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Appendix C

Revised Traffic Impact Assessment

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories

Traffic Impact Assessment Report

6th Issue | September 2026

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 292635-02

Arup Hong Kong Ltd

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1 INTRODUCTION

1.1 Background

1.1.1 The Application Site with a site area of about 19,877 m^2, is located at Various Lots in D.D. 32 and adjoining Government land at Wong Yi Au, Tai Po, New Territories. The location of the Application Site and its environs is shown in **Figure 1.1**.

1.1.2 The Applicant intends to rezone the Application Site from mainly "Green Belt" ("GB") and a minor portion within "V" to a tailormade "Residential (Group B) 13" ("R(B)13") zone at Various Lots in D.D.32 and Adjoining Government Land, Wong Yi Au, Tai Po to facilitate the proposed residential development and associated infrastructure (hereinafter referred to as the "Proposed Development"). The Application Site comprises a Development Site connected by a Proposed Access Road (including the proposed new road section and the modified Ha Wong Yi Au Road). An Indicative Scheme (including the Development Site for residential development, Proposed Access Road, associated road works and supporting infrastructure) has been formulated to demonstrate the technical feasibility and suitability of the proposed amendment.

1.1.3 Arup Hong Kong Limited ("Arup") was commissioned to prepare a Traffic Impact Assessment ("TIA") report in support of the Section 12A Planning Application to facilitate the development proposal at the Application Site.

1.2 Objectives of this Report

1.2.1 The principal objective of this report is to support the Section 12A Planning Application by addressing the traffic-related issues and ensuring that the Proposed Development would be feasible in traffic terms without causing adverse impact on the surrounding road network.

1.3 Scope of Study

1.3.1 The tasks for this TIA study are outlined as follows:

- Carry out traffic surveys at critical junctions and road links to appreciate the current traffic conditions;
- Update the inventory regarding traffic circulation patterns, traffic conditions, as well as the constraints of the existing and future committed road network in the vicinity based on the latest information available;
- Carry out pedestrian surveys at pedestrian facilities in the vicinity to appreciate the current pedestrian conditions;

- Review the access arrangement for the Proposed Development and to make recommendations;
- Recommend car parking provisions, goods vehicle loading/unloading arrangements for the Proposed Development and provide justifications on the proposed internal transport facilities;
- Assess the volume of traffic likely to be generated by the Proposed Development;
- Set up the reference scenario without the Proposed Development;
- Identify the likely change in traffic generation should the Application Site be under the design scenario; and
- Compare the above two traffic scenarios for evaluation of the likely traffic impact, if any, associated with the Proposed Development;
- Assess future traffic conditions, taking into account any future traffic growth, as well as the traffic generated by the Proposed Development and other planned/committed development, if any, to be built in the vicinity;
- Assess future pedestrian walking conditions, taking into account any future pedestrian growth, as well as the pedestrian trips generated by the Proposed Development.

1.4 Structure of the Report

1.4.1 The structure of this TIA report is as follows:

Chapter	Title	Aims
1	Introduction	Provide project background and scope of this Study
2	Existing Traffic and Pedestrian Conditions	Review and appreciate the existing traffic and pedestrian conditions
3	The Subject Development	Provide information of the Proposed Development
4	Traffic and Pedestrian Impact Assessment	Illustrate the results of Traffic and Pedestrian Impact Assessment
5	Conclusion	Summarize the findings of this Study

2 EXISTING TRAFFIC AND PEDESTRIAN CONDITIONS

2.1 Existing Road Network

2.1.1 Currently, there is no vehicular access and footpath connecting between the Development Site and the external road network.

2.1.2 **Ha Wong Yi Au Road** is a single-track access road running in east-west direction. It connects to Yung Yi Road and provides means of access to Yung Yi Villa.

2.1.3 **Yung Yi Road** is a single two-lane carriageway running in north-south direction. It links up with Ha Wong Yi Au Road and Tai Po Road – Yuen Chau Tsai.

2.1.4 **Tai Po Road – Yuen Chau Tsai** section between Kwong Wang Street and the slip road from Tolo Highway is a dual carriageway with two traffic lanes at eastern direction and three traffic lanes at westbound direction, and the section between the slip road to Tolo Highway and Tai Po Road – Tai Po Kau is a single two-lane carriageway running in east-west direction.

2.1.5 **Tolo Highway** is an expressway in dual four-lane configuration running in north-south direction. It serves as a major corridor connecting between Sha Tin and Tai Po.

2.2 Existing Junction and Link Performance

2.2.1 To appreciate the existing traffic conditions, comprehensive classified traffic counts were conducted at the following identified key junctions in the vicinity of the Development Site. These surveyed junctions are listed below, and their locations are shown in **Figure 2.1**.

J1	-	Kwong Fuk Road / Nam Wan Road / Tai Po Road – Yuen Chau Tsai	(Signalized Junction)
J2	-	Kwong Fuk Road Roundabout	(Roundabout)
J3	-	Slip Road to Tolo Highway / Tai Po Road – Yuen Chau Tsai	(Priority Junction)
J4	-	Yung Yi Road / Tai Po Road – Yuen Chau Tsai	(Priority Junction)
J5	-	Lookout Link / Tai Po Road – Tai Po Kau	(Priority Junction)

2.2.2 In addition, traffic count survey for critical road links in the vicinity as shown in **Figure 2.1** has been conducted during the same period to examine the current operational performance of road links.

2.2.3 The manual traffic count survey was undertaken on a typical weekday during the periods 07:00-10:00 and 17:00-20:00 hours in March 2024. The morning and evening peak hours were identified to be 07:30-08:30 and 17:15-18:15 respectively. The observed traffic flows during these peak hours are presented in **Figure 2.2**.

Junction Capacity Assessment

2.2.4 Junction capacity assessment was carried out at the identified key junctions. The assessment results are presented in **Table 2.2.1** below and the detailed junction calculation sheets are enclosed in **Appendix A**.

Table 2.2.1 Year 2024 Existing Junction Performance

Junction		Type	Performance (1)	
			AM	PM
J1	Kwong Fuk Road / Nam Wan Road / Tai Po Road – Yuen Chau Tsai	Signalized	-4%	1%
J2	Kwong Fuk Road Roundabout	Roundabout	0.99	0.62
J3	Slip Road to Tolo Highway / Tai Po Road – Yuen Chau Tsai	Priority	0.65	0.60
J4	Yung Yi Road / Tai Po Road – Yuen Chau Tsai	Priority	0.49	0.27
J5	Lookout Link / Tai Po Road – Tai Po Kau	Priority	0.22	0.14

Note:
(1) Figures shown represent "Reserve Capacity" ("RC") in % for signalized junctions and "Design Flow Capacity" ("DFC") ratio for priority junctions and roundabouts.

2.2.5 As shown in **Table 2.2.1**, most of the identified junctions are operating with spare capacities during both morning and evening peak hours, except Kwong Fuk Road / Nam Wan Road / Tai Po Road – Yuen Chau Tsai (J1).

Link Capacity Assessment

2.2.6 Road link capacity assessment has also been carried out to examine the volume to capacity ("V/C") ratio of the assessed road links, and the assessment results are presented in **Table 2.2.2** below. The assessment framework for the road links is based on the ratio of surveyed traffic volume over the link capacity (V/C) to measure the utilization of the road links.

Table 2.2.2 Year 2024 Existing Link Performance

Road Section		Direction	Link Capacity (pcu/hr)	Traffic Flows (pcu/hr)		Volume/Capacity (V/C) Ratio	
				AM	PM	AM	PM
L1	Nam Wan Road *between Plover Cove Road and Tai Po Road – Yuen Chau Tsai*	NB	2,800	875	810	0.31	0.29
		SB	2,800	1,050	965	0.38	0.34
L2	Tai Po Road – Yuen Chau Tsai *between Nam Wan Road and Kwong Wang Street*	EB	2,800	1,370	1,200	0.49	0.43
		WB	2,800	1,285	1,560	0.46	0.56
L3	Tai Po Road – Yuen Chau Tsai *between Kwong Wang Street and Slip Road from Tai Po Road – Yuen Chau Tsai to Tolo Highway*	EB	3,000	2,195	1,850	0.73	0.62
L4	Tai Po Road – Yuen Chau Tsai *Between Slip Road from Tolo Highway to Tai Po Road – Yuen Chau Tsai and Kwong Wang Street*	WB	4,700	1,925	2,215	0.41	0.47
L5	Tai Po Road – Yuen Chau Tsai *between Slip Road from Tolo Highway to Tai Po Road – Yuen Chau Tsai and Slip Road from Tai Po Road – Yuen Chau Tsai to Tolo Highway*	Two-way	2,500	1,415	1,400	0.57	0.56
L6	Tai Po Road – Yuen Chau Tsai *between Slip Road from Tai Po Road – Yuen Chau Tsai to Tolo Highway and Yung Yi Road*	Two-way	2,300	1,220	1,280	0.53	0.56
L7	Tai Po Road – Yuen Chau Tsai *between Yung Yi Road and Tai Po Road – Tai Po Kau*	Two-way	2,300	900	1,035	0.39	0.45
L8	Yung Yi Road *between Tai Po Road – Yuen Chau Tsai and Wong Yi Au Road*	Two-way	2,300	425	285	0.18	0.12
L9	Ha Wong Yi Au Road *Full Section*	Two-way	110	5	15	0.05	0.14
L10	Tolo Highway *between Slip Road from Tai Wan Road to Tolo Highway and Slip Road from Tolo Highway to Tai Po Road – Yuen Chau Tsai*	EB	8,200	5,870	6,075	0.72	0.74
		WB	8,200	4,295	4,975	0.52	0.61
L11	Tolo Highway *between Slip Road from to Tai Po Road – Yuen Chau Tsai to Tolo Highway and Slip Road from Tolo Highway to Chong San Road*	EB	8,200	8,070	6,280	0.98	0.77
		WB	8,200	6,835	7,600	0.83	0.93
L12	Slip Road from Tolo Highway *between Tolo Highway and Tai Po Road – Yuen Chau Tsai*	EB	1,800	615	670	0.34	0.37
L13	Slip Road to Tolo Highway *between Tai Po Road – Yuen Chau Tsai and Tolo Highway*	WB	1,800	580	610	0.32	0.34
L14	Slip Road to Tolo Highway *between Tai Po Road – Yuen Chau Tsai and Tolo Highway*	EB	1,800	1,210	835	0.67	0.46
L15	Slip Road from Tolo Highway *between Tolo Highway and Tai Po Road – Yuen Chau Tsai*	WB	1,800	875	1,165	0.49	0.65

2.2.7 As shown in **Table 2.2.2**, all the identified road links in the vicinity of the Development Site are currently operating satisfactorily during morning and evening peak hours.

2.3 Existing Pedestrian Conditions

2.3.1 To appreciate the existing pedestrian conditions, comprehensive pedestrian count surveys were undertaken on a typical weekday during the periods of 07:00-10:00 and 17:00-20:00 hours in March 2024 at concerned pedestrian facilities in the vicinity of the Development Site. The location of the surveyed footpaths is shown in **Figure 2.3**.

2.3.2 Level of Services ("LOS") assessment on the existing footpaths has been carried out based on the definitions presented in the Highways Capacity Manual ("HCM") 2000. **Table 2.3.1** shows the various LOS "quantified" in terms of pedestrian flow rates.

Table 2.3.1 Level of Service (LOS) for Walkway*

LOS	Flow rate for Walkway (ped/min/m)	Description
A	≤16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16 – 23	Sufficient space is provided for pedestrians to freely select their walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	23 – 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional stream. Where reverse direction or crossing movement exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	33 – 49	Freedom to select individual walking speeds and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflicts is high and its avoidance requires changes of speeds and position. The LOS provides reasonable fluid flow; however considerable friction and interactions between pedestrians are likely to occur.
E	49 - 75	Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow.
F	> 75	Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross- and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams.

*Source: Extracted from Exhibit 11-8 of Highway Capacity Manual (HCM) 2000.

2.3.3 For the purpose of this assessment, a LOS of "C" or better would be considered acceptable for existing links. At a LOS of "D" or worse, it is determined that mitigation measures or improvement schemes should be considered to achieve a LOS of "C" or better. **Table 2.3.2** presents the results of LOS assessment on the surveyed footpaths.

Table 2.3.2 Year 2024 Existing LOS Performance

Location		Actual Width (m)	Effective Clear Width (2) (m)	Two-way Peak 15-minute Flow (ped/15-min)		Flow Rate (3) (ped/min/m)		LOS (Level)	
				AM	PM	AM	PM	AM	PM
F1	Tai Po Road – Yuen Chau Tsai Footpath	1.8 (1)	0.8	24	15	2	2	A	A
F2	Tai Po Road – Yuen Chau Tsai Footpath	1.8 (1)	0.8	61	20	6	2	A	A
F3	Yung Yi Road Footpath	1.6 (1)	0.6	67	16	8	2	A	A
F4	Ha Wong Yi Au Road Footpath	1.7	0.7	62	14	6	2	A	A
F5	Tai Po Road – Yuen Chau Tsai Footpath	1.2	0.2	49	22	17	8	B	A
F6	Yung Yi Road Footpath	2.0	1.0	67	13	5	1	A	A
F7	Yung Yi Road Footpath	2.5	1.5	28	54	2	3	A	A

Notes:
(1) Critical footpath sections near the pedestrian crossing facilities at Yung Yi Road are selected for LOS assessment.
(2) Effective clear width = Actual width (on-site measurement) minus 0.5m dead width on both sides.
(3) Pedestrian flow rates are computed based on effective clear width.

2.3.4 As shown in **Table 2.3.2**, the surveyed footpaths are currently operating satisfactorily with "LOS B" or above during morning and evening peak hours.

2.4 Existing Public Transport Facilities

2.4.1 The nearest public transport facilities, which include several franchised buses and Green Minibus ("GMB") service routes, are located approximately 400m from the Development Site along Tai Po Road – Yuen Chau Tsai as shown in **Figure 2.4**. A summary of the public transport services is presented in **Table 2.4.1**.

Table 2.4.1 Existing Franchised Bus and GMB Services

Route No.	Origin / Destination		Peak Headway (min.)
Franchised Bus			
72	Tai Po (Tai Wo)	Cheung Sha Wan	15
72A	Tai Wai Station	Tai Po Industrial Estate	20
73A	Fanling (Wah Ming)	Yu Chui Court	20
74A	Tai Po	Kai Yip	60
Green Minibus (GMB)			
28A	Tai Po Market Station	Yau King Lane	30
28K	Tai Po Road	Sha Tin (Pak Hok Ting Street)	6

3 THE SUBJECT DEVELOPMENT

3.1 Development Schedule

3.1.1 The key development parameters of the Proposed Development are summarized in **Table 3.1.1** and the extract of Master Layout Plan ("MLP") of the Proposed Development is illustrated in **Figure 3.1**.

Table 3.1.1 Key Development Parameters of the Proposed Development

Key Development Parameters (1)	
Application Site Area (About) (m^2)	19,877
Development Site Area (About) (m^2)	14,879
Domestic Plot Ratio (2)	2.4
Non-domestic Plot Ratio	0
Domestic GFA (About) (m^2) (2) (3)	35,710
Non-domestic GFA (m^2)	0
Number of Flats (About) (4)	500
Anticipated Population (About) (5)	1,400
Number of Blocks	4

Notes:
(1) Individual numbers may not add up to total due to rounding.
(2) The Development Site Area is adopted for GFA and PR calculations.
(3) Clubhouse GFA of 1606.97m^2 (4.5 % of total domestic GFA) is exempted from GFA calculation.
(4) With an average flat size of 71.42 m^2.
(5) A person per flat (PPF) ratio of 2.8 is adopted based on the PPF in Tai Po District Council in 2021 Population Census.

3.2 Proposed Road Connection to the Development Site

3.2.1 To enhance the accessibility of the Development Site, a road connection proposal and a series of road / junction modification works has been proposed as shown in **Figure 3.2** and the details are summarized in the sections below.

3.2.2 Swept path analysis for 12m long coach has been carried out and the results are demonstrated in **Figures 3.3** and **3.4**.

Proposed Modification Works at the Junction of Yung Yi Road and Tai Po Road – Yuen Chau Tsai

3.2.3 Residents' Service for coaches has been proposed to serve the Proposed Development (see **Chapter 3.4** for more details). To facilitate the manoeuvring of 12m long coaches between Tai Po Road – Yuen Chau Tsai and the Development Site, it is proposed to widen an approximately 50m long section of Yung Yi Road near Tai Po Road - Yuen Chau Tsai from existing 7.3m to about 8.6m wide at straight section to cater for 12m long coach, as shown in **Figure 3.2**. The affected footpaths will be re-provided along both sides of the carriageway.

Proposed Modification Works at the Existing Turning Facilities near Ling Liang Church M.H. Lau Secondary School

3.2.4 Similarly, it is proposed to modify the existing turning facility at Yung Yi Road near Ling Liang Church M.H. Lau Secondary School to provide sufficient vehicular manoeuvring space and enhance traffic circulation, as shown in **Figure 3.2**.

Proposed Modification Works at Ha Wong Yi Au Road

3.2.5 The northern end of the proposed access road is connected to Ha Wong Yi Au Road. It is proposed to widen the full section of Ha Wong Yi Au Road from existing 3.7m wide single-track access road to 7.3m wide single two-lane carriageway to enhance the traffic accessibility of the road, as shown in **Figure 3.2**.

Proposed New Access Road Connecting to Ha Wong Yi Road

3.2.6 In order to provide vehicular and pedestrian access to Development Site, a new single two-lane carriageway with footpath is proposed to connect between the Development Site and Ha Wong Yi Au Road, as shown in **Figure 3.2**. The road configuration of the access road is proposed based on the estimated traffic and pedestrian flow demand of the Proposed Development which will be discussed in **Chapter 4**. The traffic engineering design parameters of the proposed access road in accordance with relevant Transport Planning and Design Manual ("TPDM") requirements is summarized in **Table 3.2.1**.

Table 3.2.1 Traffic Engineering Design Parameters of Proposed Access Road

Parameters	
Road Configuration	Minimum 7.3m wide single two-lane carriageway
Design Speed	50 km/hr
Inner Curve Radius	Minimum 44m
Gradient	Maximum 10%
Sight Distances to be provided along the Access Road	Minimum 50m

3.2.7 A 15m long taxi lay-by and a 24m long GMB lay-by are proposed on the proposed new access road to meet the potential public transport demand arising from the development, as shown in **Figure 3.2**. Swept path analysis for 5m long taxi and 8m long light bus has been carried out at the proposed transport facilities and the results are shown in **Figure 3.3**.

3.2.8 A 6m wide vehicular access is proposed at the proposed saltwater pumping station on Yung Yi Road, as shown in **Figure 3.2**. Swept path analysis for 7m long maintenance vehicle has been carried out at the proposed vehicular access of the saltwater pumping station and the results are shown in **Figures 3.3** and **3.4**.

3.2.9 A 7.3m wide vehicular access is proposed at the north of the Development Site, as shown in **Figure 3.2**. The major ingress and egress routes for vehicular traffic approaching and leaving the

Development Site are illustrated in **Figures 3.9** and **3.10**. Under the proposed road connection scheme, all the vehicular accesses / access roads of existing local village houses along Ha Wong Yi Road and Yung Yi Road will be maintained.

3.2.10 The proposed access road and saltwater pumping station are currently at the preliminary design phase. The detailed design will be developed during the subsequent detailed design stage.

3.3 Internal Transport Facilities Provision

3.3.1 The required internal transport facilities provision for the proposed residential development in accordance with Hong Kong Planning Standards and Guidelines ("HKPSG") are summarized in **Tables 3.3.1**.

Table 3.3.1 Internal Transport Facilities Provision for the Proposed Residential Development

<table>
<tr><th rowspan="2">Use</th><th rowspan="2">Facilities
(L x W x H)</th><th rowspan="2">HKPSG Requirement</th><th colspan="2">HKPSG Required Provision</th><th rowspan="2">Proposed Provision</th></tr>
<tr><th>Low-end</th><th>High-end</th></tr>
<tr><td rowspan="15">Private Housing

40<FS≤70:
409 flats

70<FS≤100:
24 flats

100<FS≤130:
24 flats

130<FS≤160:
11 flats

FS>160:
32 flats

<u>Total</u>
500 flats,
4 blocks</td><td rowspan="12">Private Car Parking Space
(5m x 2.5m x 2.4m)</td><td rowspan="11">Ancillary Parking Space
Global Parking Standard (GPS): 1 car space per 4-7 flats
Demand Adjustment Ratio (R1) – Flat Size (FS) (m^2 GFA):
FS≤40: 0.5
40<FS≤70: 1.2
70<FS≤100: 2.4
100<FS≤130: 4.1
130<FS≤160: 5.5
FS>160: 7.0
Accessibility Adjustment Ratio (R2):
Within a 500m-radius of rail station: 0.75
Outside a 500m-radius of rail station: 1.00
Development Intensity Adjustment Ratio (R3) – Domestic Plot Ratio (PR):
0.00<PR≤1.00: 1.30
1.00<PR≤2.00: 1.10
2.00<PR≤5.00: 1.00
5.00<PR≤8.00: 0.90
PR>8.00: 0.75
Parking Requirement = GPS x R1 x R2 x R3</td><td rowspan="11">40<FS≤70:
71 nos.

70<FS≤100:
9 nos.

100<FS≤130:
15 nos.

130<FS≤160:
9 nos.

FS>160:
32 nos.

Total:
136 nos.</td><td rowspan="11">40<FS≤70:
123 nos.

70<FS≤100:
15 nos.

100<FS≤130:
25 nos.

130<FS≤160:
16 nos.

FS>160:
56 nos.

Total:
235 nos.</td><td rowspan="12">255 nos.
(including Accessible Car Parking Space)</td></tr>
<tr><td>Visitor Parking Space:
5 visitor spaces per block in addition to the recommendations, or as determined by the Authority.</td><td colspan="2">20 nos.</td></tr>
<tr><td>Total</td><td>156 nos.</td><td>255 nos.</td></tr>
<tr><td>Accessible Car Parking Space
(5m x 3.5m x 2.4m)</td><td>3 spaces for 151-250 total number of car parking spaces in the lot;
4 spaces for 251-350 total number of car parking spaces in the lot;</td><td>3 nos.</td><td>4 nos.</td><td>4 nos.</td></tr>
<tr><td>Motorcycle Parking Space
(2.4m x 1m x 2.4m)</td><td>1 space per 100-150 flats excluding non-residential elements.</td><td>4 nos.</td><td>5 nos.</td><td>6 nos. (1)</td></tr>
<tr><td>HGV Loading/Unloading Bay
(11m x 3.5m x 4.7m)</td><td>Minimum of 1 L/UL bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority</td><td colspan="2">4 nos.</td><td>4 nos.</td></tr>
</table>

Notes:
(1) Addition 25% of motorcycle parking spaces to be provided as per TD comment.

3.3.2 To cater for the proposed residents' service (see **Chapter 3.4** for more details), a 24m long coach lay-by which comprises 1 no. pick-up/drop-off space (12m (L) x 3.5m (W) x 3.8m (H)) and 1 no. stacking space (12m (L) x 3.5m (W) x 3.8m (H)) will be provided within the Development Site.

3.3.3 There are no specific guidelines in accordance with HKPSG requirement of the internal transport facilities provision for the proposed saltwater pumping station. To meet the operational requirements of the proposed saltwater pumping station at Yung Yi Road, a LGV parking space (7m (L) x 3.5m (W) x 3.6m (H)) is proposed to be included within the facility.

3.3.4 The proposed total provision number of internal transport facilities for the Proposed Development and proposed saltwater pumping station are summarized in **Table 3.3.3** for easy reference.

Table 3.3.3 Summary of Total Internal Transport Facilities Provision of the Proposed Development and Proposed Saltwater Pumping Station

Facilities (L x W x H)	**Proposed Provision**
For *Proposed Development*:	
Private Car Parking Space (5m x 2.5m x 2.4m) **Accessible Car Parking Space** (5m x 3.5m x 2.4m)	**255 nos.** (incl. 20 nos. visitor car parking spaces and 4 nos. accessible parking spaces)
Motorcycle Parking Space (2.4m x 1m x 2.4m)	**6 nos.**
HGV Loading/Unloading Bay (11m x 3.5m x 4.7m)	**4 nos.**
Coach Lay-by (24m x 3.5m x 3.8m)	**1 no.**
For *Proposed Saltwater Pumping Station*:	
LGV Parking Space (7m x 3.5m x 3.6m)	**1 no.**

3.3.5 For the Proposed Development, the HGV loading/unloading bays and coach lay-by will be provided on ground floor, while the other internal transport facilities will be provided on the basement floor, which will be accessed via the ramp system. The G/F and B/F layout plans are shown in **Figures 3.11** and **3.12**.

3.4 Proposed Residents' Service

3.4.1 Currently, the nearest public transport facilities are located approximately 400m away from the Development Site along Tai Po Road – Yuen Chau Tsai. In view of the remote site location and limited public transport facilities in the vicinity, residents' service is proposed to provide feeder service to the nearby MTR station.

Passenger Demand Forecast

3.4.2 The anticipated population of the Proposed Development is about 1,400. According to "Travel Characteristics Survey (TCS) 2011" published by Transport Department, the daily mechanised trip rate is 1.83 trips per person and the morning peak hour accounted for about 12% of the daily trips. Based on this travel pattern, it is estimated that the Proposed Development would generate a total of 308 passenger trips / hr (i.e., 1,400 × 1.83 × 0.12) during the morning peak hour. The anticipated passenger trips generated in the morning peak hour is summarized in **Table 3.4.1**.

Table 3.4.1 Passenger Trips Generated from The Proposed Development in Morning Peak Hour

Development Parameters	
No. of Flats	500 flats
Population	1,400 residents
Peak Hours Trip Generation (1)	**308 pax/hr**

Notes:

(1) According to "TCS 2011" published by Transport Department, the daily mechanised trip rate is 1.83 trips per person and the morning peak hour accounted for about 12% of the daily trips.

3.4.3 With reference to "2021 Population Census" published by Census and Statistics Department, the modal split and the corresponding passenger demand from the Proposed Development are estimated and summarized in **Table 3.4.2**.

Table 3.4.2 Estimated Passenger Demand from the Proposed Development in Peak Hour by Mode of Transport

Mode of Transport	Proportion (about) (1)	Passenger Demand from the Proposed Development (pax/hr)
Public Transport	83%	**255**
Private Car/ Passenger Van	6%	19
On Foot	11%	**34**
Total	100%	308

Notes:

(1) Based on the main mode of transport to place of work in Tai Po District extracted from "2021 Population Census".

3.4.4 Considering the remote location and being conservative in the assessment, it is proposed to combine the passenger demand for people travelled on foot and by public transport, in order to estimate the passenger demand of public transport associated with the Proposed Development.

3.4.5 As shown in **Table 3.4.2**, it is estimated that the total passenger demand of public transport associated with the Proposed Development in the morning peak hour would be approximately 289 pax/hr, i.e. 255 (Public Transport) + 34 (On Foot).

Proposed Residents' Service

3.4.6 In view of the anticipated passenger demand, it is proposed to provide residents' service for the proposed residential development to provide feeder service to the nearby MTR Station, subject to the carrying capacity of loading and unloading facilities of the nearby MTR Station. Details of the proposed residents' service are summarised in **Table 3.4.3**.

Table 3.4.3 Proposed Residents' Service for the Proposed Development

Item	Details
Deployment of Vehicle	60-seater Coach
Average Handling Capacity per vehicle	60 passengers
Level of Service in Peak Hour	Average 5 trips/hr
Hourly Capacity	**Approx. 300 pax/hr**

3.4.7 The proposed residents' service would provide adequate capacity (approx. **300** pax/hr) to cater for the peak hour passenger trip generation (approx. **289** pax/hr) in the morning peak period.

3.4.8 The applications of residents' service will be subject to Transport Department's approval depending on the service details applied and the actual operation of alternative public transport services nearer the time of population intake.

4 TRAFFIC AND PEDESTRIAN IMPACT ASSESSMENT

4.1 Traffic Trip Generation and Attraction of Proposed Development

Development Traffic Generation / Attraction

4.1.1 The likely amount of traffic generated and attracted by the proposed residential development was calculated based on 'Traffic Rates for Residential Development at 95% Confidence Level' adopted in the TPDM Vol. 1 Annex C Table 1. The adopted upper limit traffic trip rates and associated trips generated and attracted by the proposed residential development are shown in **Tables 4.1.1** and **4.1.2** respectively.

Table 4.1.1 Adopted Trip Generation and Attraction Rates for the Proposed Residential Development

Development Use	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Private Housing (pcu/hr/flat) Average Flat Size: 60m^2	0.1021	0.0709	0.0415	0.0464
Private Housing (pcu/hr/flat) Average Flat Size: 80m^2	0.1379	0.0905	0.0563	0.0689
Private Housing (pcu/hr/flat) Average Flat Size: 140m^2	0.3021	0.2234	0.2258	0.2226
Private Housing (pcu/hr/flat) Average Flat Size: 180m^2	0.3276	0.2407	0.2233	0.3097

Table 4.1.2 Traffic Generation and Attraction of Proposed Residential Development (pcu/hr)

Development Parameters	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
409 Flats Adopted traffic rates by groups of average flat size: 60m^2	42	29	17	19
24 Flats Adopted traffic rates by groups of average flat size: 80m^2	4	3	2	2
24 Flats Adopted traffic rates by groups of average flat size: 140m^2	8	6	6	6
43 Flats Adopted traffic rates by groups of average flat size: 180m^2	15	11	10	14
Total (pcu/hr)	**69**	**49**	**35**	**41**

4.1.2 As indicated in **Table 4.1.2**, the proposed residential development would generate a total of some 118 pcu/hr and 76 pcu/hr (two-way) during morning and evening peak hours respectively.

Traffic Generation / Attraction from Proposed Residents' Service

4.1.3 The estimated traffic generation and attraction from the proposed residents' service for the proposed residential development are derived from **Chapter 3.4** and summarized in **Table 4.1.3**.

Table 4.1.3 Estimated Trip Generation and Attraction of Proposed Residents' Service (pcu/hr)

Proposed Level of Service in Peak Hours	AM Peak		PM Peak	
	GEN	ATT	GEN	ATT
5 trips/hr	10	10	10	10

4.1.4 The corresponding and total traffic generation and attraction of the Proposed Development are shown in **Table 4.1.4**.

Table 4.1.4 Estimated Development Traffic Generation and Attraction of the Proposed Development (pcu/hr)

Item	AM Peak		PM Peak	
	GEN	ATT	GEN	ATT
Private Housing	69	49	35	41
Proposed Residents' Service	10	10	10	10
Total	79	59	45	51

4.1.5 As indicated in table above, the Proposed Development would generate a total of some **138 pcu/hr** and **96 pcu/hr (two-way)** during morning and evening peak hours respectively.

4.2 Future Traffic Growth and Assessment Scenarios

4.2.1 The Proposed Development is targeted for completion in Year 2030. In order to assess the traffic impact of the development-related traffic on the adjacent road network, Year 2033 (i.e. 3 years after completion) is adopted as the design year of the study.

4.2.2 The 2019-based Base District Traffic Model (BDTM) no. NTE1 which covers Shatin and North District area (purchased from Transport Department) has been adopted for developing the traffic forecast. The BDTM covers models of validated year 2019, design years 2026 and 2031.

4.2.3 Considering the BDTM is only validated to year 2019, it has been further validated to the base year 2024 traffic condition, taking account the existing developments, traffic aids, junction layouts and method of control in the Study Area. In the model revalidation process, the trip matrices of base year BDTM have been refined and adjusted to match with 2024 traffic count data through the typical matrix estimation process. The refinement and adjustment were then carried forward to update the design year 2031 BDTM trip matrices.

4.2.4 To align with the design year of the Proposed Development, the updated 2031 BDTM would be further projected to suit the assessment purpose. A traditional growth factor approach is adopted to project the 2031 trip matrices to the design year of 2033.

Territorial Population and Employment Data Matrix (TPEDM)

4.2.5 Reference was made to 2021-based TPEDM published by Planning Department. **Table 4.2.1** below summarizes the estimated and projected population and employment data as well as their respective annual average growth rate of Tai Po District in Year 2021, 2026 and 2031.

Table 4.2.1 Annual Average Growth Rate by TPEDM (Tai Po District)

Year	2021	2026	2031
Population	316,450	348,900	343,250
Employment	96,600	94,800	89,800
Total	413,050	443,700	433,050
Annual Average Growth Rate	**+0.47% (from 2021 to 2031)**	**-0.48% (from 2026 to 2031)**	---

4.2.6 As shown **Table 4.2.1**, the annual average growth rate of population and employment in Tai Po District from 2021 to 2031 is +0.47% and that from 2026 to 2031 is -0.48%.

4.2.7 For a conservative assessment, the annual growth rate of **+1.0% p.a**. was adopted in the matrix projection from 2031 to 2033.

Exclusion of Traffic Generation from Wang Fuk Court and Tai Po Baptist Public School

4.2.8 Following the fire incident at Wang Fuk Court in November 2025, the subject housing estate and the nearby Tai Po Baptist Public School are not in operation at the time of preparation of this TIA. Based on available information, there is currently no confirmed programme for reopening or redevelopment of either site within the assessment horizon.

4.2.9 Having regard to the prevailing site conditions and foreseeable circumstances, it is considered reasonable to exclude the traffic generation and attraction associated with Wang Fuk Court and Tai Po Baptist Public School from the traffic forecasts. This avoids potential overestimation of background traffic arising from the developments that are currently non-operational and have no committed implementation programme.

4.2.10 The potential traffic associated with Wang Fuk Court and Tai Po Baptist Public School has been estimated based on relevant trip rates, and the adopted development parameters and resulting peak-hour traffic generation and attraction are summarised in **Table 4.2.2**.

Table 4.2.2 Adopted Traffic Generation and Attraction for Wang Fuk Court and Tai Po Baptist Public School (pcu/hr)

Development Use	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Wang Fuk Court - *Development parameters: 1,984 Flats*				
Subsidised Housing: HOS / PSPS (pcu/hr/flat) (1) Average Flat Size: 50m^2	0.0622	0.0426	0.0297	0.0401
Trip generation (pcu/hr)	124	85	59	80
Tai Po Baptist Public School - *Development parameters: 24 classrooms*				
Primary School (pcu/hr/classroom) (2)	0.50	0.93	0.40	0.20
Trip generation (pcu/hr)	12	23	10	5
Total Traffic to be Excluded (pcu/hr)	**136**	**108**	**69**	**85**

Notes:

(1) Traffic generation and attraction estimated based on the relevant mean rate of 'Traffic Rates for Residential Developments at 95% Confidence Level' in the TPDM Vol. 1 Annex C Table 1, for average flat size of 50m^2.

(2) Traffic generation and attraction estimated based on in-house surveyed trips rates for primary schools.

Adjacent Developments

4.2.11 In addition to the development and public transport traffic flow, the traffic generated and attracted by adjacent major planned/committed developments in the vicinity as shown in **Table 4.2.3**, were taken into account for the traffic forecast.

Table 4.2.3 List of Adjacent Major Planned/Committed Developments

Development	Type	Parameters	Anticipated Intake Year
Fanling North New Development Area (NDA) (1)	Residential (Public and Private)	57,500 Public Housing units and 28,700 Private Housing units (Total 86,200 units)	2031
Kwu Tung North New Development Area (NDA) (1)	Residential (Public and Private)		
Proposed Public Housing Development at Queen's Hill Extension, Fanling (2)	Public Rental Housing	About 4,030 units	2030 / 2031
Phase 1 and Phase 2 of Public Housing Development in Chung Nga Road West (3)	Subsidised Sales Flat	About 1,550 units	Phase 1: 2029 / 2030 Phase 2: 2030 / 2031

Development	Type	Parameters	Anticipated Intake Year
Proposed Public Housing Development at Tai Hang (4)	Public Rental Housing	Assumed 3,900 units	Assumed to be completed by 2033
Public Housing Development in Fanling Area 48 (5)	Public Rental Housing	About 4,200 units	Assumed to be completed by 2033
Public Housing Development at To Yuen Tung, Ma Wo Road (6)	Public Rental Housing	About 2,300 units	2032 / 2033
Redevelopment of Bus Depot at the Junction of Dai Fuk Street and Dai Wah Street, Tai Po (7)	Bus Depot Development	About 52,360 m^2 non-domestic GFA	2025
Land Sharing Pilot Scheme at Lo Fai Road and Ting Kok Road, Wong Yue Tan, Tai Po (8)	Residential (Public and Private)	1,290 Public Housing units and 460 Private Housing units (Total 1,750 units)	2033
Pak Shek Kok Station Development (9)	Residential (Public and Private)	About 10,000 units	Assumed to be completed by 2033
Proposed Shuen Wan Golf Course (10)	Recreational	About 50 hectares	Assumed to be completed by 2033
Proposed Social Welfare Facility at Wong Yi Au (11)	Social Welfare Facility	About 3,980 m^2 non-domestic GFA	2026
Proposed Social Welfare Complex at Tai Po Kau (12)	Social Welfare Facility	About 12,520 m^2 non-domestic GFA	2030
Proposed Residential Development(s) with Retail, Public Vehicle Park and Social Welfare Facilities at Various Lots and Adjoining Government Land at Fung Yuen, Tai Po (13)	Residential, Retail, Public Vehicle Park and Social Welfare Facilities	About 1,988 units, 800 m^2 non-domestic GFA, 150-place RCHE cum 30-place DCU	2030

Notes:

(1) Refer to LC Paper No. PWSC(2024-25)6 (dated 5 June 2024) available on Legislative Council's website.
(2) Refer to Approved Planning Brief (dated 19 May 2023) available on Planning Department's website.
(3) Refer to Hong Kong Housing Authority's Sales Booklets of Phase 1 and Phase 2 of Chung Nga Road West, Tai Po (dated 13 April 2026).
(4) Refer to LC Paper No. CB(1)463/19-20(01) (dated March 2020) available on Legislative Council's website. The number of housing units is estimated by the site area and maximum domestic plot ratio of 6.5 according to the LC paper with an assumed average flat size of 50m^2.
(5) Refer to DC Discussion Paper No. 3/2023 (dated 16 January 2021) available on North District Council's website.
(6) Refer to LC Paper No. CB(1)520/2024(03) dated 6 May 2024 available on Legislative Council's website.
(7) Refer to Approved Planning Application No. A/TP/685 available on Town Planning Board's website.
(8) Refer to RNTPC Paper No. 2/25 for Proposed Amendments to the Approved Tai Po Outline Zoning Plan No. S/TP/30.
(9) Refer to LC Paper No. CB(1)693/2022(03) (dated 25 October 2022) available on Legislative Council's website.
(10) Refer to DC Discussion Paper No. 3/2020 (dated 24 April 2020) available on Tai Po District Council's website.
(11) Refer to Approved Planning Application No. A/TP/694 available on Town Planning Board's website.

