	32	0	100%	100%	2105	2105	2010	2010	2010	2010	485	0.241	0.241	445	0.221	0.221
Tai Po Tai Wo Road	E	↗	4	B,C	3.5	24.0	0	1	100%	100%	1965	1965	1850	1850	1850	1850	570	0.308		410	0.222	
	E	↘	5	C	3.5	0.0	16	0	100%	100%	2105	6315	1925	1925	5695	5695	277	0.144	0.144	226	0.118	0.118
	E	↘	5	C	3.5	0.0	14	0	100%	100%	2105	0	1900	1900	0	0	274	0.144		224	0.118	
	E	↘	5	C	3.5	0.0	12	0	100%	100%	2105	0	1870	1870	0	0	269	0.144		220	0.118	
Yuen Shin Road	N	↑	1	A	3.5	0.0	0	1	0%	0%	1965	6175	1965	1965	6175	6175	344	0.175	0.175	288	0.147	0.147
	N	↑	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	368	0.175		309	0.147	
	N	↑	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	368	0.175		309	0.147	

Notes:

(Nil)

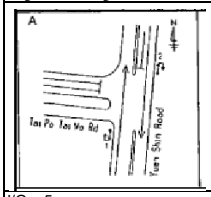
Traffic Flow (pcu / hr) AM(PM) Peak



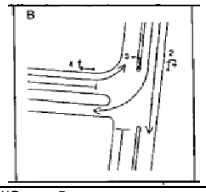
AM Check Phase	
εy	0.560
L (sec)	13
C (sec)	120
y pract.	0.803
R.C. (%)	43%

PM Check Phase	
εy	0.486
L (sec)	13
C (sec)	120
y pract.	0.803
R.C. (%)	65%

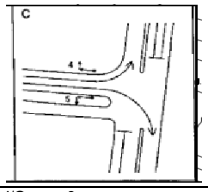
Stage / Phase Diagrams



I/G = 5s



I/G = 5s



I/G = 6s

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'

(October 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' (October 2025)

Comments of Traffic Engineering (NTE) Division, Transport Department dated 12 September 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	**Responses**
(v) The two reference RCHE sites are in Yuen Long. Please also include similar RCHE facilities in Tai Po, including but not limited to the existing Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly mentioned in Section 4.6.	Please note that similar RCHE facilities in Tai Po, including but not limited to the existing Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly have been included, please refer to **Table 2.2** of the revised TIA report for details.
(ix) The adopted trip generation and attraction for the Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities are underestimated as there are operation traffic between the TPSTW and other facilities. Please review.	Noted and please note that the adopted trip generation and attraction for the Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities have been revised, please refer to **Table 4.3** and **Table 4.4** of the revised TIA report for details.
(xv) It is noted from Figure 4.10 that all the development traffic flow will access to/from Yuen Shin Road connecting Tolo Highway. Please justify why there is no development traffic between Tai Po town area and the site.	Noted and please note that the development traffic between Tai Po town area and the site has been revised, please refer to **Figure 4.9** of the revised TIA report for details.
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 similar RCHE facilities in Tai Po, including but not limited to the existing Tung Wah Group of Hospitals Shuen Wan Complex for the Elderly have been included,

Comments of Traffic Engineering (NTE) Division, Transport Department dated 12 September 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	Responses
	please refer to **Table 2.2** of the revised TIA report for details.
Comments of Planning Department	
31. Please refer to our response to RtoC (ix).	Noted and please note that the adopted trip generation and attraction for the Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities have been revised, please refer to **Table 4.3** and **Table 4.4** of the revised TIA report for details.
32. There is no Table 4.8 in the revised TIA report. Please clarify.	Typo and please refer to **Table 4.7** of the revised TIA report for trips generation and attraction due to the proposed development.
33. Section 4.4 - The assessment relies on the proposed improvement schemes in development project LSPS/001. The tentative completion date of LSPS 001 is 2033, which is 3 years later than this development. The proposed road improvement schemes may not be in place in 2030 and further project programme mismatch is possible. The assessment shall not rely on the improvement works under other development project.	Noted and please note that the assumption of proposed improvement schemes in development project LSPS/001 for assessment year 2033 has been removed, please referred to **Section 4.3** and **Section 5.1** of the revised TIA report for details.
Other specific comments Section 4.4 - The assessment relies on the proposed improvement schemes in development project LSPS/001. The tentative completion date of LSPS 001 is 2033, which is 3 years later than this development. The proposed road improvement schemes may not be in place in 2030 and further project programme mismatch is possible. The assessment shall not rely on the improvement works under other	Noted and please note that the assumption of proposed improvement schemes in development project LSPS/001 for assessment year 2033 has been removed, please referred to **Section 4.3** and **Section 5.1** of the revised TIA report for details.

Comments of Traffic Engineering (NTE) Division, Transport Department dated 12 September 2025 (Mr. CHAN Ka Fai, Issac, 2399 2406)	**Responses**
development project.	
Table 5.1 – Note (2) for junction D and E are missing. However, please refer to our above comments on the assessment based on the LSPS/001 junction improvement works.	Noted and please note that the assumption of proposed improvement schemes in development project LSPS/001 for assessment year 2033 has been removed. Please note that **Table 5.1** has been revised, please refer to the revised TIA report for details.

Comments of District Planning Officer/Sha Tin, Tai Po and North, Planning Department (DPO/STN, Plan D) dated 12 September 2025 (Ms. Charlotte WUN, 2158 6018)	**Responses**
7. Traffic Impact Assessment Section 2.6.3 – It is noted from RtoC Item 18(24.6.2025) that the number of visitors is expected to be 152 on daily basis. Please review.	Please note that the latest visiting period of the development is limited from 10am to 4pm (total 6hrs) only to avoid overlapping with the AM and PM traffic peak period and Visit-by-Appointment System will be implemented. Visitor without prior booking or outside the abovementioned time will not be allowed to enter the proposed development. Therefore, 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 6hrs) respectively.
8. Traffic Impact Assessment Section 4.3 and 4.4 – It is clarified that one 24-classroom primary school at Chung Nga Road West and one 36-classroom primary school at Chung Nga Road East. Please revise.	Noted. Please refer to the updated **Table 4.3** and **4.4** for the latest committed development list in the revised TIA.