Appendix 5

TRAFFIC IMPACT ASSESSMENT

AtkinsRéalis

Proposed Amendment to the Approved Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTYY/14 From "Comprehensive Development Area", "Green Belt" and "Residential (Group B) 3" Zone to "Residential (Group B) 4" Zone at Lot Nos. 837 RP (Part), 839 S.A RP (Part), 841 (Part), 1035 RP, 1037 RP and 2527 S.F RP (Part) in D.D. 130 and adjoining Government Land, Lam Tei, Tuen Mun

Gain Million Development Limited

15 October 2026

Traffic Impact Assessment (TIA) Report

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1. Introduction

1.1 Background

1.1.1 This Traffic Impact Assessment (TIA) is prepared by AtkinsRealis Asia Limited on behalf of the Applicant, Gain Million Development Limited, in support of a Section 12A Planning Application for rezoning Lot Nos. 837 RP (part), 839 S.A RP (Part), 841 (part), 1035 RP, 1037 RP and 2527 S.F RP (part) in D.D. 130 and Adjoining Government Land at Lam Tei, Tuen Mun (Rezoning Site) from "Comprehensive Development Area" ("CDA"), "Green Belt" ("GB") and "Residential (Group B)3" ("R(B)3") zones to "Residential (Group B)4" ("R(B)4") zone under the Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTYY/14 (the OZP), to facilitate a Proposed Residential Development (consisting of Site A and Site B) with supporting commercial uses and social welfare facilities (Proposed Development).

1.2 Purpose of this Report

1.2.1 This Traffic Impact Assessment Report has been prepared to present the methodology, assumptions and findings of the traffic impact assessment for the Proposed Development in Lam Tei, Tuen Mun.

1.3 Structure of this Working Paper

1.3.1 Following this introductory chapter, there are 5 future chapters:

- Section 2 - Proposed Developments, describes the detail of the Proposed Development;
- Section 3 - Existing Traffic Condition, describes the road network in the vicinity;
- Section 4 - Transport Modelling and Forecast, describes the methodology of traffic forecasting;
- Section 5 - Traffic Impact Assessment, presents the results of the TIA at the adopted design years, and recommends improvement measures to alleviate any foreseeable traffic problems (if any); and
- Section 6 - Summary and Conclusion, summarizes the findings of the study and presents the conclusions accordingly.

1.4 Abbreviations

1.4.1 The following abbreviations are used in this Report:

AOI	Area of Influence
BDTM	Base District Traffic Model
C&SD	Census and Statistics Department
DFC	Design Flow / Capacity
DRA	Drainage Reserve Area
GEH	Geoffrey E. Havers Statistic
HKPSG	Hong Kong Planning Standards and Guidelines
LATM	Local Area Traffic Model
L/UL	Loading / Unloading
OZP	Outline Zoning Plan
pcu	Passenger Car Unit
PlanD	Planning Department
RC	Reserve Capacity
RCHE	Residential Care Home for the Elderly
SATURN	Simulation and Assignment of Traffic to Urban Road Networks
SWD	Social Welfare Department
TD	Transport Department
TIA	Traffic Impact Assessment
TPB	Town Planning Board
TPDM	Transport Planning and Design Manual
TPEDM	Territorial Population and Employment Data Matrix
V/C	Volume / Capacity

2. Site Characteristics

2.1 Site Location

2.1.1 The Proposed Development is located at Lot Nos. 837 RP (part), 839 S.A RP (Part), 841 (part), 1035 RP, 1037 RP and 2527 S.F RP (part) in D.D. 130 and Adjoining Government Land, Lam Tei, Tuen Mun, New Territories (the "Rezoning Site"). The Rezoning Site is bounded by Fuk Hang Tsuen Road to the north, Fuk Hang Tsuen Lane to the northwest and To Lai Road to the south. The Rezoning Site is currently consists of open storage and vegetation. The location of the Rezoning Site is shown in **Figure 2.1**.

2.2 Road Traffic Network of the Proposed Development

2.2.1 The Proposed Development will be served by Fuk Hang Tsuen Lane and Fuk Hang Tsuen Road.

2.2.2 Fuk Hang Tsuen Lane is an existing single-track access road serving local developments. It runs in an east-west direction, connecting to Fuk Hang Tsuen Road at its eastern end and terminating at a cul-de-sac at its western end. It provides access to Fuk Hang Tsuen Road for local residents of various small-scale residential developments, including Fai Yuen and Brighten Garden.

2.2.3 Fuk Hang Tsuen Road is an existing single two-lane carriageway serving local developments in the vicinity. It runs generally in an east-west direction, connecting to Castle Peak Road – Lam Tei at its western end and Fuk Hang Tsuen Path at its eastern end. It provides access for local residents of developments along Fuk Hang Tsuen Road, including The Sherwood and Botania Villa, to Castle Peak Road – Lam Tei, which serves as a major connection to other districts via Yuen Long Highway and Tuen Mun Road.

2.3 Public Transport Services

2.3.1 Currently, there are several franchised bus and green mini bus (GMB) services with along Castle Peak Road – Lam Tei in the vicinity of the Proposed Development. The service details of the existing public transport services in the vicinity are given in **Table 2.1**. The public transport demand of the Proposed Development will be discussed in **Section 5.4**.

Table 2.1 Existing Public Transport Services

Route No.	Destinations	Peak Headway (mins)
Franchised Bus		
KMB 258A#	Hung Shui Kiu (Hung Fuk Estate) - Lam Tin Station	3 morning trips
KMB 258P	Hung Shui Kiu (Hung Fuk Estate) - Lam Tin Station	12 - 20
KMB 261P#	Sheung Shui (Tin Ping) - Tuen Mun (Siu Hong Court)	1 afternoon trip
KMB 53	Yoho Mall (Yuen Long) - Tsuen Wan (Nina Tower)	30 - 35
KMB 63X	Hung Shui Kiu (Hung Fuk Estate) - Jordan (West Kowloon Station)	12 - 20
KMB 68A	Long Ping Estate - Tsing Yi Station	15 - 20
KMB 960P#	Hung Shui Kiu (Hung Yuen Road) - Causeway Bay (Victoria Park)	12 morning trips
KMB 960X	Hung Shui Kiu (Hung Yuen Road) - Quarry Bay (King's Road)	9 morning trips
LWB A34	Hung Shui Kiu (Hung Yuen Road) - Airport (Ground Transportation Centre)	15 - 20
NLB B2	Yuen Long Station - Shenzhen Bay Port	20

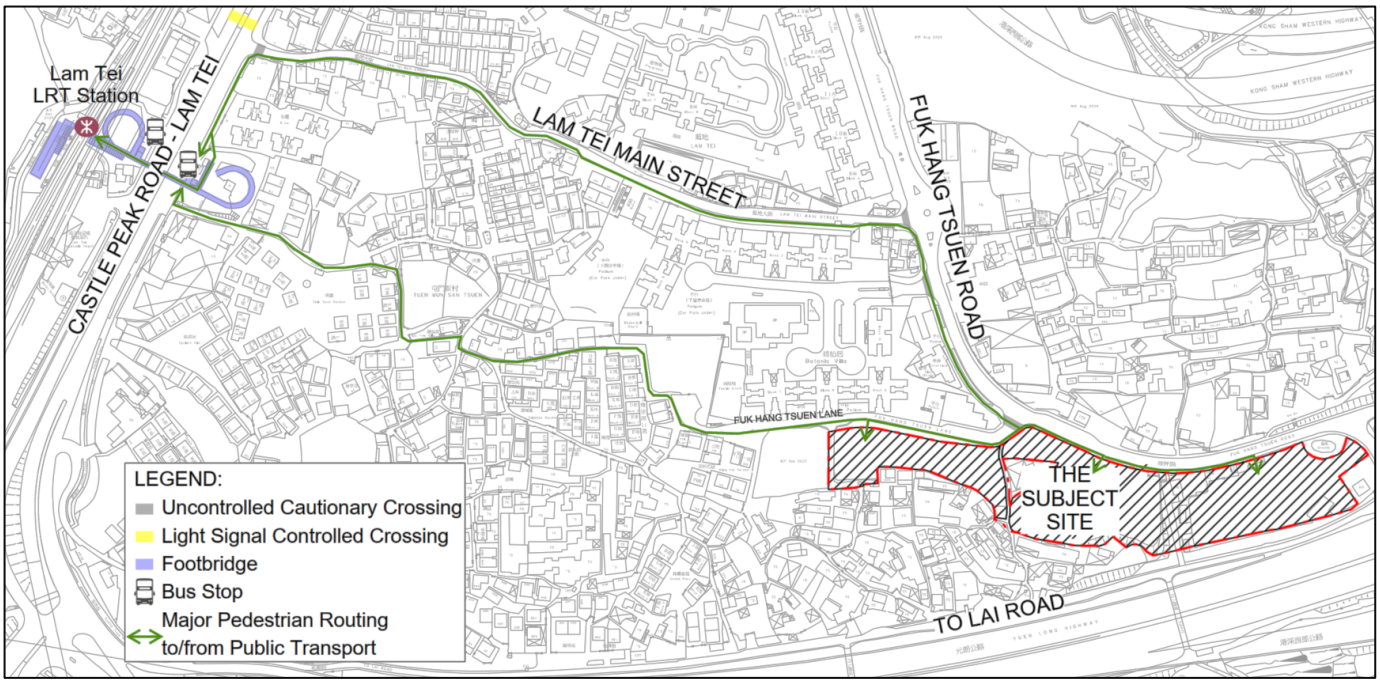
Route No.	Destinations	Peak Headway (mins)
CTB N969^	Tin Shui Wai Town Centre - Causeway Bay (Moreton Terrace)	25 - 45
LWB NA37^	Tin Shui Wai Town Centre - Cathay Pacific City	5 midnight trips
Green Mini Bus		
GMB 606S^	Yuen Long (Fung Cheung Road) - Tsim Sha Tsui East (Mody Road)	6 - 13

*Remarks: * - Circular routes; # - Peak period services; ^ - Overnight services;*
KMB - Kowloon Motor Bus; LWB - Long Win Bus; NLB - New Lantao Bus; CTB - Citybus

2.4 Pedestrian Accessibility

2.4.1 The existing pedestrian facilities are developed in the vicinity of the Proposed Development. Pedestrians can access the Proposed Development via the surrounding footpaths and at-grade crossings along Lam Tei Main Street or the access footpaths in-between low-rise village housing developments to/ from nearby bus and GMB servicing points at Castle Peak Road – Lam Tei. Pedestrians could also access to Lam Tei LRT Station by using the footbridge across Castle Peak Road – Lam Tei. The location of the existing public transport service and pedestrian facilities details in the vicinity of the Proposed Development, and the anticipated major pedestrian routings are presented in **Drawing 2.1**.

Drawing 2.1 Pedestrian Routings to/from Public Transport Services and Proposed Development



2.5 Development Schedule

2.5.1 The Proposed Development comprises two separate development sites, namely Site A and Site B. Site A is located on the western side, where to the south of Fuk Hang Tsuen Lane, while Site B is located on the eastern side, where to the south of Fuk Hang Tsuen Road. **Drawing 2.2** illustrates the location and boundaries of the two development sites. The tentative development parameters adopted for the assessment are presented in **Table 2.2**.

Drawing 2.2 Location of the Development Sites

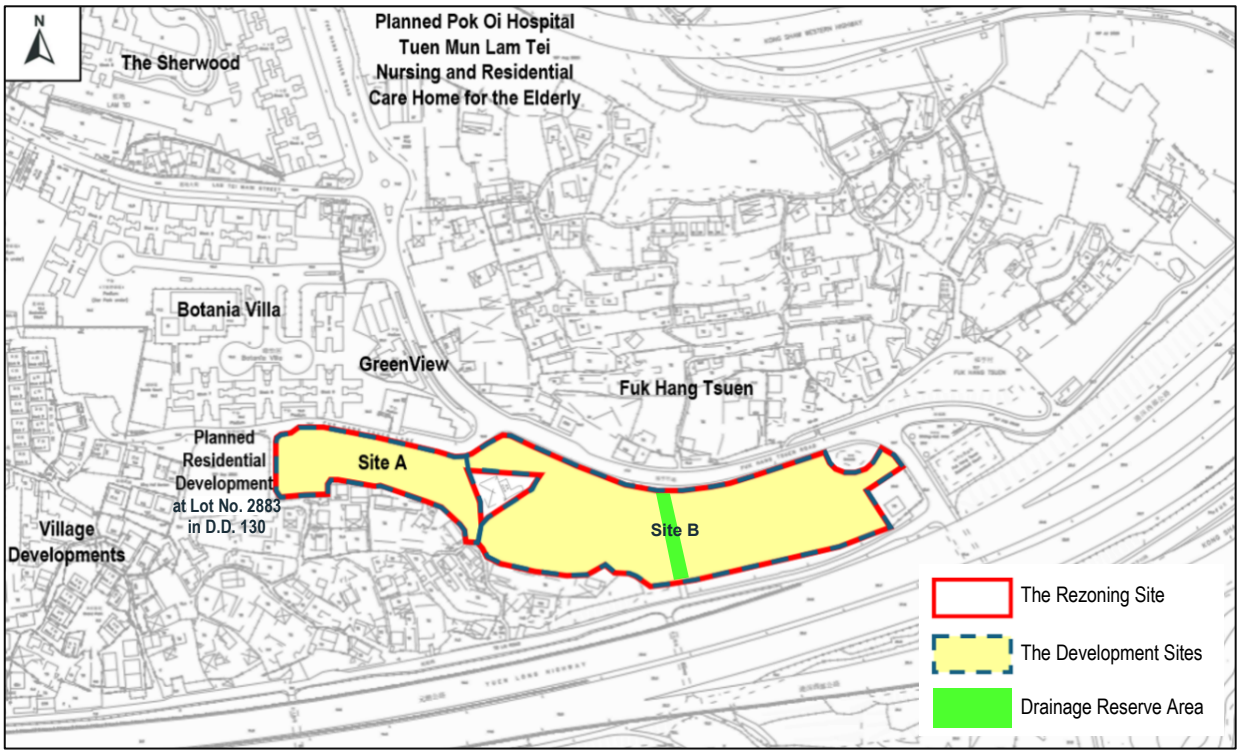


Table 2.2 Adopted Development Parameters

Development Type	Parameters / Facilities		
	Site A	Site B	Total (Overall)
Site Area	3,325.19m^2	10,711.29m^2	14,036.48m^2
Plot Ratio	2.10	2.21	2.19
Total GFA	6,982.90m^2	23,703.71m^2	30,686.61m^2
No. of Domestic Block	1	5 (1)	6
No. of Flat	126	420	546
Average Flat Size	55.42m^2	53.56m^2	53.99m^2
Anticipated Population	328	1,092	1,420
Non-Domestic GFA	-	Retail: 370m^2 RCHE: 840m^2	Retail: 370m^2 RCHE: 840m^2
Proposed Population Intake Year	2032	2032	2032

Remarks: (1) Included 4 domestic blocks and 1 non-domestic block.

2.6 Parking and Servicing Facilities Provision

2.6.1 Based on the proposed scheme comprising 126 flats at Site A and 420 flats at Site B which also include retail uses and a RCHE, the provision of parking and L/UL facilities for the Proposed Development by Site has been determined with reference to the *HKPSG* published by PlanD, and *Best Practices Guideline: Basic Provision Schedule Specific Requirements for RCHE* published by SWD. The proposed parking and L/UL facility provisions are summarised in **Table 2.3**.

Table 2.3 Proposed Parking and Loading / Unloading Facilities Provision

Parking and L/UL Facilities	HKPSG Standard / Guidelines from SWD	Required Provision (nos.)	Adopted Provision (nos.)
Site A – Private Housing			
Private Car Parking	1.2 spaces per 4 – 7 flats (1)	22 – 38 (include 1 accessible parking space)	38 (include 1 accessible parking space)
Motorcycle Parking	1 space per 100 – 150 flats	1 – 2	2
GV L/UL	1 space per 800 flats / 1 space per block (Adopted the largest value)	1	1
Visitor Car Parking	Up to 5 visitor spaces per block	0 – 5	5
Bicycle Parking	1 bicycle parking space for every 15 flats with flat size smaller than 70m^2 where proper cycle tracks with direct connection to rail stations are accessible.	Nil	Nil
Site B – Private Housing			
Private Car Parking	1.2 spaces per 4 – 7 flats (1)	72 – 126 (include 2 accessible parking spaces)	126 (include 2 accessible parking spaces)
Motorcycle Parking	1 space per 100 – 150 flats	3 – 5	5
GV L/UL	1 space per 800 flats / 1 space per block (Adopted the largest value)	4	4
Visitor Car Parking	Up to 5 visitor spaces per block	0 – 20	20
Bicycle Parking	1 bicycle parking space for every 15 flats with flat size smaller than 70m^2 where proper cycle tracks with direct connection to rail stations are accessible.	Nil	Nil
Retail and Commercial Facilities			
Car Parking	1 car space per 150 – 300 m^2	2 – 3	3
Motorcycle Parking	5 – 10% of the total provision for private car in all non-residential developments	1	1
GV L/UL	1 space for every 800 – 1,200 m^2	1	1
Social Welfare Facilities			
Light Bus Parking (2)	1 space for the private light bus	1	1
Light Bus L/UL (3)	1 shared L/UL area for the private light bus and ambulance	1	1

Remarks: (1) Parking Requirement is calculated according to HKPSG Ch.8 Table 11. The adopted Demand Adjustment Ratio (R1), Accessibility Adjustment Ratio (R2) and Development Intensity Adjustment Ratio (R3) are 1.2, 1.00 and 1.00 respectively.

(2) *The size of the private light bus with tail-lift would adopt 8m x 3m with minimum headroom of 3.3m for the exclusive use of the RCHE.*

(3) *The size of the shared-use for LGV/Light bus loading/unloading would adopt 11m x 3.5m with minimum headroom of 4.7m.*

2.6.2 The high-end of the parking provision under the *HKPSG* requirements and relevant SWD guidelines has been adopted for the assessments in this Report.

2.6.3 Should there be any further updates to the development parameters, the parking and servicing requirements will be further reviewed in accordance with the *HKPSG* and relevant departmental requirements, and agreed with the TD and other relevant departments at a later stage.

2.7 Vehicular Access Arrangement

2.7.1 Vehicular access to Site A will be provided via Fuk Hang Tsuen Lane, while vehicular access to Site B will be provided via Fuk Hang Tsuen Road, as shown in **Figure 2.2**. The proposed access arrangement is generally consistent with the existing site access arrangement and previous approved planning applications. As shown in **Drawing 2.2**, a DRA with pedestrian access physically separates Site B into eastern and western portions, restricting internal vehicular connection between the two portions. To facilitate direct vehicular access to each portion, separate run-in/out are proposed for the eastern and western portions of Site B, similar to the previous planning approvals.

2.7.2 Vehicles can access the Proposed Development via Fuk Hang Tsuen Lane and Fuk Hang Tsuen Road, which are connected to Castle Peak Road – Lam Tei, Tuen Mun Road and Yuen Long Highway. The vehicular ingress and egress routes to and from the Proposed Development are shown in **Figure 2.2**. Swept path analyses for the vehicular accesses at Site A and Site B are presented in **Appendix A**.

2.8 Proposed Local Road Widening

2.8.1 The section of Fuk Hang Tsuen Road between Fuk Hang Tsuen Lane and Tat Fuk Road is currently a single two-lane carriageway with a carriageway width of less than 7.3m. In addition, the section of Fuk Hang Tsuen Lane between Fuk Hang Tsuen Road and the proposed vehicular access of Site A is currently a single track access road with a carriageway width of approximately 4m.

2.8.2 To facilitate the operation of the Proposed Development, local road widening is proposed to widen the above road sections to a carriageway width of 7.3m. The proposed road widening scheme is shown in **Figure 2.3**.

2.8.3 With the proposed road widening scheme, the concerned section of Fuk Hang Tsuen Road will provide a minimum carriageway width of 7.3m. The concerned section of Fuk Hang Tsuen Lane will also be upgraded from a single track access road to a single two-lane carriageway with a carriageway width of 7.3m to accommodate two-way traffic.

3. Traffic Forecast Methodology

3.1 Area of Influence

3.1.1 The AOI adopted for this TIA is shown in **Figure 2.1**. The AOI covers the road network bounded by Fuk Hang Tsuen Road to the north, Castle Peak Road – Lam Tei to the west, and Yuen Long Highway to the east and south.

3.2 Key Road Links and Junctions

3.2.1 The key road links to be assessed are tabulated in **Table 3.1** and shown in **Figure 3.1**.

Table 3.1 Identified Key Road Links

Index	Road Link
L1	Fuk Hang Tsuen Road (between Fuk Hang Tsuen Lane and Lam Tei Main Street)
L2	Castle Peak Road – Lam Tei (between Fuk Hang Tsuen Road and Lam Tei Main Street)
L3	Yuen Long Highway (between Lam Tei Interchange and Kong Sham Western Highway)
L4	Castle Peak Road – Lam Tei (between Lam Tei Main Street and Lam Tei Interchange)
L5	Tuen Mun Road (between Lam Tei Interchange and Tsing Tin Interchange)

3.2.2 The key junctions to be assessed are tabulated in **Table 3.2** and shown in **Figure 3.1**.

Table 3.2 Identified Key Junctions

Index	Junction	Junction Type
J1	Fuk Hang Tsuen Road / Tat Fuk Road	Priority
J2	Fuk Hang Tsuen Road / Fuk Hang Tsuen Lane	Priority
J3	Fuk Hang Tsuen Road / Lam Tei Main Street	Roundabout
J4	Castle Peak Road – Lam Tei / Fuk Hang Tsuen Road	Signalised
J5	Castle Peak Road – Lam Tei / Lam Tei Main Street	Priority
J6	Lam Tei Interchange	Signalised

3.3 Traffic Count Survey

3.3.1 Manual classified traffic count surveys were conducted at all key junctions and road links listed in **Table 3.1** and **Table 3.2**, and shown in **Figure 3.1**. The surveys were undertaken to identify the existing traffic flows during the weekday peak periods from 07:00 to 09:00 hours and from 17:00 to 19:00 hours. The surveys were conducted on a typical weekday, 11 June 2026.