(12) Refer to Approved Planning Application No. A/TP/702 available on Town Planning Board's website.
(13) Refer to Planning Application No. Y/TP/40 (partially agreed by RNTPC on 14 August 2026) available on Town Planning Board's website.

4.3 Assessment Scenarios

4.3.1 To evaluate the associated traffic impact likely to be induced by the Proposed Development, two scenarios were analysed and compared.

4.3.2 The first scenario (i.e. Year 2033 Reference Scenario) refers to the traffic forecast without the Proposed Development, while the second scenario (i.e. Year 2033 Design Scenario) refers to the traffic forecast with the Proposed Development in place.

Scenario 1

Year 2033 Reference Scenario

= Year 2031 adjusted BDTM Flow × growth factor during the period of year 2031-2033

Plus traffic generations of other major planned/committed developments in the vicinity

Scenario 2

Year 2033 Design Scenario

= Year 2033 Reference Scenario

Plus traffic trips generated and attracted by the Proposed Development

4.3.3 The forecasted traffic flows for the above two scenarios are presented in **Figures 4.1 and 4.2** respectively. The net development traffic flows associated with the Proposed Development during operational stage are shown in **Figure 4.3**.

4.4 Junction and Link Capacity Assessment

Junction Capacity Assessment

4.4.1 Junction capacity assessment was carried out at the identified key junctions under the proposed road network as shown in **Figure 4.4** for Year 2033 Reference and Design scenarios. The assessment results are summarized in **Table 4.4.1**, and the detailed junction calculation sheets are enclosed in **Appendix A**.

Table 4.4.1 Year 2033 Future Junction Performance

Junction		Type	Performance (1)			
			2033 Reference		2033 Design	
			AM	PM	AM	PM
J1	Kwong Fuk Road / Nam Wan Road / Tai Po Road – Yuen Chau Tsai	Signalized	-6%	5%	-6%	5%
J2	Kwong Fuk Road Roundabout (2)	Roundabout	0.82	0.61	0.85	0.63
J3	Slip Road to Tolo Highway / Tai Po Road – Yuen Chau Tsai	Priority	0.77	0.66	0.79	0.67
J4	Yung Yi Road / Tai Po Road – Yuen Chau Tsai (3)	Priority	0.48	0.25	0.66	0.34
J5	Lookout Link / Tai Po Road – Tai Po Kau	Priority	0.27	0.27	0.27	0.27
J6	Ha Wong Yi Au Road / Yung Yi Road / Access Road from/to Ling Liang Church M.H. Lau Secondary School (3)	Roundabout	---	---	0.12	0.06

Notes:
(1) Figures shown represent "Reserve Capacity" (RC) in % for the signalized junctions and "Design Flow Capacity" (DFC) ratio for priority junctions and roundabouts.
(2) Taking into account the junction improvement works under Contract No. CV/2023/18: Site Formation and Infrastructure Works at To Yuen Tung, Tai Po, which is enclosed in **Appendix B**.
(3) Taking into account the road / junction modification schemes under the Proposed Development as discussed in **Chapter 3.2**.

4.4.2 The above results reveal that the identified key junctions would operate within capacities with the Proposed Development in Year 2033 except Kwong Fuk Road / Nam Wan Road / Tai Po Road – Yuen Chau Tsai (J1) during morning peak hours. Nonetheless, the results also revealed that the junction capacity of J1 with development traffic would remain similar as compared with the case without the Proposed Development.

4.4.3 Under the current application, the traffic contribution from the Proposed Development to J1 is minimal compared to the background traffic flow. The additional traffic generated and attracted by the Proposed Development to the junction is limited to 32 pcu/hr during the AM peak period and 28 pcu/hr during the PM peak period, representing less than 0.8% of the total junction traffic flows under the Year 2033 Design Scenario. The additional traffic load is therefore considered negligible.

<u>Proposed Junction Improvement Works for J1</u>

4.4.4 While the traffic impact of the Proposed Development on J1 is expected to be minimal, potential enhancements to the junction layout have been explored to improve its operational performance. These enhancements have taken into account the constraints posed by existing infrastructure near the junction, including subways, cycle tracks, slope structures, lift systems, and the bridge deck along Tai Po Road – Yuen Chau Tsai. The

proposed scheme involves widening the southbound approach of Nam Wan Road from 9.2m to 10m. A schematic design of the proposed junction improvement is illustrated in **Figure 4.5**.

4.4.5 The proposed improvement is anticipated to deliver the following benefits to the junction:

- **Accommodation of Large/Heavy Vehicles**: Based on the survey findings, a significant proportion of heavy vehicles has been observed at this junction approach (i.e. AM Peak: 26%, PM Peak: 22%). Bus traffic is particularly notable, with an average frequency exceeding 1 veh/min during peak periods. The proposed widening will enhance lateral clearance, facilitating smoother and safer manoeuvring for larger vehicles.
- **Lane Realignment**: The proposed realignment of traffic lanes will result in straighter paths for southbound traffic along Nam Wan Road, enhancing forward movement efficiency.
- **Capacity Enhancement**: The proposed widening will increase the saturation flow at the junction approach, thereby improving the overall reserve capacity (RC) of the junction. The operational performance of J1 under Year 2033 Design Scenario with the implementation of proposed junction improvement is summarized in **Table 4.4.2**.

Table 4.4.2 Year 2033 Future Junction Performance at J1 – With Junction Improvement

Junction		Type	2033 Design Performance (1)	
			AM	PM
J1	Kwong Fuk Road / Nam Wan Road / Tai Po Road – Yuen Chau Tsai	Signalized	-5%	5%

Notes:
(1) Figures shown represent "Reserve Capacity" (RC) in % for the signalized junction.

4.4.6 The assessment results indicate that the operational performance of J1 under the Year 2033 Design Scenario would improve with the implementation of the proposed junction improvement, compared to the Year 2033 Reference Scenario.

4.4.7 Therefore, it is anticipated that the Proposed Development would not induce significant traffic impact to the surrounding road network. To further enhance the traffic conditions, improvement or new road network may be further considered in the long term from district perspective.

Link Capacity Assessment

4.4.8 Link capacity assessment was carried out at the identified road links for Year 2033 Reference and Design scenarios. Assessment results are summarized in **Table 4.4.3** below.

Table 4.4.3 Year 2033 Future Link Performance

Road Section		Direction	Link Capacity (pcu/hr)	Traffic Flows (pcu/hr)				Volume/Capacity (V/C) Ratio			
				2033 Reference		2033 Design		2033 Reference		2033 Design	
				AM	PM	AM	PM	AM	PM	AM	PM
L1	Nam Wan Road *between Plover Cove Road and Tai Po Road – Yuen Chau Tsai*	NB	2,800	775	690	780	695	0.28	0.25	0.28	0.25
		SB	2,800	1,060	855	1,065	860	0.38	0.31	0.38	0.31
L2	Tai Po Road – Yuen Chau Tsai *between Nam Wan Road and Kwong Wang Street*	EB	2,800	1,445	1,140	1,460	1,155	0.52	0.41	0.52	0.41
		WB	2,800	1,280	1,580	1,295	1,595	0.46	0.56	0.46	0.57
L3	Tai Po Road – Yuen Chau Tsai *between Kwong Wang Street and Slip Road from Tai Po Road – Yuen Chau Tsai to Tolo Highway*	EB	3,000	2,405	1,860	2,495	1,920	0.80	0.62	0.83	0.64
L4	Tai Po Road – Yuen Chau Tsai *Between Slip Road from Tolo Highway to Tai Po Road – Yuen Chau Tsai and Kwong Wang Street*	WB	4,700	2,140	3,660	2,230	2,415	0.46	0.78	0.47	0.51
L5	Tai Po Road – Yuen Chau Tsai *between Slip Road from Tolo Highway to Tai Po Road – Yuen Chau Tsai and Slip Road from Tai Po Road – Yuen Chau Tsai to Tolo Highway*	Two-way	2,500	1,565	1,415	1,670	1,490	0.63	0.57	0.67	0.60
L6	Tai Po Road – Yuen Chau Tsai *between Slip Road from Tai Po Road – Yuen Chau Tsai to Tolo Highway and Yung Yi Road*	Two-way	2,300	1,325	1,365	1,445	1,450	0.58	0.59	0.63	0.63
L7	Tai Po Road – Yuen Chau Tsai *between Yung Yi Road and Tai Po Road – Tai Po Kau*	Two-way	2,300	1,075	1,115	1,095	1,125	0.47	0.48	0.48	0.49
L8	Yung Yi Road *between Tai Po Road – Yuen Chau Tsai and Wong Yi Au Road*	Two-way	2,300	375	235	515	330	0.16	0.10	0.22	0.14
L9	Ha Wong Yi Au Road *Full Section*	Two-way	110 / 2,300 *(under design scenario)* (1)	10	15	150	110	0.09	0.14	0.06	0.05
L10	Tolo Highway *between Slip Road from Tai Wan Road to Tolo Highway*	EB	8,200	8,145	6,335	8,150	6,340	0.99	0.77	0.99	0.77

Road Section		Direction	Link Capacity (pcu/hr)	Traffic Flows (pcu/hr)				Volume/Capacity (V/C) Ratio			
				2033 Reference		2033 Design		2033 Reference		2033 Design	
				AM	PM	AM	PM	AM	PM	AM	PM
	and Slip Road from Tolo Highway to Tai Po Road – Yuen Chau Tsai	WB	8,200	5,655	6,665	5,670	6,675	0.69	0.81	0.69	0.81
L11	Tolo Highway *between Slip Road from to Tai Po Road – Yuen Chau Tsai to Tolo Highway and Slip Road from Tolo Highway to Chong San Road*	EB	8,200	10,675	7,455	10,715	7,470	1.30	0.91	1.31	0.91
		WB	8,200	8,255	9,205	8,285	9,230	1.01	1.12	1.01	1.13
L12	Slip Road from Tolo Highway *between Tolo Highway and Tai Po Road – Yuen Chau Tsai*	EB	1,800	750	745	755	750	0.42	0.41	0.42	0.42
L13	Slip Road to Tolo Highway *between Tai Po Road – Yuen Chau Tsai and Tolo Highway*	WB	1,800	700	750	715	760	0.39	0.42	0.40	0.42
L14	Slip Road to Tolo Highway *between Tai Po Road – Yuen Chau Tsai and Tolo Highway*	EB	1,800	1,225	845	1,265	860	0.68	0.47	0.70	0.48
L15	Slip Road from Tolo Highway *between Tolo Highway and Tai Po Road – Yuen Chau Tsai*	WB	1,800	1,020	1,210	1,050	1,235	0.57	0.67	0.58	0.69
L16	New Access Road *between Ha Wong Yi Au Road and Site B* (1)	Two-way	2,300	---	---	140	95	---	---	0.06	0.04

Notes:
(1) Taking into account the road connection proposal and road / junction modification schemes under the Proposed Development as discussed in **Chapter 3.2**.

4.4.9 As shown in the table above, the majority of identified road sections would continue to have sufficient link capacities to cater for the future traffic demand with the Proposed Development by Year 2033, except Tolo Highway (L11). Nonetheless, the results also revealed that the link capacity of L11 with development traffic would remain similar as compared with the case without the Proposed Development. Therefore, it is anticipated that the Proposed Development would not induce significant traffic impact to the surrounding road network.

Potential Change of Development Trip Distribution with Northern metropolis in long-term

4.4.10 The Chief Executive's 2021 Policy Address released the Northern Metropolis Development Strategy. With consideration of the long term vision of Northern Metropolis and "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030", the Application Site

in Tai Po is located in NT North and within "Eastern Knowledge and Technology Corridor ("EKTC")", which could facilitate the interaction with the existing and Northern metropolis and the planned high-technology and knowledge-based developments along / near this corridor such as Kwu Tung North NDA, Fanling North NDA, Lok Ma Chau Loop, San Tin Development Node, Hong Kong Science Park, Yuen Long Industrial Estate Extension, the Chinese University of Hong Kong ("CUHK") Expansion, Development in New Territories North ("NTN") etc. It is anticipated that the growth of knowledge driven economy would create job opportunities in NTN / along this corridor.

4.4.11 With reference to Housing, Town Planning and Development Committee Discussion Paper in Yuen Long District Council "Development Plan for the San Tin / Lok Ma Chau Development Node (Document No.: 12/2021)" dated 17 March 2021 and Legislative Council Paper "Administration's paper on development of the New Territories north (LC Paper No.: CB(1)887/20-21(01))" dated 10 May 2021 prepared by CEDD and PlanD, preliminary new 64,000 job opportunities would be created in San Tin Development Node (including "Enterprise and Technology Park" zone Beyond 2030. Therefore, together with other NDAs in NTN (such as Kwu Tung North NDA, Fanling NDA, Lok Ma Chau Loop), a total of **more than 100,000 job opportunities** will be provided in NTN beyond 2030.

4.4.12 In light of this, the development trip distribution of the Application Site to / from the NTN direction (particularly the commuting trips for work) may increase. In addition, it is anticipated that the traffic loading to (i) southbound of Tolo Highway during morning peak period and (ii) northbound of Tolo Highway during evening peak period could be reduced as more commuting traffic is expected to travel to NTN due to the change in development trip distribution in long term future.

Potential Change of Traffic Pattern due to Proposed Shatin Bypass

4.4.13 With reference to "Hong Kong Major Transport Infrastructure Development Blueprint " published by Transport and Logistics Bureau in December 2023, Shatin Bypass is one of the three major road proposals under the strategic studies on major transport infrastructure projects in the future.

4.4.14 The Proposed Shatin Bypass is about 15 km in length, connecting Fanling Highway in Tai Po to the north and the existing major roads near Cheung Sha Wan to the south. Shatin Bypass would provide a more direct connection between Tai Po and West Kowloon, and alleviate the pressure of the existing north-south corridors such as Tolo Highway and Tai Po Road.

4.4.15 With the development of North Metropolis and Shatin Bypass, it is anticipated that there will be significant improvement on the operation performance of Tolo Highway in terms of V/C ratio in long-term future.

4.5 Pedestrian Impact Assessment

4.5.1 Similar to the methodology adopted in the passenger demand forecast discussed in **Chapter 3.4**, the peak hour pedestrian trips generated from the Proposed Development by Mode of Transport is estimated with reference to "Travel Characteristics Survey (TCS) 2011" and "2021 Population Census". The pedestrian trips generation of the Proposed Development are deduced based on the estimated demand of pedestrian traveling *on foot* as indicated in **Table 3.4.2**, and the results are summarized in **Table 4.5.1**.

Table 4.5.1 Pedestrian Trips Generated and Attracted by Proposed Development

Pedestrian Trips	AM Peak	PM Peak (1)
	Two-way Pedestrian Flow	Two-way Pedestrian Flow
Ped/hr	34	34
Ped/15-min (2)	11	11

Note:
(1) For assessment purposes, the AM peak pedestrian trip generation and attraction are adopted for the PM peak period.
(2) A surge factor of 1.2 was applied on the pedestrian flows during the peak 15-minute period.

4.5.2 As indicated in **Table 4.5.1** above, the Proposed Development would generate a total of **11 ped/15-min (two-way)** during both morning and evening peak periods.

Assessment Scenarios

4.5.3 Similar to the vehicular traffic assessment, year 2033 is adopted as the design year of pedestrian assessment. An annual growth rate of +1.0% p.a. (same as the adopted growth rate for vehicular traffic assessment in **para. 4.2.7**) is adopted to produce the pedestrian forecast for Year 2024–2033 and additionally, the future pedestrian volumes generated by the Proposed Development.

4.5.4 Similarly, to evaluate the associated pedestrian impact likely to be induced by the for the Proposed Development, two scenarios were analysed and compared.

4.5.5 The first scenario (i.e. Year 2033 Reference Scenario) refers to the pedestrian forecast without the Proposed Development, while the second scenario (i.e. Year 2033 Design Scenario) refers to the pedestrian forecast with the Proposed Development in place.

Scenario 1

Year 2033 Reference Scenario

= Year 2024 existing pedestrian flows × growth factor during the period of year 2024-2033

Scenario 2

Year 2033 Design Scenario

= Year 2033 Reference Scenario

Plus pedestrian trips generated and attracted by the Proposed Development

Performance of Pedestrian Facilities in Year 2033

4.5.6 In order to address the performance of the concerned pedestrian facilities, LOS assessment of the concerned footpaths under the proposed road network as shown in **Figure 4.6**, has been conducted for Year 2033 Reference and Design scenarios, and the results are summarized in **Tables 4.5.2** and **4.5.3**.

Table 4.5.2 Year 2033 LOS Performance under Reference Scenario

Location		Actual Width (m)	Effective Clear Width (2) (m)	Two-way Peak 15-minute Flow (ped/15-min)		Flow Rate (3) (ped/min/m)		LOS (Level)	
				AM	PM	AM	PM	AM	PM
F1	Tai Po Road – Yuen Chau Tsai Footpath	1.8 (1)	0.8	27	17	3	2	A	A
F2	Tai Po Road – Yuen Chau Tsai Footpath	1.8 (1)	0.8	67	22	6	2	A	A
F3	Yung Yi Road Footpath	1.6 (1)	0.6	74	18	9	2	A	A
F4	Ha Wong Yi Au Road Footpath	1.7	0.7	68	16	7	2	A	A
F5	Tai Po Road – Yuen Chau Tsai Footpath	1.2	0.2	54	25	18	9	B	A
F6	Yung Yi Road Footpath	2.0	1.0	74	15	5	1	A	A
F7	Yung Yi Road Footpath	2.5	1.5	31	60	2	3	A	A

Notes:
(1) Critical footpath sections near the pedestrian crossing facilities at Yung Yi Road are selected for LOS assessment.
(2) Effective clear width = Actual width (on-site measurement) minus 0.5m dead width on both sides.
(3) Pedestrian flow rates are computed based on effective clear width.

Table 4.5.3 Year 2033 LOS Performance under Design Scenario

Location		Actual Width (m)	Effective Clear Width (2) (m)	Two-way Peak 15-minute Flow (ped/15-min)		Flow Rate (3) (ped/min/m)		LOS (Level)	
				AM	PM	AM	PM	AM	PM
F1	Tai Po Road – Yuen Chau Tsai Footpath	1.5 (1)	0.5	28	21	4	3	A	A
F2	Tai Po Road – Yuen Chau Tsai Footpath	1.5 (1)	0.5	77	29	11	4	A	A
F3	Yung Yi Road Footpath	1.5 (1)	0.5	77	21	11	3	A	A
F4	Ha Wong Yi Au Road Footpath	1.7	0.7	79	27	8	3	A	A
F5	Tai Po Road – Yuen Chau Tsai Footpath	1.2	0.2	57	30	19	10	B	A
F6	Yung Yi Road Footpath	2.0	1.0	77	18	6	2	A	A
F7	Yung Yi Road Footpath	2.5	1.5	39	68	2	4	A	A
F8	Proposed Footpath along the New Access Road	1.5	0.5	11	11	2	2	A	A

Notes:
(1) Critical footpath sections near the pedestrian crossing facilities at Yung Yi Road under the proposed junction modification scheme of Yung Yi Road / Tai Po Road – Yuen Chau Tsai (J4) discussed in **Chapter 3.2** are selected for LOS assessment.
(2) Effective clear width = Actual width (on-site measurement) minus 0.5m dead width on both sides.
(3) Pedestrian flow rates are computed based on effective clear width.

4.5.7 As shown in **Table 4.5.2** and **Table 4.5.3**, the concerned footpaths would be operating satisfactorily with "LOS A" in design year 2033 under both reference and design scenarios.

<u>Design Scenario if No Residents' Service is Provided</u>

4.5.8 For conservative purposes, pedestrian assessment has been carried out assuming no residents' service is provided, and the passenger demand of the Proposed Development for public transport would require to leave the site to Tai Po Road – Yuen Chau Tsai for taking public transport. The pedestrian trips generated and attracted by the Proposed Development under this design scenario are summarized in **Table 4.5.4** and the assessment results are summarized in **Table 4.5.5**.

Table 4.5.4 Pedestrian Trips Generated and Attracted by Proposed Development under Design Scenario if No Residents' Service is Provided

Pedestrian Trips	AM Peak	PM Peak (1)
	Two-way Pedestrian Flow	Two-way Pedestrian Flow
Ped/hr	289 (2)	289
Ped/15-min (3)	87	87

Note:
(1) For assessment purposes, the AM peak pedestrian trip generation and attraction are adopted for the PM peak period.

(2) Refer to Chapter 3.4, the total passenger demand of public transport associated with the Proposed Development in the morning peak hour is assumed to be approximately 289 pax/hr, i.e. 255 (Public Transport) + 34 (On Foot).
(3) A surge factor of 1.2 was applied on the pedestrian flows during the peak 15-minute period.

Table 4.5.5 Year 2033 LOS Performance under Design Scenario if No Residents' Service is Provided

Location		Actual Width (m)	Effective Clear Width (2) (m)	Two-way Peak 15-minute Flow (ped/15-min)		Flow Rate (3) (ped/min/m)		LOS (Level)	
				AM	PM	AM	PM	AM	PM
F1	Tai Po Road – Yuen Chau Tsai Footpath	1.5 (1)	0.5	32	42	5	6	A	A
F2	Tai Po Road – Yuen Chau Tsai Footpath	1.5 (1)	0.5	149	84	20	12	B	A
F3	Yung Yi Road Footpath	1.5 (1)	0.5	100	44	14	6	A	A
F4	Ha Wong Yi Au Road Footpath	1.7	0.7	155	103	15	10	A	A
F5	Tai Po Road – Yuen Chau Tsai Footpath	1.2	0.2	79	69	27	23	C	C
F6	Yung Yi Road Footpath	2.0	1.0	100	41	7	3	A	A
F7	Yung Yi Road Footpath	2.5	1.5	92	121	5	6	A	A
F8	Proposed Footpath along the New Access Road	1.5	0.5	87	87	12	12	A	A

Notes:
(1) Critical footpath sections near the pedestrian crossing facilities at Yung Yi Road under the proposed junction modification scheme of Yung Yi Road / Tai Po Road – Yuen Chau Tsai (J4) discussed in **Chapter 3.2** are selected for LOS assessment.
(2) Effective clear width = Actual width (on-site measurement) minus 0.5m dead width on both sides.
(3) Pedestrian flow rates are computed based on effective clear width.

4.5.9 As shown in **Table 4.5.2**, **Table 4.5.3** and **Table 4.5.5**, the concerned footpaths would be operating satisfactorily with "LOS C" or above in design year 2033 under both reference and design scenarios.

4.5.10 In view of the above, it is considered that the concerned footpaths in the vicinity of the Development Site are currently operating satisfactorily during both morning and evening peak periods and would continue to operate within capacities in Year 2033 taking into account the pedestrian trips due to the Proposed Development. Therefore, it is anticipated that no adverse impact on pedestrian facilities would be induced by the Proposed Development.

5 CONSTRUCTION TRAFFIC IMPACT ASSESSMENT

5.1 Trip Generation and Attraction at Construction Stage

Table 5.1.1 Traffic Generation and Attraction of Proposed Development at Construction Stage

AM Peak		PM Peak	
Generation	Attraction	Generation	Attraction
20	20	20	20

5.1.1 As indicated in table above, it is estimated that the Proposed Development would generate a total of some 40 pcu/hr and 40 pcu/hr (two-way) at construction stage during morning and evening peak periods respectively.

5.2 Assessment Scenario

5.2.1 For conservative purposes, Year 2031 is adopted as the design year for the construction traffic impact assessment to evaluate the associated traffic impact likely to be induced by the Proposed Development at construction stage. Similarly, two assessment scenarios were analysed and compared:

Scenario 1

Year 2031 Reference Scenario at Construction Stage

= Year 2031 adjusted BDTM Flow

Plus traffic generations of other major planned/committed developments in the vicinity

Scenario 2

Year 2031 Design Scenario at Construction Stage

= Year 2031 Reference Scenario at Construction Stage

Plus Construction traffic trips generated and attracted by the Proposed Development

5.2.2 The forecasted traffic flows for the above two scenarios are presented in **Figures 5.1 and 5.2** respectively. The net development traffic flows associated with the Proposed Development during construction stage are shown in **Figure 5.3**.

5.3 Junction Capacity Assessment at Construction Stage

5.3.1 Junction capacity assessment was carried out at the identified key junctions for Year 2031 Construction scenarios. The assessment results are summarized in **Table 5.3.1** below, and the detailed junction calculation sheets are enclosed in **Appendix A**.

Table 5.3.1 Year 2031 Future Junction Performance at Construction Stage

Junction		Type	Performance (1)			
			2031 Reference		2031 Design	
			AM	PM	AM	PM
J1	Kwong Fuk Road / Nam Wan Road / Tai Po Road – Yuen Chau Tsai	Signalized	-1%	11%	-1% /-1% (2)	11% /11% (2)
J2	Kwong Fuk Road Roundabout (3)	Roundabout	0.78	0.57	0.78	0.58
J3	Slip Road to Tolo Highway / Tai Po Road – Yuen Chau Tsai	Priority	0.74	0.62	0.74	0.62
J4	Yung Yi Road / Tai Po Road – Yuen Chau Tsai (4)	Priority	0.45	0.24	0.49	0.28
J5	Lookout Link / Tai Po Road – Tai Po Kau	Priority	0.25	0.24	0.25	0.24
J6	Ha Wong Yi Au Road / Yung Yi Road / Access Road from/to Ling Liang Church M.H. Lau Secondary School (3)	Roundabout	---	---	0.09	0.04

Notes:
(1) Figures shown represent "Reserve Capacity" (RC) in % for the signalized junctions and "Design Flow Capacity" (DFC) ratio for priority junctions and roundabouts.
(2) Taking into account the proposed junction improvement at J1 as discussed in **Chapter 4.4**.
(3) Taking into account the junction improvement works under Contract No. CV/2023/18: Site Formation and Infrastructure Works at To Yuen Tung, Tai Po, which is enclosed in **Appendix B**.
(4) Taking into account the road / junction modification schemes under the Proposed Development as discussed in **Chapter 3.2**.

5.3.2 The above results reveal that the identified key junctions would operate within capacities with the Proposed Development in Year 2031 except Kwong Fuk Road / Nam Wan Road / Tai Po Road – Yuen Chau Tsai (J1) during morning peak hours. Nonetheless, the results also revealed that the junction capacity of J1 with construction traffic would remain similar compared with the case without the Proposed Development. This is because construction traffic associated with the Proposed Development is expected to access the Application Site via Tolo Highway, thereby bypassing the junction in question. As such, the traffic impact on J1 during the construction period is anticipated to be minimal. Overall, it is anticipated that the Proposed Development would not induce significant traffic impact to the surrounding road network during construction stage.

5.4 Link Capacity Assessment at Construction Stage

5.4.1 Link capacity assessment was carried out at the identified road links for Year 2031 Construction scenarios, and the results are summarized in **Table 5.4.1** below.

Table 5.4.1 Year 2031 Future Link Performance at Construction Stage

Road Section		Direction	Link Capacity (pcu/hr)	Traffic Flows (pcu/hr)				Volume/Capacity (V/C) Ratio			
				2031 Reference		2031 Design		2031 Reference		2031 Design	
				AM	PM	AM	PM	AM	PM	AM	PM
L1	Nam Wan Road *between Plover Cove Road and Tai Po Road – Yuen Chau Tsai*	NB	2,800	745	655	745	655	0.27	0.23	0.27	0.23
		SB	2,800	1,025	805	1,025	805	0.37	0.29	0.37	0.29
L2	Tai Po Road – Yuen Chau Tsai *between Nam Wan Road and Kwong Wang Street*	EB	2,800	1,390	1,040	1,390	1,040	0.50	0.37	0.50	0.37
		WB	2,800	1,225	1,535	1,225	1,535	0.44	0.55	0.44	0.55
L3	Tai Po Road – Yuen Chau Tsai *between Kwong Wang Street and Slip Road from Tai Po Road – Yuen Chau Tsai to Tolo Highway*	EB	3,000	2,325	1,765	2,345	1,785	0.78	0.59	0.78	0.60
L4	Tai Po Road – Yuen Chau Tsai *Between Slip Road from Tolo Highway to Tai Po Road – Yuen Chau Tsai and Kwong Wang Street*	WB	4,700	2,070	2,230	2,090	2,250	0.44	0.47	0.44	0.48
L5	Tai Po Road – Yuen Chau Tsai *between Slip Road from Tolo Highway to Tai Po Road – Yuen Chau Tsai and Slip Road from Tai Po Road – Yuen Chau Tsai to Tolo Highway*	Two-way	2,500	1,510	1,330	1,530	1,350	0.60	0.53	0.61	0.54
L6	Tai Po Road – Yuen Chau Tsai *between Slip Road from Tai Po Road – Yuen Chau Tsai to Tolo Highway and Yung Yi Road*	Two-way	2,300	1,275	1,260	1,315	1,300	0.55	0.55	0.57	0.57
L7	Tai Po Road – Yuen Chau Tsai *between Yung Yi Road and Tai Po Road – Tai Po Kau*	Two-way	2,300	1,035	1,070	1,035	1,070	0.45	0.47	0.45	0.47
L8	Yung Yi Road *between Tai Po Road – Yuen Chau Tsai and Wong Yi Au Road*	Two-way	2,300	360	225	400	265	0.16	0.10	0.17	0.12
L9	Ha Wong Yi Au Road *Full Section*	Two-way	110 / 2,300 *(under design scenario)* (1)	10	15	50	55	0.09	0.14	0.02	0.02

Road Section		Direction	Link Capacity (pcu/hr)	Traffic Flows (pcu/hr)				Volume/Capacity (V/C) Ratio			
				2031 Reference		2031 Design		2031 Reference		2031 Design	
				AM	PM	AM	PM	AM	PM	AM	PM
L10	Tolo Highway *between Slip Road from Tai Wan Road to Tolo Highway and Slip Road from Tolo Highway to Tai Po Road – Yuen Chau Tsai*	EB	8,200	7,955	6,095	7,975	6,115	0.97	0.74	0.97	0.75
		WB	8,200	5,460	6,390	5,480	6,410	0.67	0.78	0.67	0.78
L11	Tolo Highway *between Slip Road from to Tai Po Road – Yuen Chau Tsai to Tolo Highway and Slip Road from Tolo Highway to Chong San Road*	EB	8,200	10,390	7,165	10,390	7,165	1.27	0.87	1.27	0.87
		WB	8,200	7,960	8,875	7,960	8,875	0.97	1.08	0.97	1.08
L12	Slip Road from Tolo Highway *between Tolo Highway and Tai Po Road – Yuen Chau Tsai*	EB	1,800	725	730	760	765	0.40	0.41	0.42	0.43
L13	Slip Road to Tolo Highway *between Tai Po Road – Yuen Chau Tsai and Tolo Highway*	WB	1,800	675	700	695	720	0.38	0.39	0.39	0.40
L14	Slip Road to Tolo Highway *between Tai Po Road – Yuen Chau Tsai and Tolo Highway*	EB	1,800	1,185	790	1,185	790	0.66	0.44	0.66	0.44
L15	Slip Road from Tolo Highway *between Tolo Highway and Tai Po Road – Yuen Chau Tsai*	WB	1,800	980	1,175	990	1,185	0.54	0.65	0.55	0.66
L16	New Access Road *between Ha Wong Yi Au Road and Site B* (1)	Two-way	2,300	---	---	40	40	---	---	0.02	0.02

Notes:
(1) Taking into account the road connection proposal and road / junction modification schemes under the Proposed Development as discussed in **Chapter 3.2**.

5.4.2 As shown in the table above, the majority of identified road sections would continue to have sufficient link capacities to cater for the future traffic demand with the Proposed Development by Year 2033, except Tolo Highway (L11). Nonetheless, the results also revealed that the link capacity of L11 with construction traffic would remain similar as compared with the case without the Proposed Development. Therefore, it is anticipated that the Proposed Development would not induce significant traffic impact to the surrounding road network at construction stage.

6 CONCLUSION

6.1 Summary

6.1.1 The Application Site is located at Various Lots in D.D. 32 and adjoining Government land at Wong Yi Au, Tai Po, New Territories.

6.1.2 The Applicant intends to rezone the Application Site from mainly "Green Belt" ("GB") and a minor portion within "V" to a tailormade "Residential (Group B) 13" ("R(B)13") zone at Various Lots in D.D.32 and Adjoining Government Land, Wong Yi Au, Tai Po to facilitate the proposed residential development and associated infrastructure (hereinafter referred to as the "Proposed Development"). The Application Site comprises a Development Site connected by a Proposed Access Road (including the proposed new road section and the modified Ha Wong Yi Au Road). An Indicative Scheme (including the Development Site for residential development, Proposed Access Road, associated road works and supporting infrastructure) has been formulated to demonstrate the technical feasibility and suitability of the proposed amendment.

6.1.3 This TIA report is in support of the Section 12A Planning Application to facilitate the development proposal at the Application Site.

6.1.4 To enhance the accessibility of the Development Site, a road connection proposal and a series of road / junction modification works has been proposed as summarized below:

- Proposed modification woks at the junction of Yung Yi Road and Tai Po Road – Yuen Chau Tsai;
- Proposed modification woks at the existing turning facility near Ling Liang Church M.H. Lau Secondary School;
- Proposed modification works at Ha Wong Yi Au Road; and
- Proposed new access road connecting to Ha Wong Yi Au Road.

6.1.5 The proposed provision of internal transport facilities for the proposed residential development is in full compliance with the HKPSG requirements, and they will be self-contained within the Development Site. In view of the remote location and limited public transport facilities in the vicinity, residents' service for coach is proposed to provide feeder service to the nearby MTR Station, subject to the carrying capacity of loading and unloading facilities of the nearby MTR Station.

6.1.6 The identified key junctions and road links in the vicinity were assessed with respect to traffic generation of the proposed development upon Year 2033 (3 years after the target Completion Year 2030), taking into account the traffic generation by the major planned developments in the vicinity.

6.1.7 Traffic impact assessment scenarios were set up for the proposed development, namely Year 2033 Reference scenario (without the proposed development) and Year 2033 Design scenario (with the proposed development in place).

6.1.8 Assessment results revealed that the traffic condition would be more or less the same in both Reference and Design scenarios in year 2033. It is anticipated that the performance of J1: Kwong Fuk Road / Nam Wan Road / Tai Po Road – Yuen Chau Tsai would be enhanced under Year 2033 Design Scenario with the proposed junction improvement (i.e. widening the southbound approach of Nam Wan Road at the junction from 9.2m to 10m) in place. The traffic impact due to the Proposed Development is considered insignificant and could be accommodated by the surrounding road network.

6.1.9 With the development of North Metropolis and Shatin Bypass, it is anticipated that there will be significant improvement on the operation performance of Tolo Highway in terms of V/C ratio in long-term future.