3.3.2 Based on the survey results, the morning and evening peak hours were identified as 07:30 to 08:30 hours and 17:00 to 18:00 hours, respectively. The observed traffic flows are presented in **Figure 3.2**.

3.4 Design Year

3.4.1 The assessment year adopted for this TIA is 2035, which represents the anticipated population intake year plus three years. The assessment takes into account the cumulative traffic impact arising from the planned developments identified in **Section 4.3**.

3.4.2 Assessments for the scenarios without and with the Proposed Development will be conducted to evaluate the potential traffic impact of the Proposed Development. The assessment results are presented in **Section 5**.

4. Transport Modelling and Forecast

4.1 Local Area Traffic Model

4.1.1 The AOI for this TIA is shown in **Figure 2.1**. The AOI covers the road network bounded by Fuk Hang Tsuen Road to the North, Castle Peak Road – Lam Tei to the West, Yuen Long Highway to the East and South.

4.1.2 The LATM, in SATURN platform, has been developed based on the network and zoning structure of the 2019-based BDTM (2024 Update) under the model area of "Tuen Mun and Yuen Long" (NTW1) obtained from TD. The LATM is an assignment model capable to consider detailed junction control, traffic queuing and delays for the forecast of the local are traffic demand. Since the LATM is required to simulate the local traffic movements within the AOI, the model network has been further refined and the zoning system has been further disaggregated to better replicate the detailed traffic movements within the AOI for the model validation and future traffic forecast as well as the formulation of the traffic improvement strategy.

4.1.3 The planned infrastructure / road improvements have been incorporated to the LATM. Details of highway infrastructure and local road improvements will be presented in **Section 4.3**.

4.1.4 The LATM has served as a prima basis for facilitating traffic forecasts and assessments to be carried out under this Study. Hence, the 2026 base year LATM has to be rigorously validated against the obtained traffic data comprising junction flows and screenline flows in peak hours. It is considered that the validated LATM with the 2026 base year traffic conditions is robust and reliable for conducting future traffic projections and traffic forecast to facilitate this TIA.

4.2 Planned and Committed Developments

4.2.1 In addition to the developments already incorporated in the BDTM, the planned and committed developments which are relevant to this Study will be considered in the traffic forecast. The planned and committed developments in the vicinity of the Proposed Development are listed in **Table 4.1**.

Table 4.1 Planned and Committed Development by Year 2035

No.	Project Title	Land Use	Parameters
1	Public Housing Development near Tan Kwai Tsuen, Yuen Long	Public Housing	7,250 Flats
2	Proposed Residential Development (House) in "Comprehensive Development Area" Zone, Lot 2883 in D.D. 130, Lam Tei, Tuen Mun (Planning Application No.A/TM-LTYY/383)	Private Housing	15 Flats
3	Proposed Residential Development (Flat) with Shop and Services Use at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and the adjoining Government Land, Lam Tei, Tuen Mun (Planning Application No. A/TM-LTYY/502)	Private Housing	336 Flats
4	Proposed Rezoning from "Residential (Group E)" and "Village Type Development" to "Residential (Group A) 1" at Lots 220 RP and 221 in D.D.130, San Hing Road, San Hing Tsuen, Tuen Mun, New Territories (Planning Application No.Y/TM-LTYY/10)	Private Housing	288 Flats
5	Proposed Rezoning from "Residential (Group B)1" Zone to "Residential (Group B)4" Zone for Medium-Density	Private Housing	1,385 Flats

No.	Project Title	Land Use	Parameters
	Housing Development to Include a Footpath for Public use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun (Planning Application No.Y/TM-LTYY/11)		
6	Pok Oi Hospital Tuen Mun Lam Tei Nursing and Residential Care Home for the Elderly (RCHE)	RCHE	1,434 Beds
7	Proposed Residential Care Home for Persons with Disability (RCHD) at Lot 827 RP in D.D.130, Fuk Hang Tsuen Road, Lam Tei, Tuen Mun (Planning Application No.Y/TM-LTYY/12)	RCHD	320 Beds

4.2.2 The traffic demand generated by the planned and committed developments with the intake year on or before the design year of TIA have been included to assess the cumulative traffic impact.

4.3 Future Road Network

4.3.1 The major road improvement projects in the vicinity of the Proposed Development for the traffic forecast are listed in **Table 4.2**.

Table 4.2 Major Road Network Assumptions by Year 2035

No.	Project Title
1	Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)
2	Extension Works to Major Roads in Tuen Mun – Proposed Lung Fu Road Slip Road

4.3.2 The future road network within the local area has been considered in the traffic forecast to evaluate the future traffic condition.

4.4 Trip Generation

4.4.1 To estimate the traffic generation of the Proposed Development appropriate trip rates should be adopted. Reference has been made to the TPDM published by TD.

4.4.2 The adopted trip rates and estimated trip generation/ attraction demand of the Proposed Development and associated facilities during the morning and evening peak as summarized in **Table 4.3**.

Table 4.3 Traffic Generation of the Proposed Development

	Parameters	Trip Rates (pcu/hr/flat or pcu/hr/100m^2)				Traffic Demand (pcu/hr)			
		AM		PM		AM		PM	
		Gen	Att	Gen	Att	Gen	Att	Gen	Att
Private Housing	546 + 10% flats *(1)*	0.1021	0.0709	0.0415	0.0464	62	43	25	28
Retail and Commercial	370 m^2	0.2296	0.2434	0.3100	0.3563	1	1	1	1
Social Welfare Facilities *(2)*	840 m^2	-	-	-	-	5	5	5	5
					Sub-Total	**68**	**49**	**31**	**34**
					Grand Total	**117**		**65**	

Remarks: (1) 10% variation for design flexibility is allowed in the population/flats for technical assessment. The actual nos. of population/flats will be subject to confirmation by the user department at later stage.

(2) It is anticipated the Social Welfare Facilities would mainly serve the Proposed Development and resident in the vicinity. The traffic demand is anticipated to be minimal. 5 pcu/hr one-way during peak hour is assumed for assessment purpose.

4.4.3 As shown in **Table 4.3**, the Proposed Development would generate about 117 pcu/hr (two-way) and 65 pcu/hr (two-way) during the morning and evening peak hour periods respectively.

4.5 Assessment Scenarios

4.5.1 With the model development methodology and the modelling assumptions presented in the previous sections, the traffic models for this TIA have been developed and model runs have been conducted for various assessment scenarios as follow:

(1) Year 2026 Baseline Scenario;

(2) Year 2035 Reference Scenario (i.e. without the Proposed Development); and

(3) Year 2035 Design Scenario (i.e. with the Proposed Development).

4.5.2 The traffic flows for the assessment scenarios (1) to (3) are shown in **Figure 3.2**, **Figure 4.1** and **Figure 4.2** respectively.

4.5.3 The development traffic routes are shown in **Figure 2.2**.

5. Traffic Impact Assessment

5.1 Methodology

Road Links Assessment

5.1.1 Road link capacity analysis were carried out in accordance with the procedures outlined in TPDM. The performance of road links are represented in terms of Volume/Capacity ("V/C") ratio.

5.1.2 A V/C ratio equals to or less than 1.0 indicates that a road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A V/C ratio above 1.0 indicates the onset of congestion. A V/C ratio above 1.2 indicates more serious congestion with traffic speeds deteriorating progressively with further increase in traffic.

5.1.3 The key road links assessed are tabulated in **Table 3.1** and the locations are shown in **Figure 3.1**.

Junctions Assessment

5.1.4 The performance of priority junctions / roundabouts are represented in terms of design flow/capacity ("DFC") ratio while that of signalized junctions are represented in terms of reserve capacity ("RC"). The performance indicators are summarized below:

- DFC ≤ 0.75 / RC ≥ 25% – acceptable for new junctions
- DFC ≤ 0.85 / RC ≥ 15% – acceptable for existing junctions
- DFC > 1.0 / RC < 0% – not acceptable in general under "with development" Scenario

5.1.5 The key junctions assessed are tabulated in **Table 3.2** and the locations are shown in **Figure 3.1**.

5.1.6 Problematic road links and junctions will be identified and mitigation measures will be proposed where practicable.

5.2 Road Link Assessment

5.2.1 The performance of the assessed road links for all the assessment scenarios are summarized in **Table 5.1** and the locations are shown in **Figure 3.1**.

Table 5.1 Road Link Assessments

Index (1)	Direction	Capacity (pcu/hr)	Flow (pcu/hr) [V/C Ratio]					
			2026 Baseline		2035 Reference		2035 Design	
			AM	PM	AM	PM	AM	PM
L1	NB	800	315 [0.39]	250 [0.31]	325 [0.41]	260 [0.33]	935 [0.49]	290 [0.36]
	SB	800	205 [0.26]	220 [0.28]	215 [0.27]	225 [0.28]	260 [0.33]	260 [0.33]
L2	NB	3,600	1,130 [0.31]	1,265 [0.35]	1,360 [0.38]	1,515 [0.42]	1,400 [0.39]	1,550 [0.43]
	SB	3,600	1,455 [0.40]	1,160 [0.32]	1,675 [0.47]	1,360 [0.38]	1,740 [0.48]	1,385 [0.38]
L3	EB	6,100	4,635 [0.76]	5,055 [0.83]	7,050 [**1.16**]	7,170 [**1.18**]	7,070 [**1.16**]	7,180 [**1.18**]
	WB	8,200	4,850 [0.59]	4,565 [0.56]	7,375 [0.90]	6,915 [0.84]	7,390 [0.90]	6,925 [0.84]

Index (1)	Direction	Capacity (pcu/hr)	Flow (pcu/hr) [V/C Ratio]					
			2026 Baseline		2035 Reference		2035 Design	
			AM	PM	AM	PM	AM	PM
L4	NB	3,600	1,135 [0.32]	1,275 [0.35]	1,350 [0.38]	1,495 [0.42]	1,395 [0.39]	1,525 [0.42]
	SB	3,600	1,465 [0.41]	1,165 [0.32]	1,665 [0.46]	1,355 [0.38]	1,725 [0.48]	1,385 [0.38]
L5	NB	6,100	5,135 [0.84]	5,620 [0.92]	7,130 [**1.17**]	7,275 [**1.19**]	7,160 [**1.17**]	7,295 [**1.20**]
	SB	6,100	5,990 [0.98]	5,385 [0.88]	7,415 [**1.22**]	7,030 [**1.15**]	7,455 [**1.22**]	7,050 [**1.16**]

*Remarks: (1) Refer to **Table 3.1**; L1 – Fuk Hang Tsuen Road; L2 – Castle Peak Road – Lam Tei; L3 – Yuen Long Highway; L4 - Castle Peak Road – Lam Tei; L5 – Tuen Mun Road.*

5.2.2 As shown in **Table 5.1**, all key road links operate with a V/C ratio of less than 0.85 under the existing condition, i.e. the 2026 Baseline Scenario, indicating satisfactory performance.

5.2.3 The assessed sections of Road Link L1, Fuk Hang Tsuen Road, and Road Link L2, Castle Peak Road – Lam Tei, are anticipated to operate with a V/C ratio of less than 0.85 under both the 2035 Reference Scenario and the 2035 Design Scenario. This indicates that the road links would continue to operate satisfactorily in the Design Year.

5.2.4 For eastbound of Road Link L3, Yuen Long Highway, the V/C ratio is forecast to be above 1.0 but remain below 1.2 under both the 2035 Reference Scenario and the 2035 Design Scenario. This indicates that there may be an onset of congestion on this strategic road link, although the degree of congestion is expected to remain manageable. A comparison between the 2035 Reference Scenario and the 2035 Design Scenario indicates that the difference in V/C ratio for Road Link L3 is less than 0.01. The traffic impact arising from the Proposed Development on Yuen Long Highway is therefore considered minimal.

5.2.5 For Road Link L5, Tuen Mun Road, a strategic road section located approximately 750m from the Proposed Development, the V/C ratio is forecast to be above 1.0 but remain below 1.2 in the northbound direction and be above 1.2 in southbound direction under both the 2035 Reference Scenario and the 2035 Design Scenario. Nevertheless, a comparison between the 2035 Reference Scenario and the 2035 Design Scenario indicates that the difference in V/C ratio for Road Link L5 is less than 0.01. The traffic impact arising from the Proposed Development on Tuen Mun Road is therefore considered minimal.

5.2.6 In summary, Road Links L1, L2 and L4 are forecast to have sufficient capacity to accommodate the future traffic demand. The traffic impact of the Proposed Development on Road Links L3 and L5 are also anticipated to be minimal.

5.3 Junction Assessments

5.3.1 The key junctions assessed are tabulated in **Table 5.2** and the locations are shown in **Figure 3.1**. The calculation sheets are attached in **Appendix B**.

Table 5.2 Junction Performance

No. (2)	Junction	Type	Reserve Capacity (RC) / Design Flow/Capacity Ratio (DFC) (1)					
			2026 Baseline		2035 Reference		2035 Design	
			AM	PM	AM	PM	AM	PM
J1	Fuk Hang Tsuen Road / Tat Fuk Road	Priority	0.16	0.11	0.17	0.11	0.17	0.11
J2	Fuk Hang Tsuen Road / Fuk Hang Tsuen Lane	Priority	0.11	0.12	0.12	0.12	0.14	0.14
J3	Fuk Hang Tsuen Road / Lam Tei Main Street	Round-about	0.25	0.21	0.26	0.21	0.31	0.24
J4	Castle Peak Road – Lam Tei / Fuk Hang Tsuen Road	Signalised	40%	38%	26%	25%	16%	18%
J5	Castle Peak Road – Lam Tei / Lam Tei Main Street	Priority	0.45	0.16	0.64	0.25	0.68	0.26
J6	Lam Tei Interchange	Signalised	37%	83%	22%	36%	22%	35%

Remarks: (1) Bold figure indicates RC of less than 15% or DFC of more than 0.85 which denotes marginal junction performance. RC of less than 0% or DFC of more than 1.0 denotes overcapacity.

*(2) Refer to **Table 3.1**.*

5.3.2 As shown in **Table 5.2**, all of the key junctions are operating with satisfactory performance (i.e. RC ≥ 15% and DFC ≤ 0.85) in year 2026.

5.3.3 Based on the traffic forecast, all of the key junctions will operate with satisfactory performance (i.e. RC ≥ 15% and DFC ≤ 0.85) in both the 2035 Reference scenario and 2035 Design scenario.

5.3.4 In summary, all assessed junctions are forecast to have sufficient capacity to accommodate the traffic generated by the Proposed Development.

5.4 Public Transport Assessments

5.4.1 The public transport service utilization survey was conducted to identify the public transport utilization during the peak hour periods on typical weekday on 9 September 2022 at the bus stop at Castle Peak Road – Lam Tei presented in **Drawing 2.1**. The survey results are summarised in **Table 5.3**.

Table 5.3 Results of Observed Public Transport Utilization

Location	Peak Hour	Observed Capacity (pax/hr) (1)	Observed Demand (pax/hr) (2)	Utilization (3)
Castle Peak Road – Lam Tei (NB)	AM	1,320	570	43%
	PM	2,520	980	39%
Castle Peak Road – Lam Tei (SB)	AM	2,880	1,410	49%
	PM	1,560	690	44%
Total	AM	4,200	1,980	47%
	PM	4,080	1,670	41%

Remarks: (1) Assumed the capacity of a double-deck bus is 120 persons.
(2) Numbers are rounded up to nearest 10.
(3) Percentages are rounded up to nearest 1%.

5.4.2 **Table 5.3** shows the overall public transport utilization in the vicinity of the Proposed Development in AM and PM peak hours are some 47% and 41% respectively, which are both lower the maximum allowed occupancy 75% with reference to *Bus Route Planning Programme 2026-2027 of Tuen Mun District* published by TD.

5.4.3 Based on the Proposed Development parameters presented in **Table 2.2** the estimated peak hour patronage of the Proposed Development are evaluated and presented in **Table 5.4**.

Table 5.4 Estimated Peak Hour Patronage

Item	Parameter
No. of Flat of Proposed Development	546 + 10% flats (1)
Anticipated Population	1,420 + 10% Persons (1)
Estimated Mechanized Trip (1)	2,858 Trips
Estimated Peak Hour Patronage (2) (3)	340 Pax/hr

Remarks: (1) 10% variation for design flexibility is allowed in the population/flats for technical assessment. The actual nos. of population/flats will be subject to confirmation by the user department at later stage.
(2) Adopted rate of mechanized trip per person 1.83 with reference to "Travel Characteristics8 Survey 2011" (TCS 2011) which is published by TD.
(3) Adopted peak hour factor 12% with reference to "Travel Characteristics Survey 2011" (TCS 2011) which is published by TD.
(3) Numbers are rounded to nearest 10.

5.4.4 **Table 5.4** shows the estimated 2-way peak hour patronage of the Proposed Development will be 340 pax/hr.

5.4.5 By making reference to 2016 Population By-census Statistics for Tuen Mun, the estimated modal split of the Proposed Development and the 2-way patronage for different mode of transport are presented in **Table 5.5**.

Table 5.5 Estimated Modal Split

Transport Mode (1)	Modal Split			Peak Hour Patronage (pax/hr) (4)
	Working Population (2)	Persons Attending Full-time Courses in Educational Institutions in Hong Kong (2)	Weighted Average (2)(3)	
Mass Transit Railway (Local line & Light Rail)	42%	64%	46%	160
Bus & Public light bus	48%	2%	45%	150
Private car/ Passenger van & Taxi	10%	8%	9%	30
		Total	100	340

Remarks: (1) For conservative assessment purpose, other irrelevant transport mode including "on foot" and "ferry" are excluded from the calculation.
(2) Percentages are rounded up to nearest 1%.

(3) The proportion of Working Population (84%) and Persons Attending Full-time Courses in Educational Institutions in Hong Kong (16%) are making reference to 2021 Population Census for Subunit Group 441/14-15 & 441/16-17 in Lam Tei in Tuen Mun.

(4) Numbers are rounded to nearest 10.

5.4.6 **Table 5.5** shows that the estimated peak hour patronage taking bus & public light bus is 150 pax/hr.

5.4.7 By considering the natural growth factor 1.05 from 2026 to 2035 by making reference to *Hong Kong Population Projections 2022-2046* published by C&SD, and other developments in the vicinity of the Proposed Development, the estimated public transport utilization in the design year are evaluated and presented in **Table 5.6**.

Table 5.6 Estimated Public Transport Utilization in 2035 with Proposed Development

Scenario	Peak Hour	Capacity (pax/hr) (1)	Estimated Demand (pax/hr) (2)	Utilization (3)
2035 Reference	AM	4,200	2,290	55%
	PM	4,080	2,190	54%
2035 Design	AM	4,200	2,440	58%
	PM	4,080	2,340	57%

*Remarks: (1) It is anticipated that the capacities of bus during peak hour in year 2035 remain unchanged as existing for assessment purpose. The capacities are referred to **Table 5.3**.*

(2) Numbers are rounded up to nearest 10.

(3) Percentages are rounded up to nearest 1%.

5.4.8 **Table 5.6** shows the public transport utilization with the Proposed Development in AM and PM peak hours are 58% and 57% respectively, which are both below the maximum allowed occupancy 75%. Therefore, the public transport services would be adequate to cater for the additional passenger demand generated from the Proposed Development.

6. Summary and Conclusions

6.1 Summary

6.1.1 AtkinsRealis Asia Limited was commissioned by Gain Million Development Limited to undertake a Traffic Impact Assessment in support of a Section 12A application to the Town Planning Board for amendments to the OZP. The application relates to the proposed comprehensive development at various lots to the south of Fuk Hang Tsuen Road and Fuk Hang Tsuen Lane, Lam Tei, Tuen Mun, New Territories.

6.1.2 The Proposed Development comprises two separate sites, namely Site A and Site B. Site A is located to the south of Fuk Hang Tsuen Lane, while Site B is located to the south of Fuk Hang Tsuen Road. Based on the current scheme, the Proposed Development comprises 126 flats at Site A and 420 flats at Site B with, retail uses and an elderly facilities.

6.1.3 The provision of parking and loading / unloading facilities complies with the *Hong Kong Planning Standards and Guidelines* published by Planning Department.

6.1.4 The Proposed Development will be served by Fuk Hang Tsuen Lane and Fuk Hang Tsuen Road. The vehicular access for Site A will be provided at Fuk Hang Tsuen Lane, while the vehicular access for Site B will be provided at Fuk Hang Tsuen Road. Vehicles can access the Proposed Development via Fuk Hang Tsuen Lane and Fuk Hang Tsuen Road, which are connected to Castle Peak Road – Lam Tei, Tuen Mun Road and Yuen Long Highway.

6.1.5 Local road widening is proposed for the relevant sections of Fuk Hang Tsuen Road and Fuk Hang Tsuen Lane. The concerned section of Fuk Hang Tsuen Road will be widened to provide a minimum carriageway width of 7.3m. The concerned section of Fuk Hang Tsuen Lane will also be upgraded from a single-track access road to a single two-lane carriageway with a carriageway width of 7.3m to accommodate two-way traffic.

6.1.6 Manual classified traffic count surveys were conducted during 07:30 to 08:30 hours and 17:00 to 18:00 hours.

6.1.7 A Local Area Traffic Model was developed using the SATURN platform based on the 2019-based Base District Traffic Model (2024 Update) for the “Tuen Mun and Yuen Long” model area obtained from the Transport Department. The LATM was refined to better represent the local road network, zoning system, junction controls, traffic queuing and delays within the AOI.

6.1.8 The adopted assessment year for this TIA is 2035, representing the anticipated population intake year plus three years. The assessment has taken into account the cumulative traffic impact arising from the relevant planned and committed developments with intake years on or before the adopted design year, as well as the future road network and relevant road improvement schemes.

6.1.9 Based on the adopted trip rates with reference to the Transport Planning and Design Manual published by Transport Department, the Proposed Development is estimated to generate approximately 117 pcu/hr and 65 pcu/hr during the morning and evening peak hours, respectively.

6.1.10 Traffic assessments have been conducted for the following scenarios:

(1) Year 2026 Baseline Scenario;

(2) Year 2035 Reference Scenario, i.e. without the Proposed Development; and

(3) Year 2035 Design Scenario, i.e. with the Proposed Development.

6.1.11 Link assessment results indicate that Fuk Hang Tsuen Road and Castle Peak Road – Lam Tei are forecast to operate with a V/C ratio of less than 0.85 under both the 2035 Reference Scenario and the 2035 Design Scenario, indicating satisfactory performance. For the eastbound direction of Yuen Long Highway and both direction of Tuen Mun Road, the V/C ratios are forecast to exceed 1.0 but remain below 1.2 under both scenarios, while the V/C ratio for Tuen Mun Road is forecast to exceed 1.2. Nevertheless, the difference in V/C ratio between the Reference and Design Scenarios is less than 0.01. The traffic impact arising from the Proposed Development on the assessed road links is therefore considered minimal.

6.1.12 Junction assessment result indicate that all key junctions operate satisfactorily in the 2026 Baseline Scenario and are forecast to continue operating satisfactorily under both the 2035 Reference Scenario and the 2035 Design Scenario, with RC values of not less than 15% and DFC ratios of not more than 0.85.

6.1.13 The public transport services are anticipated to be adequate to cater for the additional passenger demand generated from the Proposed Development.

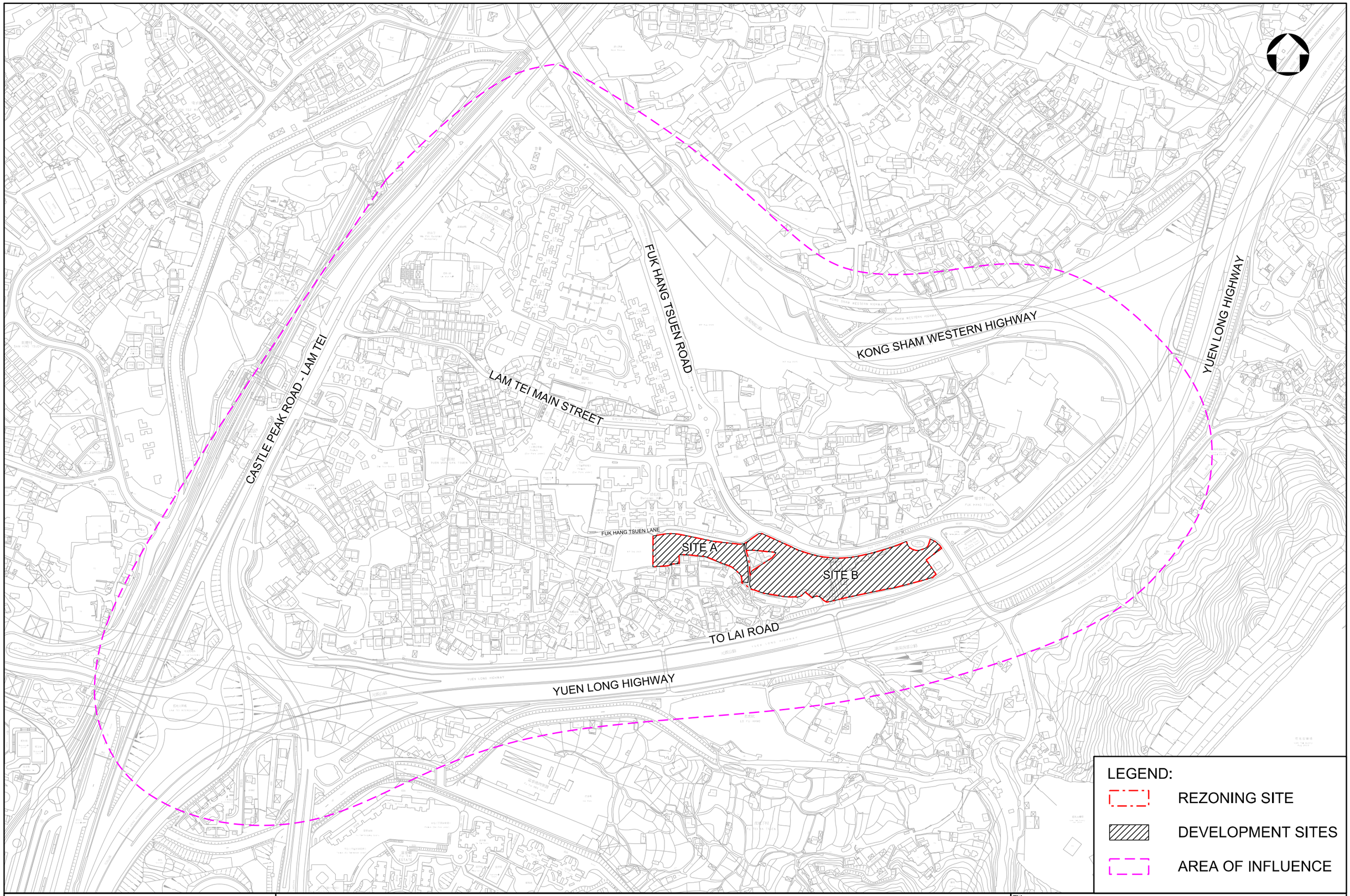
6.2 Conclusions

6.2.1 Based on the assessment results presented in this Report, it is concluded that the Proposed Development would not induce adverse traffic impact on the surrounding road network in the adopted design year of 2035.

6.2.2 With the proposed local road widening scheme at the relevant sections of Fuk Hang Tsuen Road and Fuk Hang Tsuen Lane, the local access arrangement is considered capable of supporting the operation of the Proposed Development.

6.2.3 The Proposed Development is therefore considered acceptable from a traffic point of view.

FIGURES



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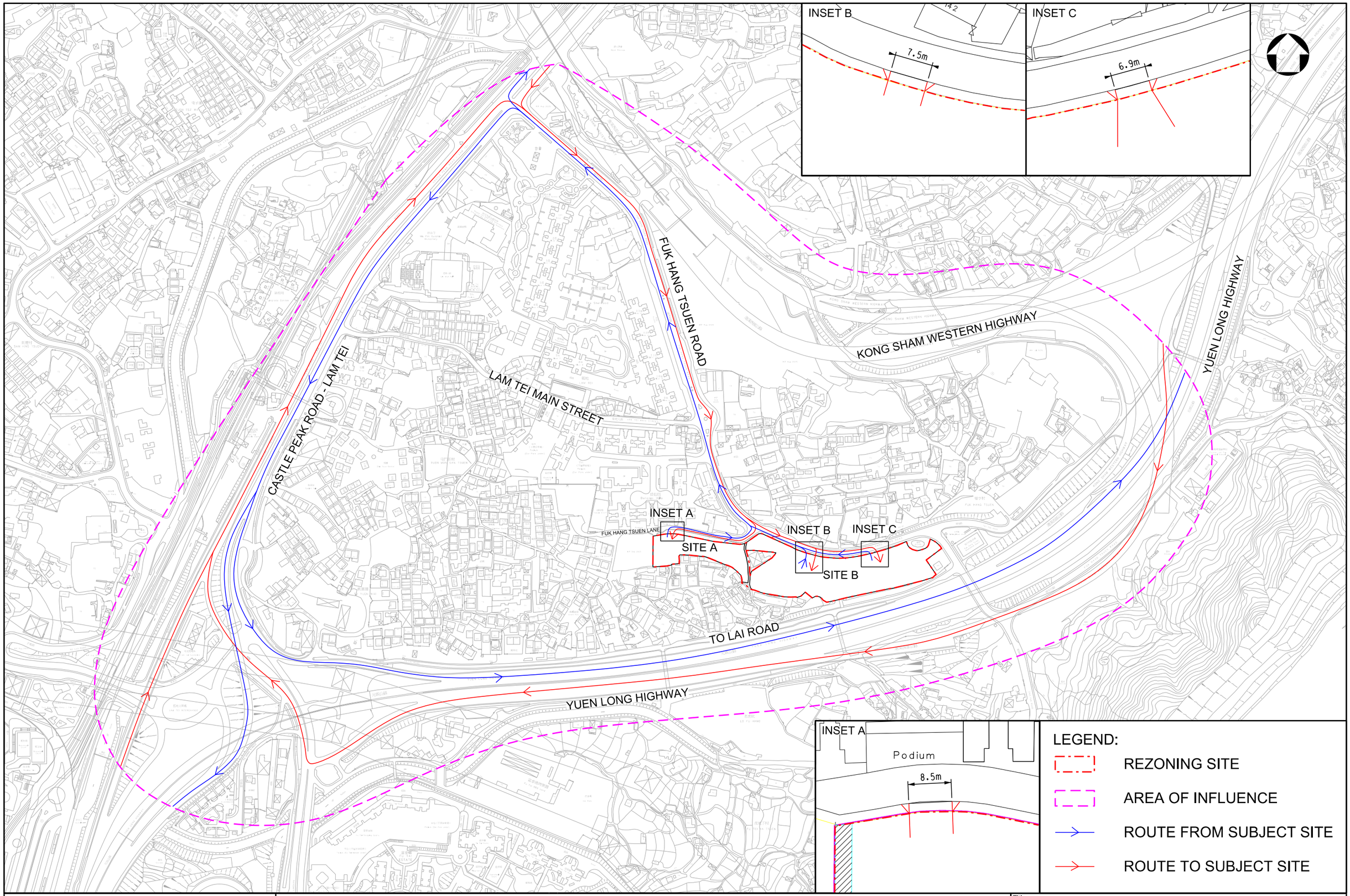
PROPOSED AMENDMENT TO THE APPROVED LAM TEI AND YICK YUEN OUTLINE ZONING PLAN NO. S/TM-LTYY/14 FROM "COMPREHENSIVE DEVELOPMENT AREA", "GREEN BELT" AND "RESIDENTIAL (GROUP B) 3" ZONE TO "RESIDENTIAL (GROUP B) 4" ZONE AT LOT NOS. 837 RP (PART), 839 S.A RP (PART), 841 (PART), 1035 RP, 1037 RP AND 2527 S.F RP (PART) IN D.D. 130 AND ADJOINING GOVERNMENT LAND, LAM TEI, TUEN MUN
TRAFFIC IMPACT ASSESSMENT

Title

LOCATION PLAN AND AREA OF INFLUENCE

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LEGEND:

- REZONING SITE
- AREA OF INFLUENCE
- ROUTE FROM SUBJECT SITE
- ROUTE TO SUBJECT SITE

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PROPOSED AMENDMENT TO THE APPROVED LAM TEI AND YICK YUEN OUTLINE ZONING PLAN NO. S/TM-LTYY/14 FROM "COMPREHENSIVE DEVELOPMENT AREA", "GREEN BELT" AND "RESIDENTIAL (GROUP B) 3" ZONE TO "RESIDENTIAL (GROUP B) 4" ZONE AT LOT NOS. 837 RP (PART), 839 S.A RP (PART), 841 (PART), 1035 RP, 1037 RP AND 2527 S.F RP (PART) IN D.D. 130 AND ADJOINING GOVERNMENT LAND, LAM TEI, TUEN MUN
TRAFFIC IMPACT ASSESSMENT

Title

ACCESSIBILITY TO / FROM THE PROPOSED DEVELOPMENT

Scale at A3	Date	Figure No.
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INSET A (1:500)

7.3m

FUK HANG TSUEN ROAD

SITE B

FUK HANG TSUEN ROAD

INSET A

7.3m

FUK HANG TSUEN LANE

SITE A

SITE B

YUEN LONG HIGHWAY

TO LAI ROAD

LEGEND:

REZONING SITE

DEVELOPMENT SITES

PROPOSED LOCAL ROAD WIDENING

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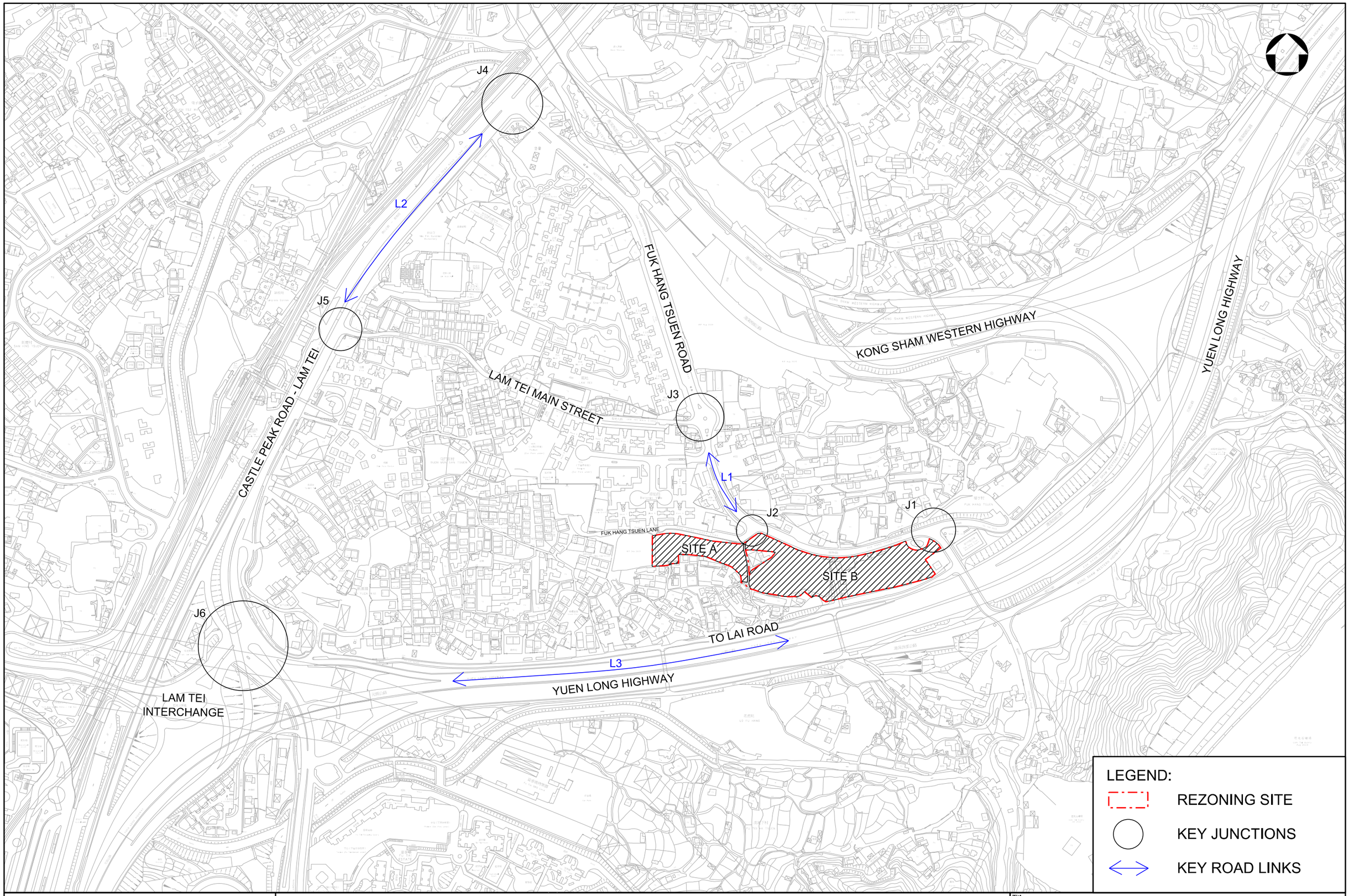
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TRAFFIC IMPACT ASSESSMENT

Title

PROPOSED LOCAL ROAD WIDENING AT FUK HANG TSUEN ROAD AND FUK HANG TSUEN LANE

Scale at A3	Date	Figure No.
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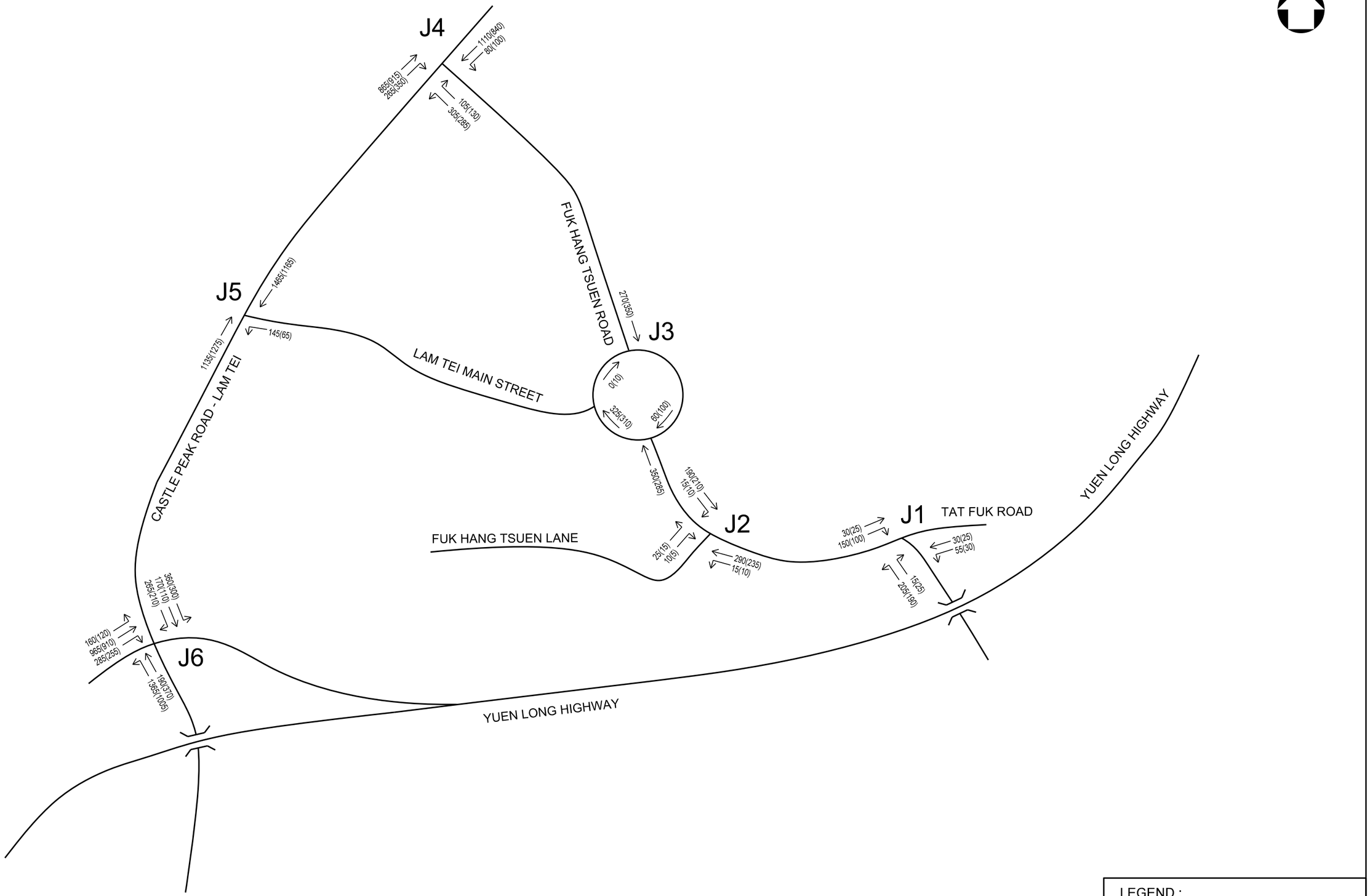
PROPOSED AMENDMENT TO THE APPROVED LAM TEI AND YICK YUEN OUTLINE ZONING PLAN NO. S/TM-LTYY/14 FROM "COMPREHENSIVE DEVELOPMENT AREA", "GREEN BELT" AND "RESIDENTIAL (GROUP B) 3" ZONE TO "RESIDENTIAL (GROUP B) 4" ZONE AT LOT NOS. 837 RP (PART), 839 S.A RP (PART), 841 (PART), 1035 RP, 1037 RP AND 2527 S.F RP (PART) IN D.D. 130 AND ADJOINING GOVERNMENT LAND, LAM TEI, TUEN MUN
TRAFFIC IMPACT ASSESSMENT