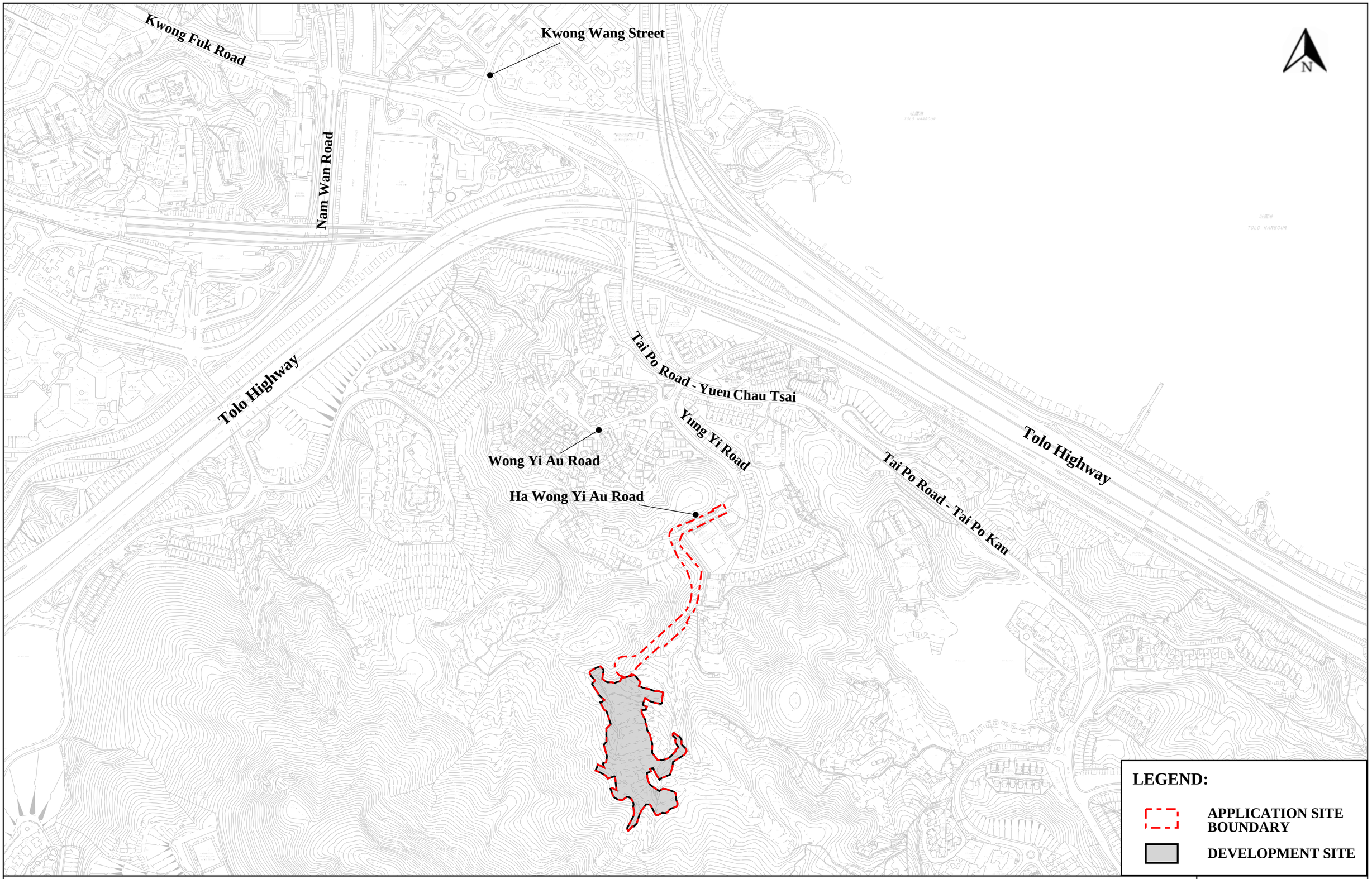
6.1.10 Pedestrian impact assessment was conducted, and the results indicated that concerned footpaths in the vicinity are currently operating satisfactorily during both morning and evening peak periods and would continue to operate within capacities in Year 2033 taking into account of the pedestrian trips due to the Proposed Development.

6.1.11 Construction traffic impact assessment scenarios were set up to evaluate the associated traffic impact induced by the Proposed Development at construction stage. It has revealed that the capacities of identified key junctions and road links with construction traffic would remain similar as compared with the case without the Proposed Development by Year 2031.

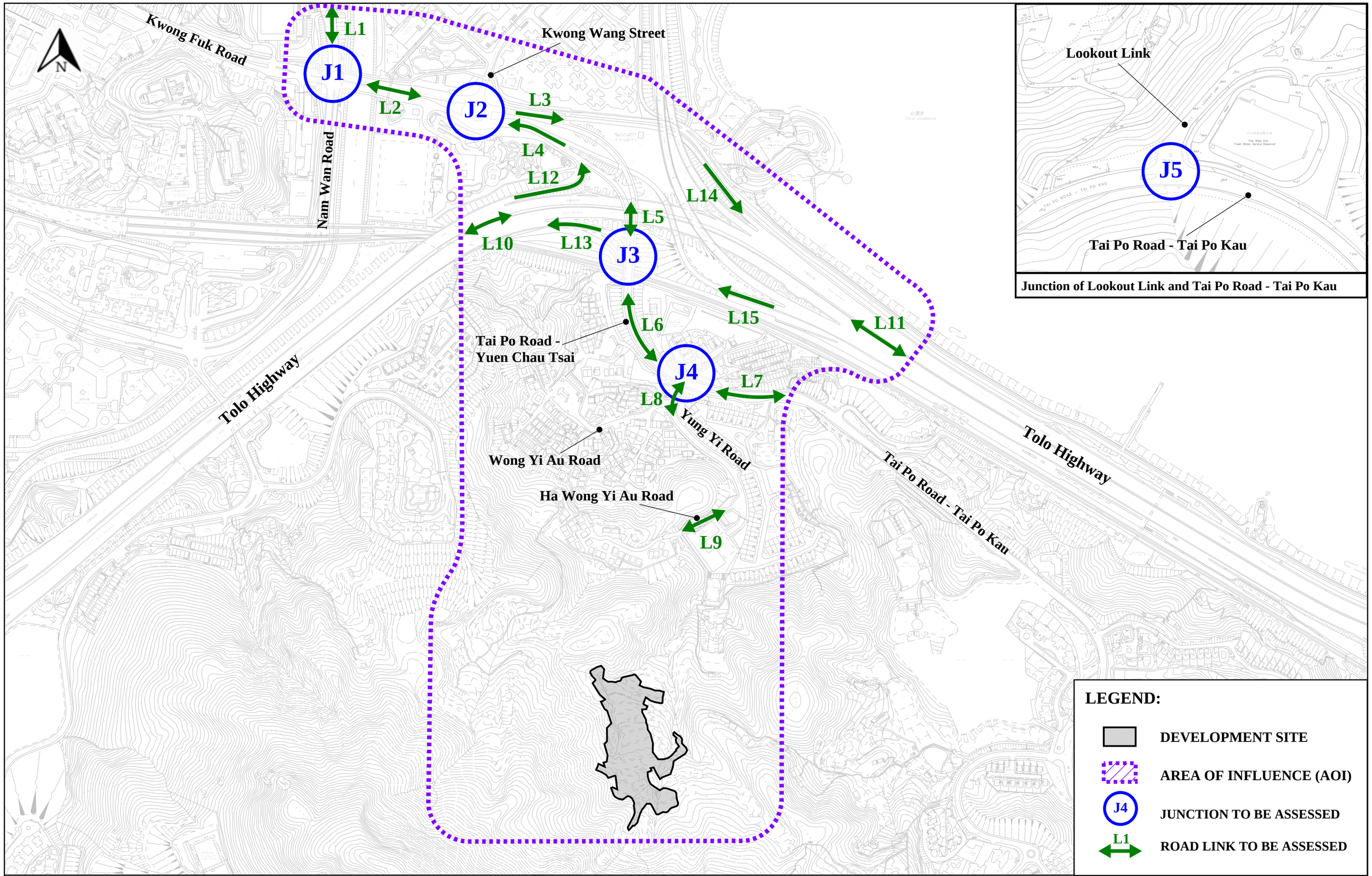
6.2 Conclusion

5.2.1 It is concluded that the Proposed Development will not impose adverse traffic and pedestrian impact on the surrounding road network and is thus feasible from the traffic engineering point of view.

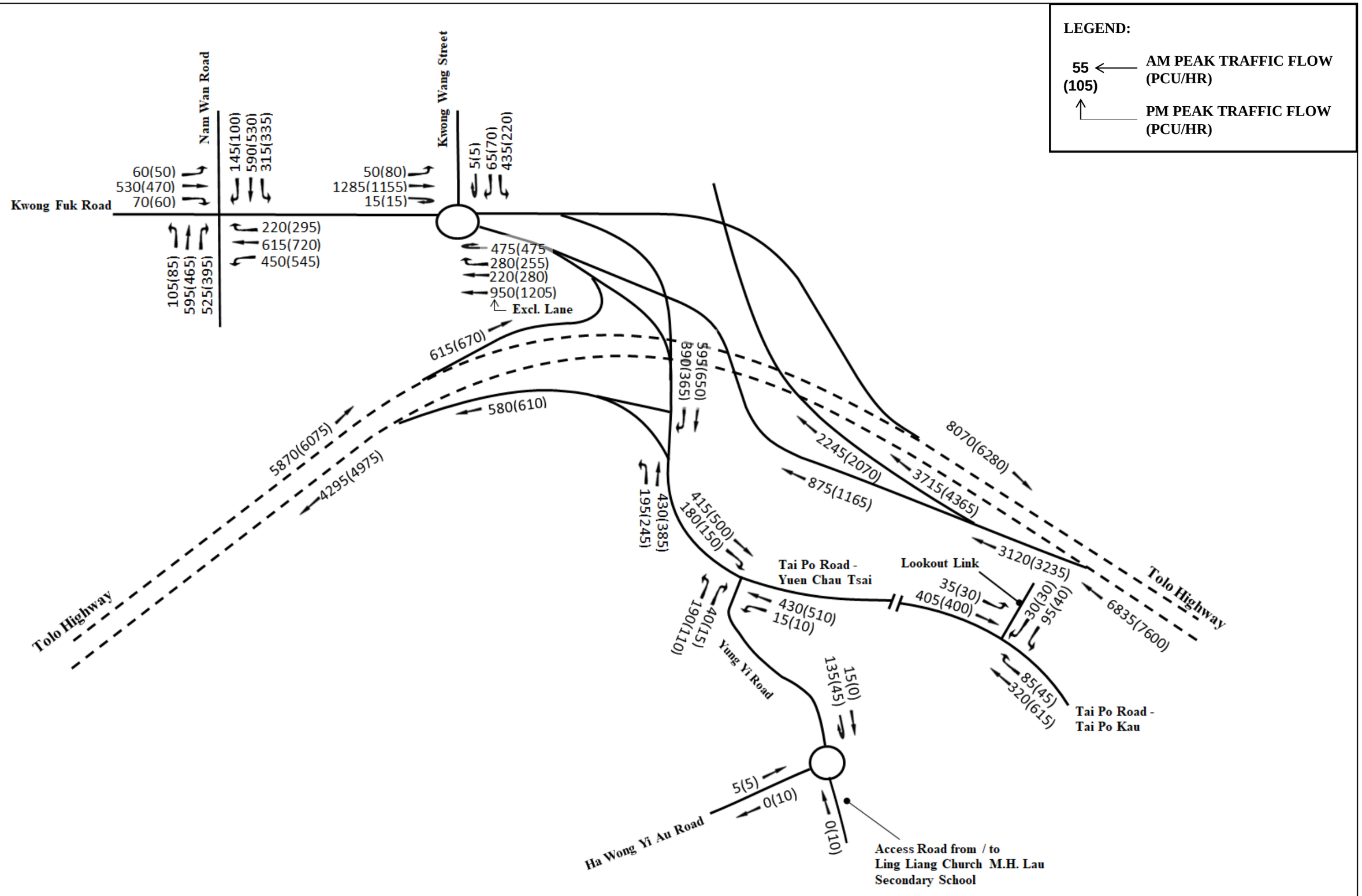
Figures



Job Title	APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES		FIGURE 1.1
Date 02/2026	Scale 1:5,000 (A3)	Drawing Title LOCATION OF THE APPLICATION SITE AND ITS ENVIRONS	ARUP
Drawn WYJL	Job No. 292635-02		



Job Title	APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES	FIGURE 2.1
Date: 02/2026	Scale: 1:5,000 (A3)	
Drawn: WYJL	Job No.: 292635-02	
Drawing Title	EXISTING ROAD NETWORK AND IDENTIFIED JUNCTIONS AND ROAD LINKS TO BE ASSESSED	ARUP



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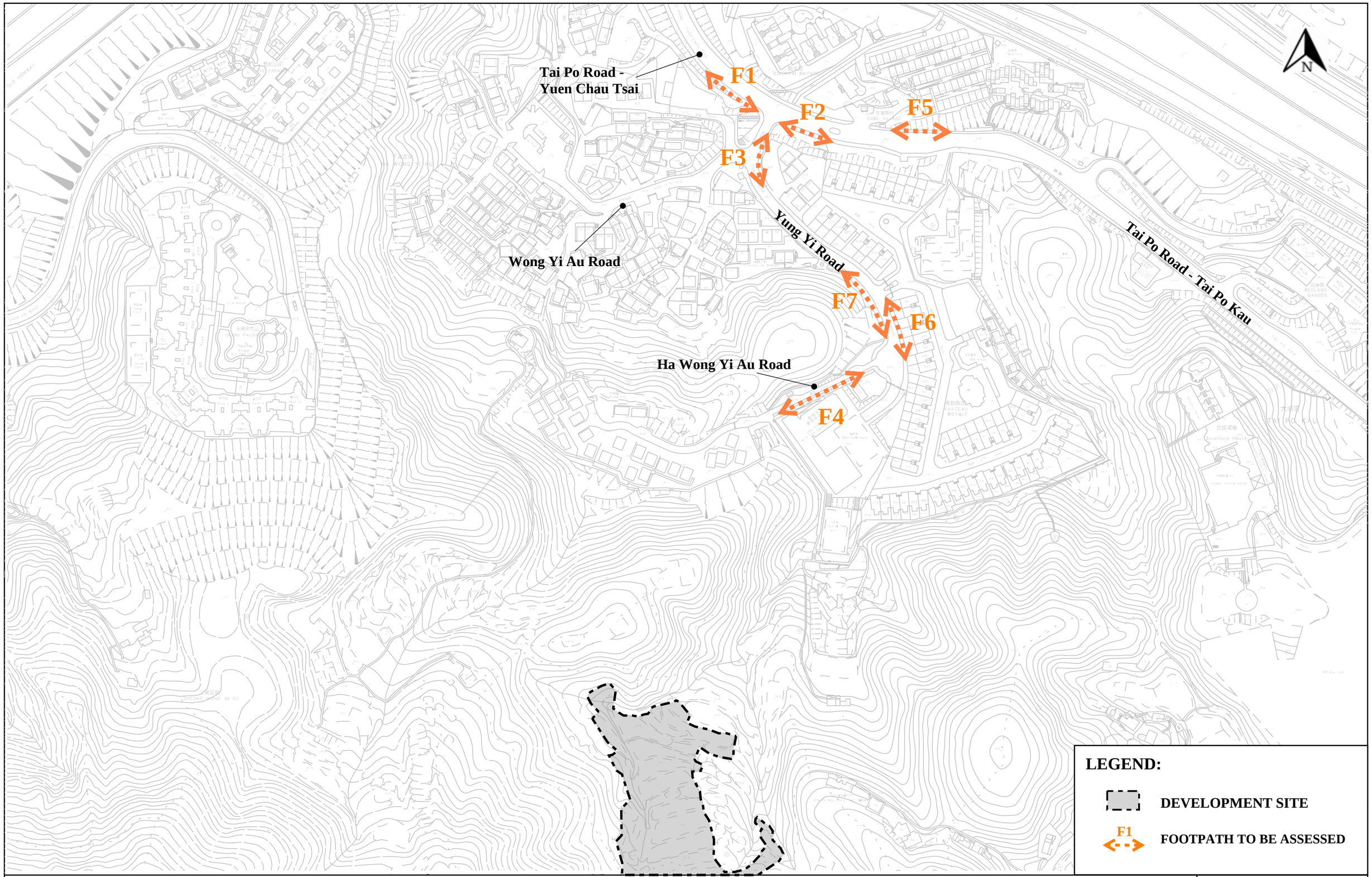
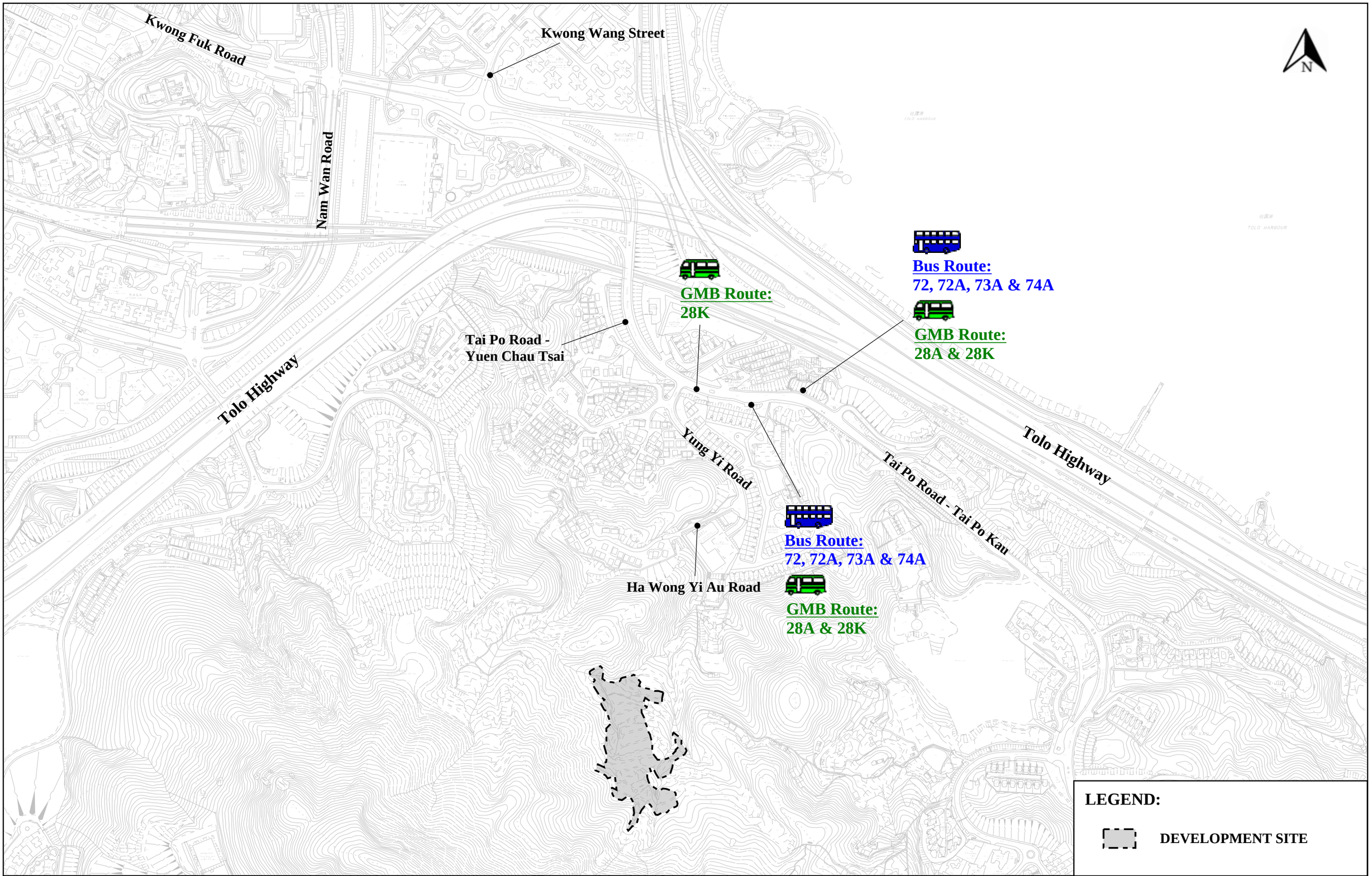
Date: 02/2026	Scale: N.T.S	Drawing Title: YEAR 2024 EXISTING TRAFFIC FLOW
Drawn: WYJL	Job No.: 292635-02	ARUP



Job Title	APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES		FIGURE 2.3
Date 02/2026	Scale 1:2,500 (A3)	Drawing Title IDENTIFIED FOOTPATHS TO BE ASSESSED	ARUP
Drawn WYJL	Job No. 292635-02		



Job Title: APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES

FIGURE 2.4

Date	Scale	Drawing Title
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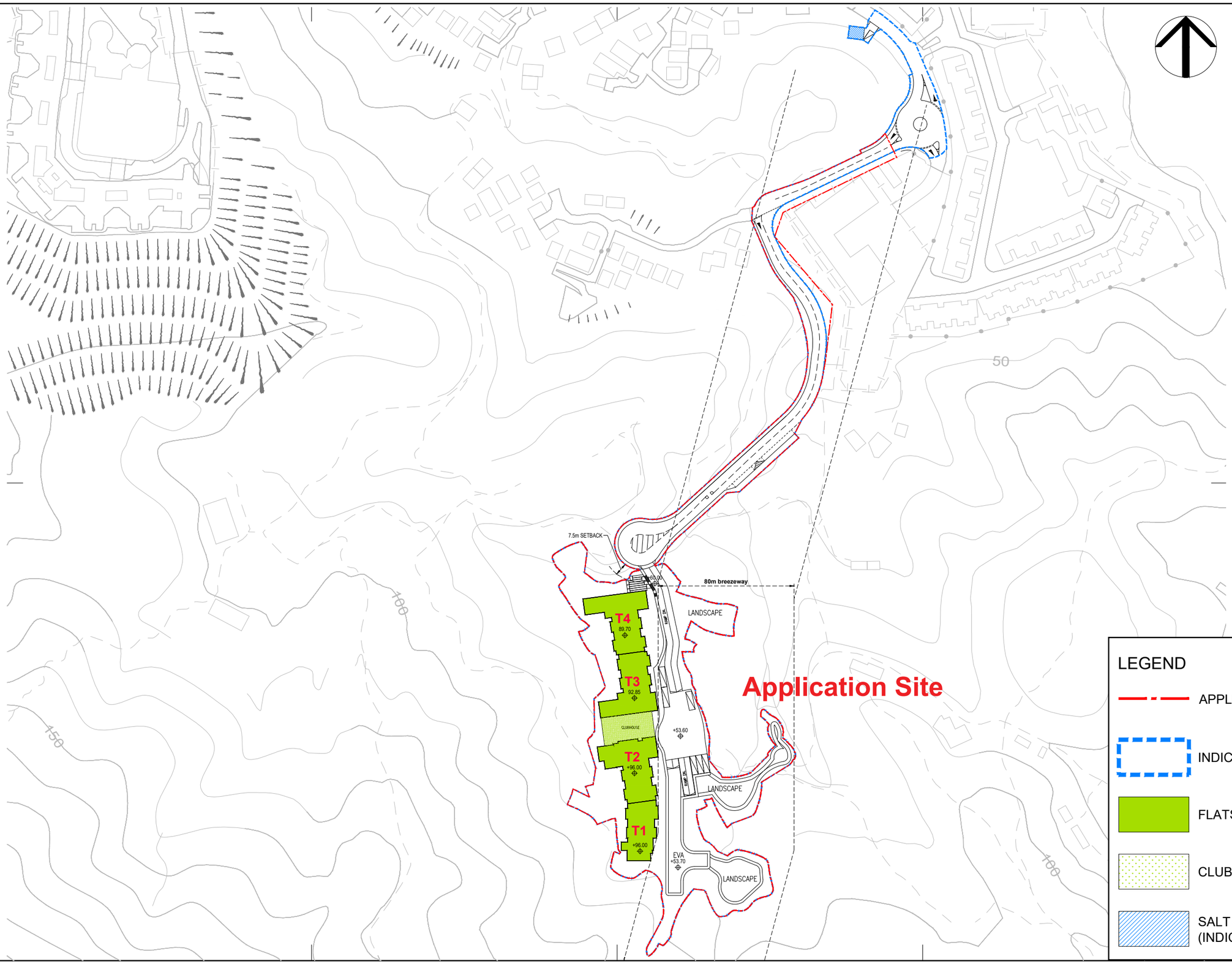
Drawn: WYJL	Job No.: 292635-02	

ARUP



LEGEND

- APPLICATION SITE BOUNDARY
- INDICATIVE SCHEME
- FLATS
- CLUBHOUSE
- SALT WATER PUMPING STATION (INDICATIVE ONLY)

Job Title	**APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES**		**FIGURE 3.1**
Date 02/2026	Scale **1:2,000 (A3)**	Drawing Title **EXTRACT OF MASTER LAYOUT PLAN**	ARUP
Drawn **WYJL**	Job No. **292635-02**		

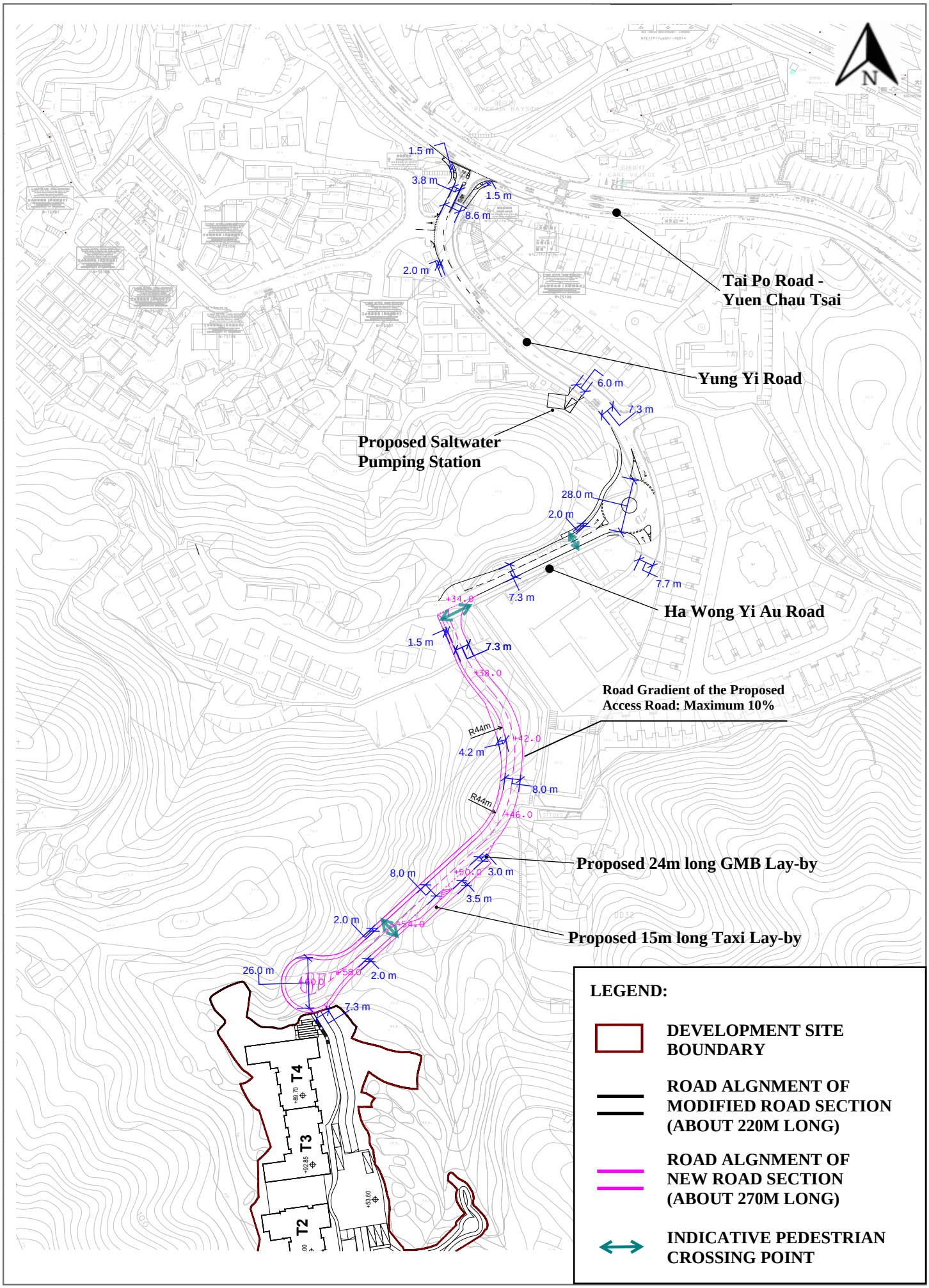


Figure No.	Scale	Figure Title
3.2	1:2,500 (A3)	PROPOSED ROAD CONNECTION PROPOSAL AND ROAD / JUNCTION MODIFICATION SCHEME
ARUP	Date 02/2026	Source

Swept Path Analysis for 8m Long Light Bus

Swept Path Analysis for 5m Long Taxi

Swept Path Analysis for 7m Long Maintenance Vehicle

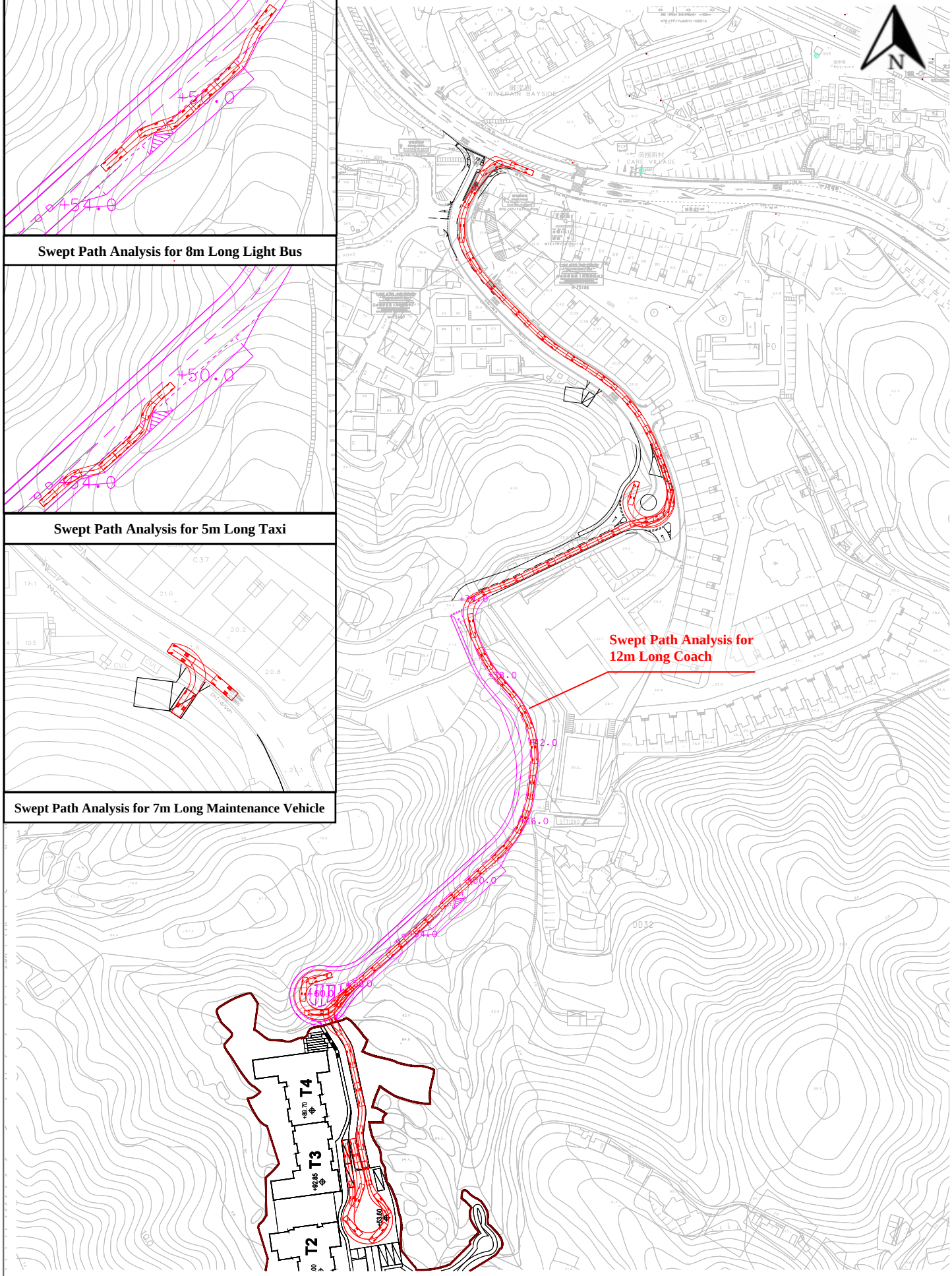


Figure No.	Scale	Figure Title
3.3	1:2,500 (A3)	SWEPT PATH ANALYSIS FOR 12M LONG COACH, 8M LONG LIGHT BUS, 5M LONG TAXI AND 7M LONG MAINTENENCE VEHICLE (APPROACHING)
ARUP	Date 02/2026	Source

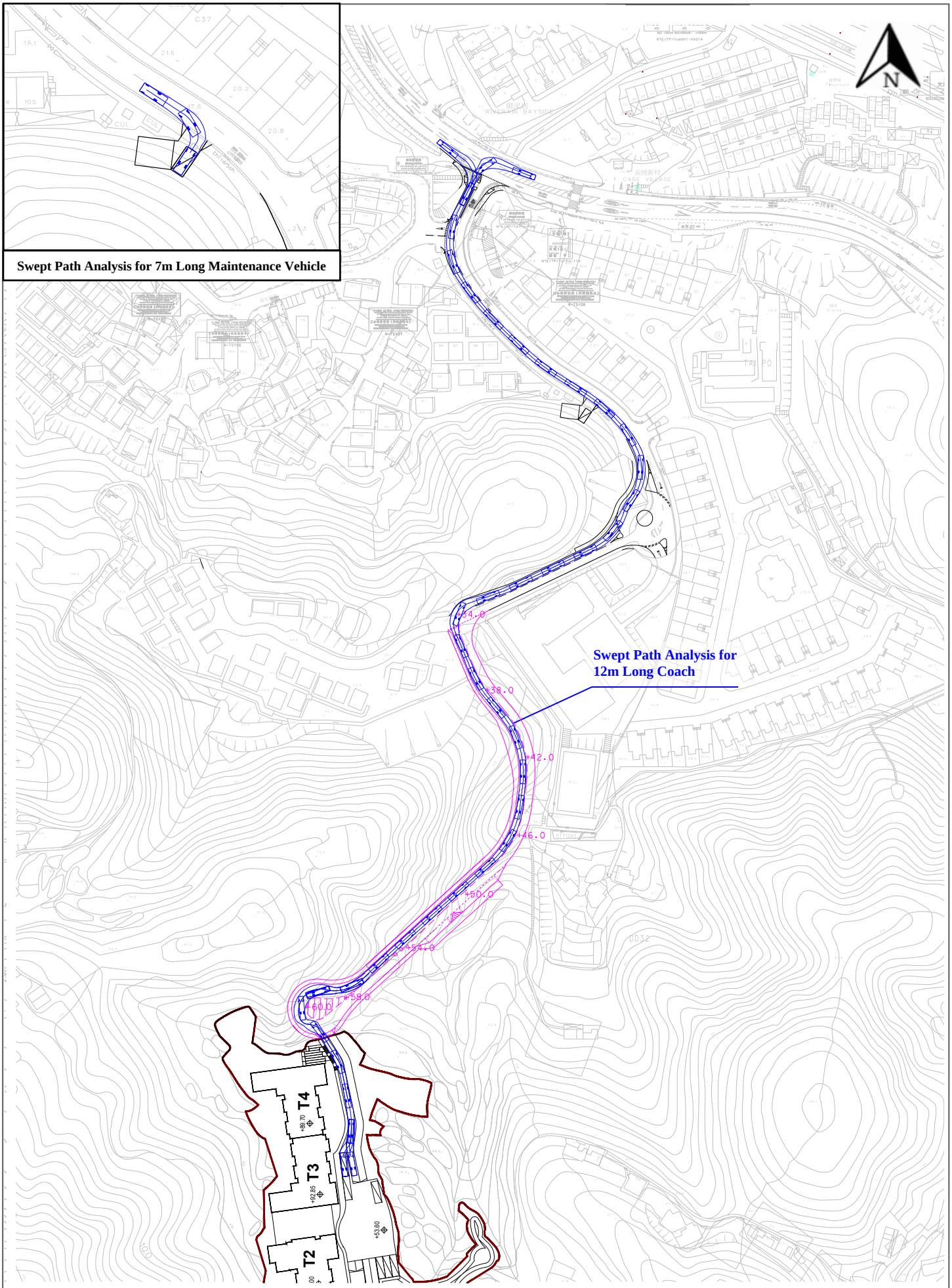
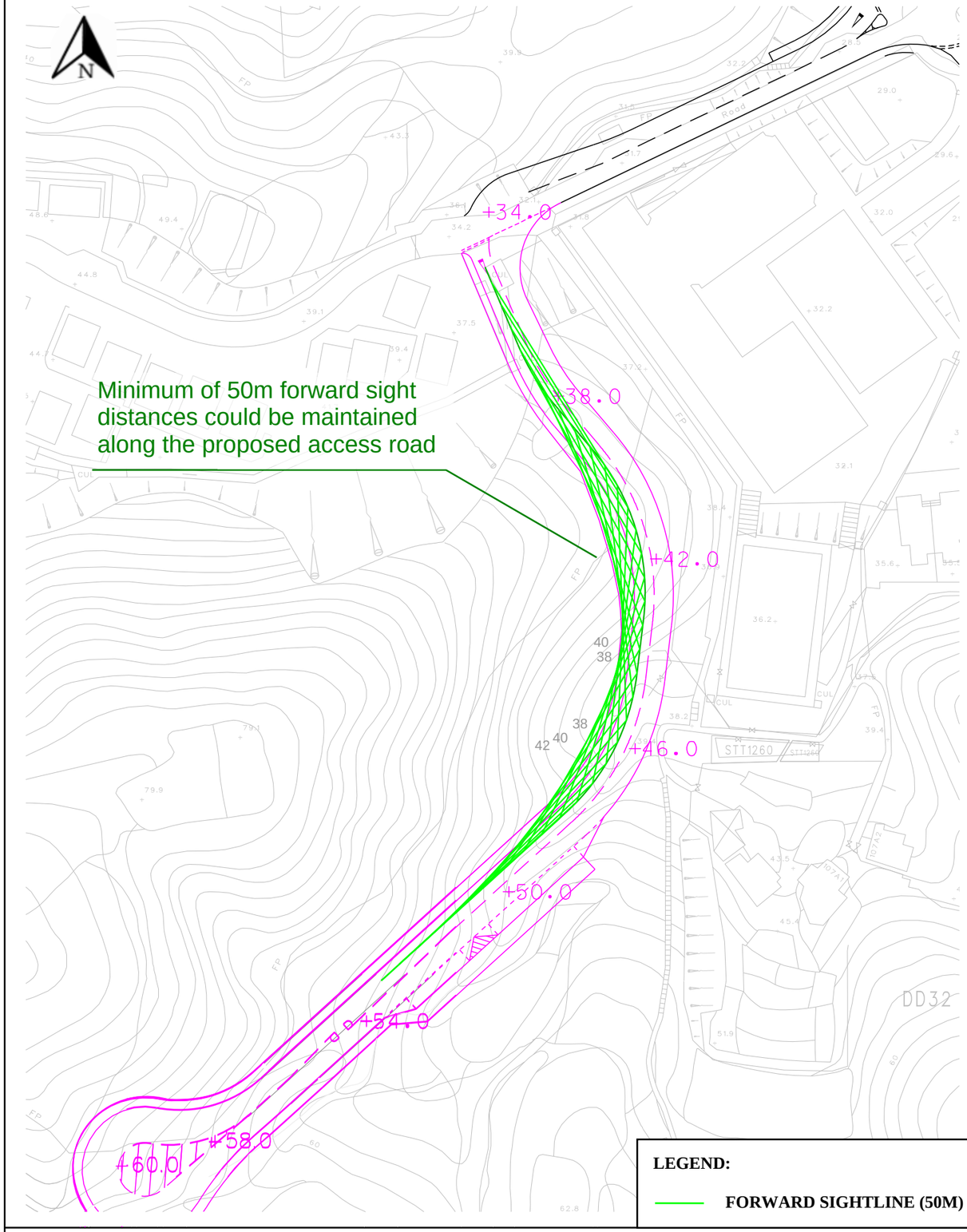
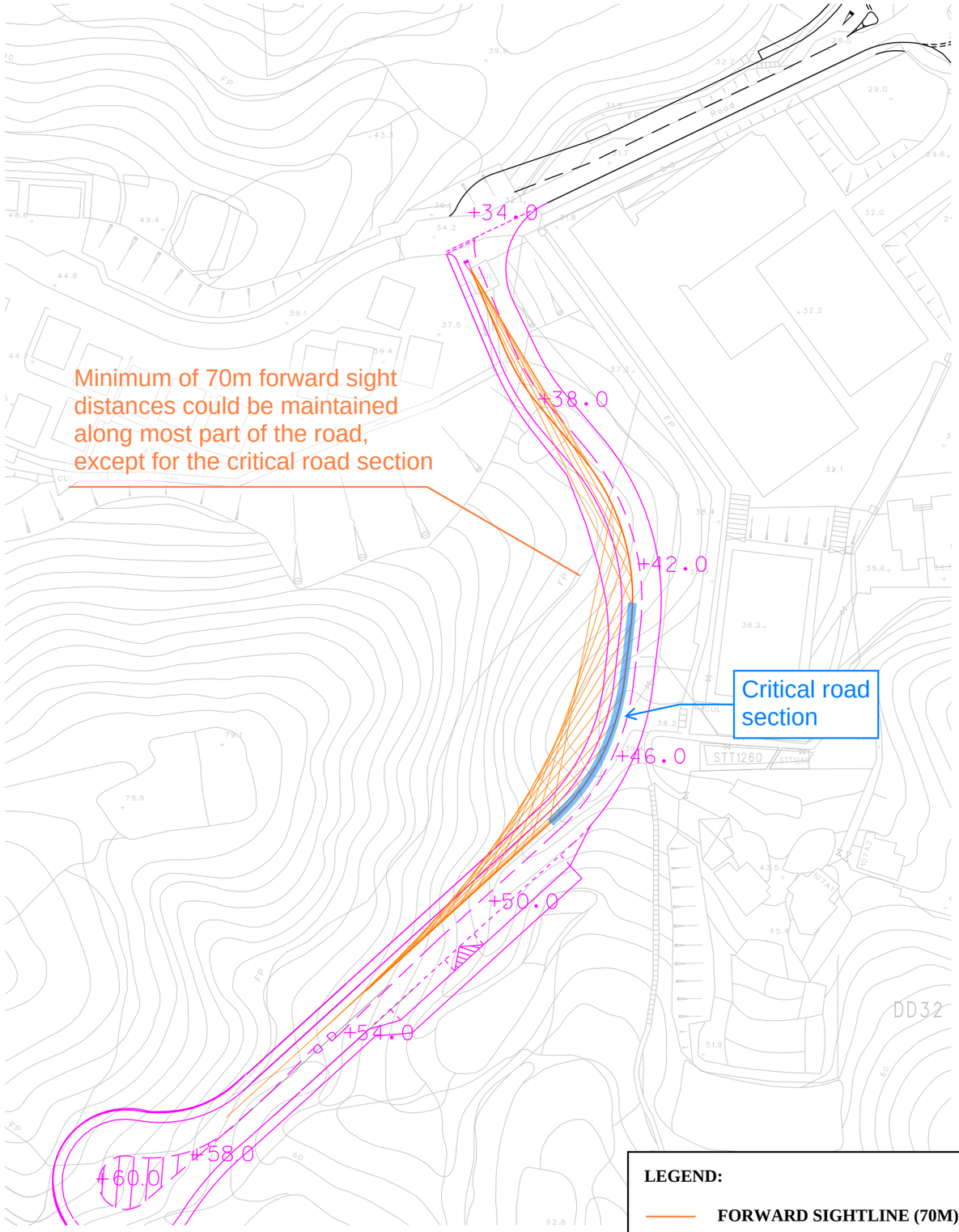


Figure No.	Scale	Figure Title
3.4	1:2,500 (A3)	SWEPT PATH ANALYSIS FOR 12M LONG COACH AND 7M LONG MAINTENENCE VEHICLE (LEAVING)
ARUP	Date 02/2026	Source



LEGEND:

FORWARD SIGHTLINE (50M)



LEGEND:

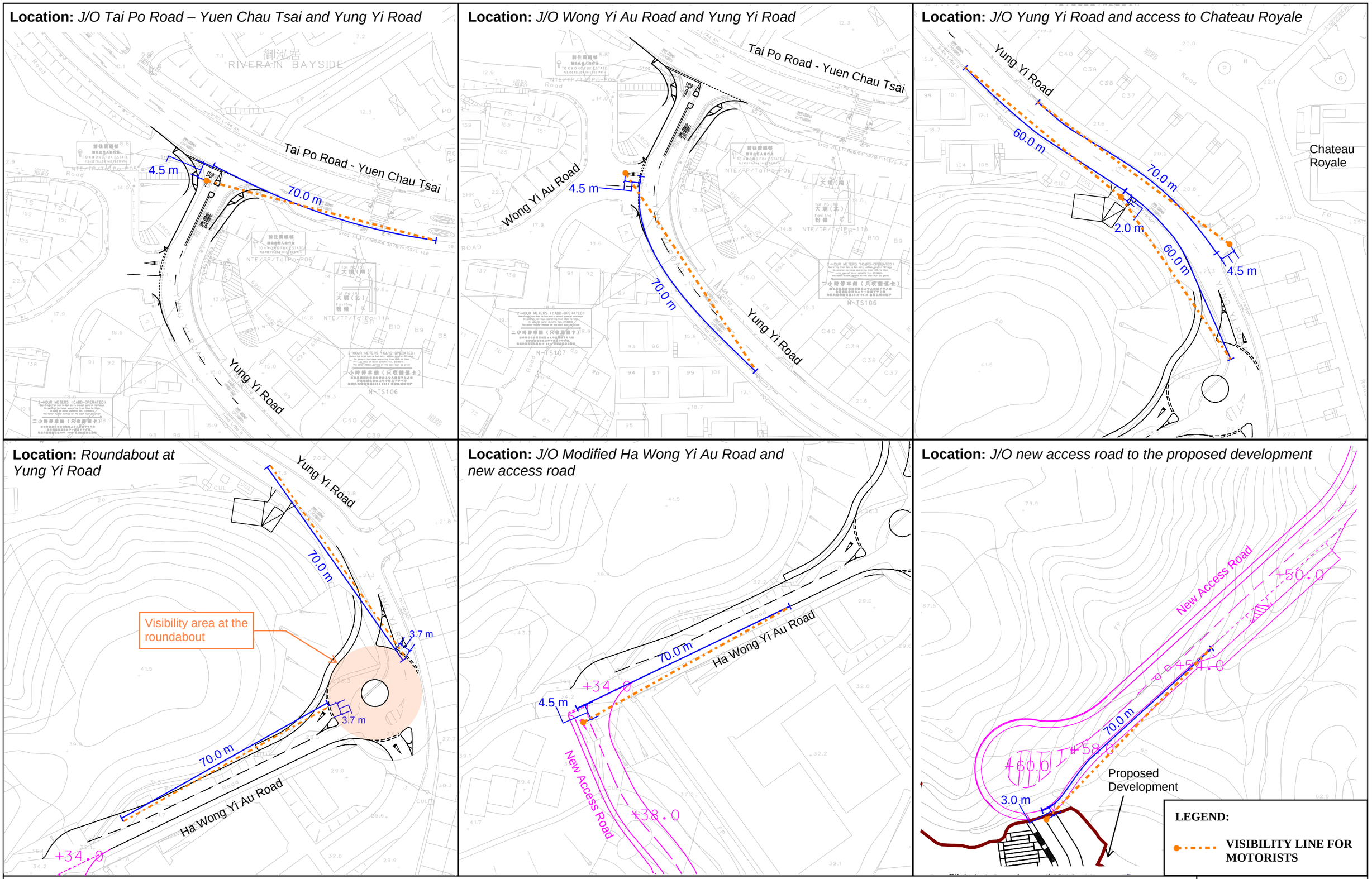
FORWARD SIGHTLINE (70M)

Job Title **APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES**

FIGURE 3.5

Date	Scale	Drawing Title
02/2026	**1:1,000 (A3)**	**ASSESSMENT ON FORWARD SIGHT DISTANCES ALONG PROPOSED ACCESS ROAD**
Drawn **WYJL**	Job No. **292635-02**	

ARUP



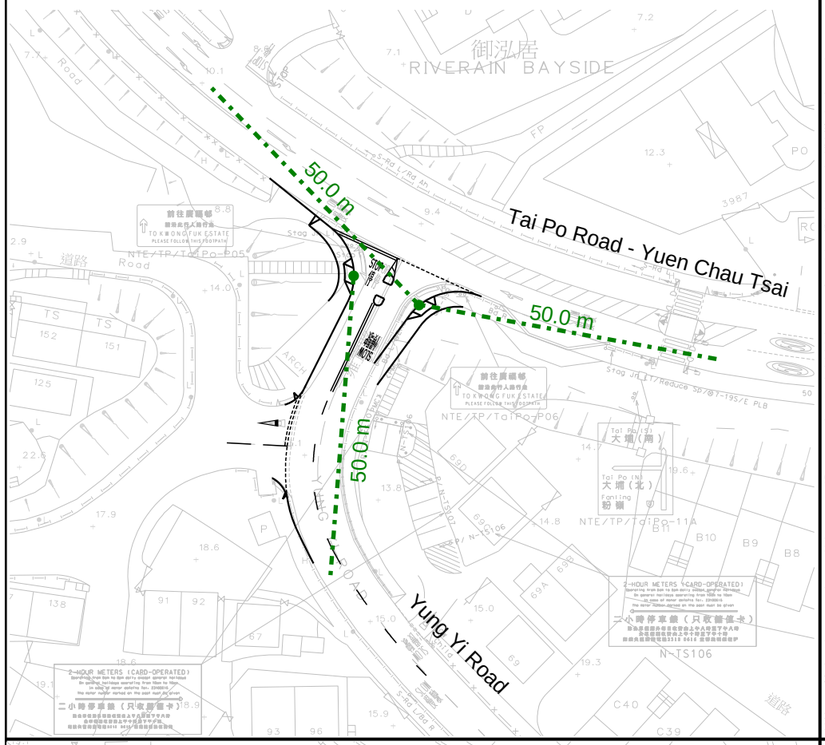
Job Title: **APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES**

FIGURE 3.6

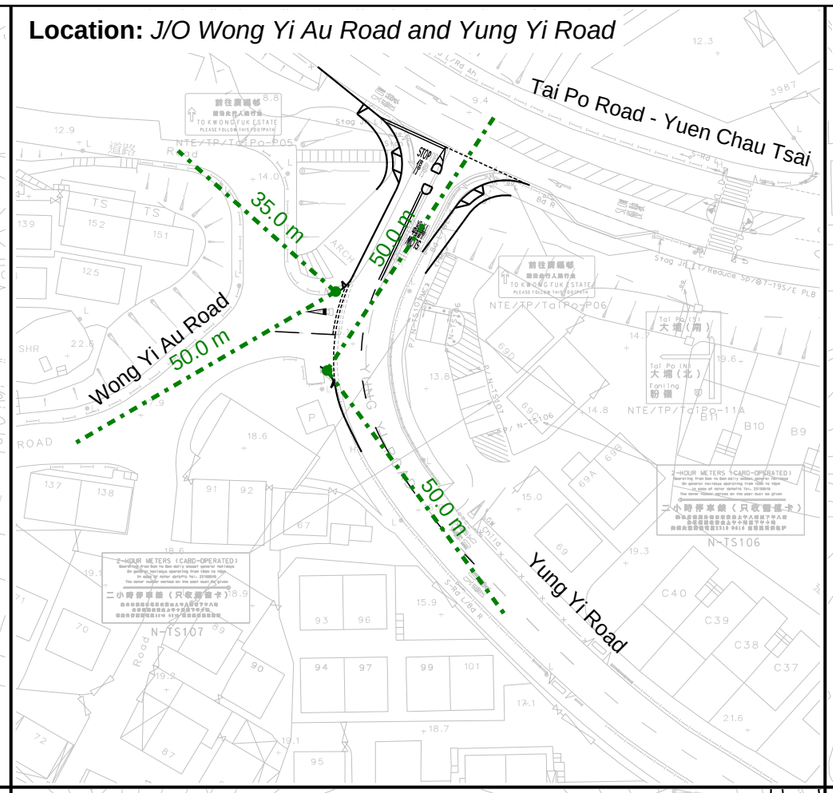
Date	Scale	Drawing Title
02/2026	1:1,000 (A3)	**VISIBILITY ASSESSMENT FOR MOTORISTS ALONG YUNG YI ROAD, HA WONG YI AU ROAD AND PROPOSED ACCESS ROAD**
Drawn: WYJL	Job No.: 292635-02	

ARUP

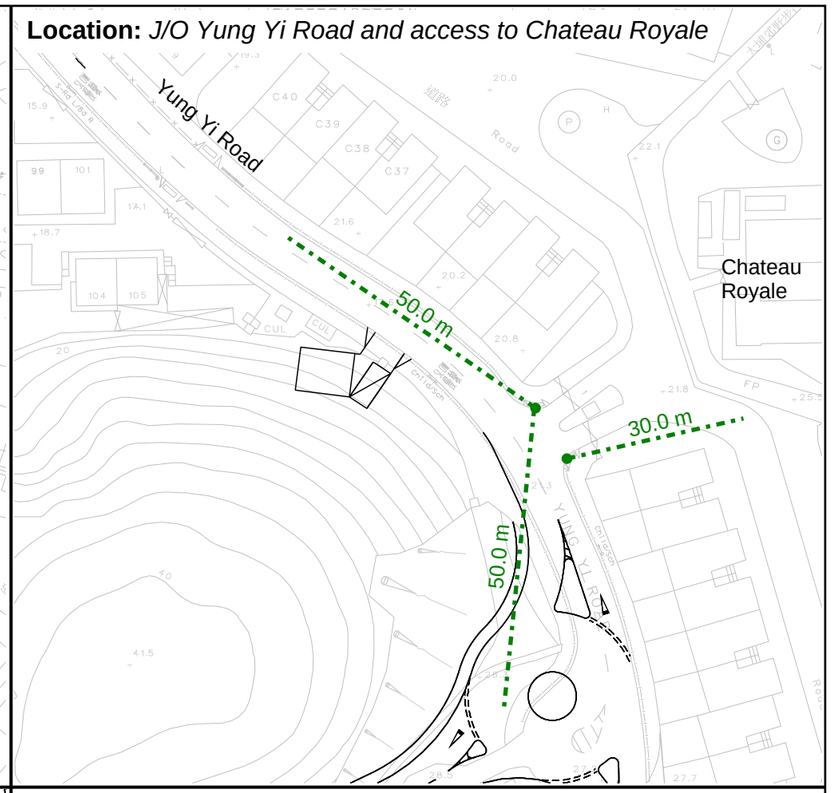
Location: *J/O Tai Po Road – Yuen Chau Tsai and Yung Yi Road*



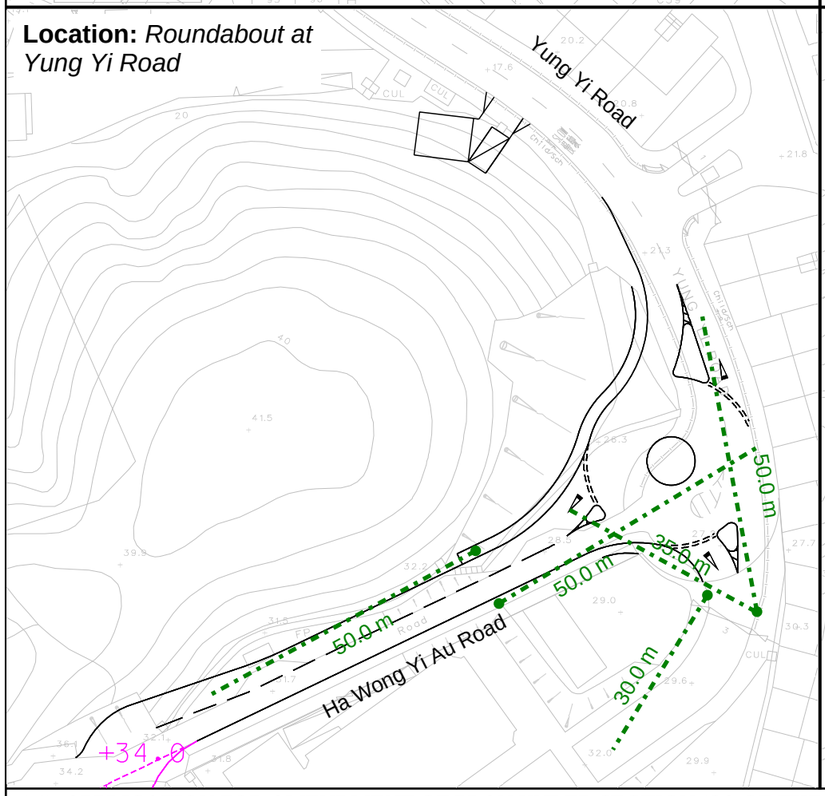
Location: *J/O Wong Yi Au Road and Yung Yi Road*



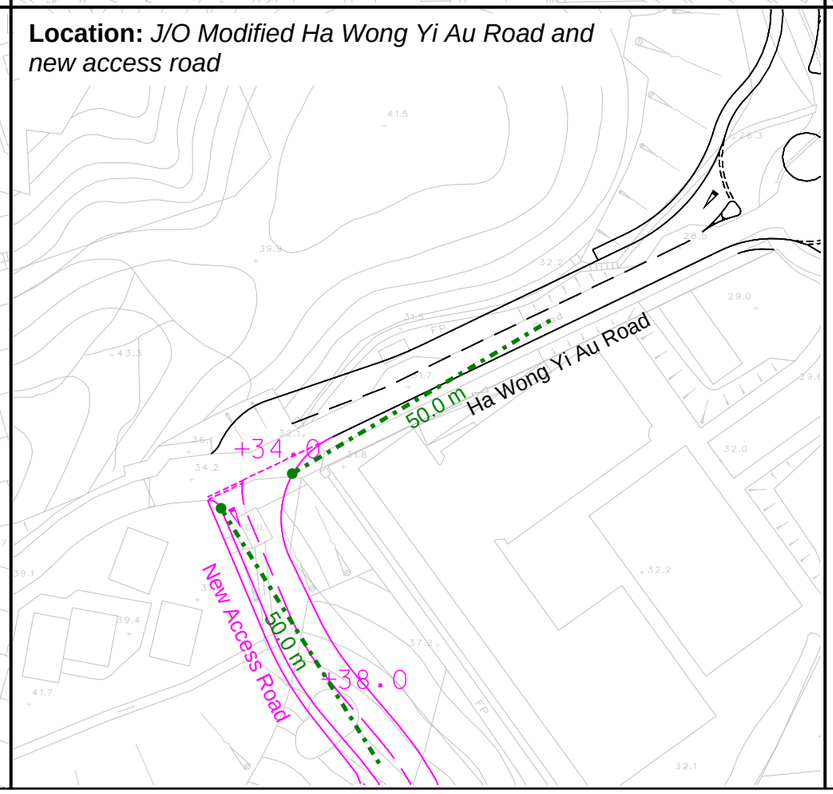
Location: *J/O Yung Yi Road and access to Chateau Royale*



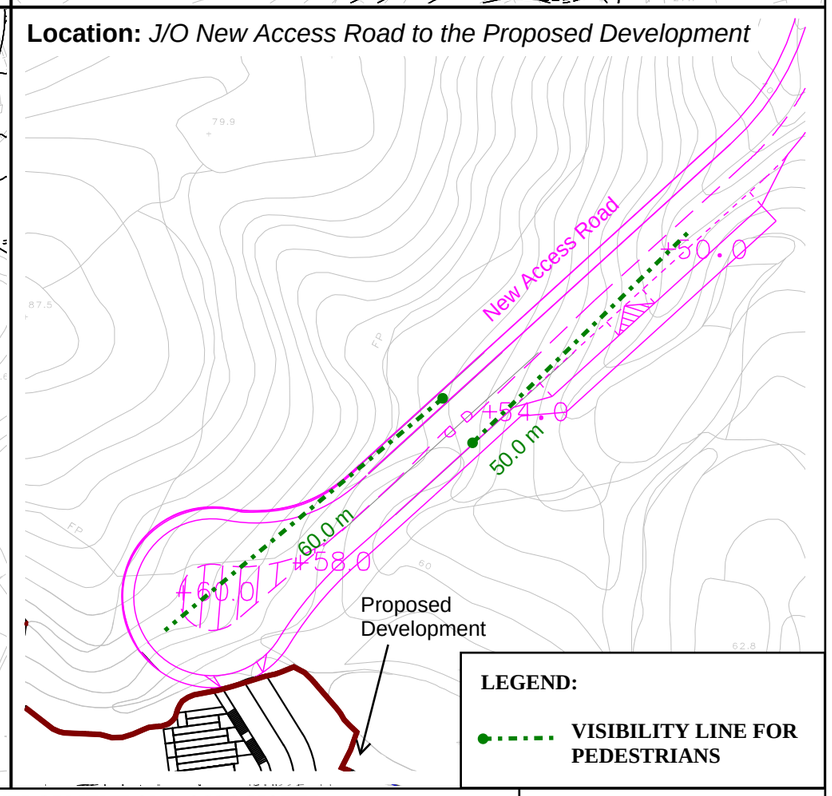
Location: *Roundabout at Yung Yi Road*



Location: *J/O Modified Ha Wong Yi Au Road and new access road*



Location: *J/O New Access Road to the Proposed Development*

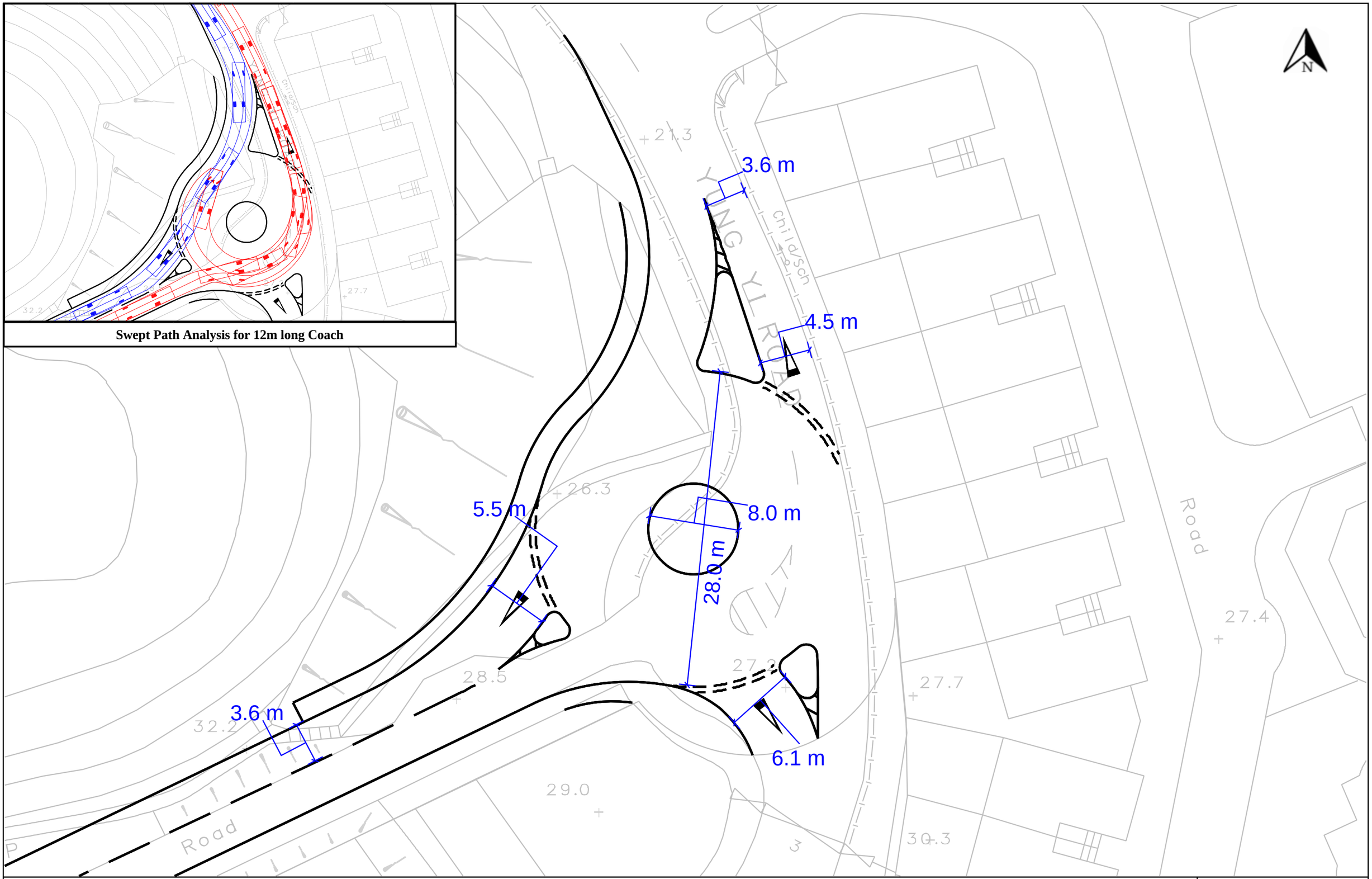


LEGEND:

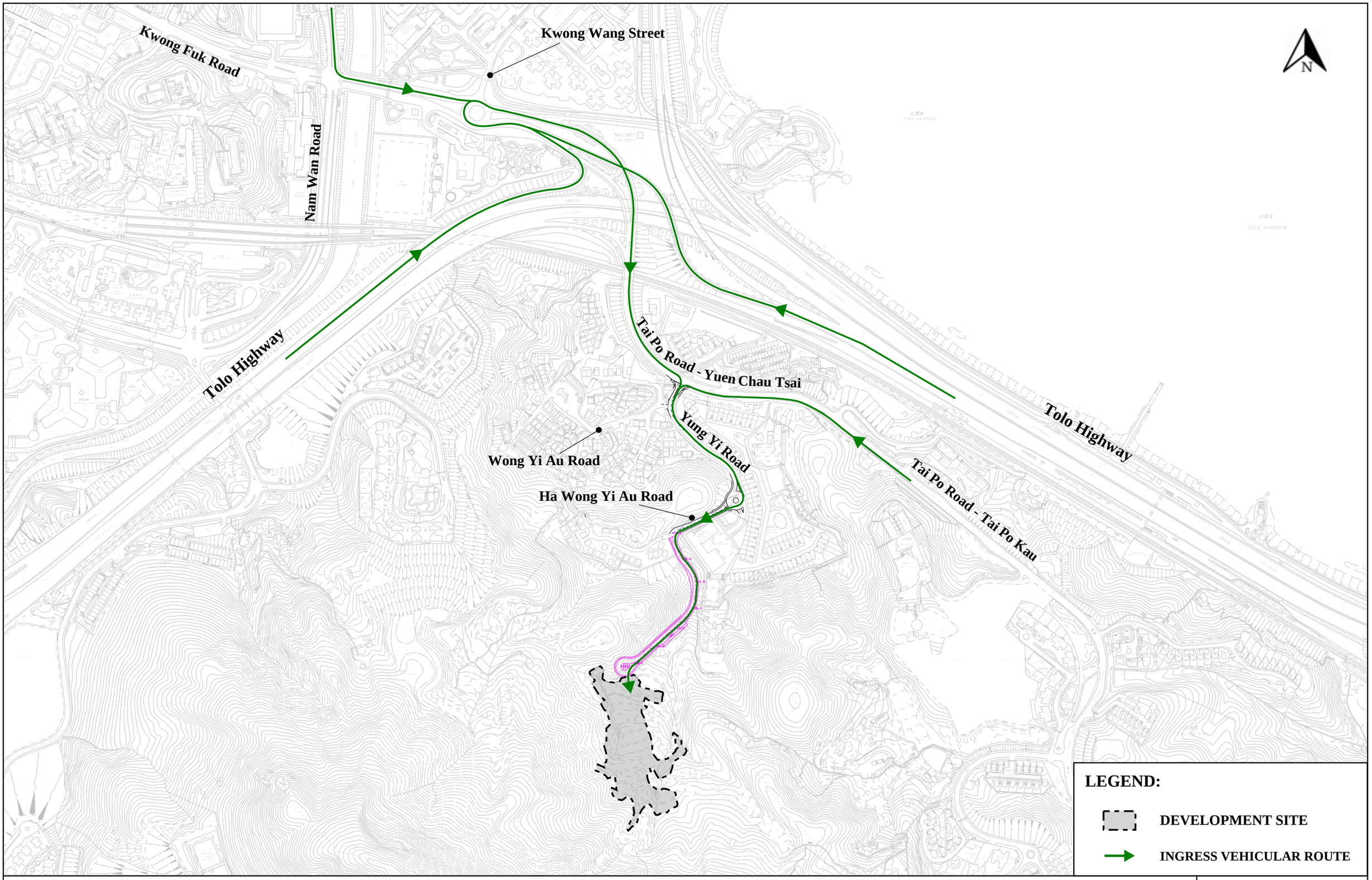
VISIBILITY LINE FOR PEDESTRIANS

Job Title	**APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES**	**FIGURE 3.7**
Date: 02/2026	Scale: **1:1,000 (A3)**	Drawing Title: **VISIBILITY ASSESSMENT FOR PEDESTRIANS ALONG YUNG YI ROAD, HA WONG YI AU ROAD AND PROPOSED ACCESS ROAD**
Drawn: **WYJL**	Job No.: **292635-02**	ARUP

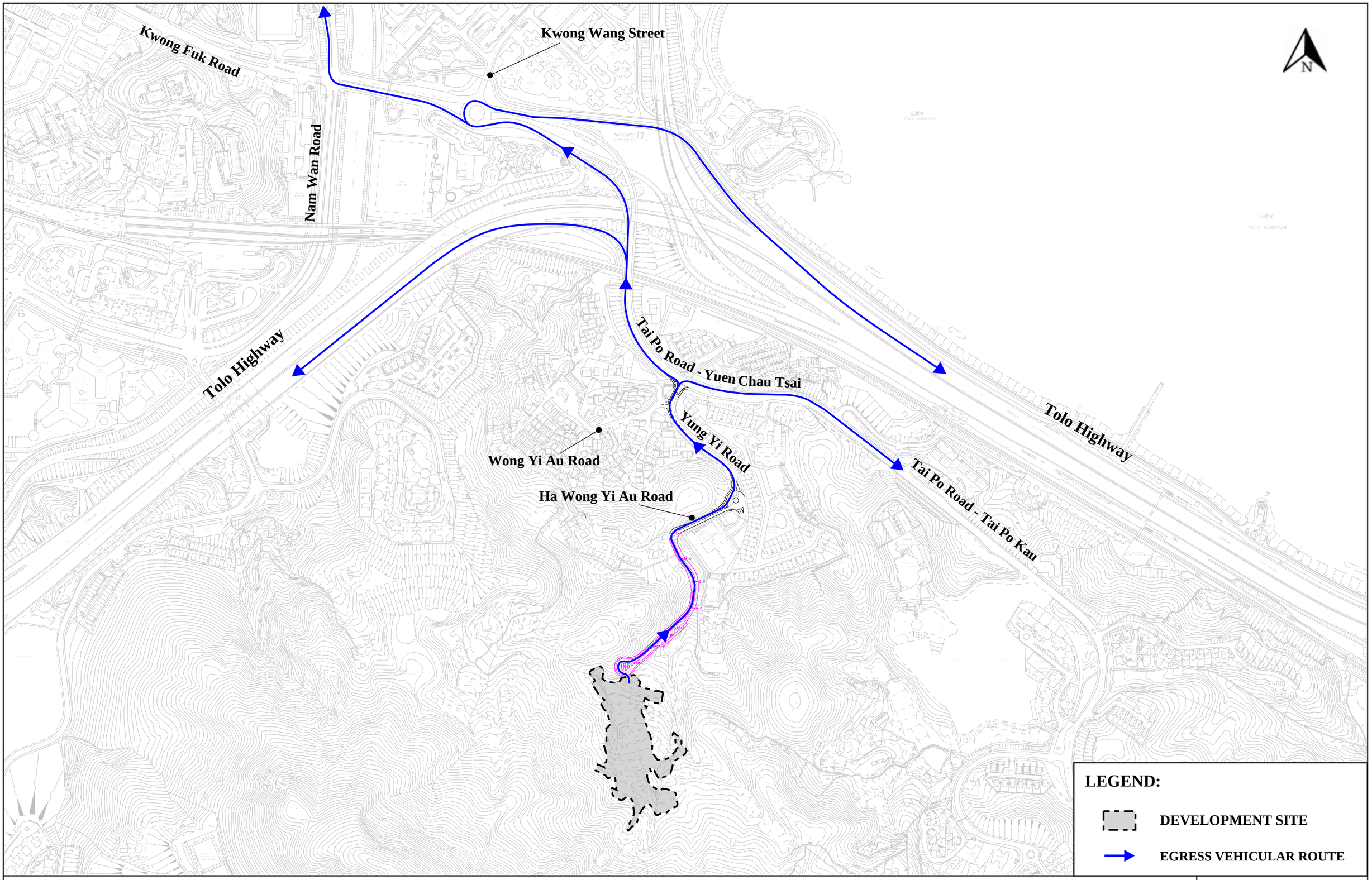
Swept Path Analysis for 12m long Coach



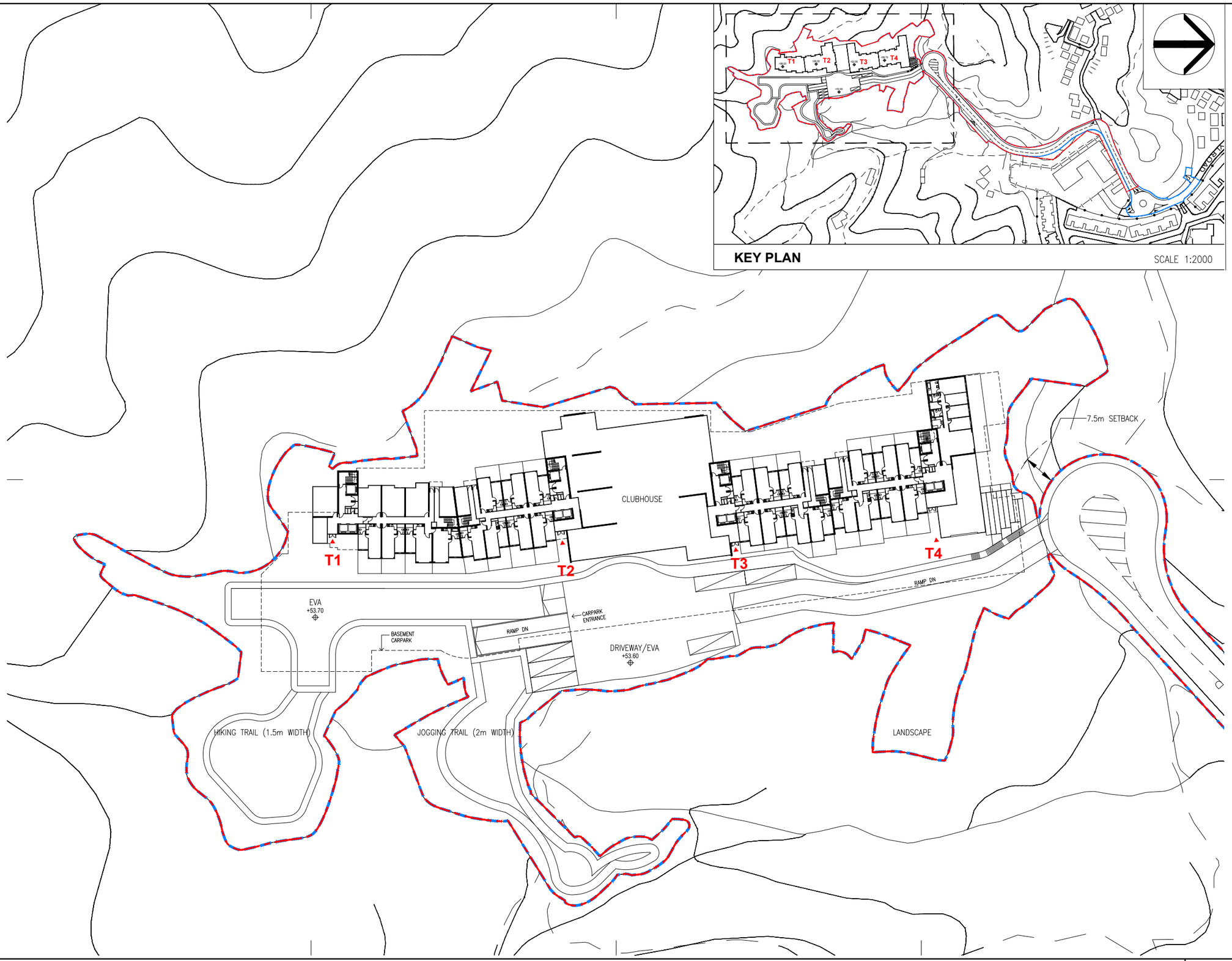
Job Title **APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES**		**FIGURE 3.8**
Date 02/2026	Scale **1:300 (A3)**	Drawing Title **KEY DESIGN PARAMETERS OF MODIFIED ROUNDABOUT AT YUNG YI ROAD**
Drawn **WYJL**	Job No. **292635-02**	ARUP