Title

LOCATION OF KEY ROAD LINKS AND JUNCTIONS

Scale at A3	Date	Figure No.
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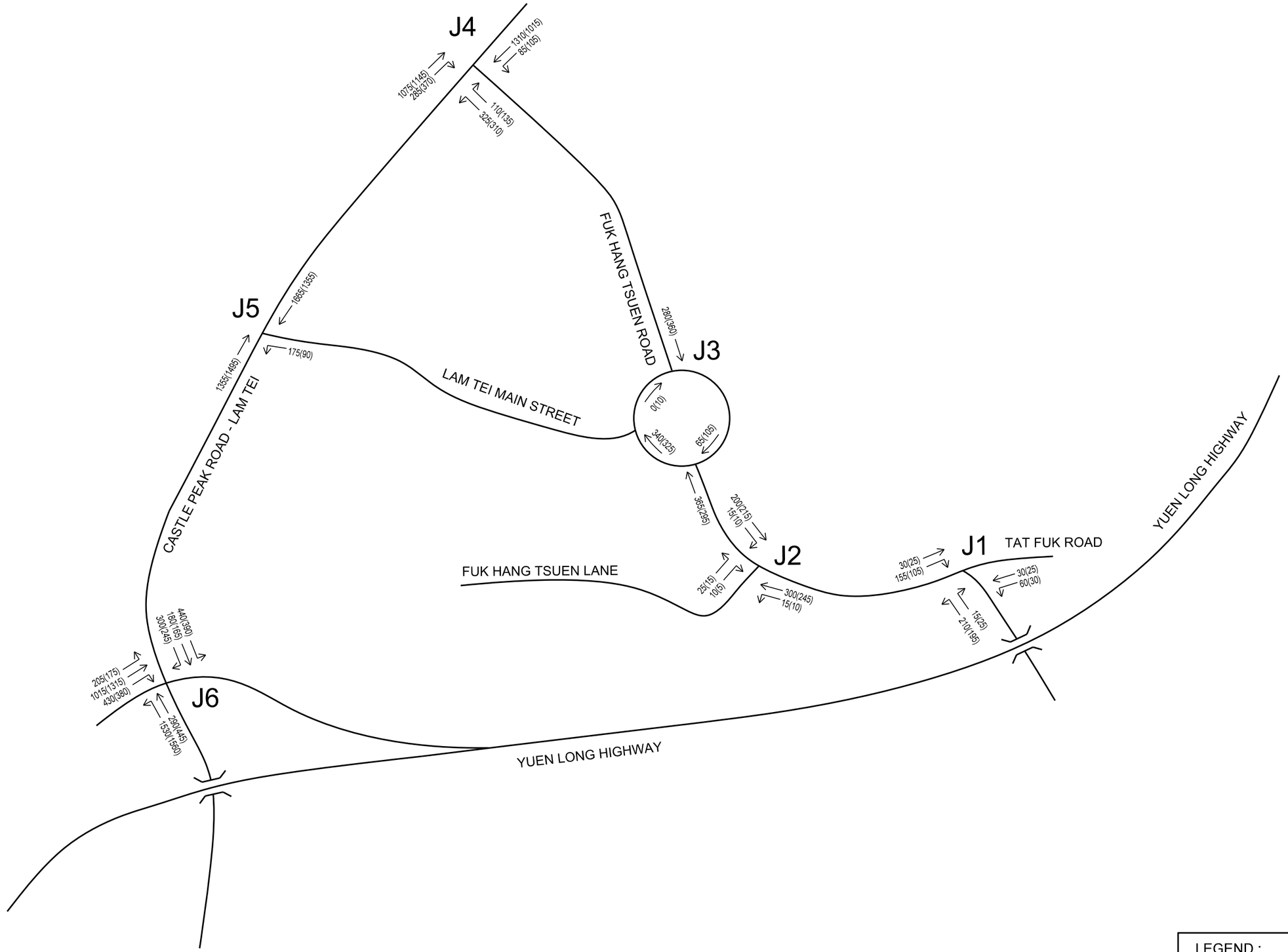
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PROPOSED AMENDMENT TO THE APPROVED LAM TEI AND YICK YUEN OUTLINE ZONING PLAN NO. S/TM-LTYY/14 FROM "COMPREHENSIVE DEVELOPMENT AREA", "GREEN BELT" AND "RESIDENTIAL (GROUP B) 3" ZONE TO "RESIDENTIAL (GROUP B) 4" ZONE AT LOT NOS. 837 RP (PART), 839 S.A RP (PART), 841 (PART), 1035 RP, 1037 RP AND 2527 S.F RP (PART) IN D.D. 130 AND ADJOINING GOVERNMENT LAND, LAM TEI, TUEN MUN
TRAFFIC IMPACT ASSESSMENT

Title: OBSERVED TRAFFIC FLOWS

Scale at A3	Date	Figure No.
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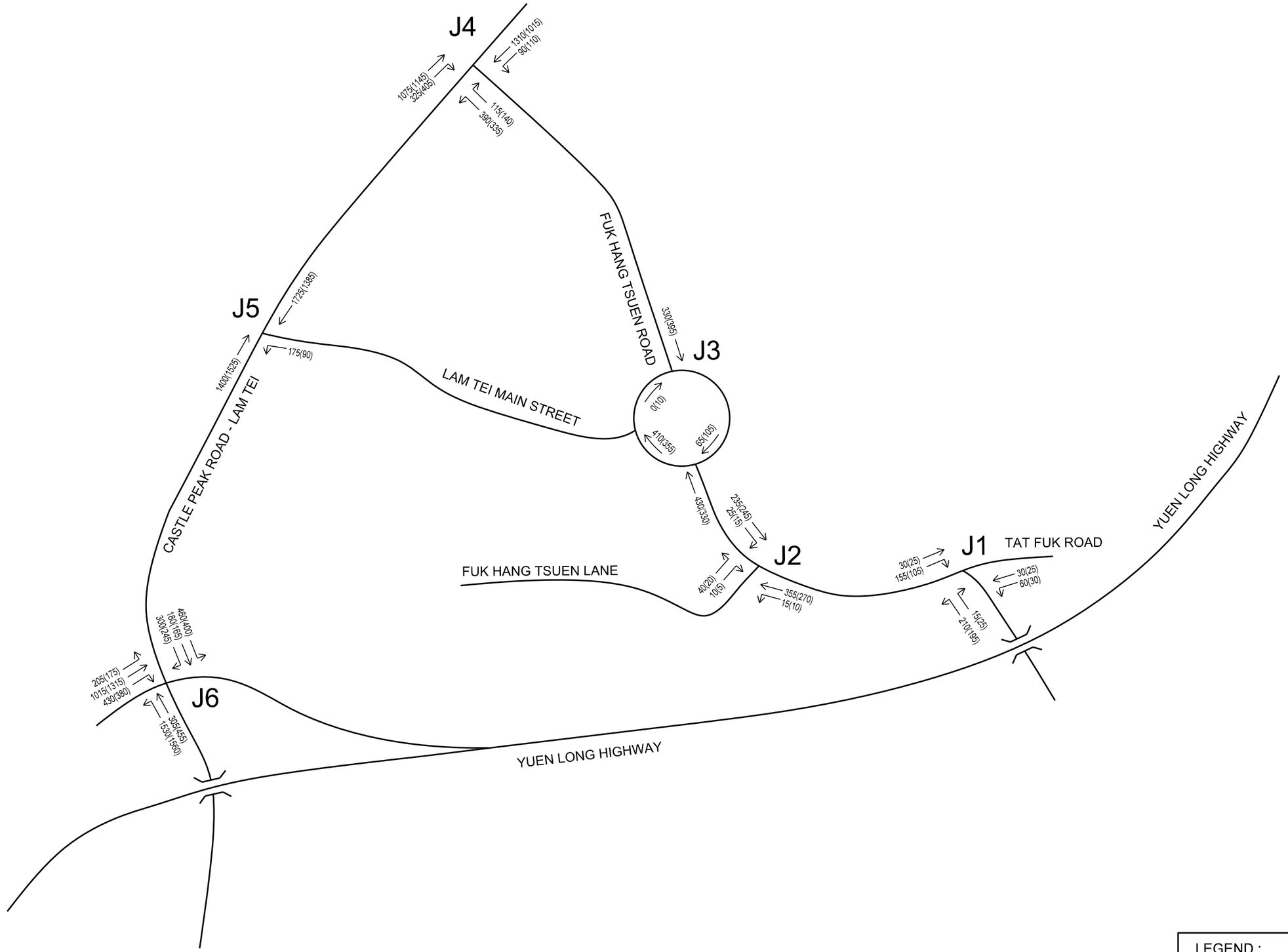
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PROPOSED AMENDMENT TO THE APPROVED LAM TEI AND YICK YUEN OUTLINE ZONING PLAN NO. S/TM-LTYY/14 FROM "COMPREHENSIVE DEVELOPMENT AREA", "GREEN BELT" AND "RESIDENTIAL (GROUP B) 3" ZONE TO "RESIDENTIAL (GROUP B) 4" ZONE AT LOT NOS. 837 RP (PART), 839 S.A RP (PART), 841 (PART), 1035 RP, 1037 RP AND 2527 S.F RP (PART) IN D.D. 130 AND ADJOINING GOVERNMENT LAND, LAM TEI, TUEN MUN
TRAFFIC IMPACT ASSESSMENT

Title: YEAR 2035 REFERENCE TRAFFIC FLOWS

Scale at A3	Date	Figure No.
N.T.S.	OCT 2026	4.1

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LEGEND :

100 (100) AM (PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)

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PROPOSED AMENDMENT TO THE APPROVED LAM TEI AND YICK YUEN OUTLINE ZONING PLAN NO. S/TM-LTYY/14 FROM "COMPREHENSIVE DEVELOPMENT AREA", "GREEN BELT" AND "RESIDENTIAL (GROUP B) 3" ZONE TO "RESIDENTIAL (GROUP B) 4" ZONE AT LOT NOS. 837 RP (PART), 839 S.A RP (PART), 841 (PART), 1035 RP, 1037 RP AND 2527 S.F RP (PART) IN D.D. 130 AND ADJOINING GOVERNMENT LAND, LAM TEI, TUEN MUN
TRAFFIC IMPACT ASSESSMENT

Title: YEAR 2035 DESIGN TRAFFIC FLOWS

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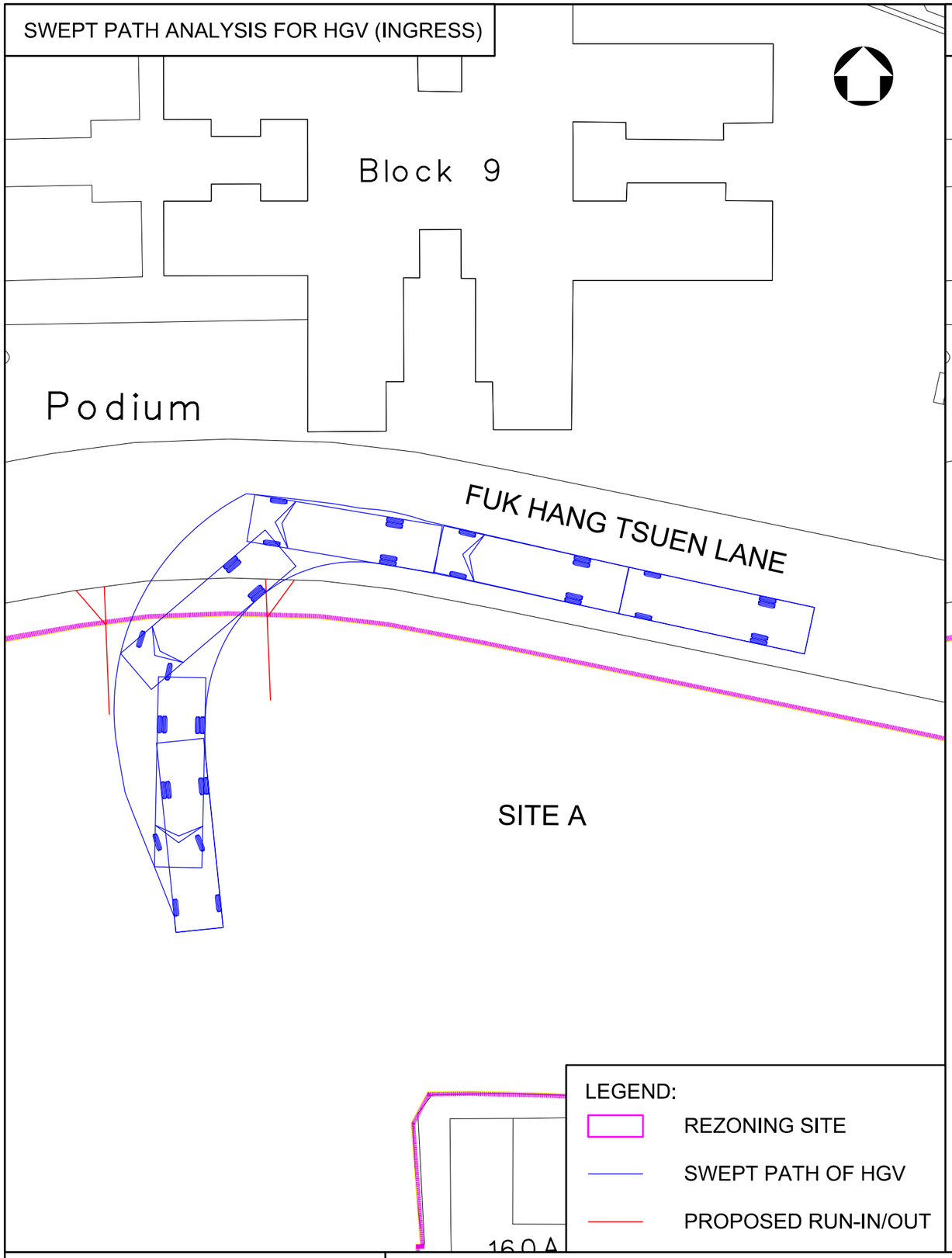
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APPENDICES

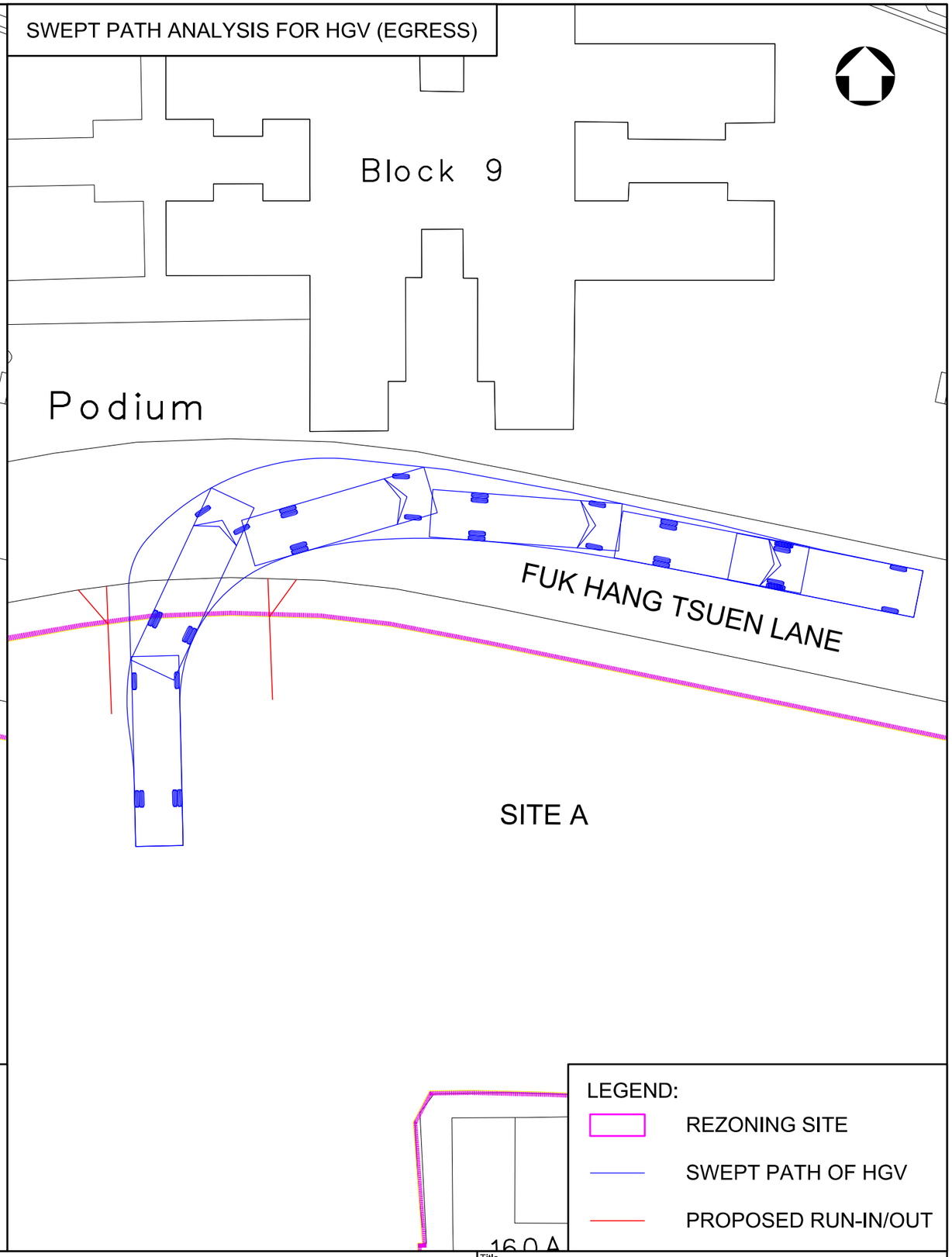
Appendix A.

Swept Path Analysis

SWEPT PATH ANALYSIS FOR HGV (INGRESS)



SWEPT PATH ANALYSIS FOR HGV (EGRESS)



AtkinsRéalis

PROPOSED AMENDMENT TO THE APPROVED LAM TEI AND YICK YUEN OUTLINE ZONING PLAN NO. S/TM-LTYY/14 FROM "COMPREHENSIVE DEVELOPMENT AREA", "GREEN BELT" AND "RESIDENTIAL (GROUP B) 3" ZONE TO "RESIDENTIAL (GROUP B) 4" ZONE AT LOT NOS. 837 RP (PART), 839 S.A RP (PART), 841 (PART), 1035 RP, 1037 RP AND 2527 S.F RP (PART) IN D.D. 130 AND ADJOINING GOVERNMENT LAND, LAM TEI, TUEN MUN
TRAFFIC IMPACT ASSESSMENT