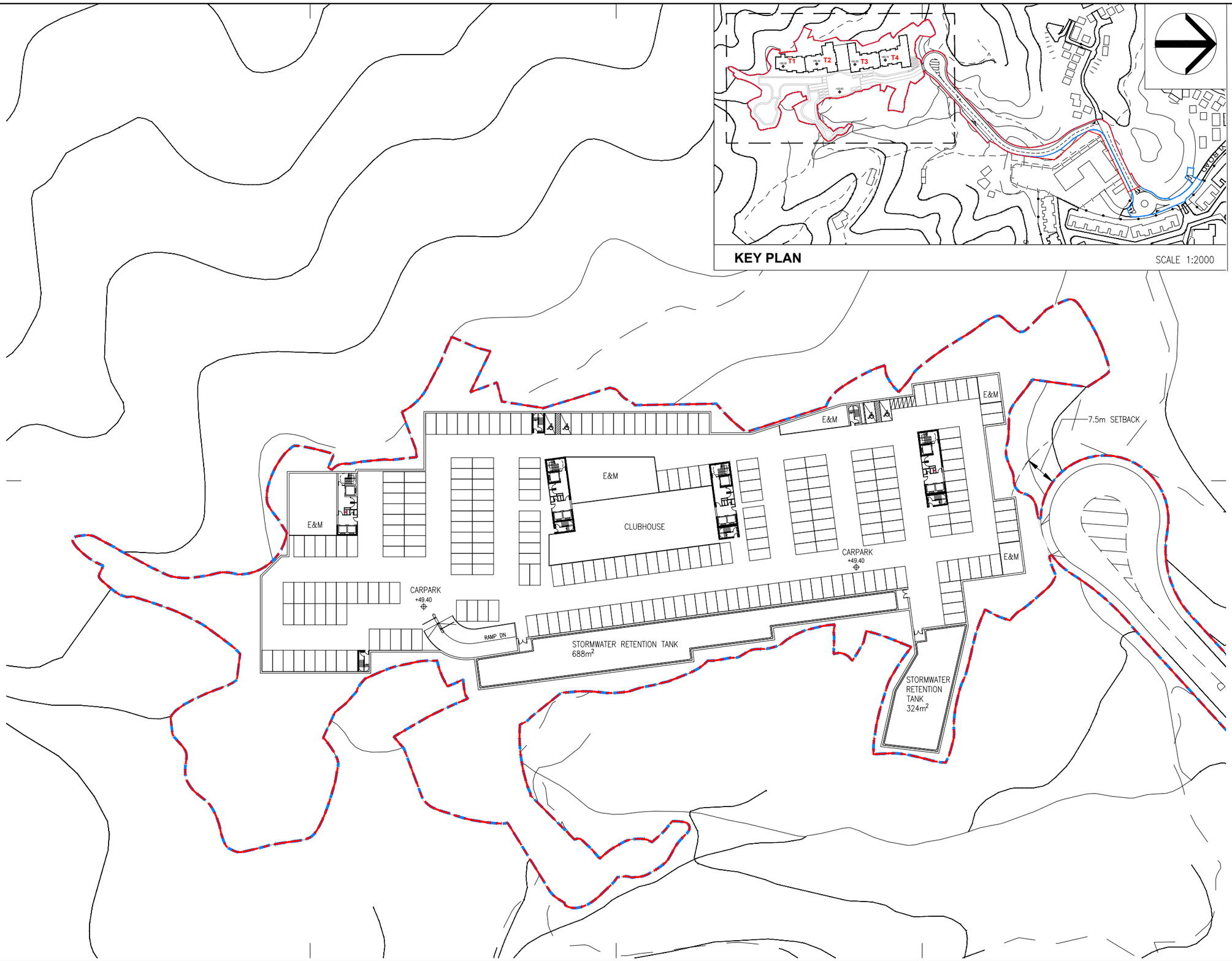
Job Title	APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES		FIGURE 3.9
Date 02/2026	Scale 1:5,000 (A3)	Drawing Title INGRESS VEHICULAR ROUTE OF THE DEVELOPMENT SITE	ARUP
Drawn WYJL	Job No. 292635-02		



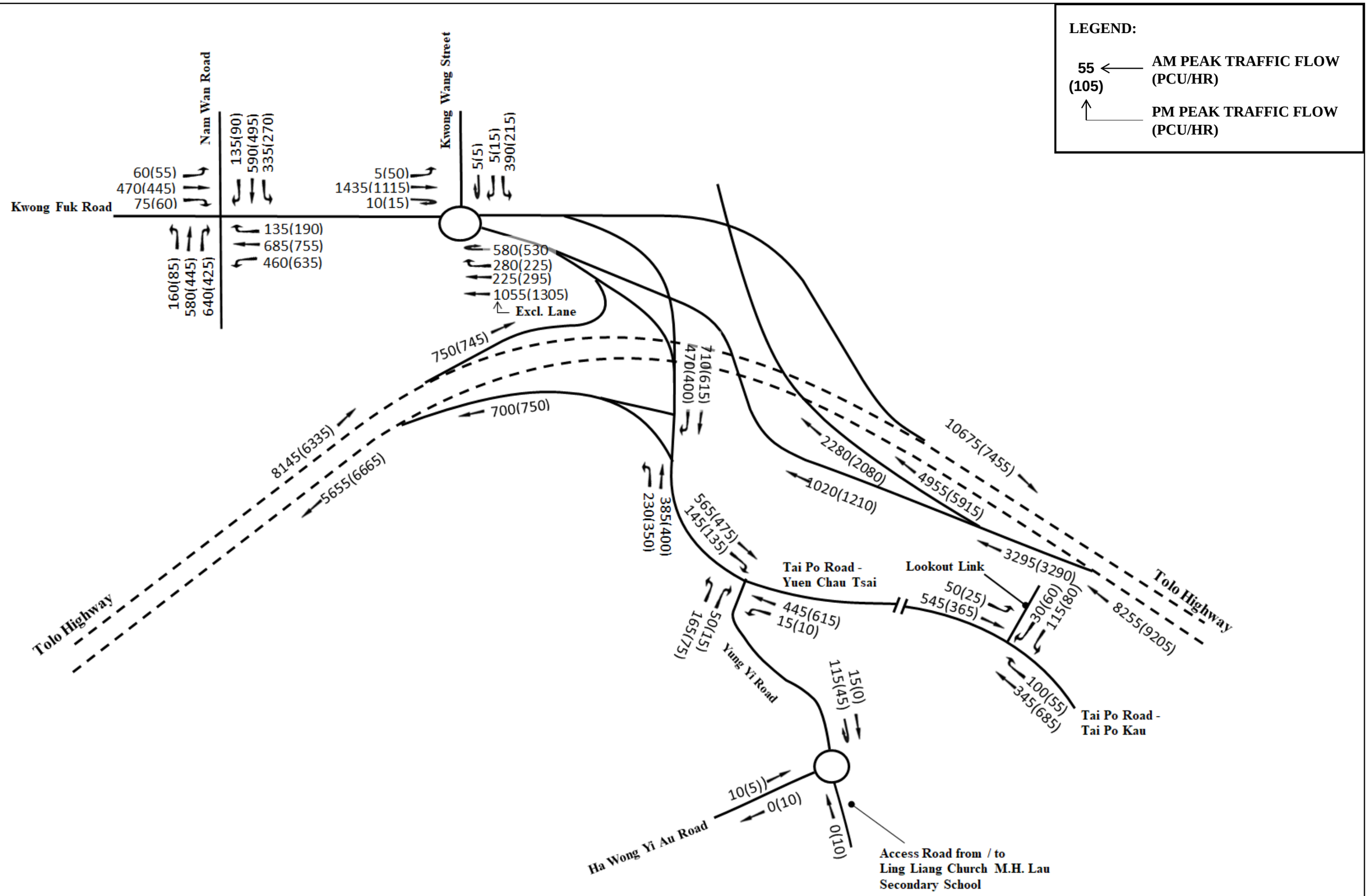
Job Title	APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES		FIGURE 3.10
Date: 02/2026	Scale: 1:5,000 (A3)	Drawing Title: EGRESS VEHICULAR ROUTE OF THE DEVELOPMENT SITE	ARUP
Drawn: WYJL	Job No.: 292635-02		



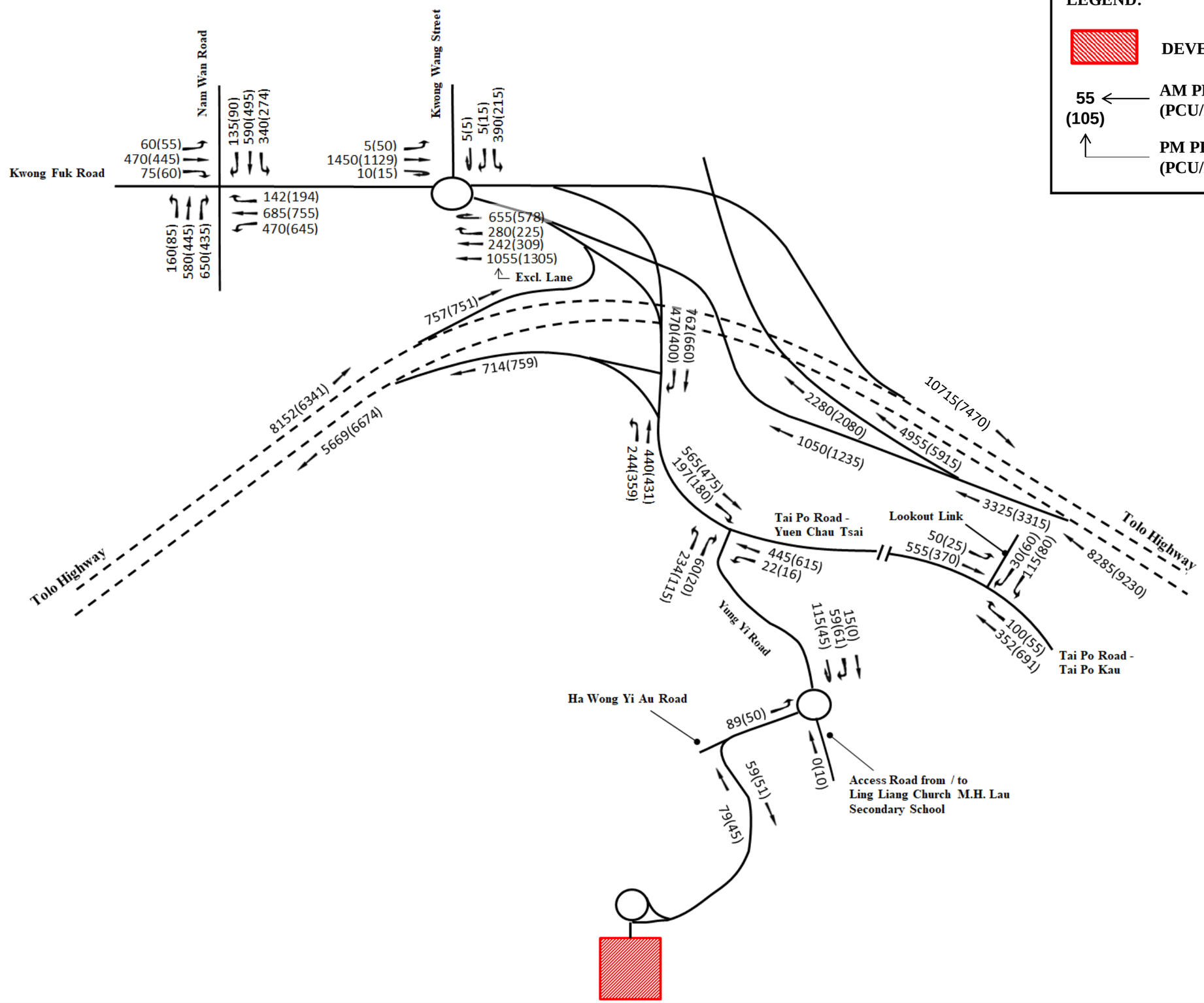
Job Title **APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES**		**FIGURE 3.11**
Date 02/2026	Scale **1:600 (A3)**	Drawing Title **G/F LAYOUT PLAN**
Drawn **WYJL**	Job No. **292635-02**	ARUP



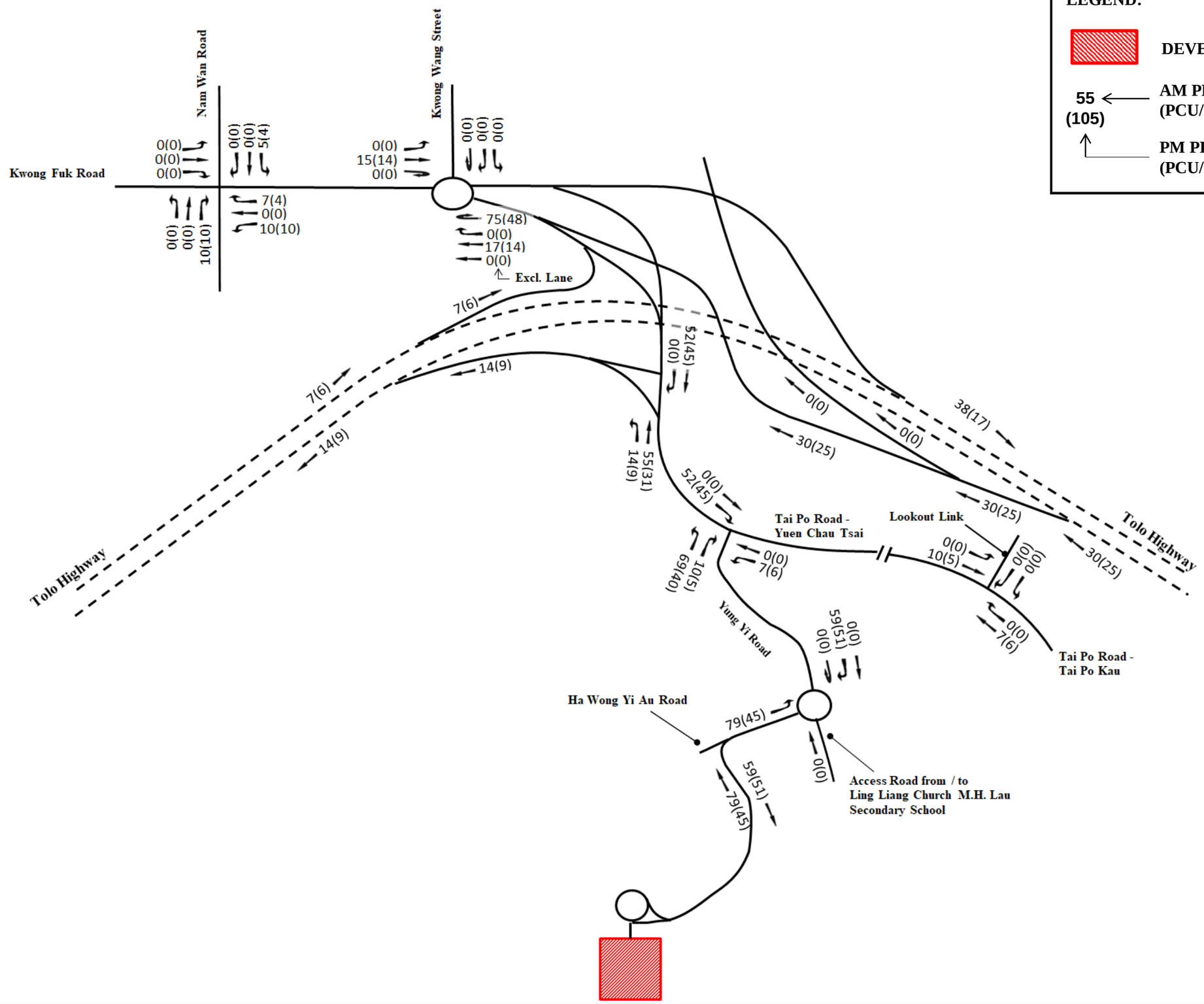
Job Title **APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES**		**FIGURE 3.12**
Date 02/2026	Scale **1:600 (A3)**	Drawing Title **B/F LAYOUT PLAN**
Drawn **WYJL**	Job No. **292635-02**	ARUP



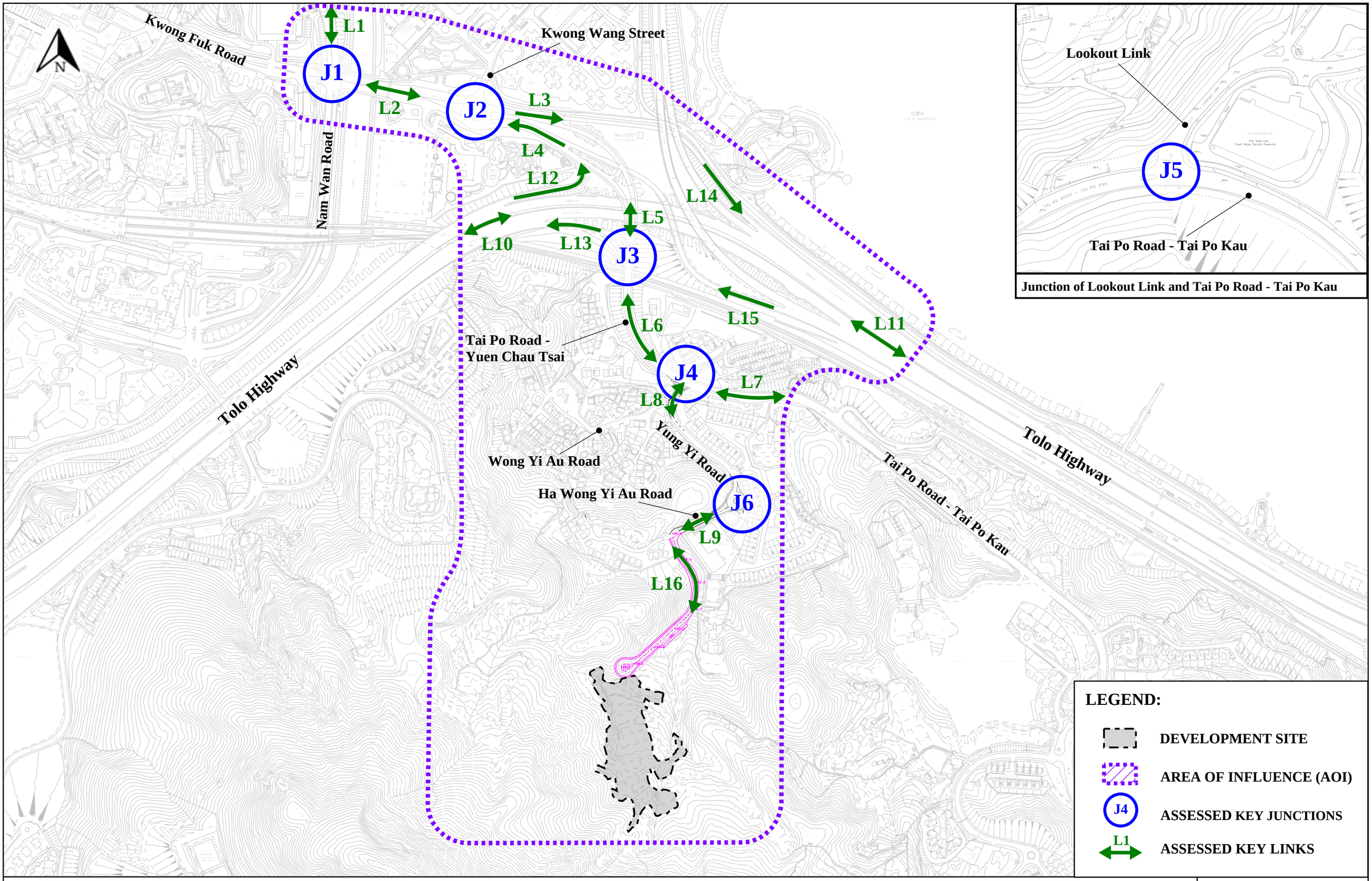
Job Title: APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES		FIGURE 4.1
Date: 09/2026	Scale: N.T.S	Drawing Title: YEAR 2033 REFERENCE TRAFFIC FLOW
Drawn: WYJL	Job No.: 292635-02	ARUP



Job Title: APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES		FIGURE 4.2
Date: 09/2026	Scale: N.T.S	Drawing Title: YEAR 2033 DESIGN TRAFFIC FLOW
Drawn: WYJL	Job No.: 292635-02	ARUP

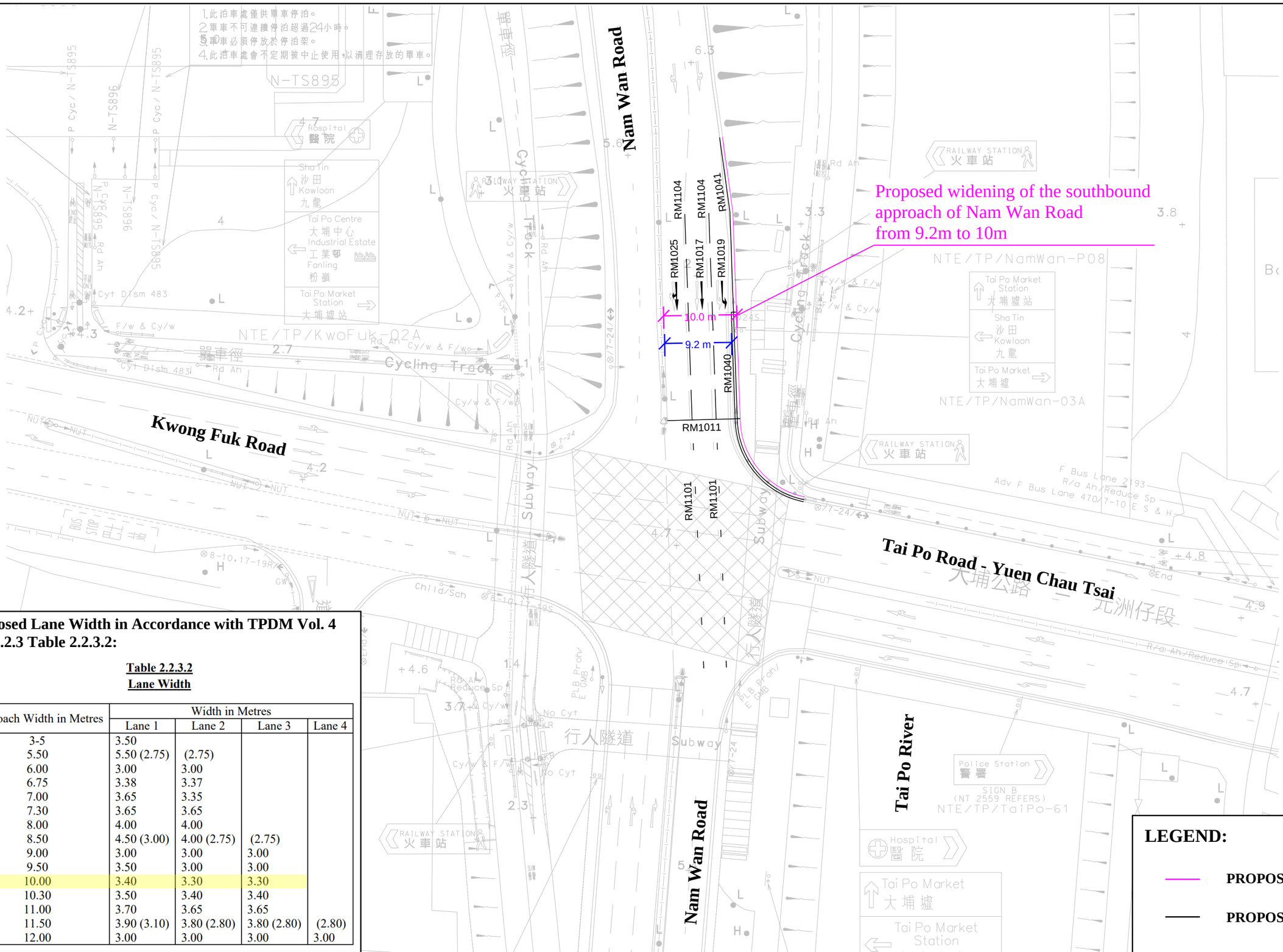


Job Title: APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES	FIGURE 4.3
Date: 02/2026 · Scale: N.T.S · Drawing Title: NET DEVELOPMENT TRAFFIC FLOW DURING OPERATIONAL STAGE	
Drawn: WYJL · Job No.: 292635-02	ARUP



Junction of Lookout Link and Tai Po Road - Tai Po Kau

Job Title	APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES
	FIGURE 4.4
Date	02/2026
Scale	1:5,000 (A3)
Drawn	WYJL
Job No.	292635-02
Drawing Title	IDENTIFIED JUNCTIONS AND ROAD LINKS TO BE ASSESSED UNDER PROPOSED ROAD NETWORK
	ARUP



Proposed Lane Width in Accordance with TPDM Vol. 4 Ch. 2.2.3 Table 2.2.3.2:

Table 2.2.3.2
Lane Width

Approach Width in Metres	Width in Metres			
	Lane 1	Lane 2	Lane 3	Lane 4
3-5	3.50			
5.50	5.50 (2.75)	(2.75)		
6.00	3.00	3.00		
6.75	3.38	3.37		
7.00	3.65	3.35		
7.30	3.65	3.65		
8.00	4.00	4.00		
8.50	4.50 (3.00)	4.00 (2.75)	(2.75)	
9.00	3.00	3.00	3.00	
9.50	3.50	3.00	3.00	
10.00	3.40	3.30	3.30	
10.30	3.50	3.40	3.40	
11.00	3.70	3.65	3.65	
11.50	3.90 (3.10)	3.80 (2.80)	3.80 (2.80)	(2.80)
12.00	3.00	3.00	3.00	3.00

LEGEND:

PROPOSED ROAD KERB

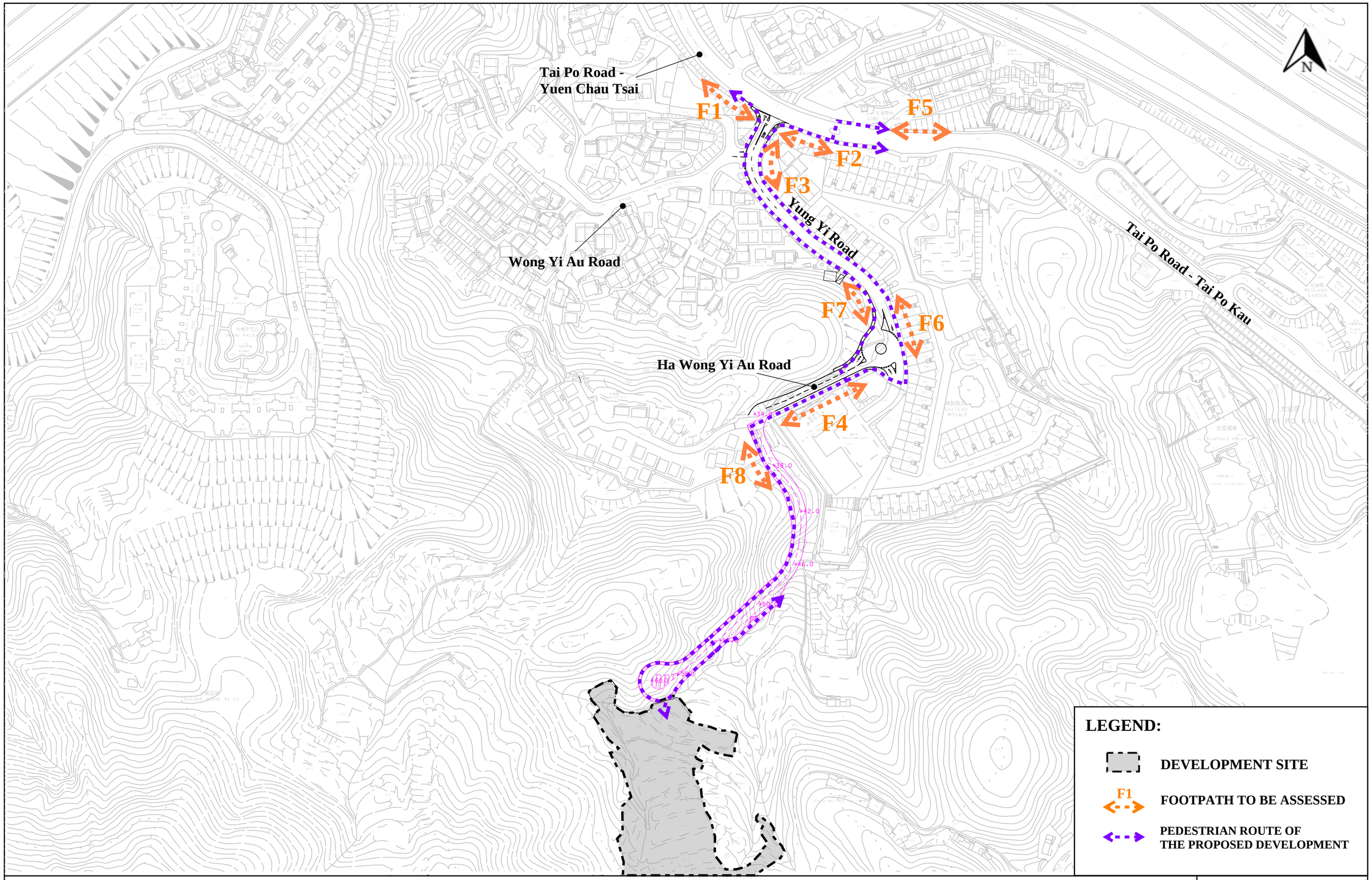
PROPOSED ROAD MARKING

Job Title **APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES**

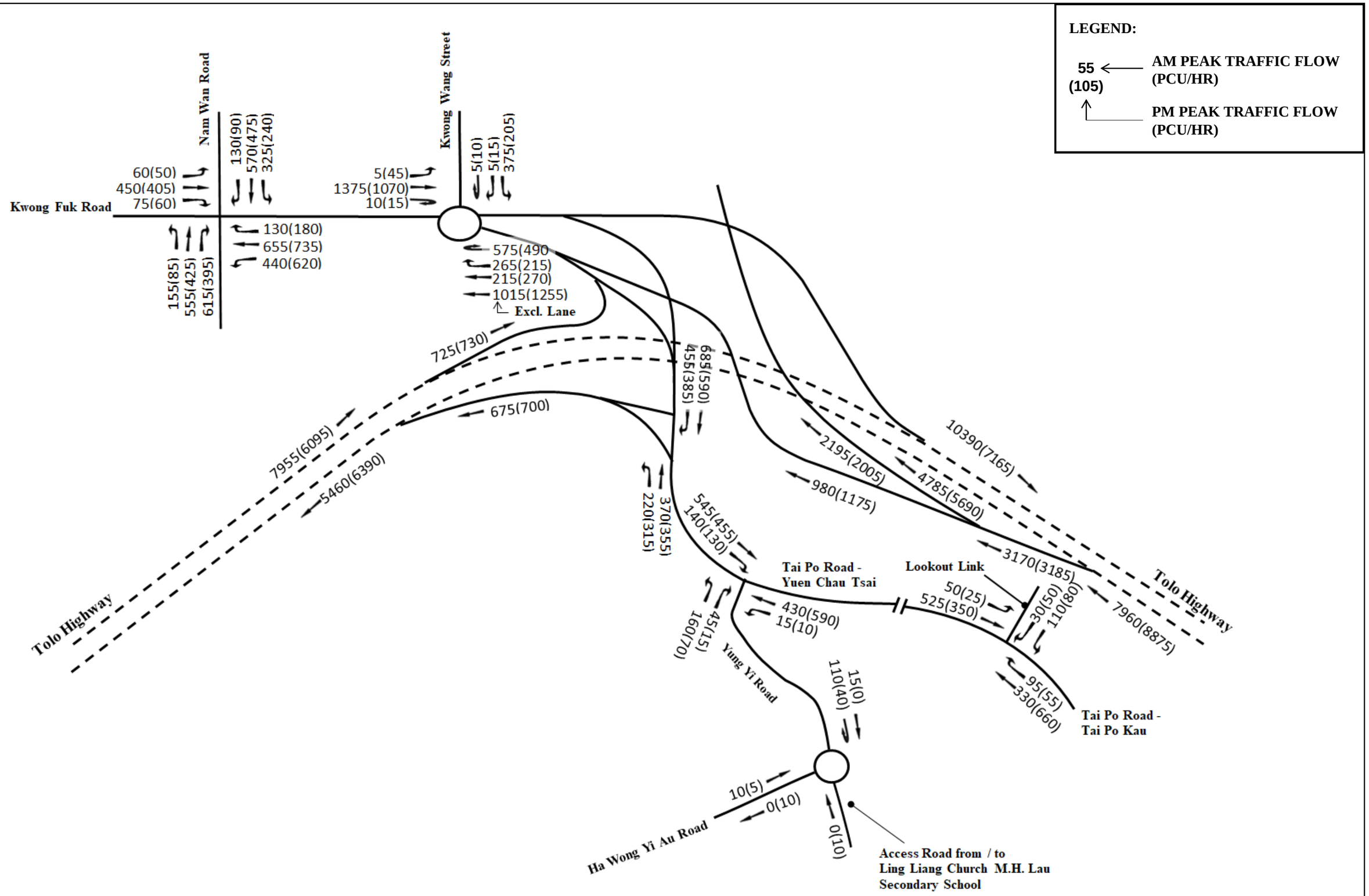
FIGURE 4.5

Date	Scale	Drawing Title
02/2026	**1:500 (A3)**	**PROPOSED JUNCTION IMPROVEMENT WORKS AT J1: KWONG FUK ROAD / NAM WAN ROAD / TAI PO ROAD - YUEN CHAU TSAI**
Drawn **WYJL**	Job No. **292635-02**	