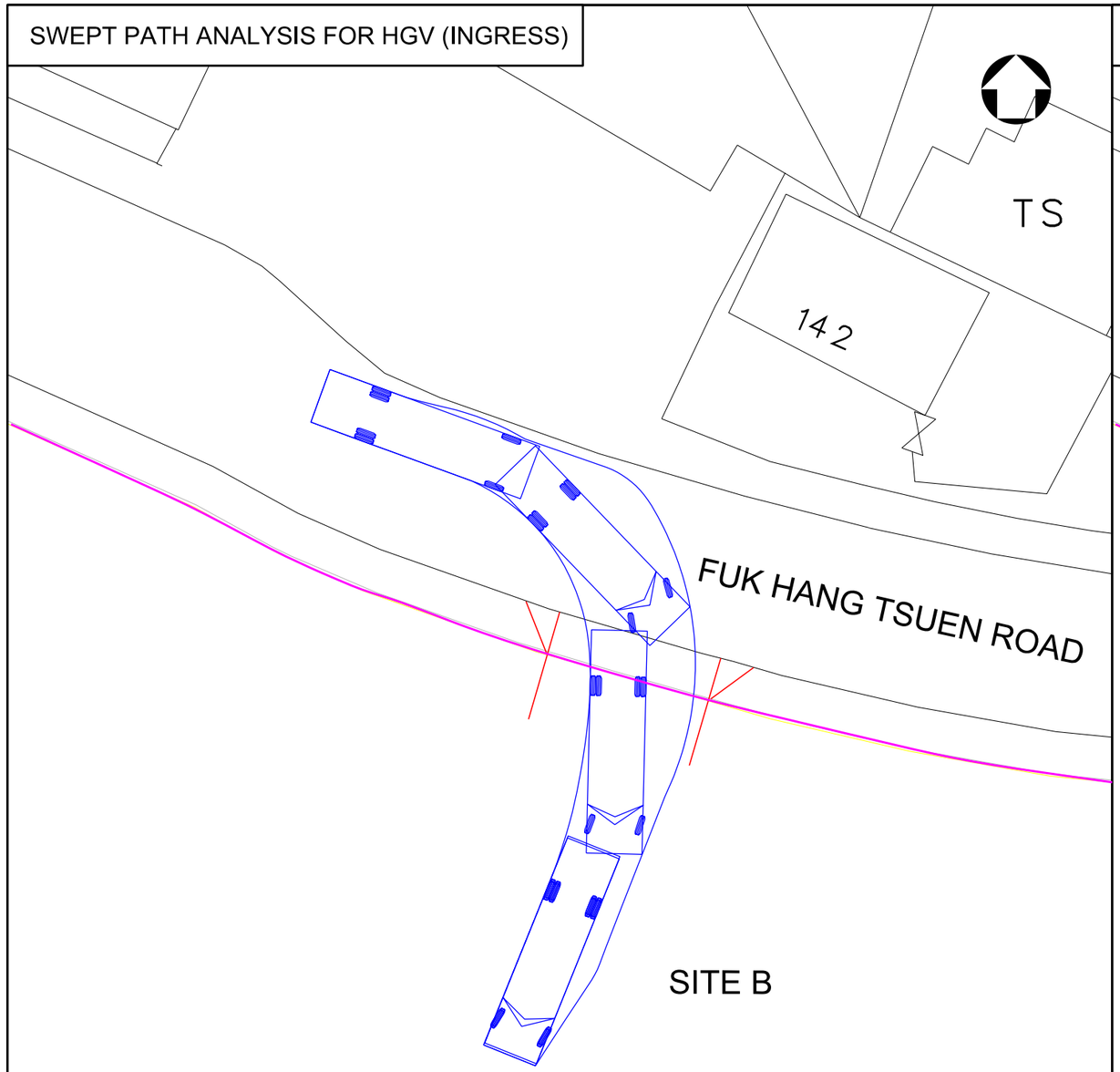
Title

SWEPT PATH ANALYSIS
FOR RUN-IN/OUT OF SITE A

Scale at A3	Date	Figure No.
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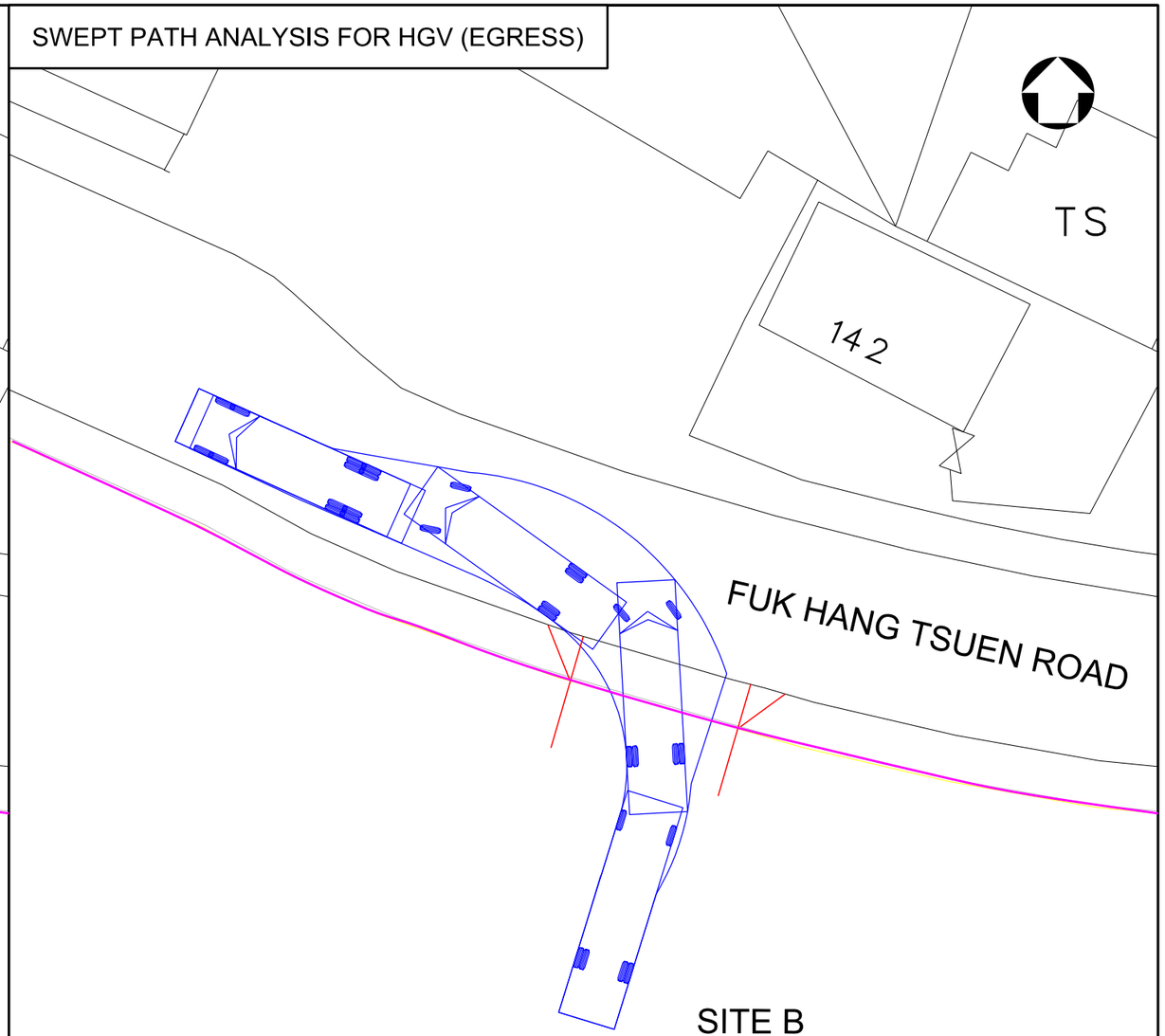
SWEPT PATH ANALYSIS FOR HGV (INGRESS)



LEGEND:

- REZONING SITE
- SWEPT PATH OF HGV
- PROPOSED RUN-IN/OUT

SWEPT PATH ANALYSIS FOR HGV (EGRESS)



LEGEND:

- REZONING SITE
- SWEPT PATH OF HGV
- PROPOSED RUN-IN/OUT

AtkinsRéalis

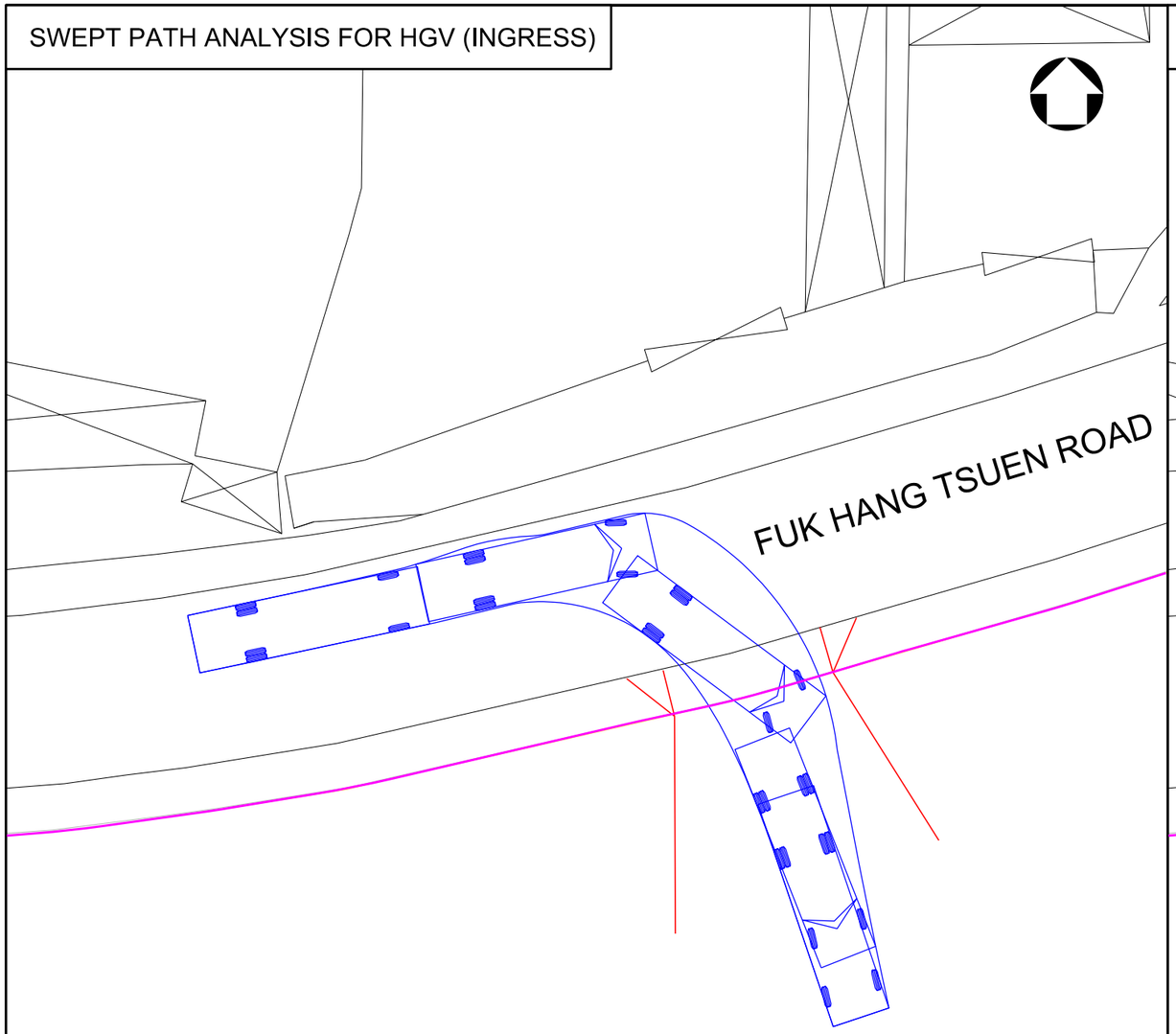
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TRAFFIC IMPACT ASSESSMENT

Title: SWEPT PATH ANALYSIS FOR WESTERN RUN-IN/OUT OF SITE B

Scale at A3	Date	Figure No.
1:250	OCT 2026	A2

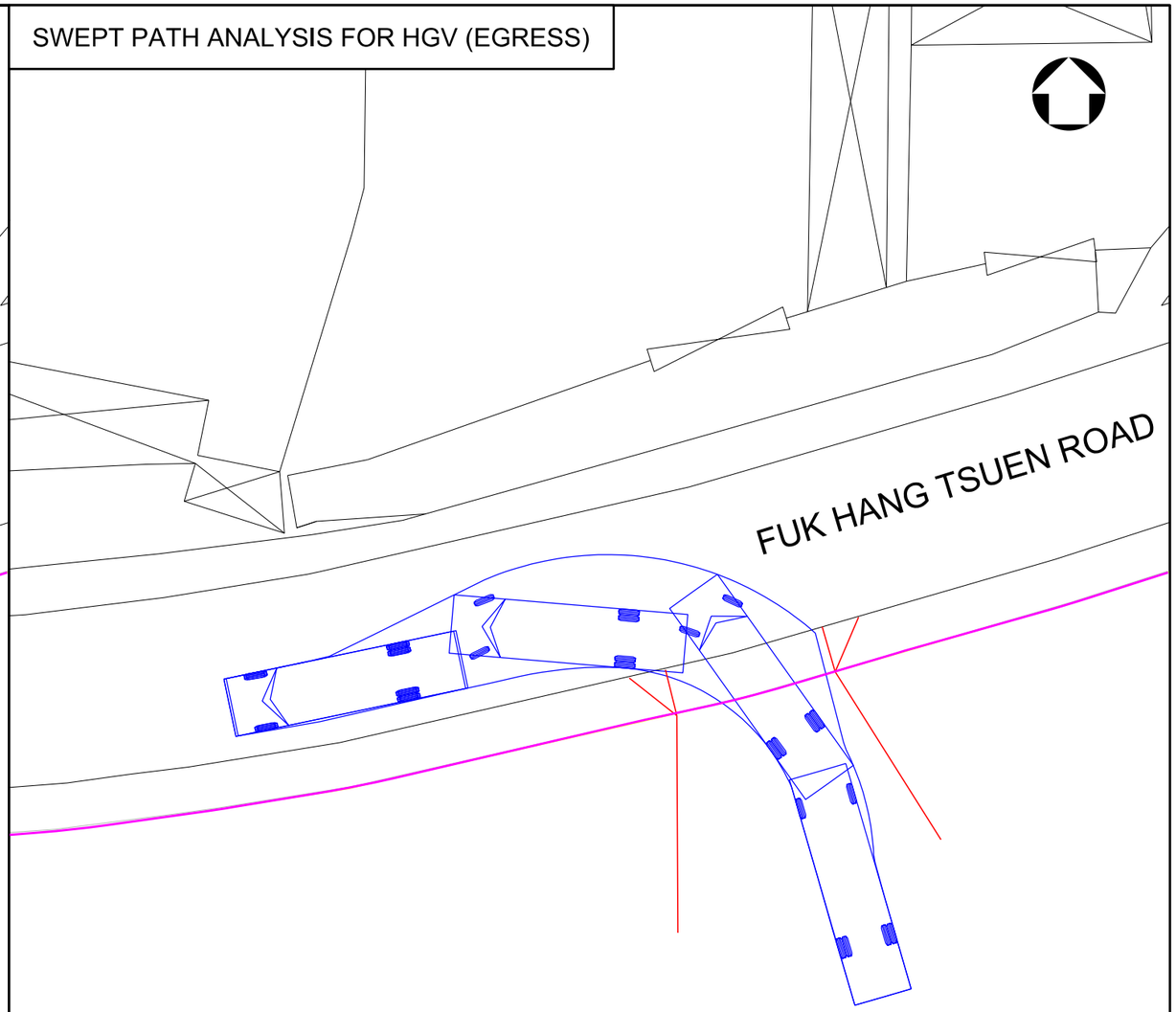
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MODEL NAME: Default

SWEPT PATH ANALYSIS FOR HGV (INGRESS)



SITE B

SWEPT PATH ANALYSIS FOR HGV (EGRESS)



SITE B

LEGEND:

REZONING SITE

SWEPT PATH OF HGV

PROPOSED RUN-IN/OUT

LEGEND:

REZONING SITE

SWEPT PATH OF HGV

PROPOSED RUN-IN/OUT

AtkinsRéalis

PROPOSED AMENDMENT TO THE APPROVED LAM TEI AND YICK YUEN OUTLINE ZONING PLAN NO. S/TM-LTYY/14 FROM "COMPREHENSIVE DEVELOPMENT AREA", "GREEN BELT" AND "RESIDENTIAL (GROUP B) 3" ZONE TO "RESIDENTIAL (GROUP B) 4" ZONE AT LOT NOS. 837 RP (PART), 839 S.A RP (PART), 841 (PART), 1035 RP, 1037 RP AND 2527 S.F RP (PART) IN D.D. 130 AND ADJOINING GOVERNMENT LAND, LAM TEI, TUEN MUN
TRAFFIC IMPACT ASSESSMENT

Title

SWEPT PATH ANALYSIS
FOR EASTERN RUN-IN/OUT OF SITE B

Scale at A3	Date	Figure No.
1:250	OCT 2026	A3

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Appendix B.

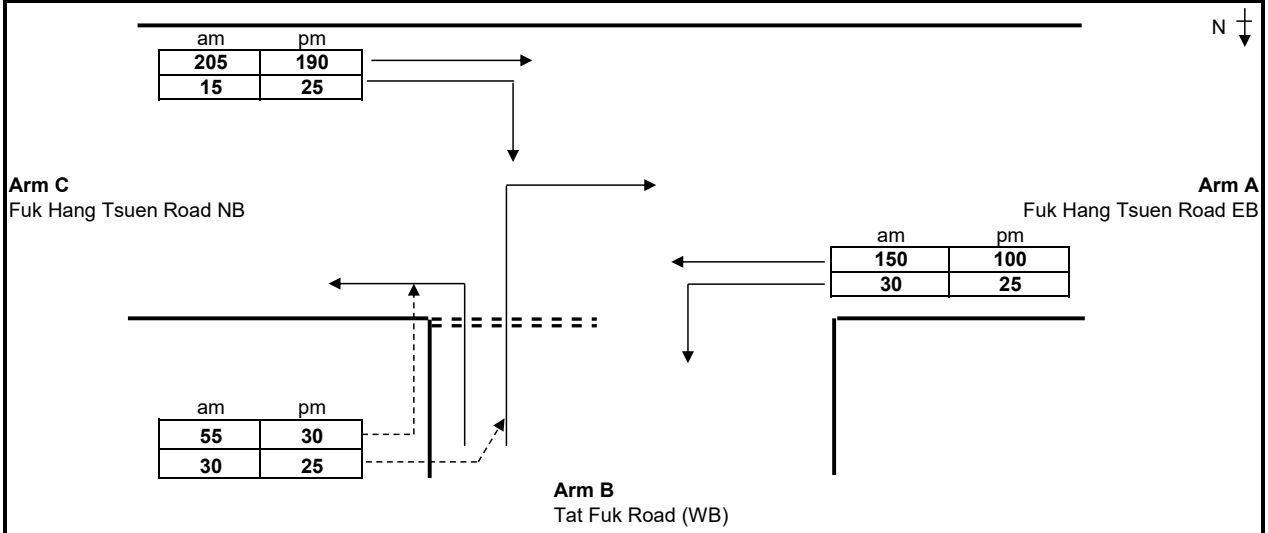
Junction Calculation Sheets

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

AtkinsRéalis

(Priority T-Junction - Minor Arm B)

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J1 - Fuk Hang Tsuen Road / Tat Fuk Road	Designed by:	RW
Scheme:	Existing	Checked by:	DH
Design Year:	2026		
Arm A:	Fuk Hang Tsuen Road EB		
Arm B:	Tat Fuk Road (WB)		
Arm C:	Fuk Hang Tsuen Road NB		



GEOMETRY

Major road width (m)	W	**6.65**	Lane widths (m)	w(b-a)	**2.05**
Central Reserve width (m)	Wcr	**0.00**		w(b-c)	**2.05**
Residual width (m)	Wr(c-a)	**0.00**		w(c-b)	**0.00**
Visibilities (m) (*1)	Vr(b-a)	**100**	Calculated Parameters (*2)	D	0.81
	Vl(b-a)	**100**		E	0.82
	Vr(b-c)	**80**		F	0.62
	Vr(c-b)	**50**		Y	0.77

CALCULATION			**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS	q(c-a)		205	190
(pcu/hr)	q(c-b)		15	25
	q(a-b)		30	25
	q(a-c)		150	100
	q(b-a)		30	25
	q(b-c)		55	30
	f	=q(b-c) / (q(b-c)+q(b-a))	0.65	0.55
CAPACITIES	Q(b-a)		437	447
(pcu/hr)	Q(b-c)		573	585
	Q(c-b)		427	437
	Q(b-ac)	(*3)	516	513
	Q(c-a)	=1800(1-q(c-b)/Q(c-b))	1737	1697
DFC's	b-a	=q(b-a)/Q(b-a)	0.07	0.06
	b-c	=q(b-c)/Q(b-c)	0.10	0.05
	c-b	=q(c-b)/Q(c-b)	0.04	0.06
	b-ac	=q(b-ac)/Q(b-ac)	0.16	0.11
	c-a		0.12	0.11
Critical DFC			**0.16**	**0.11**

(*1) Where Vl and Vr are visibility distances to the left or right of the respective streams

(*2) D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left

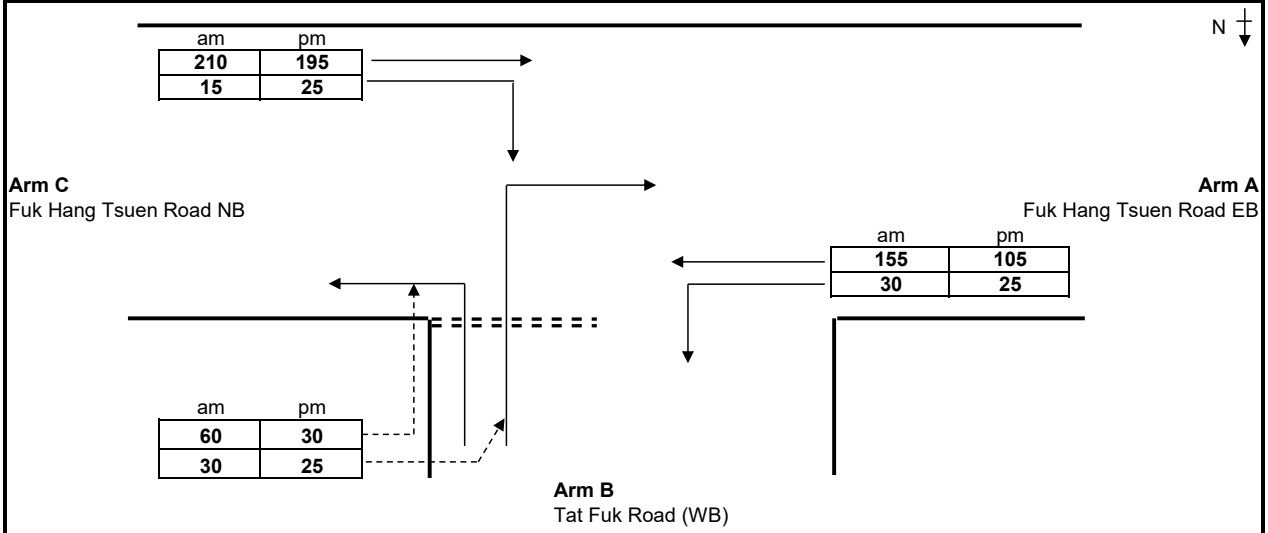
(*3) Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams - In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

AtkinsRéalis

(Priority T-Junction - Minor Arm B)

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J1 - Fuk Hang Tsuen Road / Tat Fuk Road	Designed by:	RW
Scheme:	Reference	Checked by:	DH
Design Year:	2035		
Arm A:	Fuk Hang Tsuen Road EB		
Arm B:	Tat Fuk Road (WB)		
Arm C:	Fuk Hang Tsuen Road NB		



GEOMETRY					
Major road width (m)	W	**6.65**	Lane widths (m)	w(b-a)	**2.05**
Central Reserve width (m)	Wcr	**0.00**		w(b-c)	**2.05**
Residual width (m)	Wr(c-a)	**0.00**		w(c-b)	**0.00**
Visibilities (m) (*1)	Vr(b-a)	**100**	Calculated Parameters (*2)	D	0.81
	Vl(b-a)	**100**		E	0.82
	Vr(b-c)	**80**		F	0.62
	Vr(c-b)	**50**		Y	0.77

CALCULATION			**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS	q(c-a)		210	195
(pcu/hr)	q(c-b)		15	25
	q(a-b)		30	25
	q(a-c)		155	105
	q(b-a)		30	25
	q(b-c)		60	30
	f	=q(b-c) / (q(b-c)+q(b-a))	0.67	0.55
CAPACITIES	Q(b-a)		435	445
(pcu/hr)	Q(b-c)		572	584
	Q(c-b)		427	436
	Q(b-ac)	(*3)	517	512
	Q(c-a)	=1800(1-q(c-b)/Q(c-b))	1737	1697
DFC's	b-a	=q(b-a)/Q(b-a)	0.07	0.06
	b-c	=q(b-c)/Q(b-c)	0.10	0.05
	c-b	=q(c-b)/Q(c-b)	0.04	0.06
	b-ac	=q(b-ac)/Q(b-ac)	0.17	0.11
	c-a		0.12	0.11
Critical DFC			**0.17**	**0.11**

(*1) Where Vl and Vr are visibility distances to the left or right of the respective streams

(*2) D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left

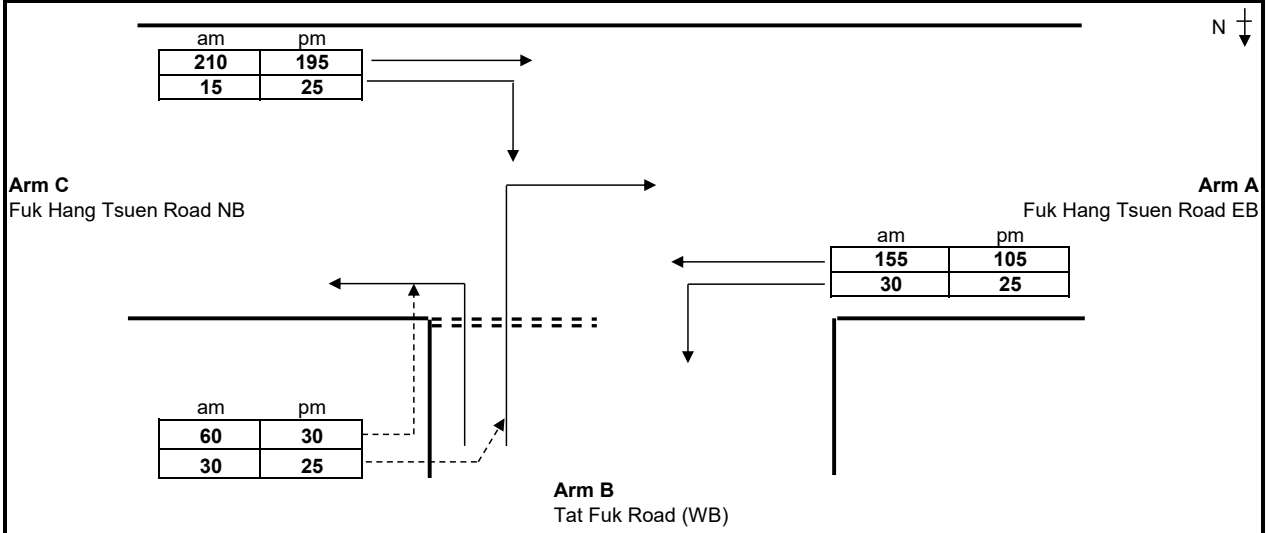
(*3) Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams - In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

AtkinsRéalis

(Priority T-Junction - Minor Arm B)

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J1 - Fuk Hang Tsuen Road / Tat Fuk Road	Designed by:	RW
Scheme:	Design	Checked by:	DH
Design Year:	2035		
Arm A:	Fuk Hang Tsuen Road EB		
Arm B:	Tat Fuk Road (WB)		
Arm C:	Fuk Hang Tsuen Road NB		



GEOMETRY

Major road width (m)	W	**6.65**	Lane widths (m)	w(b-a)	**2.05**
Central Reserve width (m)	Wcr	**0.00**		w(b-c)	**2.05**
Residual width (m)	Wr(c-a)	**0.00**		w(c-b)	**0.00**
Visibilities (m) (*1)	Vr(b-a)	**100**	Calculated Parameters (*2)	D	0.81
	Vl(b-a)	**100**		E	0.82
	Vr(b-c)	**80**		F	0.62
	Vr(c-b)	**50**		Y	0.77

CALCULATION			**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS	q(c-a)		210	195
(pcu/hr)	q(c-b)		15	25
	q(a-b)		30	25
	q(a-c)		155	105
	q(b-a)		30	25
	q(b-c)		60	30
	f	=q(b-c) / (q(b-c)+q(b-a))	0.67	0.55
CAPACITIES	Q(b-a)		435	445
(pcu/hr)	Q(b-c)		572	584
	Q(c-b)		427	436
	Q(b-ac)	(*3)	517	512
	Q(c-a)	=1800(1-q(c-b)/Q(c-b))	1737	1697
DFC's	b-a	=q(b-a)/Q(b-a)	0.07	0.06
	b-c	=q(b-c)/Q(b-c)	0.10	0.05
	c-b	=q(c-b)/Q(c-b)	0.04	0.06
	b-ac	=q(b-ac)/Q(b-ac)	0.17	0.11
	c-a		0.12	0.11
Critical DFC			**0.17**	**0.11**

(*1) Where Vl and Vr are visibility distances to the left or right of the respective streams

(*2) D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left

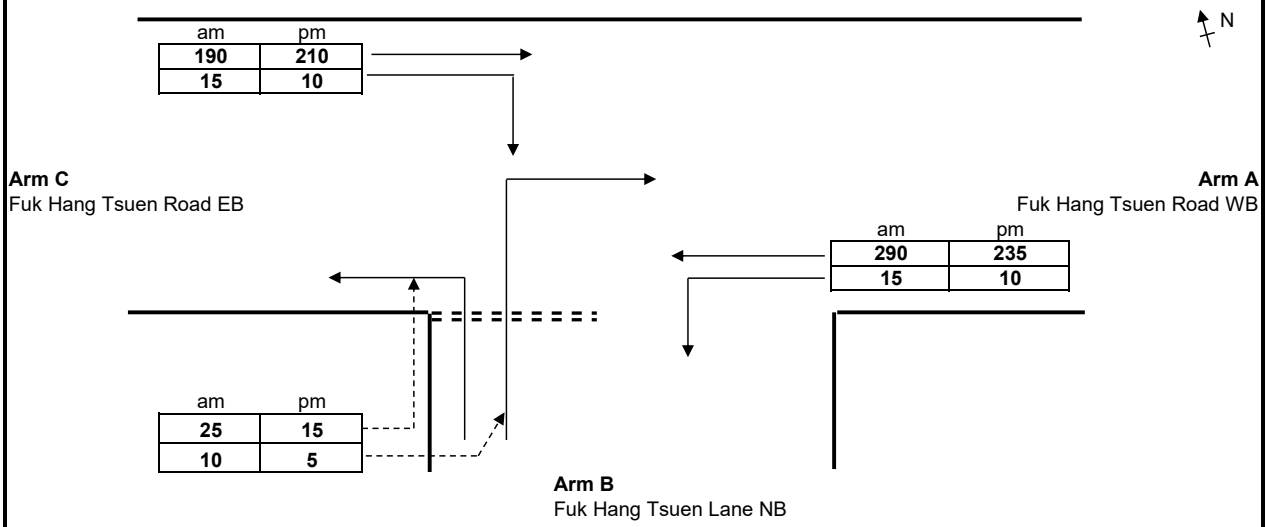
(*3) Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams - In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

AtkinsRéalis

(Priority T-Junction - Minor Arm B)

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J2 - Fuk Hang Tsuen Road / Fuk Hang Tsuen Lane	Designed by:	RW
Scheme:	Existing	Checked by:	DH
Design Year:	2026		
Arm A:	Fuk Hang Tsuen Road WB		
Arm B:	Fuk Hang Tsuen Lane NB		
Arm C:	Fuk Hang Tsuen Road EB		



GEOMETRY					
Major road width (m)	W	**7.83**	Lane widths (m)	w(b-a)	**2.05**
Central Reserve width (m)	Wcr	**0.00**		w(b-c)	**2.05**
Residual width (m)	Wr(c-a)	**0.00**		w(c-b)	**0.00**
Visibilities (m) (*1)	Vr(b-a)	**30**	Calculated Parameters (*2)	D	0.72
	Vl(b-a)	**30**		E	0.83
	Vr(b-c)	**100**		F	0.60
	Vr(c-b)	**25**		Y	0.73

CALCULATION			**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS	q(c-a)		190	210
(pcu/hr)	q(c-b)		15	10
	q(a-b)		15	10
	q(a-c)		290	235
	q(b-a)			
	q(b-c)		25	15
	f	=q(b-c) / (q(b-c)+q(b-a))	0.71	0.75
CAPACITIES	Q(b-a)		370	380
(pcu/hr)	Q(b-c)		556	569
	Q(c-b)		399	408
	Q(b-ac)	(*3)	486	506
	Q(c-a)	=1800(1-q(c-b)/Q(c-b))	1732	1756
DFC's	b-a	=q(b-a)/Q(b-a)	0.03	0.01
	b-c	=q(b-c)/Q(b-c)	0.04	0.03
	c-b	=q(c-b)/Q(c-b)	0.04	0.02
	b-ac	=q(b-ac)/Q(b-ac)	0.07	0.04
	c-a		0.11	0.12
Critical DFC			**0.11**	**0.12**

(*1) Where Vl and Vr are visibility distances to the left or right of the respective streams

(*2) D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left

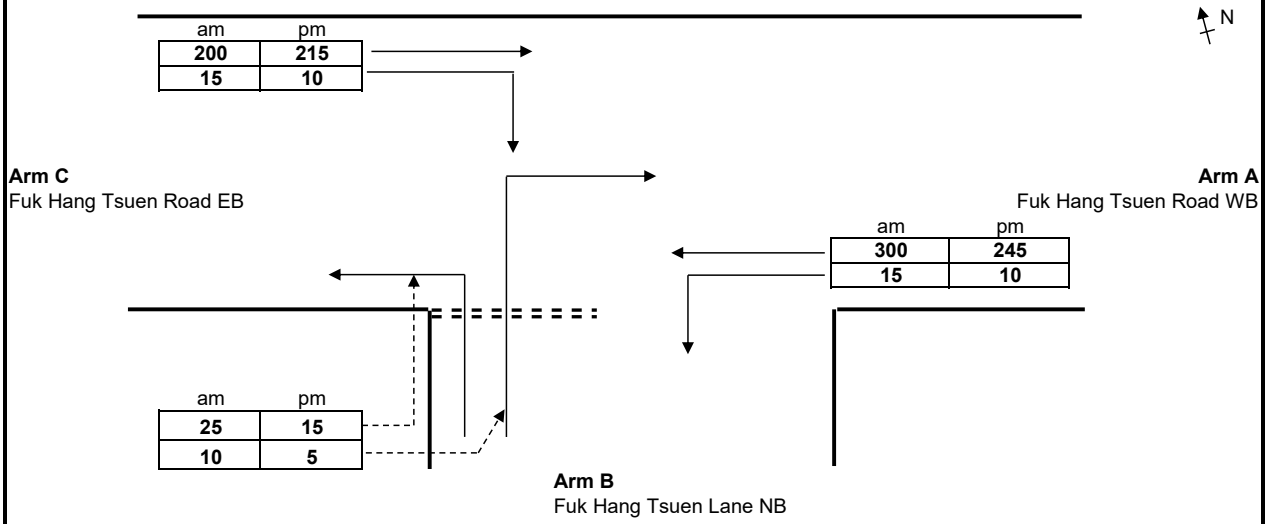
(*3) Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams - In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

AtkinsRéalis

(Priority T-Junction - Minor Arm B)

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J2 - Fuk Hang Tsuen Road / Fuk Hang Tsuen Lane	Designed by:	RW
Scheme:	Reference	Checked by:	DH
Design Year:	2035		
Arm A:	Fuk Hang Tsuen Road WB		
Arm B:	Fuk Hang Tsuen Lane NB		
Arm C:	Fuk Hang Tsuen Road EB		



GEOMETRY

Major road width (m)	W	**7.83**	Lane widths (m)	w(b-a)	**2.05**
Central Reserve width (m)	Wcr	**0.00**		w(b-c)	**2.05**
Residual width (m)	Wr(c-a)	**0.00**		w(c-b)	**0.00**
Visibilities (m) (*1)	Vr(b-a)	**30**	Calculated Parameters (*2)	D	0.72
	Vl(b-a)	**30**		E	0.83
	Vr(b-c)	**100**		F	0.60
	Vr(c-b)	**25**		Y	0.73

CALCULATION			**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS	q(c-a)		200	215
(pcu/hr)	q(c-b)		15	10
	q(a-b)		15	10
	q(a-c)		300	245
	q(b-a)			
	q(b-c)		25	15
	f	=q(b-c) / (q(b-c)+q(b-a))	0.71	0.75
CAPACITIES	Q(b-a)		367	378
(pcu/hr)	Q(b-c)		554	566
	Q(c-b)		397	407
	Q(b-ac)	(*3)	483	503
	Q(c-a)	=1800(1-q(c-b)/Q(c-b))	1732	1756
DFC's	b-a	=q(b-a)/Q(b-a)	0.03	0.01
	b-c	=q(b-c)/Q(b-c)	0.05	0.03
	c-b	=q(c-b)/Q(c-b)	0.04	0.02
	b-ac	=q(b-ac)/Q(b-ac)	0.07	0.04
	c-a		0.12	0.12
Critical DFC			**0.12**	**0.12**

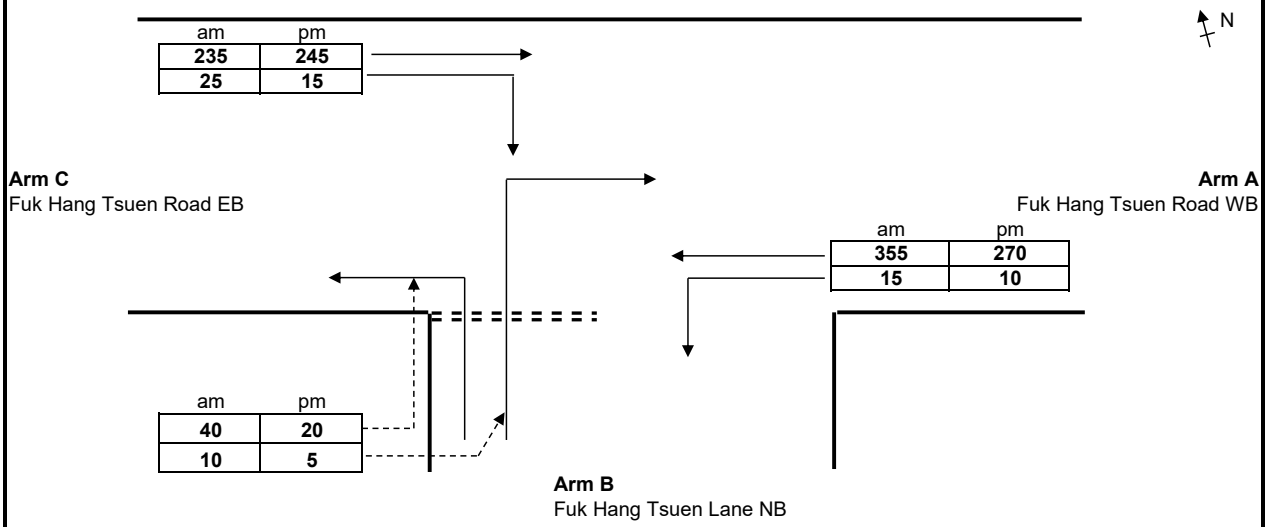
(*1) Where Vl and Vr are visibility distances to the left or right of the respective streams
(*2) D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
(*3) Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams - In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

AtkinsRéalis

(Priority T-Junction - Minor Arm B)

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J2 - Fuk Hang Tsuen Road / Fuk Hang Tsuen Lane	Designed by:	RW
Scheme:	Design	Checked by:	DH
Design Year:	2035		
Arm A:	Fuk Hang Tsuen Road WB		
Arm B:	Fuk Hang Tsuen Lane NB		
Arm C:	Fuk Hang Tsuen Road EB		



GEOMETRY					
Major road width (m)	W	**7.83**	Lane widths (m)	w(b-a)	**2.05**
Central Reserve width (m)	Wcr	**0.00**		w(b-c)	**2.05**
Residual width (m)	Wr(c-a)	**0.00**		w(c-b)	**0.00**
Visibilities (m) (*1)	Vr(b-a)	**30**	Calculated Parameters (*2)	D	0.72
	Vl(b-a)	**30**		E	0.83
	Vr(b-c)	**100**		F	0.60
	Vr(c-b)	**25**		Y	0.73

CALCULATION			**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS	q(c-a)		235	245
(pcu/hr)	q(c-b)		25	15
	q(a-b)		15	10
	q(a-c)		355	270
	q(b-a)			
	q(b-c)		40	20
	f	=q(b-c) / (q(b-c)+q(b-a))	0.80	0.80
CAPACITIES	Q(b-a)		349	368
(pcu/hr)	Q(b-c)		542	561
	Q(c-b)		388	403
	Q(b-ac)	(*3)	488	508
	Q(c-a)	=1800(1-q(c-b)/Q(c-b))	1684	1733
DFC's	b-a	=q(b-a)/Q(b-a)	0.03	0.01
	b-c	=q(b-c)/Q(b-c)	0.07	0.04
	c-b	=q(c-b)/Q(c-b)	0.06	0.04
	b-ac	=q(b-ac)/Q(b-ac)	0.10	0.05
	c-a		0.14	0.14
Critical DFC			**0.14**	**0.14**

(*1) Where Vl and Vr are visibility distances to the left or right of the respective streams

(*2) D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left

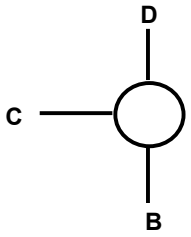
(*3) Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams - In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED ROUNDABOUT CAPACITY CALCULATION

AtkinsRéalis

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J3 - Fuk Hang Tsuen Road / Lam Tei Main Street		
Scheme:	Existing	Designed by:	RW
Design Year:	2026	Checked by:	DH

ARM A:
ARM B: Fuk Hang Tsuen Road (South Arm)
ARM C: Lam Tei Main Street (West Arm)
ARM D: Fuk Hang Tsuen Road (North Arm)



GEOMETRY *

ARM	*v (m)*	*e (m)*	*L (m)*	*r (m)*	*D (m)*	*Phi*	*S*
A							0.00
B	3.20	6.28	13	12	27	31	0.38
C							0.00
D	4.69	6.23	10	46	27	24	0.25

AM PEAK FLOWS (pcu / hr)

from \ to	*A*	*B*	*C*	*D*	qc *Circulation*	qe *Entry*	*Remarks*
A	0	0	0	0	**0**	**0**	
B	0	0	0	0	**60**	**350**	
C	0	0	0	0	**325**	**0**	
D	0	0	0	0	**0**	**270**	

PM PEAK FLOWS (pcu / hr)

from \ to	*A*	*B*	*C*	*D*	qc *Circulation*	qe *Entry*	*Remarks*
A	0	0	0	0	**0**	**0**	
B	0	0	0	0	**100**	**285**	
C	0	0	0	0	**310**	**0**	
D	0	0	0	0	**10**	**350**	

CALCULATIONS *

ARM	K	X_2	M	F	t_D	f_c	Q_E(AM)	Q_E(PM)	DFC AM	DFC PM
A										
B	0.96	4.95	0.04	1500	1.48	0.62	1,410	1,387	**0.25**	**0.21**
C										
D	1.05	5.72	0.04	1734	1.48	0.67	1,818	1,811	0.15	0.19

Crtical Arm:	**B**	**B**
DFC:	**0.25**	**0.21**

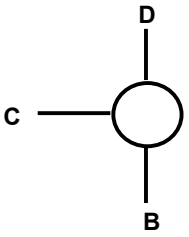
*- DFC = qc / QE
- QE = K (F - fc qc)
- In accordance with TPDM V2 Ch.4 Appendix 2

SIMPLIFIED ROUNDABOUT CAPACITY CALCULATION

AtkinsRéalis

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J3 - Fuk Hang Tsuen Road / Lam Tei Main Street		
Scheme:	Reference	Designed by:	RW
Design Year:	2035	Checked by:	DH

ARM A:
ARM B: Fuk Hang Tsuen Road (South Arm)
ARM C: Lam Tei Main Street (West Arm)
ARM D: Fuk Hang Tsuen Road (North Arm)