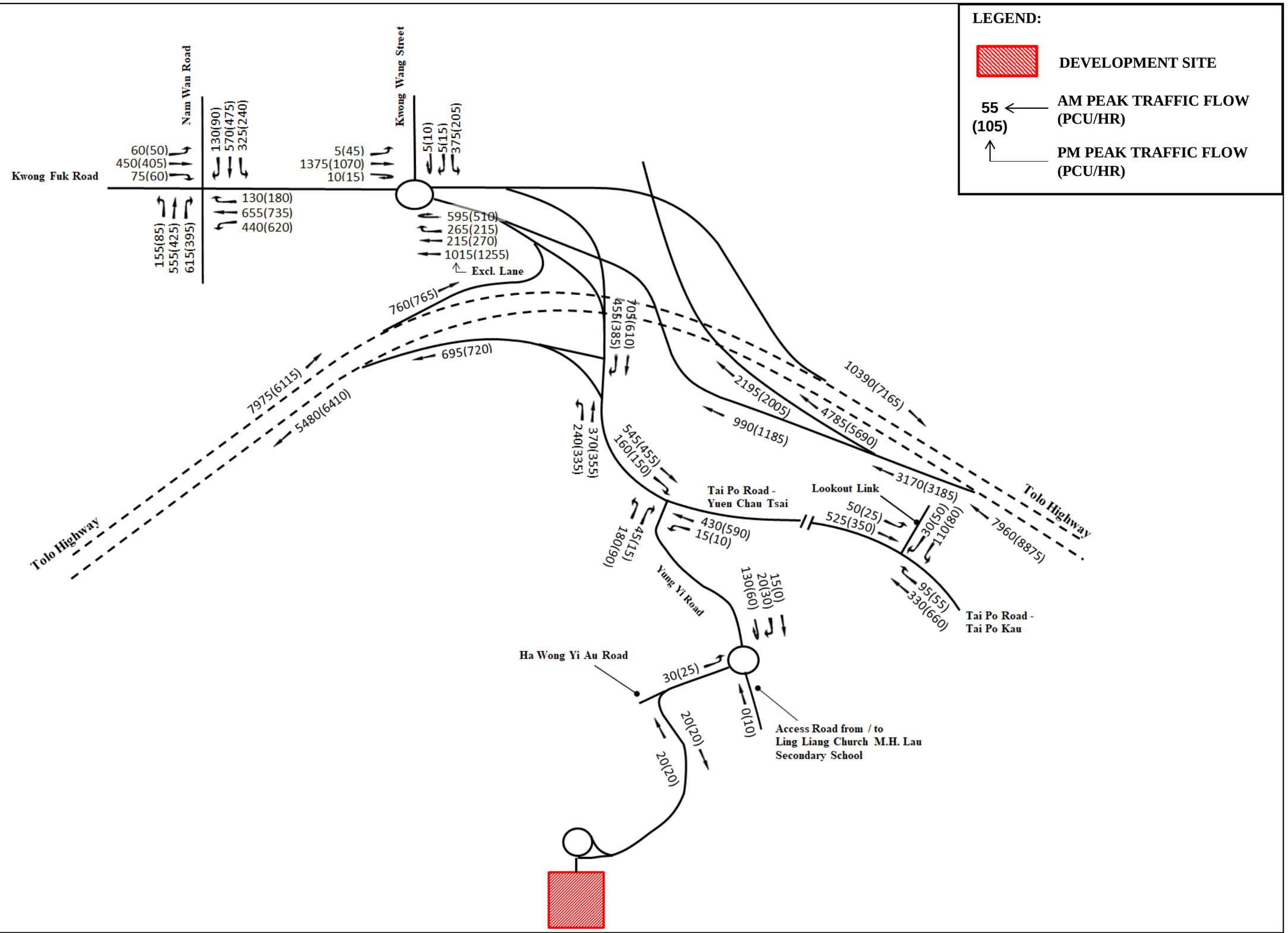
ARUP



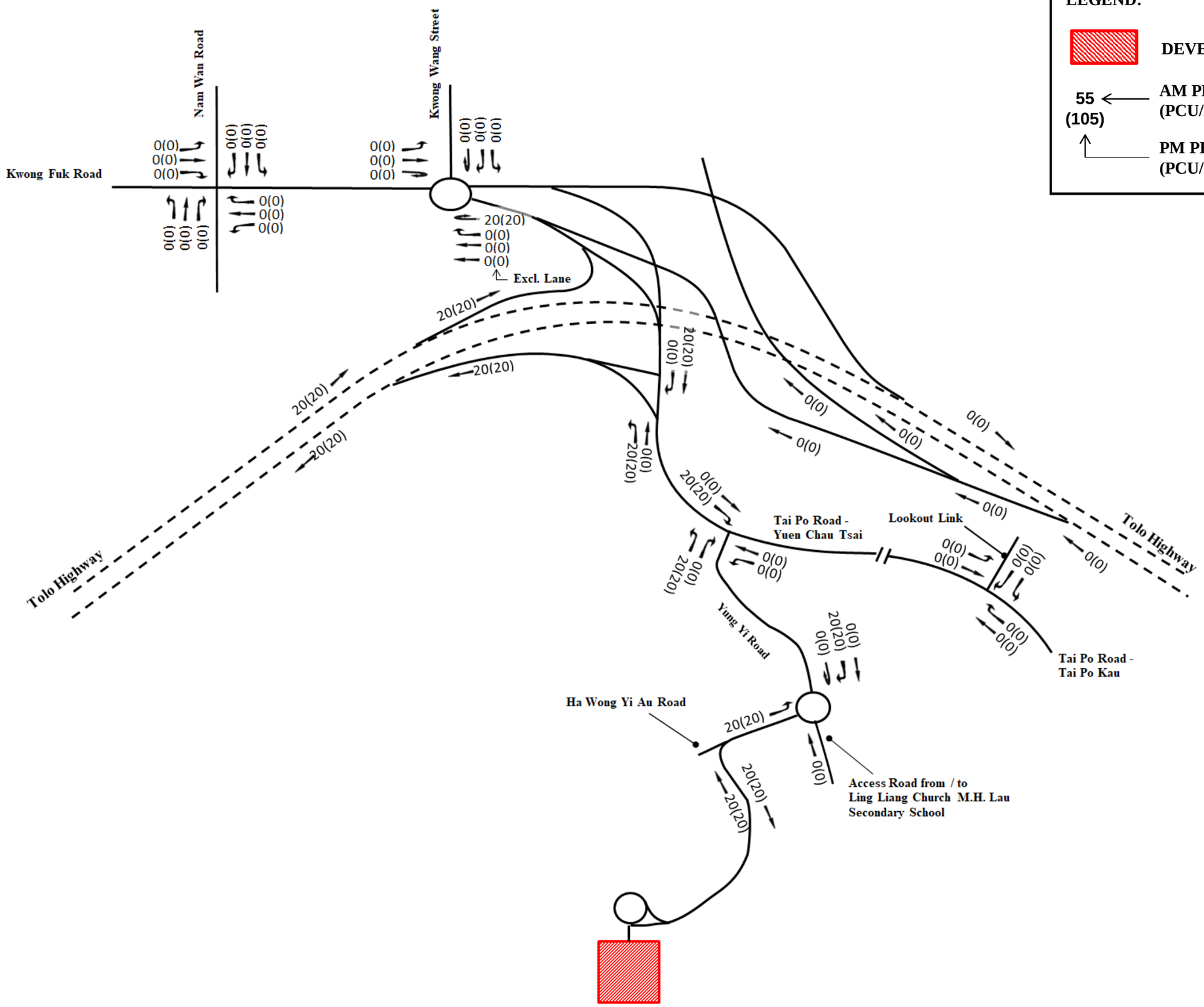
Job Title	APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES		FIGURE 4.6
Date 02/2026	Scale 1:2,500 (A3)	Drawing Title IDENTIFIED FOOTPATHS TO BE ASSESSED UNNDER PROPOSED ROAD NETWORK	ARUP
Drawn WYJL	Job No. 292635-02		



Job Title	APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES	FIGURE 5.1
Date: 09/2026	Scale: N.T.S	Drawing Title: YEAR 2031 REFERENCE TRAFFIC FLOW DURING CONSTRUCTION STAGE
Drawn: WYJL	Job No.: 292635-02	ARUP



Job Title: APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES		FIGURE 5.2
Date: 09/2026	Scale: N.T.S	Drawing Title: YEAR 2031 DESIGN TRAFFIC FLOW DURING CONSTRUCTION STAGE
Drawn: WYJL	Job No.: 292635-02	ARUP

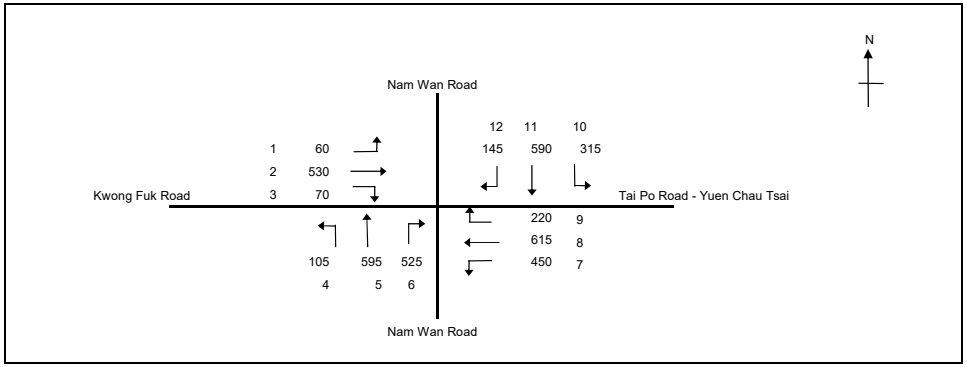


Job Title: APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR PROPOSED RESIDENTIAL DEVELOPMENT AND ASSOCIATED INFRASTRUCTURE AT VARIOUS LOTS IN D.D. 32 AND ADJOINING GOVERNMENT LAND, WONG YI AU, TAI PO, NEW TERRITORIES		FIGURE 5.3
Date: 02/2026	Scale: N.T.S	Drawing Title: NET DEVELOPMENT TRAFFIC FLOW DURING CONSTRUCTION STAGE
Drawn: WYJL	Job No.: 292635-02	ARUP

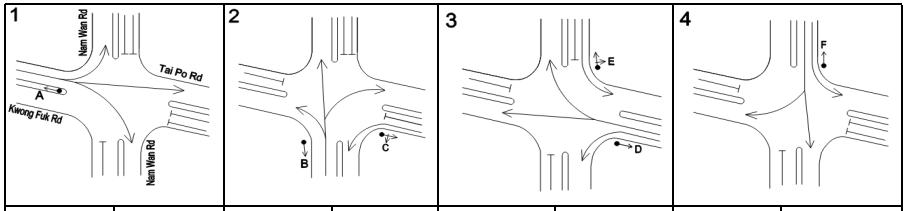
Appendix A

Junction Calculation Sheets

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2024 Observed Flows (AM)	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle	N =	4	
No. of stage using for calculation	N =	4	
Cycle time	C =	128	sec
Sum(y)	Y =	0.757	
Loss time	L =	25	sec
Total Flow	=	4220	pcu
Co = (1.5*L+5)/(1-Y)	=	174.7	sec
Cm = L/(1-Y)	=	102.8	sec
Yult	=	0.713	
R.C.ult = (Yult-Y)/Y*100%	=	-5.8	%
Cp = 0.9*L/(0.9-Y)	=	157.1	sec
Ymax = 1-L/C	=	0.805	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	-4	%



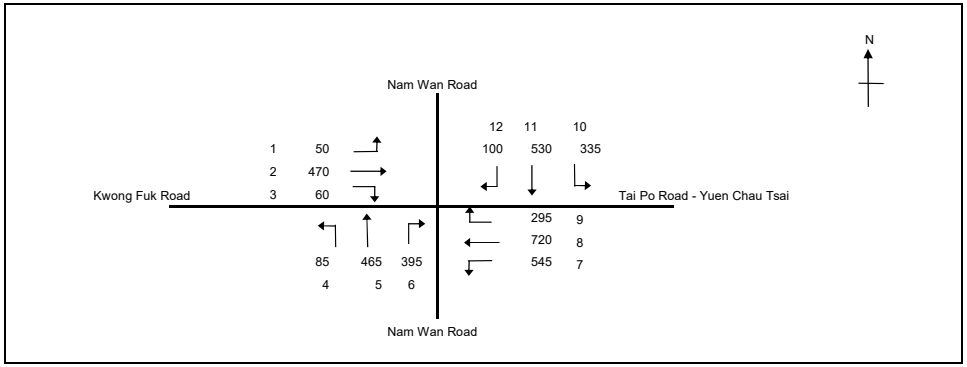
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

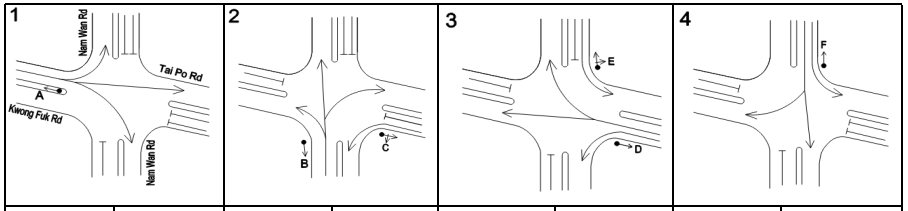
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	60	244		304	0.20	1931			1931	0.157	0.157		21	21	0.958	55
2,3	A	3.5		1	25			2105		286	70	356	0.20	2080		188	2268	0.157			21	21	0.958	64
4,5	B	2.8		1	15		N	1895	105	287		392	0.27	1846			1846	0.212	0.212		29	29	0.938	66
5,6	B	3.0		1	21			2055		308	120	428	0.28	2015			2015	0.212			29	29	0.938	72
6	B	3.0		1	19			2055			405	405	1.00	1905			1905	0.212			29	29	0.938	68
7	B,C	3.2		1	11		N	1935	450			450	1.00	1703			1703	0.264			36	55	0.615	55
8	C	3.2		1				2075		427		427	0.00	2075			2075	0.206	0.206		28	28	0.941	70
8,9	C	3.2		1	17			2075		188	220	408	0.54	1981			1981	0.206			28	28	0.941	67
11	D	3.0		1				2055		372		372	0.00	2055			2055	0.181	0.181		25	25	0.928	63
11,12	D	3.1		1	19			2065		218	145	363	0.40	2002			2002	0.181			25	25	0.928	62
10	C,D	3.1		1	17		N	1925	315			315	1.00	1769			884	0.356			48	58	0.786	37

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2024 Observed Flows (PM)	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle		N =	4
No. of stage using for calculation		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.707
Loss time		L =	25 sec
Total Flow		=	3784 pcu
Co	= (1.5*L+5)/(1-Y)	=	145.1 sec
Cm	= L/(1-Y)	=	85.4 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	0.8 %
Cp	= 0.9*L/(0.9-Y)	=	116.7 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	1 %



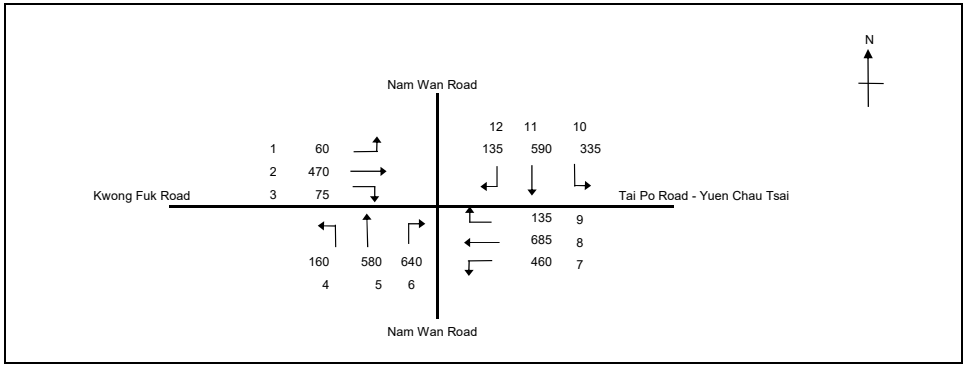
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

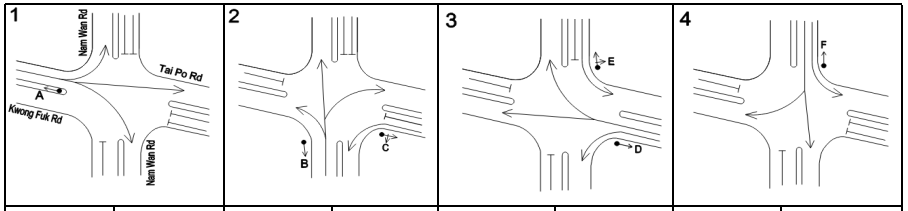
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	50	216		266	0.19	1933			1933	0.138	0.138		18	18	0.918	53
2,3	A	3.5		1	25			2105		254	60	314	0.19	2081		200	2281	0.138			18	18	0.918	60
4,5	B	2.8		1	15		N	1895	85	217		302	0.28	1843			1843	0.164	0.164		22	22	0.894	49
5,6	B	3.0		1	21			2055		248	83	331	0.25	2019			2019	0.164			22	22	0.894	54
6	B	3.0		1	19			2055			312	312	1.00	1905			1905	0.164			22	22	0.894	51
7	B,C	3.2		1	11		N	1935	545			545	1.00	1703			1703	0.320			43	54	0.711	60
8	C	3.2		1				2075		521		521	0.00	2075			2075	0.251	0.251		34	34	0.885	75
8,9	C	3.2		1	17			2075		199	295	494	0.60	1971			1971	0.251			34	34	0.885	71
11	D	3.0		1				2055		318		318	0.00	2055			2055	0.155	0.155		21	21	0.885	52
11,12	D	3.1		1	19			2065		212	100	312	0.32	2014			2014	0.155			21	21	0.885	51
10	C,D	3.1		1	17		N	1925	335			335	1.00	1769			884	0.379			51	60	0.758	34

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2033 Reference Flows (AM)	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle	N =	4	
No. of stage using for calculation	N =	4	
Cycle time	C =	128	sec
Sum(y)	Y =	0.764	
Loss time	L =	25	sec
Total Flow	=	4047	pcu
Co = (1.5*L+5)/(1-Y)	=	180.1	sec
Cm = L/(1-Y)	=	105.9	sec
Yult	=	0.713	
R.C.ult = (Yult-Y)/Y*100%	=	-6.7	%
Cp = 0.9*L/(0.9-Y)	=	165.5	sec
Ymax = 1-L/C	=	0.805	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	-6	%



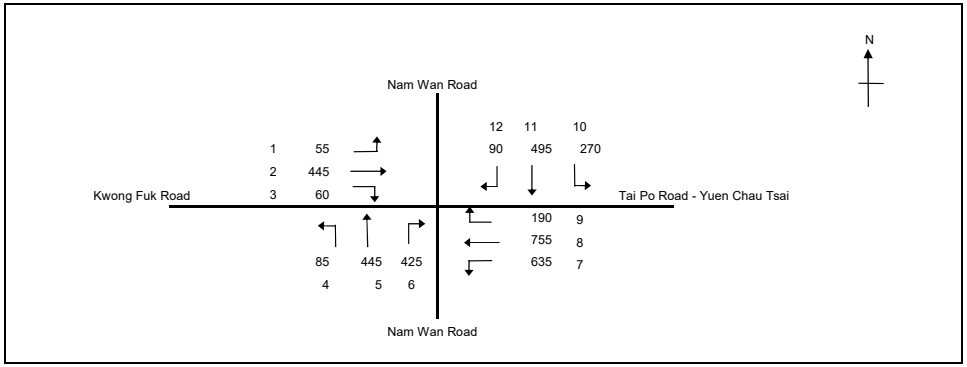
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

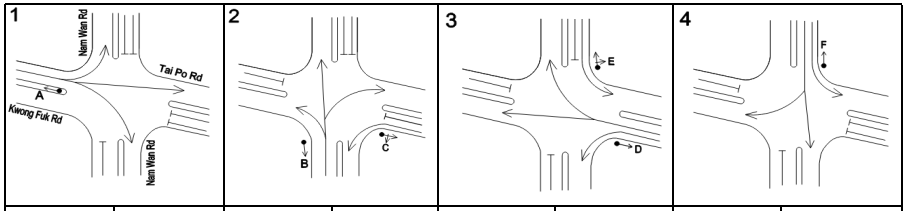
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	60	218		278	0.22	1927			1927	0.144	0.144		19	19	0.973	51
2,3	A	3.5		1	25			2105		252	75	327	0.23	2076		188	2264	0.144			19	19	0.973	60
4,5	B	2.8		1	15		N	1895	160	280		440	0.36	1829			1829	0.241	0.241		31	31	0.994	72
5,6	B	3.0		1	21			2055		300	182	482	0.38	2001			2001	0.241			31	31	0.994	78
6	B	3.0		1	19			2055			458	458	1.00	1905			1905	0.241			31	31	0.994	75
7	B,C	3.2		1	11		N	1935	460			460	1.00	1703			1703	0.270			36	57	0.607	54
8	C	3.2		1				2075		416		416	0.00	2075			2075	0.200	0.200		28	28	0.916	69
8,9	C	3.2		1	17			2075		269	135	404	0.33	2016			2016	0.200			28	28	0.916	67
11	D	3.0		1				2055		367		367	0.00	2055			2055	0.179	0.179		24	24	0.952	64
11,12	D	3.1		1	19			2065		223	135	358	0.38	2005			2005	0.179			24	24	0.952	63
10	C,D	3.1		1	17		N	1925	335			335	1.00	1769			884	0.379			51	57	0.851	40

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2033 Reference Flows (PM)	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle		N =	4
No. of stage using for calculation		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.674
Loss time		L =	25 sec
Total Flow		=	3693 pcu
Co	= (1.5*L+5)/(1-Y)	=	130.6 sec
Cm	= L/(1-Y)	=	76.8 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	5.6 %
Cp	= 0.9*L/(0.9-Y)	=	99.8 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	5 %



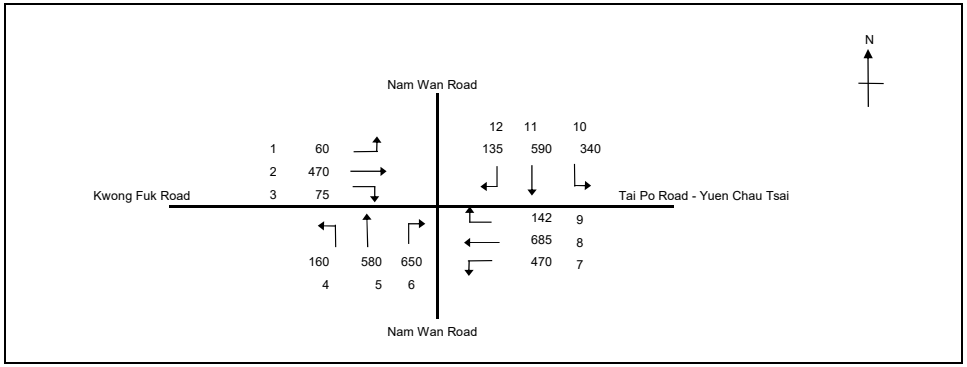
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

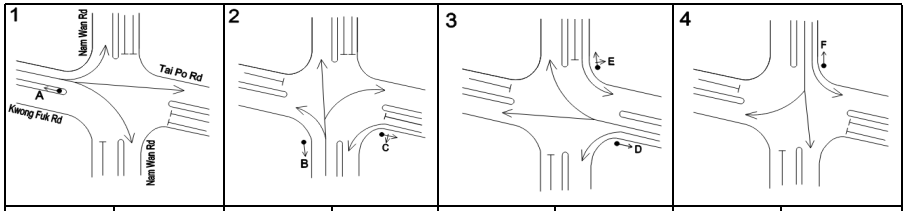
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	55	202		257	0.21	1927			1927	0.133	0.133		19	19	0.841	43
2,3	A	3.5		1	25			2105		243	60	303	0.20	2080		200	2280	0.133			19	19	0.841	51
4,5	B	2.8		1	15		N	1895	85	221		306	0.28	1844			1844	0.166	0.166		23	23	0.866	49
5,6	B	3.0		1	21			2055		224	109	333	0.33	2008			2008	0.166			23	23	0.866	54
6	B	3.0		1	19			2055			316	316	1.00	1905			1905	0.166			23	23	0.866	51
7	B,C	3.2		1	11		N	1935	635			635	1.00	1703			1703	0.373			53	54	0.829	70
8	C	3.2		1				2075		481		481	0.00	2075			2075	0.232	0.232		33	33	0.843	70
8,9	C	3.2		1	17			2075		274	190	464	0.41	2003			2003	0.232			33	33	0.843	67
11	D	3.0		1				2055		295		295	0.00	2055			2055	0.144	0.144		20	20	0.862	49
11,12	D	3.1		1	19			2065		200	90	290	0.31	2016			2016	0.144			20	20	0.862	48
10	C,D	3.1		1	17		N	1925	270			270	1.00	1769			884	0.305			43	58	0.632	28

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2033 Design Flows (AM)	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle		N =	4
No. of stage using for calculation		N =	4
Cycle time		C =	128 sec
Sum(y)		Y =	0.768
Loss time		L =	25 sec
Total Flow		=	4357 pcu
Co	= (1.5*L+5)/(1-Y)	=	182.9 sec
Cm	= L/(1-Y)	=	107.6 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	-7.2 %
Cp	= 0.9*L/(0.9-Y)	=	170.0 sec
Ymax	= 1-L/C	=	0.805
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	-6 %



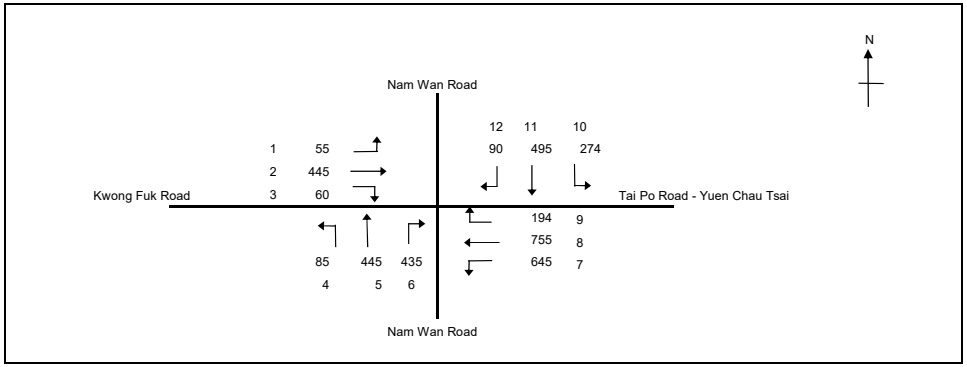
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

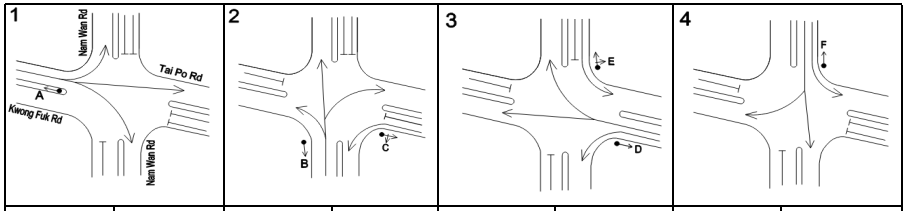
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	60	218		278	0.22	1927			1927	0.144	0.144		19	19	0.973	51
2,3	A	3.5		1	25			2105		252	75	327	0.23	2076		188	2264	0.144			19	19	0.973	60
4,5	B	2.8		1	15		N	1895	160	283		443	0.36	1829			1829	0.242	0.242		32	32	0.970	72
5,6	B	3.0		1	21			2055		297	188	485	0.39	2000			2000	0.242			32	32	0.970	78
6	B	3.0		1	19			2055			462	462	1.00	1905			1905	0.242			32	32	0.970	75
7	B,C	3.2		1	11		N	1935	470			470	1.00	1703			1703	0.276			37	58	0.609	55
8	C	3.2		1				2075		420		420	0.00	2075			2075	0.202	0.202		28	28	0.925	70
8,9	C	3.2		1	17			2075		265	142	407	0.35	2013			2013	0.202			28	28	0.925	68
11	D	3.0		1				2055		367		367	0.00	2055			2055	0.179	0.179		24	24	0.952	64
11,12	D	3.1		1	19			2065		223	135	358	0.38	2005			2005	0.179			24	24	0.952	63
10	C,D	3.1		1	17		N	1925	340			340	1.00	1769			884	0.384			52	57	0.863	40

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2033 Design Flows (PM)	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle		N =	4
No. of stage using for calculation		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.677
Loss time		L =	25 sec
Total Flow		=	3978 pcu
Co	= (1.5*L+5)/(1-Y)	=	131.6 sec
Cm	= L/(1-Y)	=	77.4 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	5.2 %
Cp	= 0.9*L/(0.9-Y)	=	101.0 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	5 %



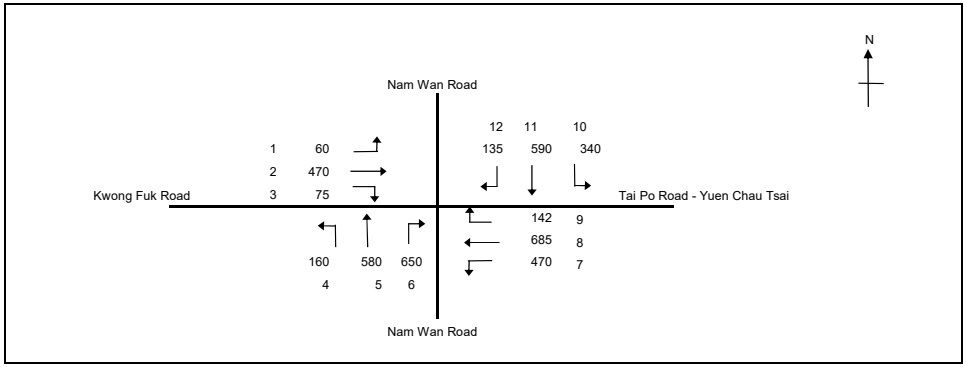
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

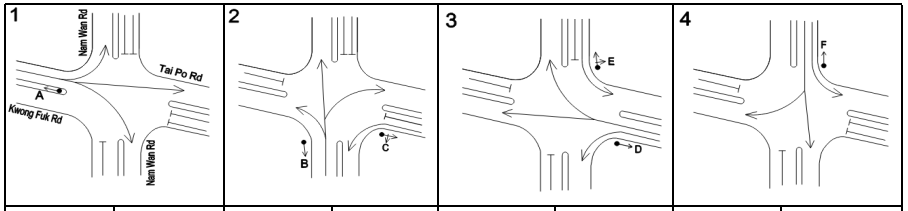
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	55	202		257	0.21	1927			1927	0.133	0.133		19	19	0.841	43
2,3	A	3.5		1	25			2105		243	60	303	0.20	2080		200	2280	0.133			19	19	0.841	51
4,5	B	2.8		1	15		N	1895	85	224		309	0.27	1844			1844	0.168	0.168		24	24	0.838	49
5,6	B	3.0		1	21			2055		221	116	336	0.34	2006			2006	0.168			24	24	0.838	54
6	B	3.0		1	19			2055			319	319	1.00	1905			1905	0.168			24	24	0.838	51
7	B,C	3.2		1	11		N	1935	645			645	1.00	1703			1703	0.379			53	55	0.826	70
8	C	3.2		1				2075		483		483	0.00	2075			2075	0.233	0.233		33	33	0.846	70
8,9	C	3.2		1	17			2075		272	194	466	0.42	2002			2002	0.233			33	33	0.846	68
11	D	3.0		1				2055		295		295	0.00	2055			2055	0.144	0.144		20	20	0.862	49
11,12	D	3.1		1	19			2065		200	90	290	0.31	2016			2016	0.144			20	20	0.862	48
10	C,D	3.1		1	17		N	1925	274			274	1.00	1769			884	0.310			43	58	0.641	28

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2033 Design Flows (AM) - With Improvement	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle	N =	4	
No. of stage using for calculation	N =	4	
Cycle time	C =	128	sec
Sum(y)	Y =	0.765	
Loss time	L =	25	sec
Total Flow	=	4357	pcu
Co = (1.5*L+5)/(1-Y)	=	181.2	sec
Cm = L/(1-Y)	=	106.6	sec
Yult	=	0.713	
R.C.ult = (Yult-Y)/Y*100%	=	-6.9	%
Cp = 0.9*L/(0.9-Y)	=	167.3	sec
Ymax = 1-L/C	=	0.805	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	-5	%



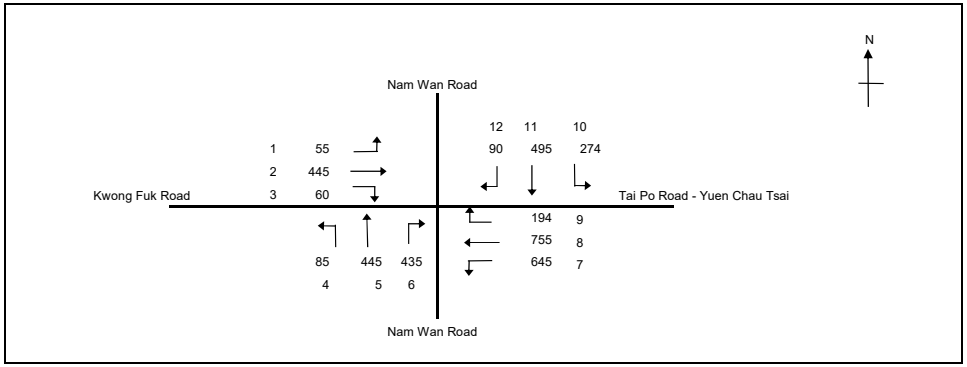
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

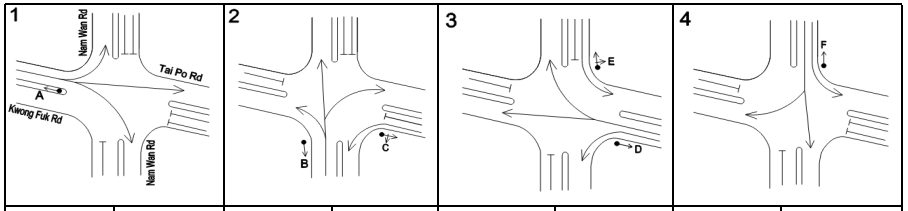
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	60	218		278	0.22	1927			1927	0.144	0.144		19	19	0.973	51
2,3	A	3.5		1	25			2105		252	75	327	0.23	2076		188	2264	0.144			19	19	0.973	60
4,5	B	2.8		1	15		N	1895	160	283		443	0.36	1829			1829	0.242	0.242		32	32	0.970	72
5,6	B	3.0		1	21			2055		297	188	485	0.39	2000			2000	0.242			32	32	0.970	78
6	B	3.0		1	19			2055			462	462	1.00	1905			1905	0.242			32	32	0.970	75
7	B,C	3.2		1	11		N	1935	470			470	1.00	1703			1703	0.276			36	58	0.609	55
8	C	3.2		1				2075		420		420	0.00	2075			2075	0.202	0.202		28	28	0.925	70
8,9	C	3.2		1	17			2075		265	142	407	0.35	2013			2013	0.202			28	28	0.925	68
11	D	3.3		1				2085		368		368	0.00	2085			2085	0.176	0.176		25	25	0.903	63
11,12	D	3.3		1	19			2085		222	135	357	0.38	2025			2025	0.176			25	25	0.903	61
10	C,D	3.4		1	15		N	1955	340			340	1.00	1777			889	0.382			51	58	0.844	40

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2033 Design Flows (PM) - With Improvement	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle		N =	4
No. of stage using for calculation		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.675
Loss time		L =	25 sec
Total Flow		=	3721 pcu
Co	= (1.5*L+5)/(1-Y)	=	130.9 sec
Cm	= L/(1-Y)	=	77.0 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	5.5 %
Cp	= 0.9*L/(0.9-Y)	=	100.2 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	5 %



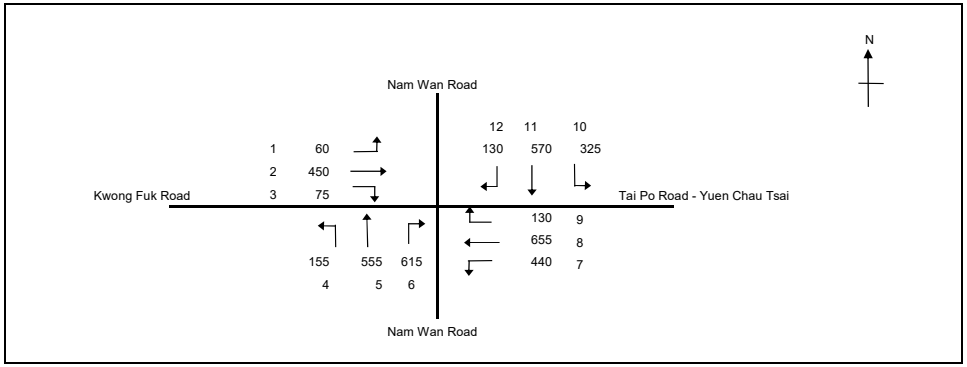
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

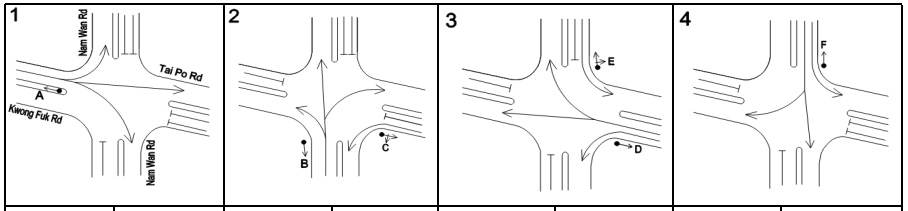
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	55	202		257	0.21	1927			1927	0.133	0.133		19	19	0.841	43
2,3	A	3.5		1	25			2105		243	60	303	0.20	2080		200	2280	0.133			19	19	0.841	51
4,5	B	2.8		1	15		N	1895	85	224		309	0.27	1844			1844	0.168	0.168		24	24	0.838	49
5,6	B	3.0		1	21			2055		221	116	336	0.34	2006			2006	0.168			24	24	0.838	54
6	B	3.0		1	19			2055			319	319	1.00	1905			1905	0.168			24	24	0.838	51
7	B,C	3.2		1	11		N	1935	645			645	1.00	1703			1703	0.379			53	55	0.826	70
8	C	3.2		1				2075		483		483	0.00	2075			2075	0.233	0.233		33	33	0.846	70
8,9	C	3.2		1	17			2075		272	194	466	0.42	2002			2002	0.233			33	33	0.846	68
11	D	3.3		1				2085		296		296	0.00	2085			2085	0.142	0.142		20	20	0.852	49
11,12	D	3.3		1	19			2085		199	90	289	0.31	2035			2035	0.142			20	20	0.852	48
10	C,D	3.4		1	15		N	1955	274			274	1.00	1777			889	0.308			43	58	0.638	28

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2031 Reference Traffic Flow at Construction Stage (AM)	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle		N =	4
No. of stage using for calculation		N =	4
Cycle time		C =	128 sec
Sum(y)		Y =	0.735
Loss time		L =	25 sec
Total Flow		=	3891 pcu
Co	= (1.5*L+5)/(1-Y)	=	160.4 sec
Cm	= L/(1-Y)	=	94.4 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	-3.1 %
Cp	= 0.9*L/(0.9-Y)	=	136.4 sec
Ymax	= 1-L/C	=	0.805
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	-1 %



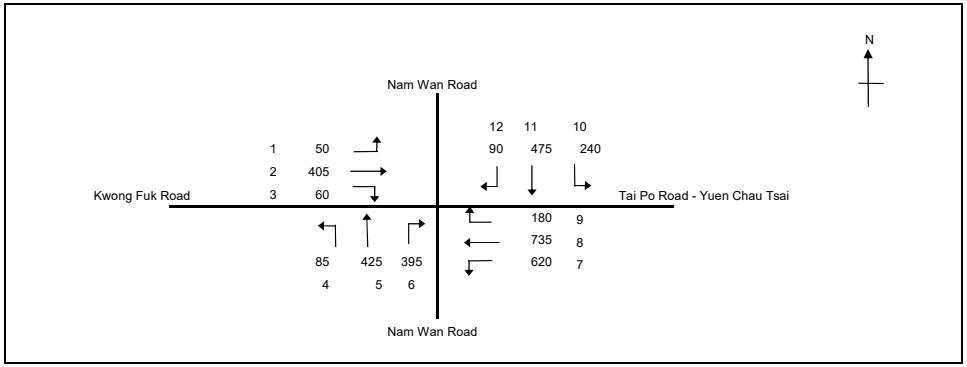
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

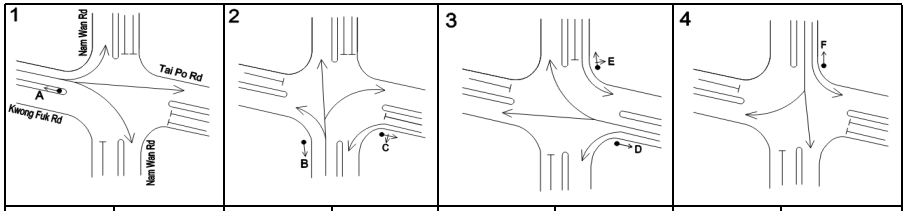
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	60	209		269	0.22	1925			1925	0.140	0.140		19	19	0.941	50
2,3	A	3.5		1	25			2105		241	75	316	0.24	2075		188	2263	0.140			19	19	0.941	57
4,5	B	2.8		1	15		N	1895	155	267		422	0.37	1828			1828	0.231	0.231		31	31	0.954	67
5,6	B	3.0		1	21			2055		288	175	462	0.38	2001			2001	0.231			31	31	0.954	73
6	B	3.0		1	19			2055			440	440	1.00	1905			1905	0.231			31	31	0.954	70
7	B,C	3.2		1	11		N	1935	440			440	1.00	1703			1703	0.258			35	57	0.580	52
8	C	3.2		1				2075		398		398	0.00	2075			2075	0.192	0.192		28	28	0.877	66
8,9	C	3.2		1	17			2075		257	130	387	0.34	2015			2015	0.192			28	28	0.877	64
11	D	3.0		1				2055		354		354	0.00	2055			2055	0.172	0.172		25	25	0.883	60
11,12	D	3.1		1	19			2065		216	130	346	0.38	2005			2005	0.172			25	25	0.883	59
10	C,D	3.1		1	17		N	1925	325			325	1.00	1769			884	0.367			51	58	0.811	38

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2031 Reference Traffic Flow at Construction Stage (PM)	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle		N =	4
No. of stage using for calculation		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.643
Loss time		L =	25 sec
Total Flow		=	3524 pcu
Co	= (1.5*L+5)/(1-Y)	=	119.0 sec
Cm	= L/(1-Y)	=	70.0 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	10.8 %
Cp	= 0.9*L/(0.9-Y)	=	87.5 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	11 %



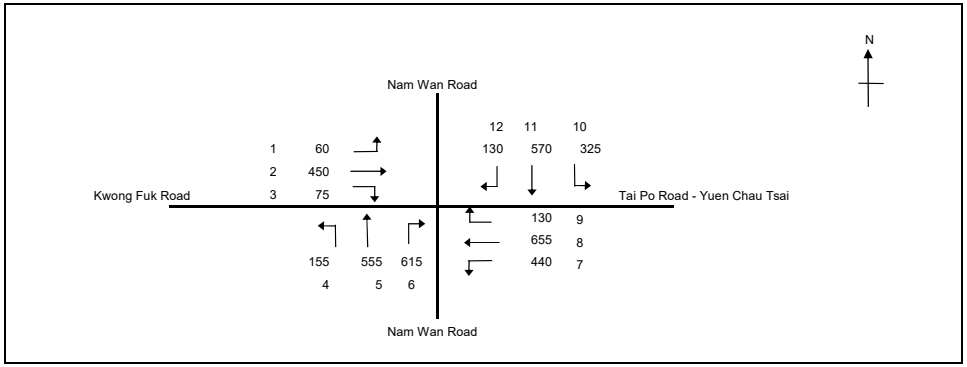
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

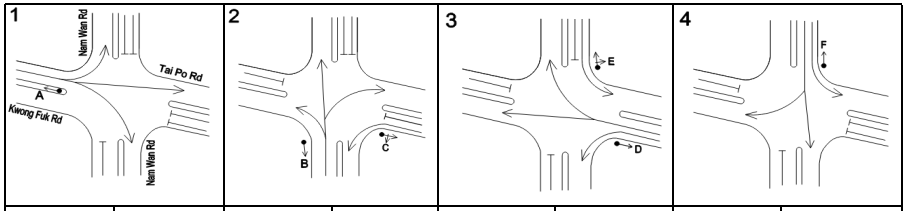
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	50	186		236	0.21	1928			1928	0.122	0.122		18	18	0.816	40
2,3	A	3.5		1	25			2105		219	60	279	0.22	2078		200	2278	0.122			18	18	0.816	47
4,5	B	2.8		1	15		N	1895	85	204		289	0.29	1841			1841	0.157	0.157		23	23	0.820	47
5,6	B	3.0		1	21			2055		221	96	316	0.30	2012			2012	0.157			23	23	0.820	51
6	B	3.0		1	19			2055			299	299	1.00	1905			1905	0.157			23	23	0.820	48
7	B,C	3.2		1	11		N	1935	620			620	1.00	1703			1703	0.364			54	54	0.809	68
8	C	3.2		1				2075		465		465	0.00	2075			2075	0.224	0.224		33	33	0.816	67
8,9	C	3.2		1	17			2075		270	180	450	0.40	2004			2004	0.224			33	33	0.816	65
11	D	3.0		1				2055		285		285	0.00	2055			2055	0.139	0.139		21	21	0.793	47
11,12	D	3.1		1	19			2065		190	90	280	0.32	2014			2014	0.139			21	21	0.793	46
10	C,D	3.1		1	17		N	1925	240			240	1.00	1769			884	0.271			40	59	0.552	24

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2031 Design Traffic Flow at Construction Stage (AM)	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle		N =	4
No. of stage using for calculation		N =	4
Cycle time		C =	128 sec
Sum(y)		Y =	0.735
Loss time		L =	25 sec
Total Flow		=	3891 pcu
Co	= (1.5*L+5)/(1-Y)	=	160.4 sec
Cm	= L/(1-Y)	=	94.4 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	-3.1 %
Cp	= 0.9*L/(0.9-Y)	=	136.4 sec
Ymax	= 1-L/C	=	0.805
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	-1 %



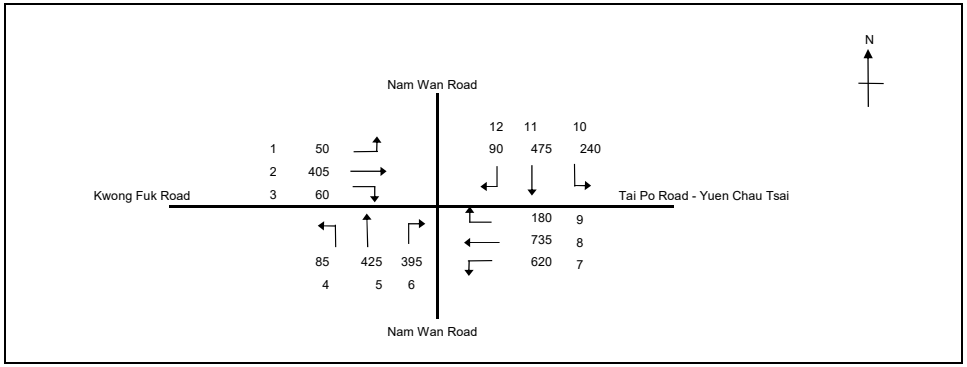
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

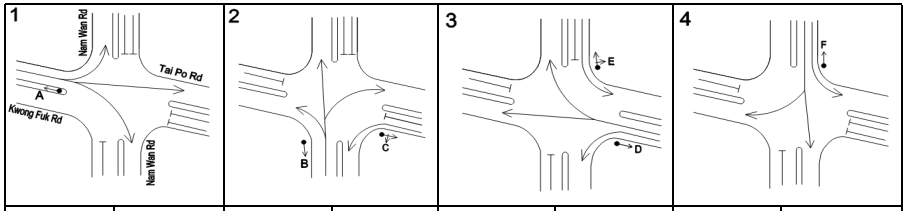
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	60	209		269	0.22	1925			1925	0.140	0.140		19	19	0.941	50
2,3	A	3.5		1	25			2105		241	75	316	0.24	2075		188	2263	0.140			19	19	0.941	57
4,5	B	2.8		1	15		N	1895	155	267		422	0.37	1828			1828	0.231	0.231		31	31	0.954	67
5,6	B	3.0		1	21			2055		288	175	462	0.38	2001			2001	0.231			31	31	0.954	73
6	B	3.0		1	19			2055			440	440	1.00	1905			1905	0.231			31	31	0.954	70
7	B,C	3.2		1	11		N	1935	440			440	1.00	1703			1703	0.258			35	57	0.580	52
8	C	3.2		1				2075		398		398	0.00	2075			2075	0.192	0.192		28	28	0.877	66
8,9	C	3.2		1	17			2075		257	130	387	0.34	2015			2015	0.192			28	28	0.877	64
11	D	3.0		1				2055		354		354	0.00	2055			2055	0.172	0.172		25	25	0.883	60
11,12	D	3.1		1	19			2065		216	130	346	0.38	2005			2005	0.172			25	25	0.883	59
10	C,D	3.1		1	17		N	1925	325			325	1.00	1769			884	0.367			51	58	0.811	38

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2031 Design Traffic Flow at Construction Stage (PM)	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle		N =	4
No. of stage using for calculation		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.643
Loss time		L =	25 sec
Total Flow		=	3524 pcu
Co	= (1.5*L+5)/(1-Y)	=	119.0 sec
Cm	= L/(1-Y)	=	70.0 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	10.8 %
Cp	= 0.9*L/(0.9-Y)	=	87.5 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	11 %



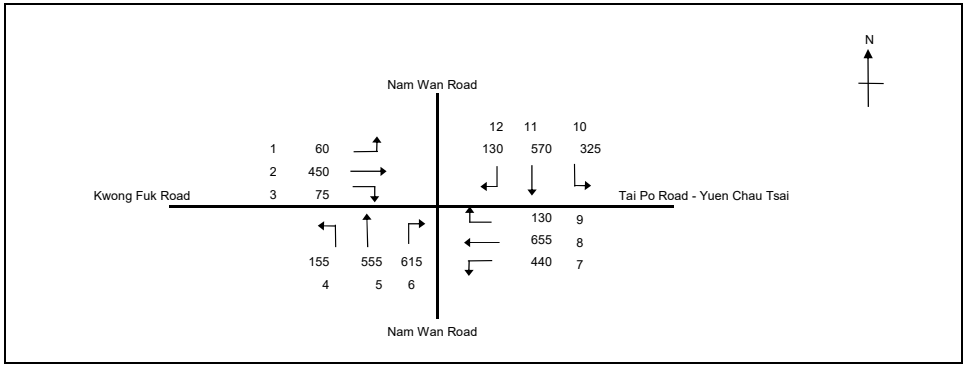
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

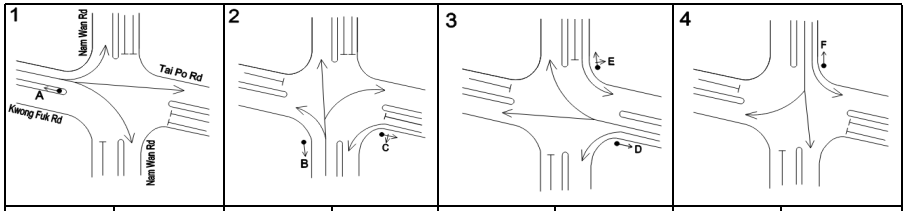
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	50	186		236	0.21	1928			1928	0.122	0.122		18	18	0.816	40
2,3	A	3.5		1	25			2105		219	60	279	0.22	2078		200	2278	0.122			18	18	0.816	47
4,5	B	2.8		1	15		N	1895	85	204		289	0.29	1841			1841	0.157	0.157		23	23	0.820	47
5,6	B	3.0		1	21			2055		221	96	316	0.30	2012			2012	0.157			23	23	0.820	51
6	B	3.0		1	19			2055			299	299	1.00	1905			1905	0.157			23	23	0.820	48
7	B,C	3.2		1	11		N	1935	620			620	1.00	1703			1703	0.364			54	54	0.809	68
8	C	3.2		1				2075		465		465	0.00	2075			2075	0.224	0.224		33	33	0.816	67
8,9	C	3.2		1	17			2075		270	180	450	0.40	2004			2004	0.224			33	33	0.816	65
11	D	3.0		1				2055		285		285	0.00	2055			2055	0.139	0.139		21	21	0.793	47
11,12	D	3.1		1	19			2065		190	90	280	0.32	2014			2014	0.139			21	21	0.793	46
10	C,D	3.1		1	17		N	1925	240			240	1.00	1769			884	0.271			40	59	0.552	24

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2031 Design Traffic Flow at Construction Stage (AM) - With Improvement	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle		N =	4
No. of stage using for calculation		N =	4
Cycle time		C =	128 sec
Sum(y)		Y =	0.733
Loss time		L =	25 sec
Total Flow		=	3891 pcu
Co	= (1.5*L+5)/(1-Y)	=	159.2 sec
Cm	= L/(1-Y)	=	93.6 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	-2.8 %
Cp	= 0.9*L/(0.9-Y)	=	134.7 sec
Ymax	= 1-L/C	=	0.805
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	-1 %



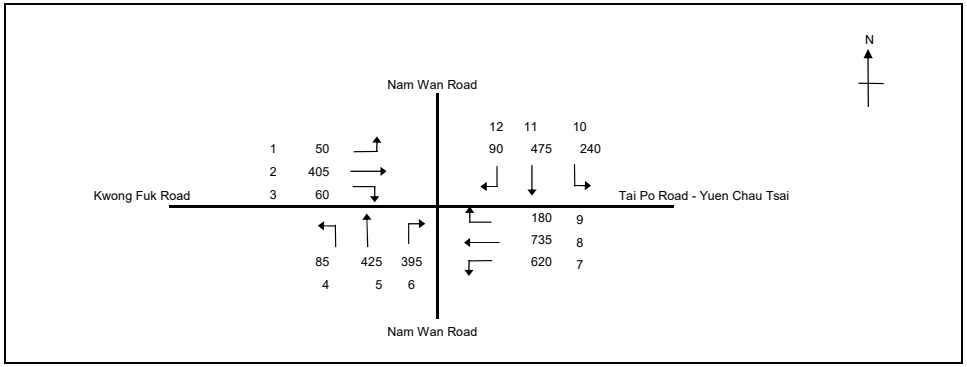
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

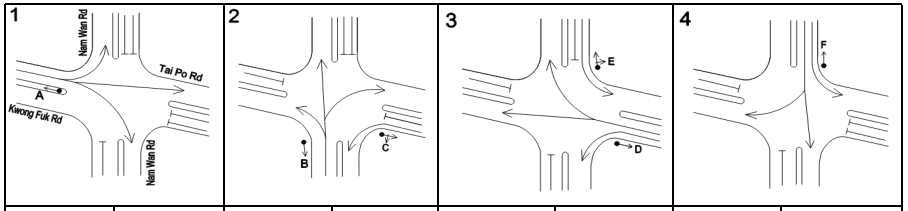
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	60	209		269	0.22	1925			1925	0.140	0.140		19	19	0.941	50
2,3	A	3.5		1	25			2105		241	75	316	0.24	2075		188	2263	0.140			19	19	0.941	57
4,5	B	2.8		1	15		N	1895	155	267		422	0.37	1828			1828	0.231	0.231		31	31	0.954	67
5,6	B	3.0		1	21			2055		288	175	462	0.38	2001			2001	0.231			31	31	0.954	73
6	B	3.0		1	19			2055			440	440	1.00	1905			1905	0.231			31	31	0.954	70
7	B,C	3.2		1	11		N	1935	440			440	1.00	1703			1703	0.258			35	57	0.580	52
8	C	3.2		1				2075		398		398	0.00	2075			2075	0.192	0.192		28	28	0.877	66
8,9	C	3.2		1	17			2075		257	130	387	0.34	2015			2015	0.192			28	28	0.877	64
11	D	3.3		1				2085		355		355	0.00	2085			2085	0.170	0.170		25	25	0.872	60
11,12	D	3.3		1	19			2085		215	130	345	0.38	2025			2025	0.170			25	25	0.872	59
10	C,D	3.4		1	15		N	1955	325			325	1.00	1777			889	0.366			51	58	0.807	38

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	TRAFFIC SIGNAL CALCULATION		
Junction No. J1		PROJECT NO: 292635-02	
Kwong Fuk Road / Nam Wan Road/ Tai Po Road - Yuen Chau Tsai	2031 Design Traffic Flow at Construction Stage (PM) - With Improvement	DATE : 25-Jun-26	FILENAME :



No. of stages per cycle		N =	4
No. of stage using for calculation		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.641
Loss time		L =	25 sec
Total Flow		=	3524 pcu
Co	= (1.5*L+5)/(1-Y)	=	118.4 sec
Cm	= L/(1-Y)	=	69.7 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	11.1 %
Cp	= 0.9*L/(0.9-Y)	=	86.9 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	11 %



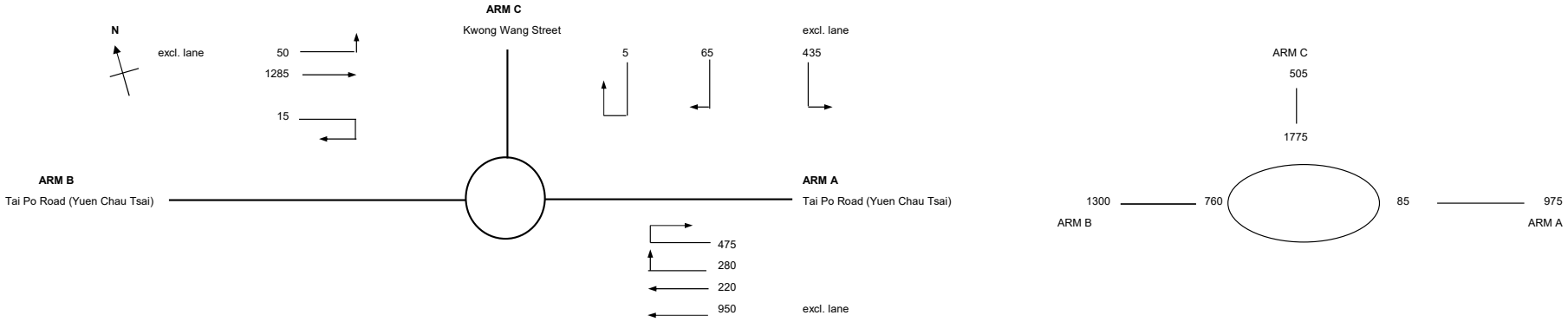
STAGE A	INT= 8	STAGE B	INT= 7	STAGE C	INT= 7	STAGE D	INT= 7

Pedestrian Phase	Width (m)	Green Time Required (s) SG	Delay	FG	Green Time Provided (s) SG	Delay	FG	Check

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Flow Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Uphill Gradient %	Short lane Effect pcu/h	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queuing Length m.
																				25				
1,2	A	3.6		1	13		N	1975	50	186		236	0.21	1928			1928	0.122	0.122		18	18	0.816	40
2,3	A	3.5		1	25			2105		219	60	279	0.22	2078		200	2278	0.122			18	18	0.816	47
4,5	B	2.8		1	15		N	1895	85	204		289	0.29	1841			1841	0.157	0.157		23	23	0.820	46
5,6	B	3.0		1	21			2055		221	96	316	0.30	2012			2012	0.157			23	23	0.820	51
6	B	3.0		1	19			2055			299	299	1.00	1905			1905	0.157			23	23	0.820	48
7	B,C	3.2		1	11		N	1935	620			620	1.00	1703			1703	0.364			54	54	0.809	68
8	C	3.2		1				2075		465		465	0.00	2075			2075	0.224	0.224		33	33	0.816	67
8,9	C	3.2		1	17			2075		270	180	450	0.40	2004			2004	0.224			33	33	0.816	65
11	D	3.3		1				2085		286		286	0.00	2085			2085	0.137	0.137		20	20	0.823	47
11,12	D	3.3		1	19			2085		189	90	279	0.32	2033			2033	0.137			20	20	0.823	46
10	C,D	3.4		1	15		N	1955	240			240	1.00	1777			889	0.270			40	58	0.559	25

NOTE : 'O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 0.9m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J2		PROJECT NO: 292635-02	
Kwong Wang Street / Tai Po Road (Yuen Chau Tsai)	2024 Observed Traffic Flow (AM)	DATE: 25-Jun-26	FILENAME

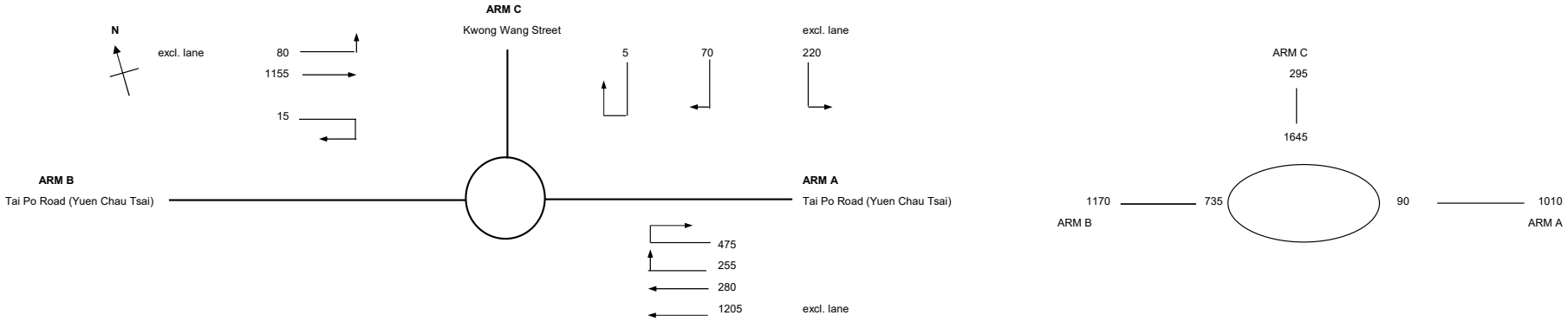


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	7.30	6.50	4.30
E	=	Entry width / m (4.0 - 15.0)	9.00	7.50	7.20
L	=	Effective length of flare / m (1.0 - 100.0)	44.00	27.00	8.00
R	=	Entry radius / m (6.0 - 100.0)	100.00	100.00	17.00
D	=	Inscribed circle diameter / m (15-100)	42.00	42.00	42.00
A	=	Entry angle / degree (10-60)	17.00	10.00	60.00
Q	=	Entry flow (pcu/h)	975	1300	505
Qc	=	Circulating flow across entry (pcu/h)	85	760	1775
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.06	0.06	0.58
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.11	0.89
X2	=	V + ((E-V)/(1+2S))	8.81	7.39	5.64
M	=	EXP((D-60)/10)	0.17	0.17	0.17
F	=	303*X2	2670	2240	1710
Td	=	1+(0.5/(1+M))	1.43	1.43	1.43
Fc	=	0.21*Td(1+0.2*X2)	0.83	0.74	0.64
Qe	=	K(F-Fc*Qc)	2819	1857	511
DFC	=	Design flow/Capacity = Q/Qe	0.35	0.70	0.99

Total In Sum = 2780 PCU

DFC of Critical Approach = 0.99

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J2		PROJECT NO: 292635-02	
Kwong Wang Street / Tai Po Road (Yuen Chau Tsai)	2024 Observed Traffic Flow (PM)	DATE: 25-Jun-26	FILENAME

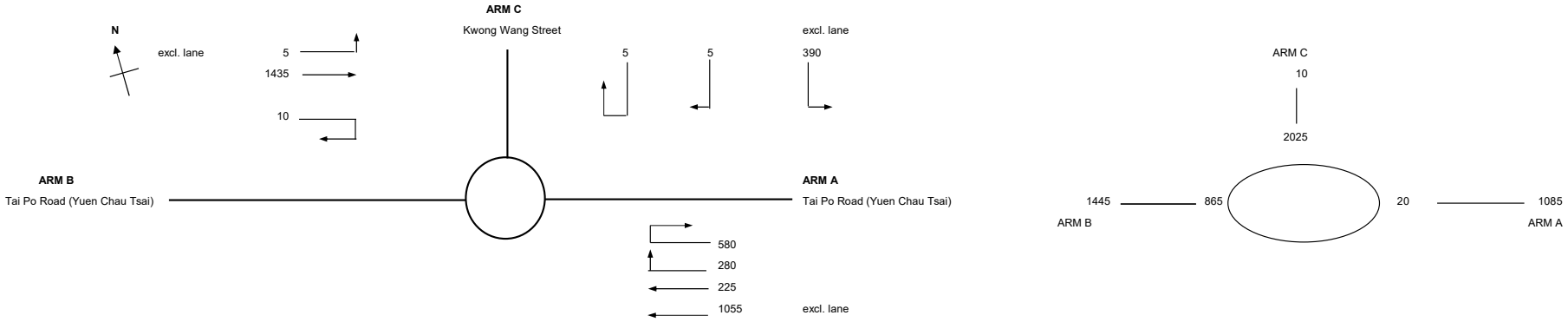


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	7.30	6.50	4.30
E	=	Entry width / m (4.0 - 15.0)	9.00	7.50	7.20
L	=	Effective length of flare / m (1.0 - 100.0)	44.00	27.00	8.00
R	=	Entry radius / m (6.0 - 100.0)	100.00	100.00	17.00
D	=	Inscribed circle diameter / m (15-100)	42.00	42.00	42.00
A	=	Entry angle / degree (10-60)	17.00	10.00	60.00
Q	=	Entry flow (pcu/h)	1010	1170	295
Qc	=	Circulating flow across entry (pcu/h)	90	735	1645
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.06	0.06	0.58
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.11	0.89
X2	=	V + ((E-V)/(1+2S))	8.81	7.39	5.64
M	=	EXP((D-60)/10)	0.17	0.17	0.17
F	=	303*X2	2670	2240	1710
Td	=	1+(0.5/(1+M))	1.43	1.43	1.43
Fc	=	0.21*Td(1+0.2*X2)	0.83	0.74	0.64
Qe	=	K(F-Fc*Qc)	2814	1877	585
DFC	=	Design flow/Capacity = Q/Qe	0.36	0.62	0.50

Total In Sum = 2475 PCU

DFC of Critical Approach = 0.62

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J2		PROJECT NO: 292635-02	
Kwong Wang Street / Tai Po Road (Yuen Chau Tsai)	2033 Reference Traffic Flow (AM)	DATE: 25-Jun-26	FILENAME

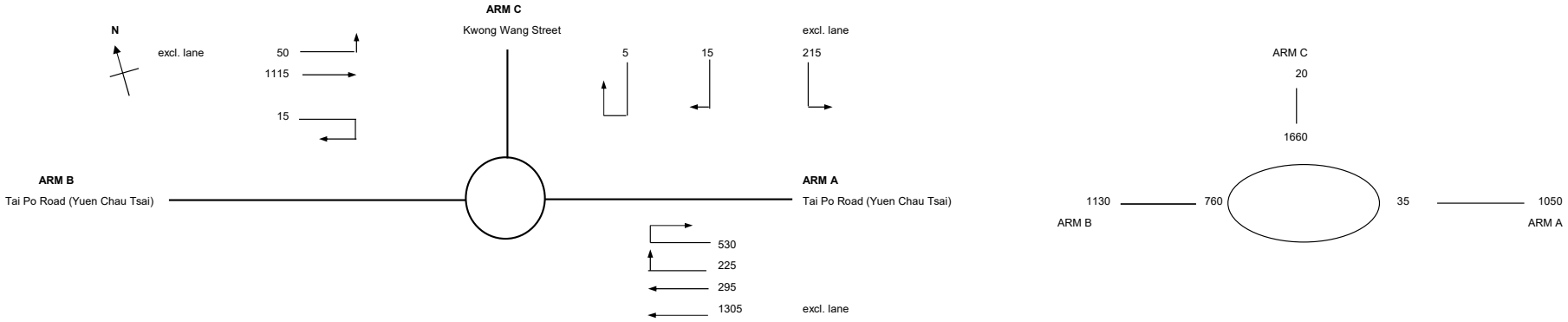


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	7.30	6.50	4.30
E	=	Entry width / m (4.0 - 15.0)	9.00	7.50	7.20
L	=	Effective length of flare / m (1.0 - 100.0)	44.00	27.00	8.00
R	=	Entry radius / m (6.0 - 100.0)	100.00	100.00	17.00
D	=	Inscribed circle diameter / m (15-100)	42.00	42.00	42.00
A	=	Entry angle / degree (10-60)	17.00	10.00	60.00
Q	=	Entry flow (pcu/h)	1085	1445	10
Qc	=	Circulating flow across entry (pcu/h)	20	865	2025
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.06	0.06	0.58
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.11	0.89
X2	=	V + ((E-V)/(1+2S))	8.81	7.39	5.64
M	=	EXP((D-60)/10)	0.17	0.17	0.17
F	=	303*X2	2670	2240	1710
Td	=	1+(0.5/(1+M))	1.43	1.43	1.43
Fc	=	0.21*Td(1+0.2*X2)	0.83	0.74	0.64
Qe	=	K(F-Fc*Qc)	2877	1770	369
DFC	=	Design flow/Capacity = Q/Qe	0.38	0.82	0.03

Total In Sum = 2540 PCU

DFC of Critical Approach = 0.82

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J2		PROJECT NO: 292635-02	
Kwong Wang Street / Tai Po Road (Yuen Chau Tsai)	2033 Reference Traffic Flow (AM)	DATE: 25-Jun-26	FILENAME

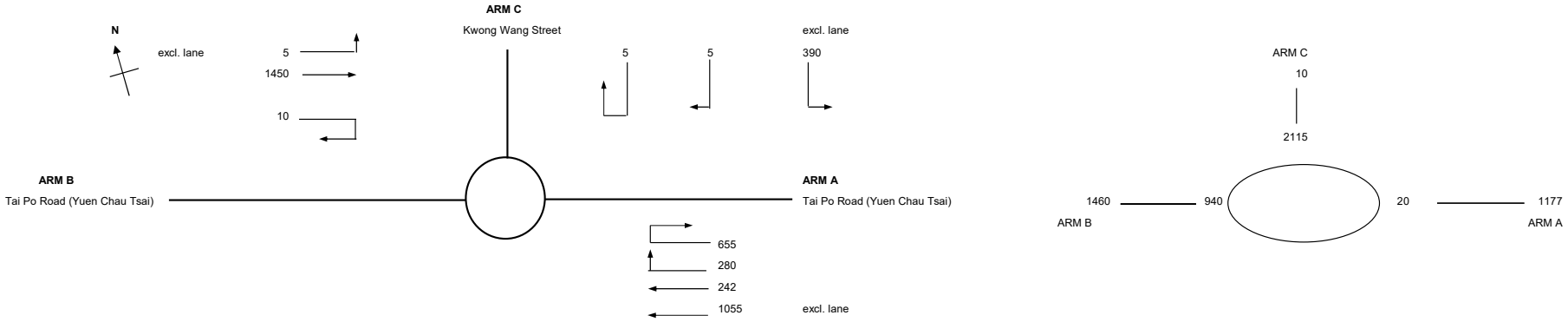


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	7.30	6.50	4.30
E	=	Entry width / m (4.0 - 15.0)	9.00	7.50	7.20
L	=	Effective length of flare / m (1.0 - 100.0)	44.00	27.00	8.00
R	=	Entry radius / m (6.0 - 100.0)	100.00	100.00	17.00
D	=	Inscribed circle diameter / m (15-100)	42.00	42.00	42.00
A	=	Entry angle / degree (10-60)	17.00	10.00	60.00
Q	=	Entry flow (pcu/h)	1050	1130	20
Qc	=	Circulating flow across entry (pcu/h)	35	760	1660
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.06	0.06	0.58
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.11	0.89
X2	=	V + ((E-V)/(1+2S))	8.81	7.39	5.64
M	=	EXP((D-60)/10)	0.17	0.17	0.17
F	=	303*X2	2670	2240	1710
Td	=	1+(0.5/(1+M))	1.43	1.43	1.43
Fc	=	0.21*Td(1+0.2*X2)	0.83	0.74	0.64
Qe	=	K(F-Fc*Qc)	2864	1857	576
DFC	=	Design flow/Capacity = Q/Qe	0.37	0.61	0.03

Total In Sum = **2200** **PCU**

DFC of Critical Approach = **0.61**

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J2		PROJECT NO: 292635-02	
Kwong Wang Street / Tai Po Road (Yuen Chau Tsai)	2033 Design Traffic Flow (AM)	DATE: 25-Jun-26	FILENAME