GEOMETRY *

ARM	*v (m)*	*e (m)*	*L (m)*	*r (m)*	*D (m)*	*Phi*	*S*
A							0.00
B	3.20	6.28	13	12	27	31	0.38
C							0.00
D	4.69	6.23	10	46	27	24	0.25

AM PEAK FLOWS (pcu / hr)

from \ to	*A*	*B*	*C*	*D*	qc *Circulation*	qe *Entry*	*Remarks*
A	0	0	0	0	**0**	**0**	
B	0	0	0	0	**65**	**365**	
C	0	0	0	0	**340**	**0**	
D	0	0	0	0	**0**	**280**	

PM PEAK FLOWS (pcu / hr)

from \ to	*A*	*B*	*C*	*D*	qc *Circulation*	qe *Entry*	*Remarks*
A	0	0	0	0	**0**	**0**	
B	0	0	0	0	**105**	**295**	
C	0	0	0	0	**325**	**0**	
D	0	0	0	0	**10**	**360**	

CALCULATIONS *

ARM	K	X_2	M	F	t_D	f_c	Q_E(AM)	Q_E(PM)	DFC AM	DFC PM
A										
B	0.96	4.95	0.04	1500	1.48	0.62	1,407	1,384	**0.26**	**0.21**
C										
D	1.05	5.72	0.04	1734	1.48	0.67	1,818	1,811	0.15	0.20

Crtical Arm: **B** **B**

DFC: **0.26** **0.21**

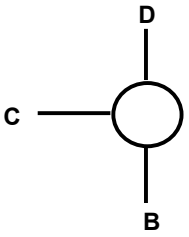
*- DFC = qc / QE
- QE = K (F - fc qc)
- In accordance with TPDM V2 Ch.4 Appendix 2

SIMPLIFIED ROUNDABOUT CAPACITY CALCULATION

AtkinsRéalis

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J3 - Fuk Hang Tsuen Road / Lam Tei Main Street		
Scheme:	Design	Designed by:	RW
Design Year:	2035	Checked by:	DH

ARM A:
ARM B: Fuk Hang Tsuen Road (South Arm)
ARM C: Lam Tei Main Street (West Arm)
ARM D: Fuk Hang Tsuen Road (North Arm)



GEOMETRY *

ARM	*v (m)*	*e (m)*	*L (m)*	*r (m)*	*D (m)*	*Phi*	*S*
A							0.00
B	3.20	6.28	13	12	27	31	0.38
C							0.00
D	4.69	6.23	10	46	27	24	0.25

AM PEAK FLOWS (pcu / hr)

from \ to	*A*	*B*	*C*	*D*	qc *Circulation*	qe *Entry*	*Remarks*
A	0	0	0	0	**0**	**0**	
B	0	0	0	0	**65**	**430**	
C	0	0	0	0	**410**	**0**	
D	0	0	0	0	**0**	**330**	

PM PEAK FLOWS (pcu / hr)

from \ to	*A*	*B*	*C*	*D*	qc *Circulation*	qe *Entry*	*Remarks*
A	0	0	0	0	**0**	**0**	
B	0	0	0	0	**105**	**330**	
C	0	0	0	0	**355**	**0**	
D	0	0	0	0	**10**	**395**	

CALCULATIONS *

ARM	K	X_2	M	F	t_D	f_c	Q_E(AM)	Q_E(PM)	DFC AM	DFC PM
A										
B	0.96	4.95	0.04	1500	1.48	0.62	1,407	1,384	**0.31**	**0.24**
C										
D	1.05	5.72	0.04	1734	1.48	0.67	1,818	1,811	0.18	0.22

Crtical Arm:	**B**	**B**
DFC:	**0.31**	**0.24**

*- DFC = qc / QE
- QE = K (F - fc qc)
- In accordance with TPDM V2 Ch.4 Appendix 2

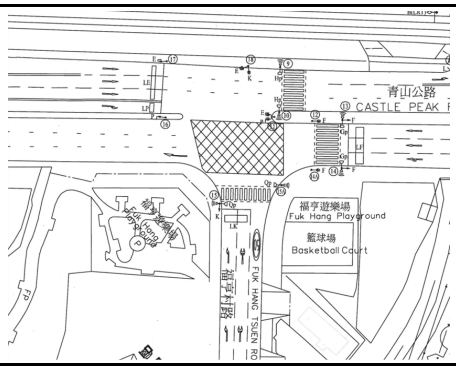
TRAFFIC SIGNAL CALCULATION

AtkinsRéalis

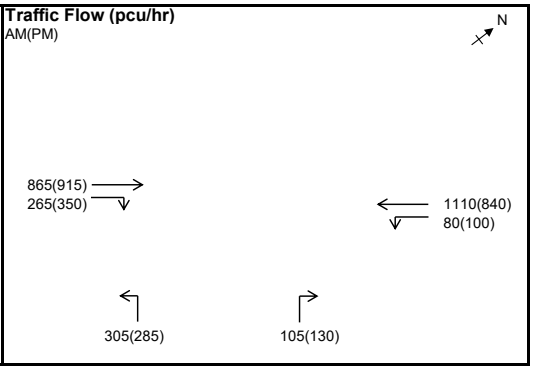
Job No. : 5233126

Junction : J4 - Castle Peak Road / Fuk Hang Tsuen Road Design Year: 2026

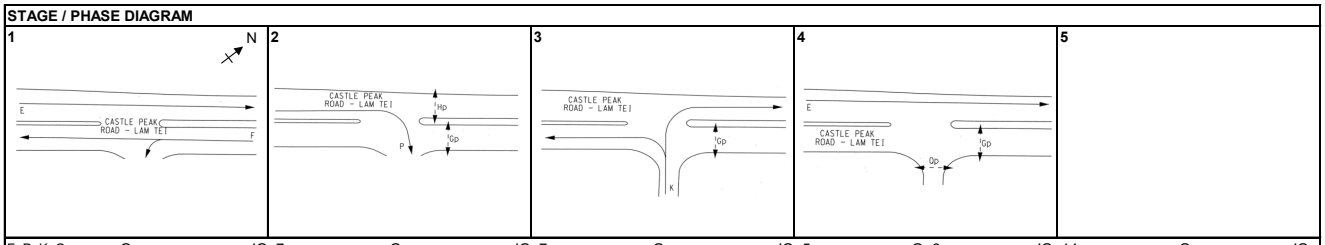
Scheme : Existing Designed by: RW Checked by: DH



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM



F+P+K+Qp	G=	IG=7	G=	IG=7	G=	IG=5	G=6	IG=14	G=	IG=
F+P+K+Qp	G=	IG=7	G=	IG=7	G=	IG=5	G=6	IG=14	G=	IG=

CAPACITY CALCULATIONS

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road-Lam Tei (NB)														
E1	1,4	3.40	Y	N			274		1955	0.140	290		1955	0.148
E2	1,4	3.50	N	N			296		2105	0.141	313		2105	0.149
E3	1,4	3.50	N	N			295		2105	0.140	312		2105	0.148
P1	2	3.00	N	N	15		265	100%	1870	**0.142**	350	100%	1870	**0.187**
Castle Peak Road-Lam Tei (SB)														
F1	1	3.80	Y	N	15		373	21%	1955	0.191	293	34%	1930	**0.152**
F2	1	3.80	N	N			409		2135	**0.192**	324		2135	0.152
F3	1	3.80	N	N			408		2135	0.191	323		2135	0.151
Fuk Hang Tsuen Road (WB)														
K1	3	3.80	Y	N	10		201	100%	1735	**0.116**	203	100%	1735	0.117
K2	3	3.20	N	N	10/10		209	50% / 50%	1805	0.116	212	39% / 61%	1805	**0.117**
Pedestrian	Stage	Delay	GM	FG										
Gp	2,3,4	2	10	10	22	sec								
Hp	2	5	10	10	25	sec								
Qp	4	2	6	12	20	sec								

Notes:

AM Peak	F+P+K+Qp	PM Peak	F+P+K+Qp
Sum of Critical *y* ***Y***	**0.449**	Sum of Critical *y* ***Y***	**0.456**
Lost Time ***L*** (sec)	36	Lost Time ***L*** (sec)	36
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.630	Practical *Y* ***Ypr***	0.630
Reserve Capacity ***RC***	**40%**	Reserve Capacity ***RC***	**38%**

Date : 7/10/2026 Junction : J4 - Castle Peak Road / Fuk Hang Tsuen Road

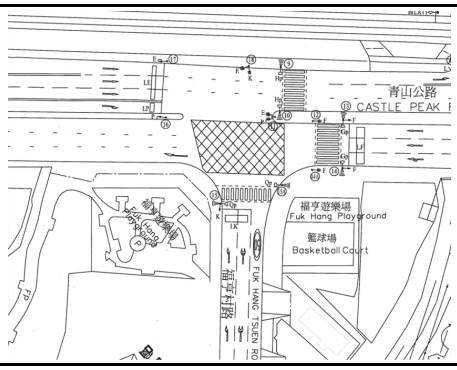
TRAFFIC SIGNAL CALCULATION

AtkinsRéalis

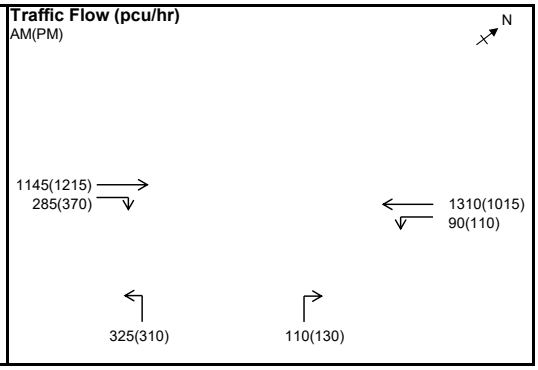
Job No. : 5233126

Junction : J4 - Castle Peak Road / Fuk Hang Tsuen Road Design Year: 2035

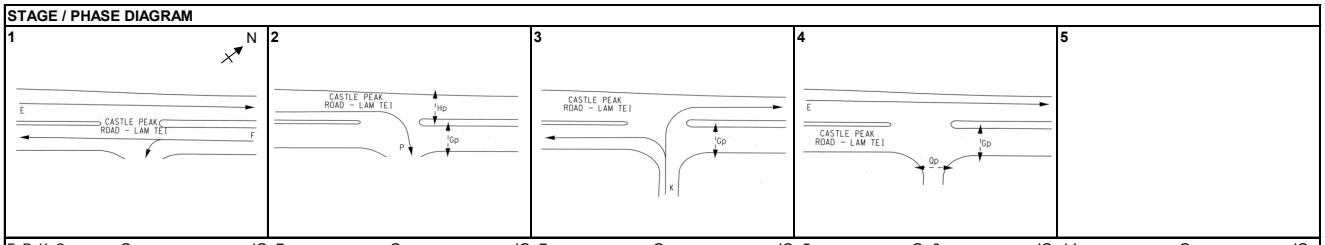
Scheme : Reference Designed by: RW Checked by: DH



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM



F+P+K+Qp	G=	IG=7	G=	IG=7	G=	IG=5	G=6	IG=14	G=	IG=
F+P+K+Qp	G=	IG=7	G=	IG=7	G=	IG=5	G=6	IG=14	G=	IG=

CAPACITY CALCULATIONS

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road-Lam Tei (NB)														
E1	1,4	3.40	Y	N			363		1955	0.186	385		1955	0.197
E2	1,4	3.50	N	N			391		2105	0.186	415		2105	0.197
E3	1,4	3.50	N	N			391		2105	0.186	415		2105	0.197
P1	2	3.00	N	N	15		285	100%	1870	**0.152**	370	100%	1870	**0.198**
Castle Peak Road-Lam Tei (SB)														
F1	1	3.80	Y	N	15		440	20%	1955	**0.225**	351	31%	1935	**0.181**
F2	1	3.80	N	N			480		2135	0.225	387		2135	0.181
F3	1	3.80	N	N			480		2135	0.225	387		2135	0.181
Fuk Hang Tsuen Road (WB)														
K1	3	3.80	Y	N	10		213	100%	1735	0.123	216	100%	1735	**0.124**
K2	3	3.20	N	N	10/10		222	50% / 50%	1805	**0.123**	224	42% / 58%	1805	0.124
Pedestrian	Stage	Delay	GM	FG										
Gp	2,3,4	2	10	10	22	sec								
Hp	2	5	10	10	25	sec								
Qp	4	2	6	12	20	sec								

Notes:

AM Peak	F+P+K+Qp	PM Peak	F+P+K+Qp
Sum of Critical *y* ***Y***	**0.500**	Sum of Critical *y* ***Y***	**0.504**
Lost Time ***L*** (sec)	36	Lost Time ***L*** (sec)	36
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.630	Practical *Y* ***Ypr***	0.630
Reserve Capacity ***RC***	**26%**	Reserve Capacity ***RC***	**25%**

Date : 7/10/2026 Junction : J4 - Castle Peak Road / Fuk Hang Tsuen Road

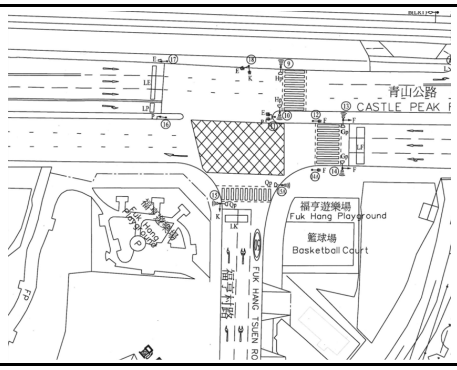
TRAFFIC SIGNAL CALCULATION

AtkinsRéalis

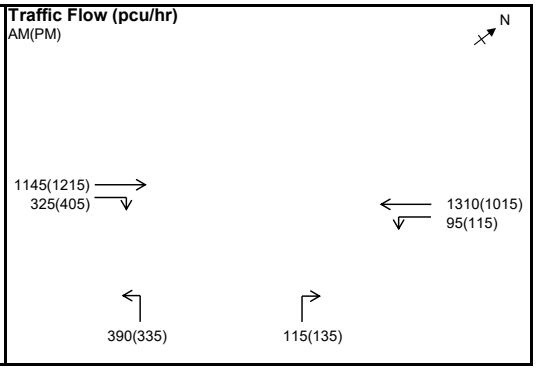
Job No. : 5233126

Junction : J4 - Castle Peak Road / Fuk Hang Tsuen Road Design Year: 2035

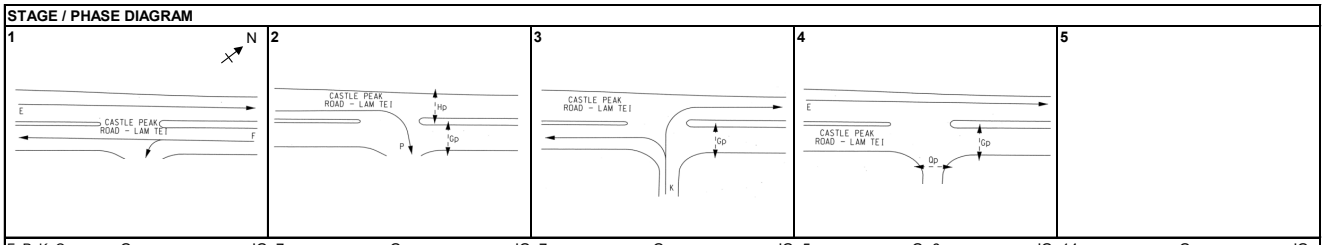
Scheme : Design Designed by: RW Checked by: DH



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM



F+P+K+Qp	G=	IG=7	G=	IG=7	G=	IG=5	G=6	IG=14	G=	IG=
F+P+K+Qp	G=	IG=7	G=	IG=7	G=	IG=5	G=6	IG=14	G=	IG=

CAPACITY CALCULATIONS

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road-Lam Tei (NB)														
E1	1,4	3.40	Y	N			363		1955	0.186	385		1955	0.197
E2	1,4	3.50	N	N			391		2105	0.186	415		2105	0.197
E3	1,4	3.50	N	N			391		2105	0.186	415		2105	0.197
P1	2	3.00	N	N	15		325	100%	1870	**0.174**	405	100%	1870	**0.217**
Castle Peak Road-Lam Tei (SB)														
F1	1	3.80	Y	N	15		441	22%	1955	0.226	352	33%	1930	**0.182**
F2	1	3.80	N	N			482		2135	**0.226**	389		2135	0.182
F3	1	3.80	N	N			482		2135	0.226	389		2135	0.182
Fuk Hang Tsuen Road (WB)														
K1	3	3.80	Y	N	10		248	100%	1735	**0.143**	230	100%	1735	0.133
K2	3	3.20	N	N	10/10		257	55% / 45%	1805	0.142	240	44% / 56%	1805	**0.133**
Pedestrian	Stage	Delay	GM	FG										
Gp	2,3,4	2	10	10	22	sec								
Hp	2	5	10	10	25	sec								
Qp	4	2	6	12	20	sec								

Notes:

AM Peak	F+P+K+Qp	PM Peak	F+P+K+Qp
Sum of Critical *y* ***Y***	**0.542**	Sum of Critical *y* ***Y***	**0.532**
Lost Time ***L*** (sec)	36	Lost Time ***L*** (sec)	36
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.630	Practical *Y* ***Ypr***	0.630
Reserve Capacity ***RC***	**16%**	Reserve Capacity ***RC***	**18%**

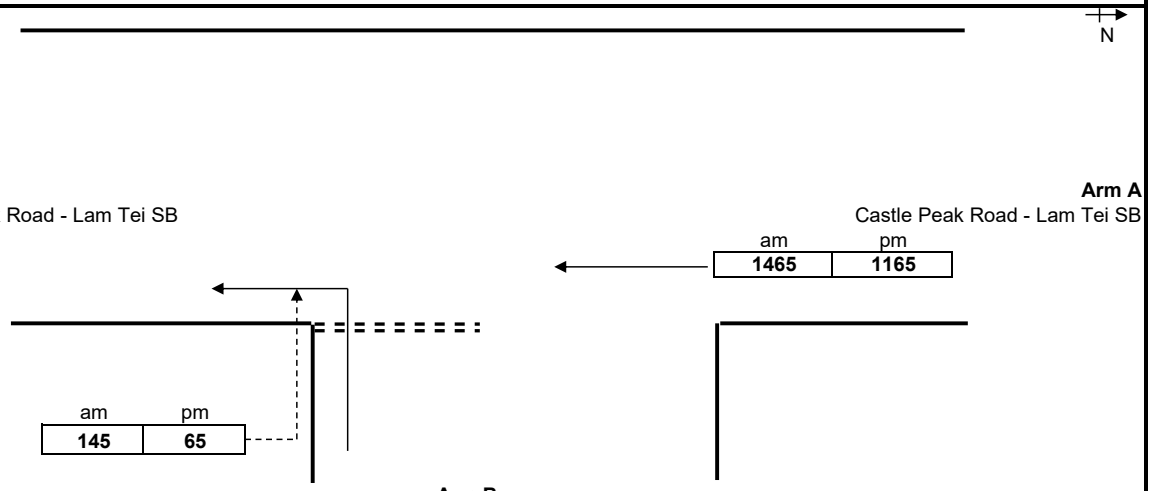
Date : 7/10/2026 Junction : J4 - Castle Peak Road / Fuk Hang Tsuen Road

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

AtkinsRéalis

(Priority T-Junction - Minor Arm B)

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J5 - Castle Peak Road - Lam Tei / Lam Tei Main Street	Designed by:	RW
Scheme:	Existing	Checked by:	DH
Design Year:	2026		
Arm A:	Castle Peak Road - Lam Tei SB		
Arm B:	Lam Tei Main Street WB		
Arm C:	Castle Peak Road - Lam Tei SB		



GEOMETRY					
Major road width (m)	W	**7.00**	Lane widths (m)	w(b-a)	**0.00**
Central Reserve width (m)	Wcr	**0.00**		w(b-c)	**4.07**
Residual width (m)	Wr(c-a)	**0.00**		w(c-b)	**0.00**
Visibilities (m) (*1)	Vr(b-a)	**40**	Calculated Parameters (*2)	D	0.57
	Vl(b-a)	**40**		E	0.96
	Vr(b-c)	**30**		F	0.59
	Vr(c-b)	**0**		Y	0.76

CALCULATION			**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)			
	q(c-b)			
	q(a-b)			
	q(a-c)		1465	1165
	q(b-a)			
	q(b-c)		145	65
	f	=q(b-c) / (q(b-c)+q(b-a))	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-a)			
	Q(b-c)		325	404
	Q(c-b)			
	Q(b-ac)	(*3)		
	Q(c-a)	=1800(1-q(c-b)/Q(c-b))		
DFC's	b-a	=q(b-a)/Q(b-a)		
	b-c	=q(b-c)/Q(b-c)	0.45	0.16
	c-b	=q(c-b)/Q(c-b)		
	b-ac	=q(b-ac)/Q(b-ac)		
	c-a			
Critical DFC			**0.45**	**0.16**

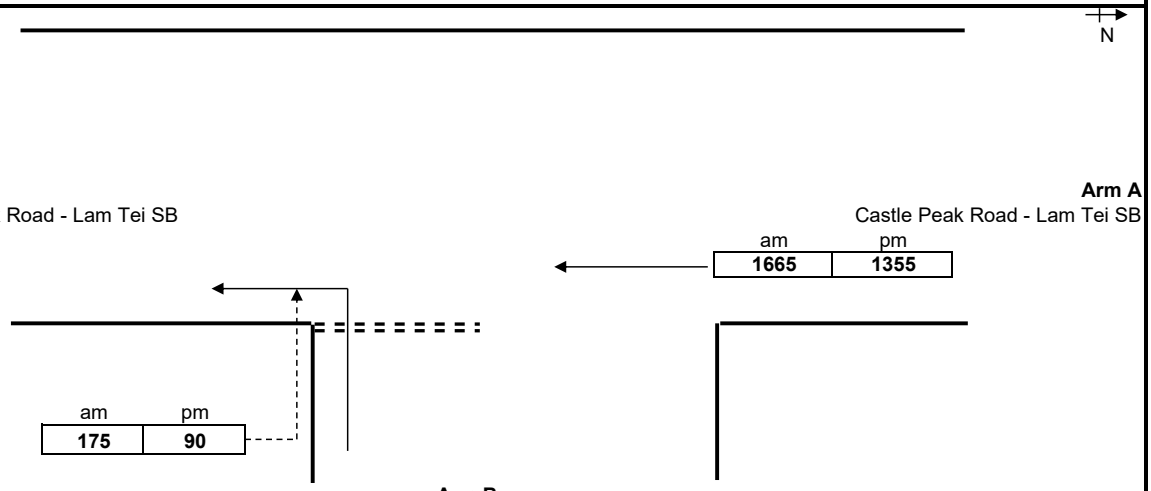
(*1) Where Vl and Vr are visibility distances to the left or right of the respective streams
(*2) D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
(*3) Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams - In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

AtkinsRéalis

(Priority T-Junction - Minor Arm B)

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J5 - Castle Peak Road - Lam Tei / Lam Tei Main Street	Designed by:	RW
Scheme:	Reference	Checked by:	DH
Design Year:	2035		
Arm A:	Castle Peak Road - Lam Tei SB		
Arm B:	Lam Tei Main Street WB		
Arm C:	Castle Peak Road - Lam Tei SB		



GEOMETRY					
Major road width (m)	W	**7.00**	Lane widths (m)	w(b-a)	**0.00**
Central Reserve width (m)	Wcr	**0.00**		w(b-c)	**4.07**
Residual width (m)	Wr(c-a)	**0.00**		w(c-b)	**0.00**
Visibilities (m) (*1)	Vr(b-a)	**40**	Calculated Parameters (*2)	D	0.57
	Vl(b-a)	**40**		E	0.96
	Vr(b-c)	**30**		F	0.59
	Vr(c-b)	**0**		Y	0.76

CALCULATION			**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)			
	q(c-b)			
	q(a-b)			
	q(a-c)		1665	1355
	q(b-a)			
	q(b-c)		175	90
	f	=q(b-c) / (q(b-c)+q(b-a))	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-a)			
	Q(b-c)		273	354
	Q(c-b)			
	Q(b-ac)	(*3)		
	Q(c-a)	=1800(1-q(c-b)/Q(c-b))		
DFC's	b-a	=q(b-a)/Q(b-a)		
	b-c	=q(b-c)/Q(b-c)	0.64	0.25
	c-b	=q(c-b)/Q(c-b)		
	b-ac	=q(b-ac)/Q(b-ac)		
	c-a			
Critical DFC			**0.64**	**0.25**

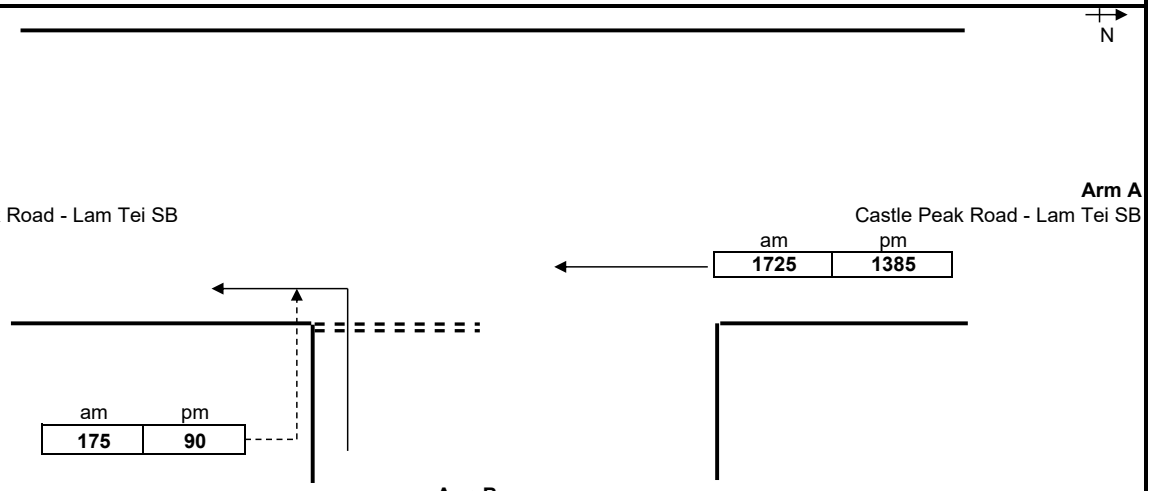
(*1) Where Vl and Vr are visibility distances to the left or right of the respective streams
(*2) D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
(*3) Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams - In accordance with TPDM V2.4 Appendix 1

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

AtkinsRéalis

(Priority T-Junction - Minor Arm B)

Job Title:	Lam Tei Rezoning	Job No.:	5233126
Junction:	J5 - Castle Peak Road - Lam Tei / Lam Tei Main Street	Designed by:	RW
Scheme:	Design	Checked by:	DH
Design Year:	2035		
Arm A:	Castle Peak Road - Lam Tei SB		
Arm B:	Lam Tei Main Street WB		
Arm C:	Castle Peak Road - Lam Tei SB		



GEOMETRY

Major road width (m)	W	**7.00**	Lane widths (m)	w(b-a)	**0.00**
Central Reserve width (m)	Wcr	**0.00**		w(b-c)	**4.07**
Residual width (m)	Wr(c-a)	**0.00**		w(c-b)	**0.00**
Visibilities (m) (*1)	Vr(b-a)	**40**	Calculated Parameters (*2)	D	0.57
	Vl(b-a)	**40**		E	0.96
	Vr(b-c)	**30**		F	0.59
	Vr(c-b)	**0**		Y	0.76

CALCULATION			**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)			
	q(c-b)			
	q(a-b)			
	q(a-c)		1725	1385
	q(b-a)			
	q(b-c)		175	90
	f	=q(b-c) / (q(b-c)+q(b-a))	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-a)			
	Q(b-c)		257	346
	Q(c-b)			
	Q(b-ac)	(*3)		
	Q(c-a)	=1800(1-q(c-b)/Q(c-b))		
DFC's	b-a	=q(b-a)/Q(b-a)		
	b-c	=q(b-c)/Q(b-c)	0.68	0.26
	c-b	=q(c-b)/Q(c-b)		
	b-ac	=q(b-ac)/Q(b-ac)		
	c-a			
Critical DFC			**0.68**	**0.26**

(*1) Where Vl and Vr are visibility distances to the left or right of the respective streams
(*2) D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
(*3) Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams - In accordance with TPDM V2.4 Appendix 1

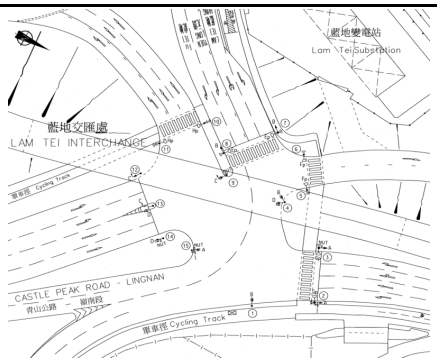
TRAFFIC SIGNAL CALCULATION

AtkinsRéalis

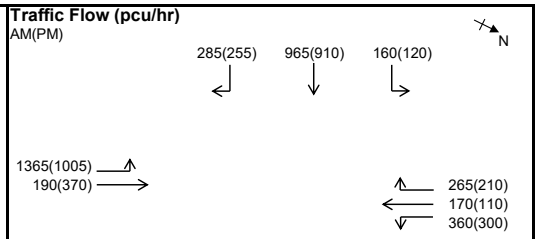
Job No. : 5233126

Junction : J6 - Lam Tei Interchange / Castle Peak Road-Lam Tei / Castle Peak Road-Lingnan Design Year: 2026

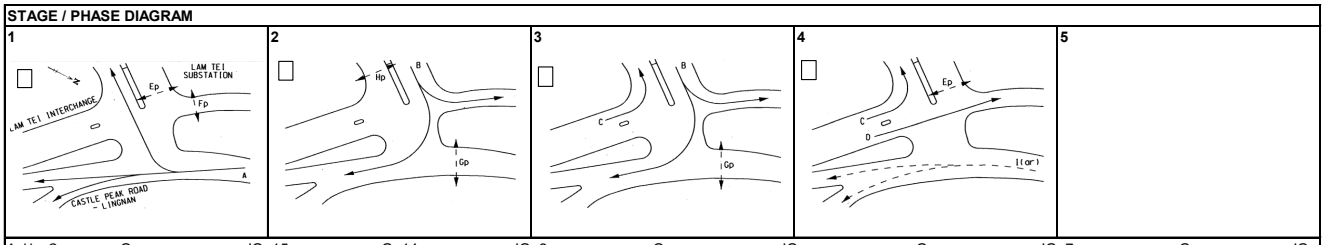
Scheme : Existing Designed by: RW Checked by: DH



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM



A+Hp+C	G=	IG=15	G=14	IG=2	G=	IG=	G=	IG=7	G=	IG=
A+B+D	G=	IG=15	G=	IG=	G=	IG=7	G=	IG=7	G=	IG=

CAPACITY CALCULATIONS

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road-Lingnan (NB)														
C1	3,4	3.60	Y	N	11		648	100%	1740	0.372	477	100%	1740	0.274
C2	3,4	3.60	N	N	15		717	100%	1925	**0.372**	528	100%	1925	0.274
D1	4	3.50	N	N			95		2105	0.045	185		2105	**0.088**
D2	4	3.50	N	N			95		2105	0.045	185		2105	0.088
Lam Tei Interchange (EB)														
B1	2,3	3.40	Y	N	15		160	100%	1775	0.090	120	100%	1775	0.068
B2	2,3	3.30	N	N	15/20		479	0% / 100%	1940	0.247	452	0% / 100%	1940	0.233
B3	2,3	3.30	N	N	25		486	100%	1965	0.247	458	100%	1965	**0.233**
B4	2,3	3.50	N	N	15		285	100%	1915	0.149	255	100%	1915	0.133
Castle Peak Road-Lam Tei (SB)														
I1	1,4	3.30	Y	N	60		360	100%	1900	0.189	300	100%	1900	0.158
I2	1,4	3.30	N	N			151		2085	0.072	110		2085	0.053
A1	1	3.30	N	N	23		133	100%	1955	0.068	105	100%	1955	0.054
A2	1	3.30	N	N	20		132	100%	1940	**0.068**	105	100%	1940	**0.054**
Pedestrian	Stage	Delay	GM	FG										
Ep	1,4	2	6	12	20	sec								
Fp	1	6	5	10	21	sec								
Gp	2,3	3	6	11	20	sec								
Hp	2	12	5	9	26	sec								

Notes:

AM Peak	A+Hp+C	PM Peak	A+B+D
Sum of Critical *y* ***Y***	**0.441**	Sum of Critical *y* ***Y***	**0.375**
Lost Time ***L*** (sec)	36	Lost Time ***L*** (sec)	26
Cycle Time ***c*** (sec)	110	Cycle Time ***c*** (sec)	110
Practical *Y* ***Ypr***	0.605	Practical *Y* ***Ypr***	0.687
Reserve Capacity ***RC***	**37%**	Reserve Capacity ***RC***	**83%**

Date : 7/10/2026 Junction : J6 - Lam Tei Interchange / Castle Peak Road-Lam Tei / Castle Peak Road-Lingnan

TRAFFIC SIGNAL CALCULATION

AtkinsRéalis

Job No. : 5233126

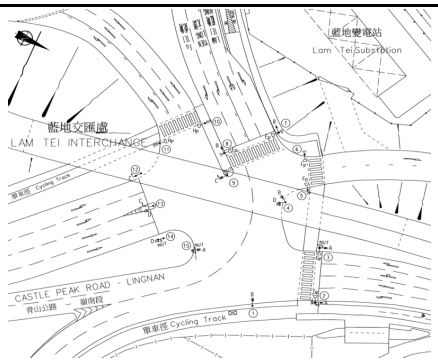
Junction : J6 - Lam Tei Interchange / Castle Peak Road-Lam Tei / Castle Peak Road-Lingnan

Design Year: 2035

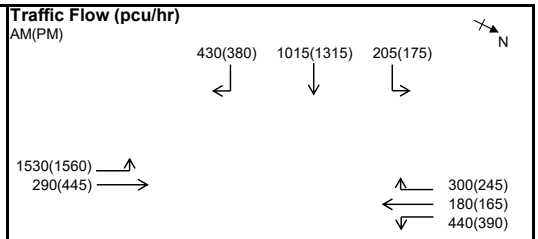
Scheme : Reference

Designed by: RW

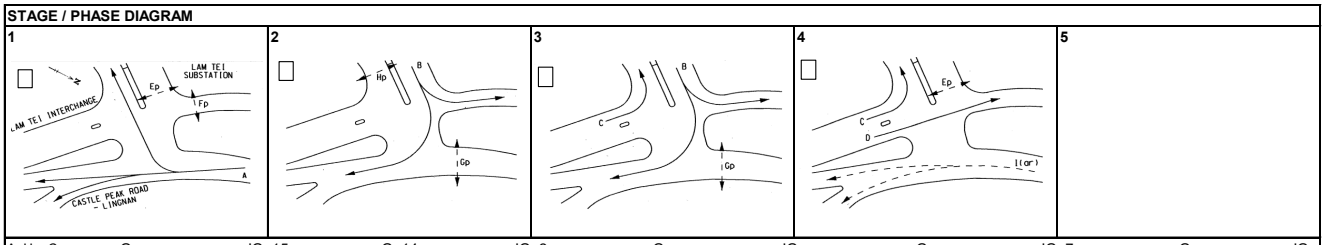
Checked by: DH



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM



A+Hp+C	G=	IG=15	G=14	IG=2	G=	IG=	G=	IG=7	G=	IG=
A+B+D	G=	IG=15	G=	IG=	G=	IG=7	G=	IG=7	G=	IG=

CAPACITY CALCULATIONS

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road-Lingnan (NB)														
C1	3,4	3.60	Y	N	11		726	100%	1740	0.417	741	100%	1740	0.426
C2	3,4	3.60	N	N	15		804	100%	1925	**0.418**	819	100%	1925	0.425
D1	4	3.50	N	N			145		2105	0.069	223		2105	**0.106**
D2	4	3.50	N	N			145		2105	0.069	222		2105	0.105
Lam Tei Interchange (EB)														
B1	2,3	3.40	Y	N	15		205	100%	1775	0.115	175	100%	1775	0.099
B2	2,3	3.30	N	N	15/20		504	0% / 100%	1940	0.260	653	0% / 100%	1940	0.337
B3	2,3	3.30	N	N	25		511	100%	1965	0.260	662	100%	1965	**0.337**
B4	2,3	3.50	N	N	15		430	100%	1915	0.225	380	100%	1915	0.198
Castle Peak Road-Lam Tei (SB)														
I1	1,4	3.30	Y	N	60		440	100%	1900	0.232	390	100%	1900	0.205
I2	1,4	3.30	N	N			167		2085	0.080	142		2085	0.068
A1	1	3.30	N	N	23		151	100%	1955	**0.077**	123	100%	1955	**0.063**
A2	1	3.30	N	N	20		149	100%	1940	0.077	122	100%	1940	0.063
Pedestrian	Stage	Delay	GM	FG										
Ep	1,4	2	6	12	20	sec								
Fp	1	6	5	10	21	sec								
Gp	2,3	3	6	11	20	sec								
Hp	2	12	5	9	26	sec								

Notes:

AM Peak	A+Hp+C	PM Peak	A+B+D
Sum of Critical *y* ***Y***	**0.495**	Sum of Critical *y* ***Y***	**0.506**
Lost Time ***L*** (sec)	36	Lost Time ***L*** (sec)	26
Cycle Time ***c*** (sec)	110	Cycle Time ***c*** (sec)	110
Practical *Y* ***Ypr***	0.605	Practical *Y* ***Ypr***	0.687
Reserve Capacity ***RC***	**22%**	Reserve Capacity ***RC***	**36%**

Date : 7/10/2026

Junction : J6 - Lam Tei Interchange / Castle Peak Road-Lam Tei / Castle Peak Road-Lingnan

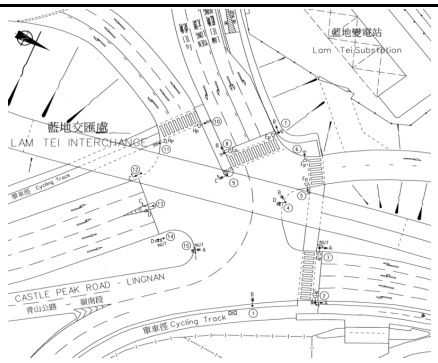
TRAFFIC SIGNAL CALCULATION

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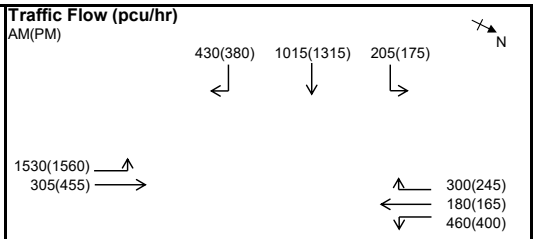
Job No. : 5233126

Junction : J6 - Lam Tei Interchange / Castle Peak Road-Lam Tei / Castle Peak Road-Lingnan Design Year: 2035

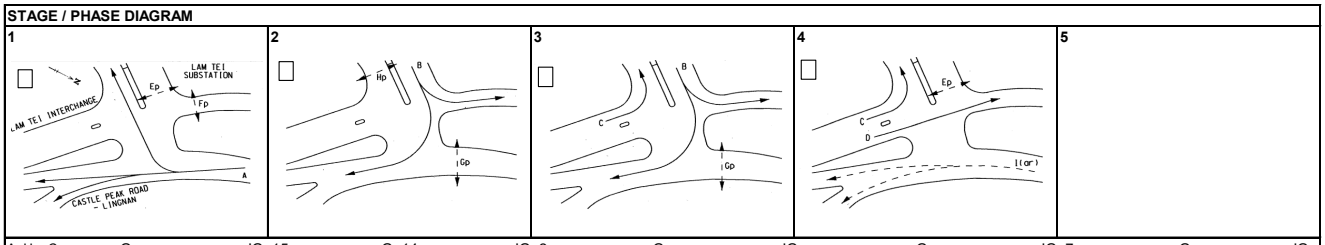
Scheme : Design Designed by: RW Checked by: DH



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM



A+Hp+C	G=	IG=15	G=14	IG=2	G=	IG=	G=	IG=7	G=	IG=
A+B+D	G=	IG=15	G=	IG=	G=	IG=7	G=	IG=7	G=	IG=

CAPACITY CALCULATIONS

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road-Lingnan (NB)														
C1	3,4	3.60	Y	N	11		726	100%	1740	0.417	741	100%	1740	0.426
C2	3,4	3.60	N	N	15		804	100%	1925	**0.418**	819	100%	1925	0.425
D1	4	3.50	N	N			153		2105	0.073	228		2105	**0.108**
D2	4	3.50	N	N			152		2105	0.072	227		2105	0.108
Lam Tei Interchange (EB)														
B1	2,3	3.40	Y	N	15		205	100%	1775	0.115	175	100%	1775	0.099
B2	2,3	3.30	N	N	15/20		504	0% / 100%	1940	0.260	653	0% / 100%	1940	0.337
B3	2,3	3.30	N	N	25		511	100%	1965	0.260	662	100%	1965	**0.337**
B4	2,3	3.50	N	N	15		430	100%	1915	0.225	380	100%	1915	0.198
Castle Peak Road-Lam Tei (SB)														
I1	1,4	3.30	Y	N	60		460	100%	1900	0.242	400	100%	1900	0.211
I2	1,4	3.30	N	N			167		2085	0.080	142		2085	0.068
A1	1	3.30	N	N	23		151	100%	1955	**0.077**	123	100%	1955	**0.063**
A2	1	3.30	N	N	20		149	100%	1940	0.077	122	100%	1940	0.063
Pedestrian	Stage	Delay	GM	FG										
Ep	1,4	2	6	12	20	sec								
Fp	1	6	5	10	21	sec								
Gp	2,3	3	6	11	20	sec								
Hp	2	12	5	9	26	sec								

Notes:

AM Peak	A+Hp+C	PM Peak	A+B+D
Sum of Critical *y* ***Y***	**0.495**	Sum of Critical *y* ***Y***	**0.508**
Lost Time ***L*** (sec)	36	Lost Time ***L*** (sec)	26
Cycle Time ***c*** (sec)	110	Cycle Time ***c*** (sec)	110
Practical *Y* ***Ypr***	0.605	Practical *Y* ***Ypr***	0.687
Reserve Capacity ***RC***	**22%**	Reserve Capacity ***RC***	**35%**

Date : 7/10/2026 Junction : J6 - Lam Tei Interchange / Castle Peak Road-Lam Tei / Castle Peak Road-Lingnan

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