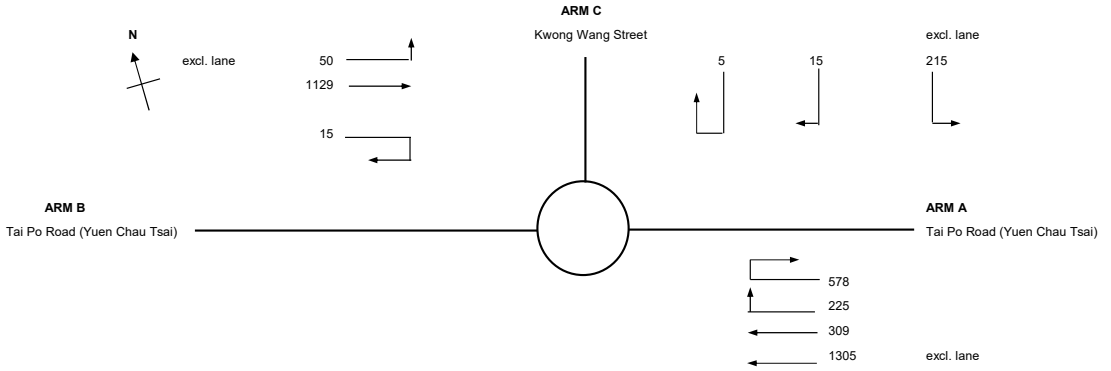


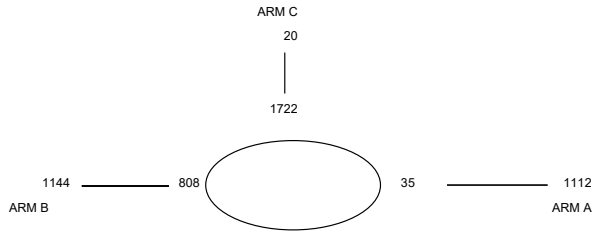
ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	7.30	6.50	4.30
E	=	Entry width / m (4.0 - 15.0)	9.00	7.50	7.20
L	=	Effective length of flare / m (1.0 - 100.0)	44.00	27.00	8.00
R	=	Entry radius / m (6.0 - 100.0)	100.00	100.00	17.00
D	=	Inscribed circle diameter / m (15-100)	42.00	42.00	42.00
A	=	Entry angle / degree (10-60)	17.00	10.00	60.00
Q	=	Entry flow (pcu/h)	1177	1460	10
Qc	=	Circulating flow across entry (pcu/h)	20	940	2115
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.06	0.06	0.58
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.11	0.89
X2	=	V + ((E-V)/(1+2S))	8.81	7.39	5.64
M	=	EXP((D-60)/10)	0.17	0.17	0.17
F	=	303*X2	2670	2240	1710
Td	=	1+(0.5/(1+M))	1.43	1.43	1.43
Fc	=	0.21*Td(1+0.2*X2)	0.83	0.74	0.64
Qe	=	K(F-Fc*Qc)	2877	1708	318
DFC	=	Design flow/Capacity = Q/Qe	0.41	0.85	0.03

Total In Sum = 2647 PCU

DFC of Critical Approach = 0.85

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J2		PROJECT NO: 292635-02	
Kwong Wang Street / Tai Po Road (Yuen Chau Tsai)	2033 Design Traffic Flow (PM)	DATE: 25-Jun-26	FILENAME



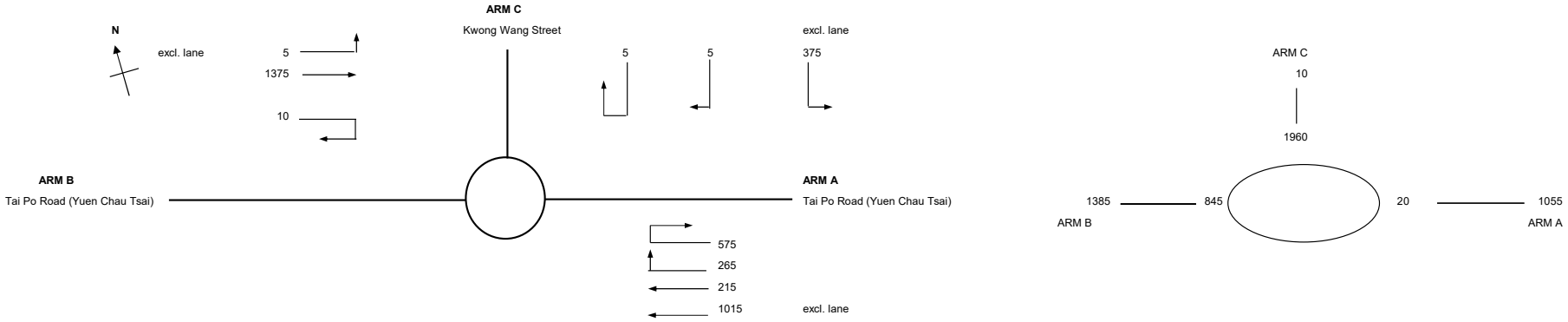


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	7.30	6.50	4.30
E	=	Entry width / m (4.0 - 15.0)	9.00	7.50	7.20
L	=	Effective length of flare / m (1.0 - 100.0)	44.00	27.00	8.00
R	=	Entry radius / m (6.0 - 100.0)	100.00	100.00	17.00
D	=	Inscribed circle diameter / m (15-100)	42.00	42.00	42.00
A	=	Entry angle / degree (10-60)	17.00	10.00	60.00
Q	=	Entry flow (pcu/h)	1112	1144	20
Qc	=	Circulating flow across entry (pcu/h)	35	808	1722
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.06	0.06	0.58
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.11	0.89
X2	=	V + ((E-V)/(1+2S))	8.81	7.39	5.64
M	=	EXP((D-60)/10)	0.17	0.17	0.17
F	=	303*X2	2670	2240	1710
Td	=	1+(0.5/(1+M))	1.43	1.43	1.43
Fc	=	0.21*Td(1+0.2*X2)	0.83	0.74	0.64
Qe	=	K(F-Fc*Qc)	2864	1817	541
DFC	=	Design flow/Capacity = Q/Qe	0.39	0.63	0.04

Total In Sum = 2276 PCU

DFC of Critical Approach = 0.63

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J2		PROJECT NO: 292635-02	
Kwong Wang Street / Tai Po Road (Yuen Chau Tsai)	2031 Reference Traffic Flow at Construction Stage (AM)	DATE: 25-Jun-26	FILENAME

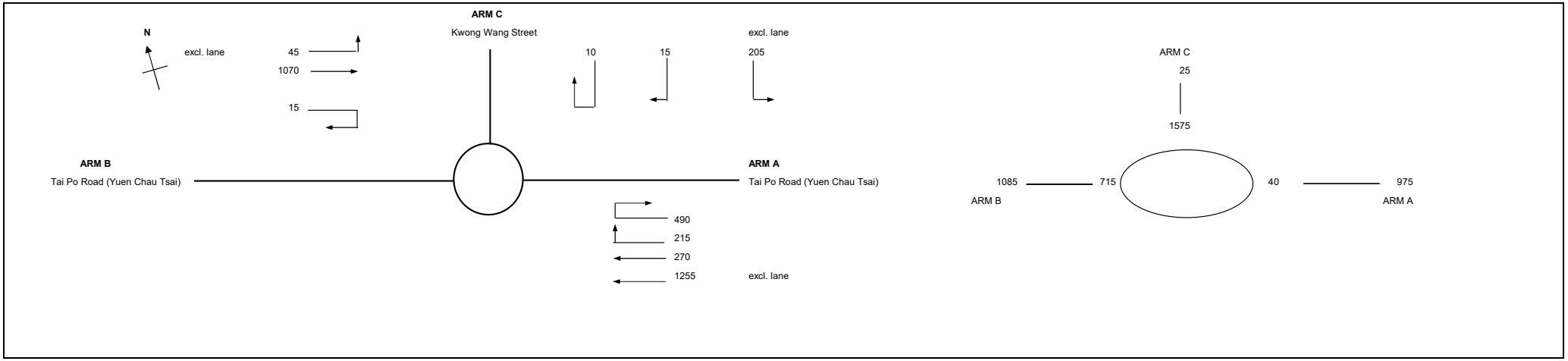


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	7.30	6.50	4.30
E	=	Entry width / m (4.0 - 15.0)	9.00	7.50	7.20
L	=	Effective length of flare / m (1.0 - 100.0)	44.00	27.00	8.00
R	=	Entry radius / m (6.0 - 100.0)	100.00	100.00	17.00
D	=	Inscribed circle diameter / m (15-100)	42.00	42.00	42.00
A	=	Entry angle / degree (10-60)	17.00	10.00	60.00
Q	=	Entry flow (pcu/h)	1055	1385	10
Qc	=	Circulating flow across entry (pcu/h)	20	845	1960
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.06	0.06	0.58
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.11	0.89
X2	=	V + ((E-V)/(1+2S))	8.81	7.39	5.64
M	=	EXP((D-60)/10)	0.17	0.17	0.17
F	=	303*X2	2670	2240	1710
Td	=	1+(0.5/(1+M))	1.43	1.43	1.43
Fc	=	0.21*Td(1+0.2*X2)	0.83	0.74	0.64
Qe	=	K(F-Fc*Qc)	2877	1787	406
DFC	=	Design flow/Capacity = Q/Qe	0.37	0.78	0.02

Total In Sum = 2450 PCU

DFC of Critical Approach = 0.78

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J2		PROJECT NO: 292635-02	
Kwong Wang Street / Tai Po Road (Yuen Chau Tsai)	2031 Reference Traffic Flow at Construction Stage (PM)	DATE: 25-Jun-26	FILENAME

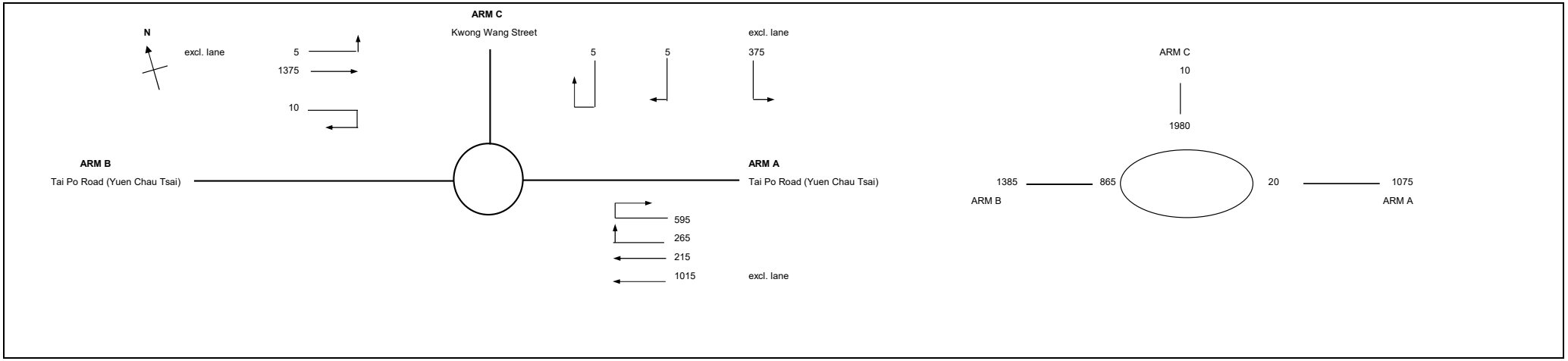


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	7.30	6.50	4.30
E	=	Entry width / m (4.0 - 15.0)	9.00	7.50	7.20
L	=	Effective length of flare / m (1.0 - 100.0)	44.00	27.00	8.00
R	=	Entry radius / m (6.0 - 100.0)	100.00	100.00	17.00
D	=	Inscribed circle diameter / m (15-100)	42.00	42.00	42.00
A	=	Entry angle / degree (10-60)	17.00	10.00	60.00
Q	=	Entry flow (pcu/h)	975	1085	25
Qc	=	Circulating flow across entry (pcu/h)	40	715	1575
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.06	0.06	0.58
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.11	0.89
X2	=	V + ((E-V)/(1+2S))	8.81	7.39	5.64
M	=	EXP((D-60)/10)	0.17	0.17	0.17
F	=	303*X2	2670	2240	1710
Td	=	1+(0.5/(1+M))	1.43	1.43	1.43
Fc	=	0.21*Td(1+0.2*X2)	0.83	0.74	0.64
Qe	=	K(F-Fc*Qc)	2859	1894	624
DFC	=	Design flow/Capacity = Q/Qe	0.34	0.57	0.04

Total In Sum = 2085 PCU

DFC of Critical Approach = 0.57

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J2		PROJECT NO: 292635-02	
Kwong Wang Street / Tai Po Road (Yuen Chau Tsai)	2031 Design Traffic Flow at Construction Stage (AM)	DATE: 25-Jun-26	FILENAME

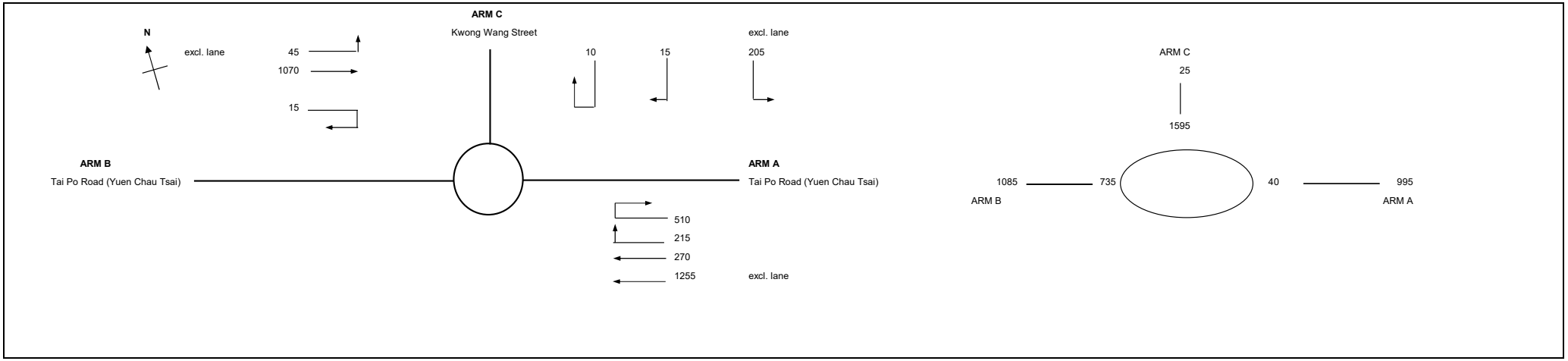


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	7.30	6.50	4.30
E	=	Entry width / m (4.0 - 15.0)	9.00	7.50	7.20
L	=	Effective length of flare / m (1.0 - 100.0)	44.00	27.00	8.00
R	=	Entry radius / m (6.0 - 100.0)	100.00	100.00	17.00
D	=	Inscribed circle diameter / m (15-100)	42.00	42.00	42.00
A	=	Entry angle / degree (10-60)	17.00	10.00	60.00
Q	=	Entry flow (pcu/h)	1075	1385	10
Qc	=	Circulating flow across entry (pcu/h)	20	865	1980
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.06	0.06	0.58
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.11	0.89
X2	=	V + ((E-V)/(1+2S))	8.81	7.39	5.64
M	=	EXP((D-60)/10)	0.17	0.17	0.17
F	=	303*X2	2670	2240	1710
Td	=	1+(0.5/(1+M))	1.43	1.43	1.43
Fc	=	0.21*Td(1+0.2*X2)	0.83	0.74	0.64
Qe	=	K(F-Fc*Qc)	2877	1770	395
DFC	=	Design flow/Capacity = Q/Qe	0.37	0.78	0.03

Total In Sum = 2470 PCU

DFC of Critical Approach = 0.78

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J2		PROJECT NO: 292635-02	
Kwong Wang Street / Tai Po Road (Yuen Chau Tsai)	2031 Design Traffic Flow at Construction Stage (PM)	DATE: 25-Jun-26	FILENAME

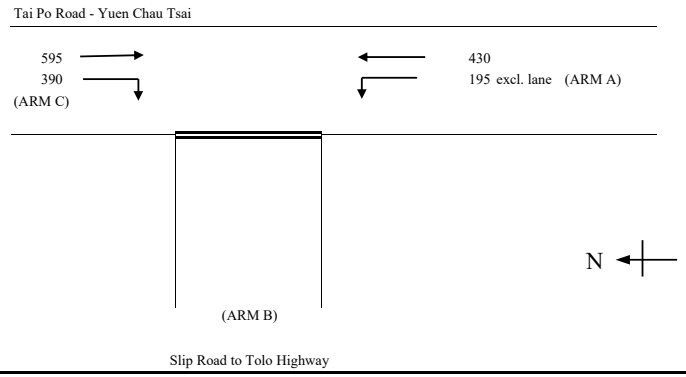


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	7.30	6.50	4.30
E	=	Entry width / m (4.0 - 15.0)	9.00	7.50	7.20
L	=	Effective length of flare / m (1.0 - 100.0)	44.00	27.00	8.00
R	=	Entry radius / m (6.0 - 100.0)	100.00	100.00	17.00
D	=	Inscribed circle diameter / m (15-100)	42.00	42.00	42.00
A	=	Entry angle / degree (10-60)	17.00	10.00	60.00
Q	=	Entry flow (pcu/h)	995	1085	25
Qc	=	Circulating flow across entry (pcu/h)	40	735	1595
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.06	0.06	0.58
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.08	1.11	0.89
X2	=	V + ((E-V)/(1+2S))	8.81	7.39	5.64
M	=	EXP((D-60)/10)	0.17	0.17	0.17
F	=	303*X2	2670	2240	1710
Td	=	1+(0.5/(1+M))	1.43	1.43	1.43
Fc	=	0.21*Td(1+0.2*X2)	0.83	0.74	0.64
Qe	=	K(F-Fc*Qc)	2859	1877	613
DFC	=	Design flow/Capacity = Q/Qe	0.35	0.58	0.04

Total In Sum = 2105 PCU

DFC of Critical Approach = 0.58

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J3		PROJECT NO: 292635-02	DESIGNED BY:
Slip Road to Tolo Highway / Tai Po Road - Yuen Chau Tsai	2024 Observed Traffic Flow (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	430	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	100	(metres)
q c-a	=	595	(pcu/hr)
q c-b	=	390	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53321887
E	=	0.5859548
F	=	0.9496922
Y	=	0.74125

THE CAPACITY OF MOVEMENT :

Q b-a	=	138
Q b-c	=	369
Q c-b	=	597

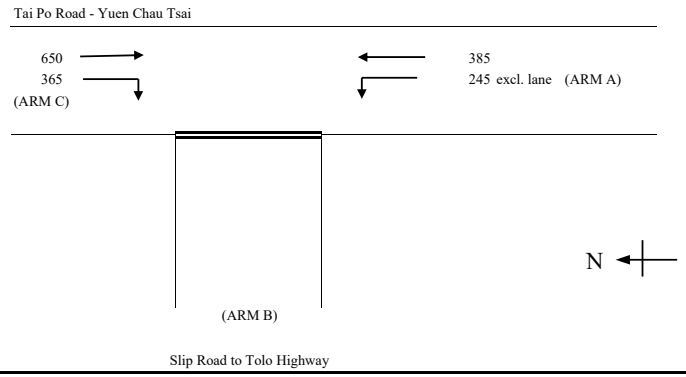
TOTAL FLOW = 1610 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.6533

CRITICAL DFC = 0.65

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J3		PROJECT NO: 292635-02	DESIGNED BY:
Slip Road to Tolo Highway / Tai Po Road - Yuen Chau Tsai	2024 Observed Traffic Flow (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	385	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	100	(metres)
q c-a	=	650	(pcu/hr)
q c-b	=	365	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53321887
E	=	0.5859548
F	=	0.9496922
Y	=	0.74125

THE CAPACITY OF MOVEMENT :

Q b-a	=	145
Q b-c	=	376
Q c-b	=	609

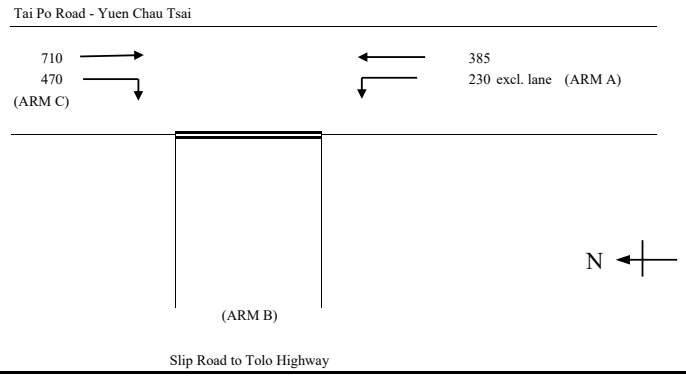
TOTAL FLOW = 1645 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.5993

CRITICAL DFC = 0.60

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J3		PROJECT NO: 292635-02	DESIGNED BY:
Slip Road to Tolo Highway / Tai Po Road - Yuen Chau Tsai	2033 Reference Traffic Flow (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	385	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	100	(metres)
q c-a	=	710	(pcu/hr)
q c-b	=	470	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53321887
E	=	0.5859548
F	=	0.9496922
Y	=	0.74125

THE CAPACITY OF MOVEMENT :

Q b-a	=	118
Q b-c	=	376
Q c-b	=	609

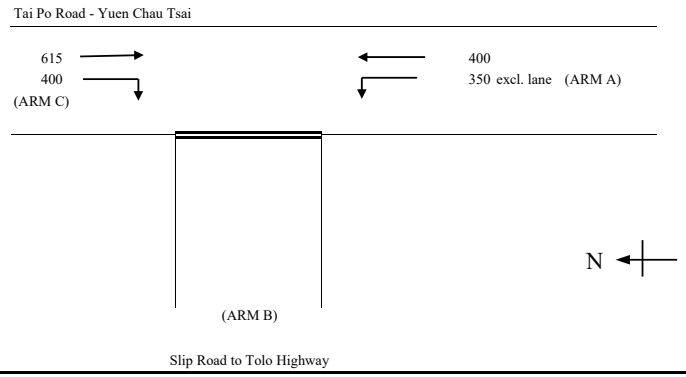
TOTAL FLOW = 1795 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.7718

CRITICAL DFC = 0.77

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J3		PROJECT NO: 292635-02	DESIGNED BY:
Slip Road to Tolo Highway / Tai Po Road - Yuen Chau Tsai	2033 Reference Traffic Flow (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	400	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	100	(metres)
q c-a	=	615	(pcu/hr)
q c-b	=	400	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53321887
E	=	0.5859548
F	=	0.9496922
Y	=	0.74125

THE CAPACITY OF MOVEMENT :

Q b-a	=	139
Q b-c	=	373
Q c-b	=	605

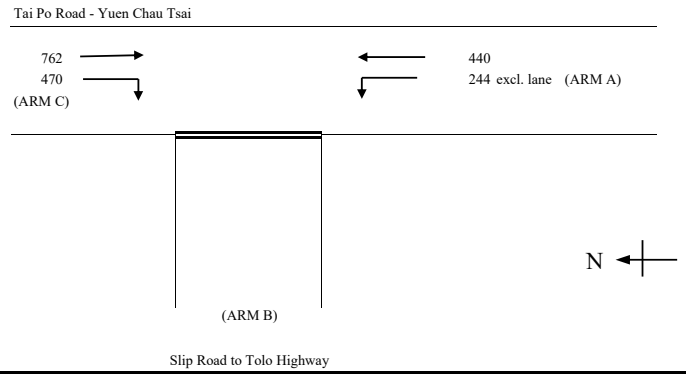
TOTAL FLOW = 1765 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.6612

CRITICAL DFC = 0.66

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J3		PROJECT NO: 292635-02	DESIGNED BY:
Slip Road to Tolo Highway / Tai Po Road - Yuen Chau Tsai	2033 Design Traffic Flow (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	440	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	100	(metres)
q c-a	=	761.7	(pcu/hr)
q c-b	=	470	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53321887
E	=	0.5859548
F	=	0.9496922
Y	=	0.74125

THE CAPACITY OF MOVEMENT :

Q b-a	=	106
Q b-c	=	367
Q c-b	=	595

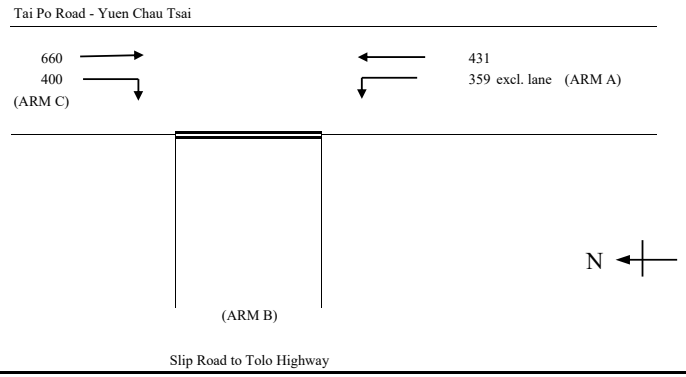
TOTAL FLOW = 1915 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.7899

CRITICAL DFC = 0.79

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J3		PROJECT NO: 292635-02	DESIGNED BY:
Slip Road to Tolo Highway / Tai Po Road - Yuen Chau Tsai	2033 Design Traffic Flow (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	431	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	100	(metres)
q c-a	=	659.9	(pcu/hr)
q c-b	=	400	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53321887
E	=	0.5859548
F	=	0.9496922
Y	=	0.74125

THE CAPACITY OF MOVEMENT :

Q b-a	=	130
Q b-c	=	368
Q c-b	=	597

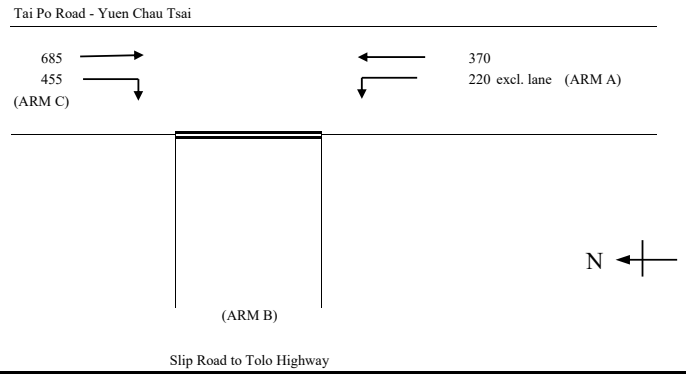
TOTAL FLOW = 1850 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.6700

CRITICAL DFC = 0.67

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J3		PROJECT NO: 292635-02	DESIGNED BY:
Slip Road to Tolo Highway / Tai Po Road - Yuen Chau Tsai	2031 Reference Traffic Flow at Construction Stage (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	370	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	100	(metres)
q c-a	=	685	(pcu/hr)
q c-b	=	455	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53321887
E	=	0.5859548
F	=	0.9496922
Y	=	0.74125

THE CAPACITY OF MOVEMENT :

Q b-a	=	126
Q b-c	=	378
Q c-b	=	613

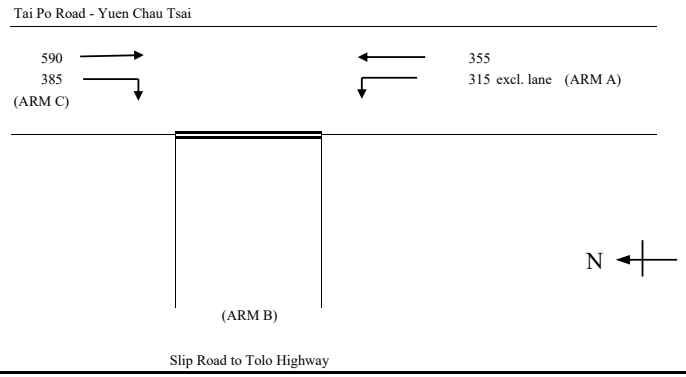
TOTAL FLOW = 1730 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.7423

CRITICAL DFC = 0.74

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J3		PROJECT NO: 292635-02	DESIGNED BY:
Slip Road to Tolo Highway / Tai Po Road - Yuen Chau Tsai	2031 Reference Traffic Flow at Construction Stage (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	355	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	100	(metres)
q c-a	=	590	(pcu/hr)
q c-b	=	385	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53321887
E	=	0.5859548
F	=	0.9496922
Y	=	0.74125

THE CAPACITY OF MOVEMENT :

Q b-a	=	151
Q b-c	=	380
Q c-b	=	617

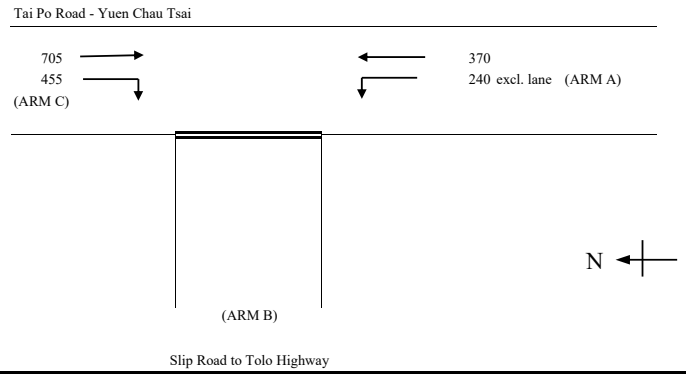
TOTAL FLOW = 1645 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.6240

CRITICAL DFC = 0.62

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J3		PROJECT NO: 292635-02	DESIGNED BY:
Slip Road to Tolo Highway / Tai Po Road - Yuen Chau Tsai	2031 Design Traffic Flow at Construction Stage (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	370	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	100	(metres)
q c-a	=	705	(pcu/hr)
q c-b	=	455	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53321887
E	=	0.5859548
F	=	0.9496922
Y	=	0.74125

THE CAPACITY OF MOVEMENT :

Q b-a	=	124
Q b-c	=	378
Q c-b	=	613

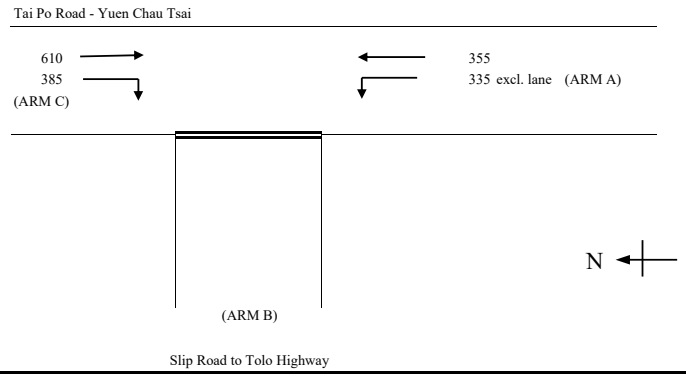
TOTAL FLOW = 1770 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.7423

CRITICAL DFC = 0.74

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J3		PROJECT NO: 292635-02	DESIGNED BY:
Slip Road to Tolo Highway / Tai Po Road - Yuen Chau Tsai	2031 Design Traffic Flow at Construction Stage (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	355	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	100	(metres)
q c-a	=	610	(pcu/hr)
q c-b	=	385	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	0	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.53321887
E	=	0.5859548
F	=	0.9496922
Y	=	0.74125

THE CAPACITY OF MOVEMENT :

Q b-a	=	149
Q b-c	=	380
Q c-b	=	617

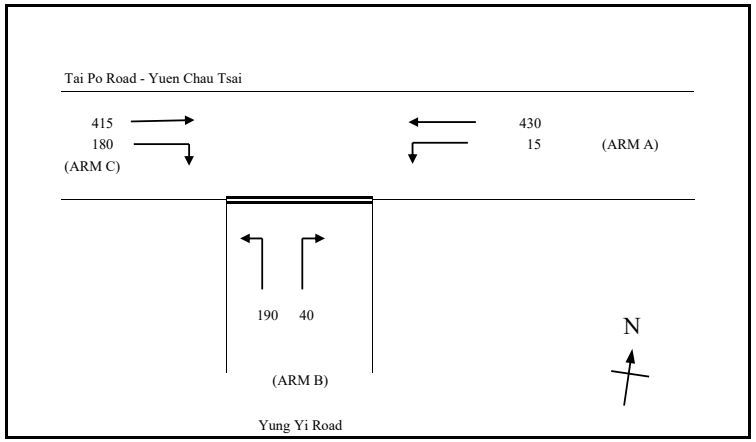
TOTAL FLOW = 1685 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.6240

CRITICAL DFC = 0.62

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J4		PROJECT NO: 292635-02	DESIGNED BY:
Yung Yi Road / Tai Po Road - Yuen Chau Tsai	2024 Observed Traffic Flow (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.40	(metres)
W cr	=	0	(metres)
q a-b	=	15	(pcu/hr)
q a-c	=	430	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	60	(metres)
q c-a	=	415	(pcu/hr)
q c-b	=	180	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.20	(metres)
W b-c	=	2.20	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	40	(pcu/hr)
q b-c	=	190	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8076286
E	=	0.8326068
F	=	0.9148766
Y	=	0.7102

THE CAPACITY OF MOVEMENT :

Q b-a	=	307
Q b-c	=	526
Q c-b	=	576
Q b-ac	=	467.9

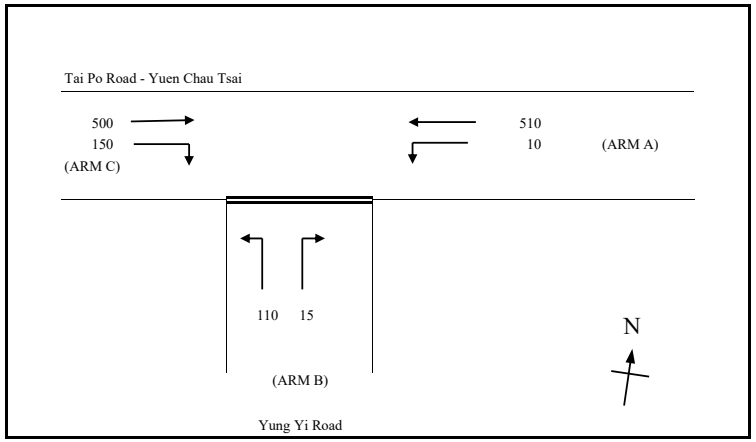
TOTAL FLOW = 1270 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.3612
DFC c-b	=	0.3125
DFC b-ac	=	0.4915

CRITICAL DFC = 0.49

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J4		PROJECT NO: 292635-02	DESIGNED BY:
Yung Yi Road / Tai Po Road - Yuen Chau Tsai	2024 Observed Traffic Flow (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.40	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	510	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	60	(metres)
q c-a	=	500	(pcu/hr)
q c-b	=	150	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.20	(metres)
W b-c	=	2.20	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	15	(pcu/hr)
q b-c	=	110	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8076286
E	=	0.8326068
F	=	0.9148766
Y	=	0.7102

THE CAPACITY OF MOVEMENT :

Q b-a	=	289
Q b-c	=	510
Q c-b	=	559
Q b-ac	=	467.1

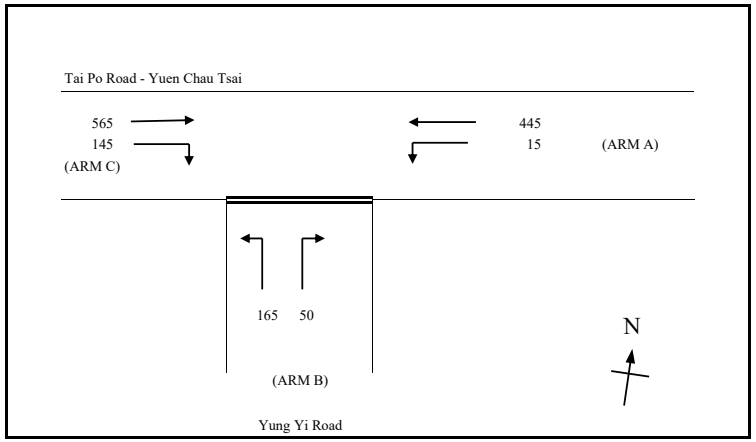
TOTAL FLOW = 1295 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.2157
DFC c-b	=	0.2683
DFC b-ac	=	0.2676

CRITICAL DFC = 0.27

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J4		PROJECT NO: 292635-02	DESIGNED BY:
Yung Yi Road / Tai Po Road - Yuen Chau Tsai	2033 Referece Traffic Flow (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.40	(metres)
W cr	=	0	(metres)
q a-b	=	15	(pcu/hr)
q a-c	=	445	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	60	(metres)
q c-a	=	565	(pcu/hr)
q c-b	=	145	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.20	(metres)
W b-c	=	2.20	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	50	(pcu/hr)
q b-c	=	165	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8076286
E	=	0.8326068
F	=	0.9148766
Y	=	0.7102

THE CAPACITY OF MOVEMENT :

Q b-a	=	295
Q b-c	=	523
Q c-b	=	573
Q b-ac	=	443.3

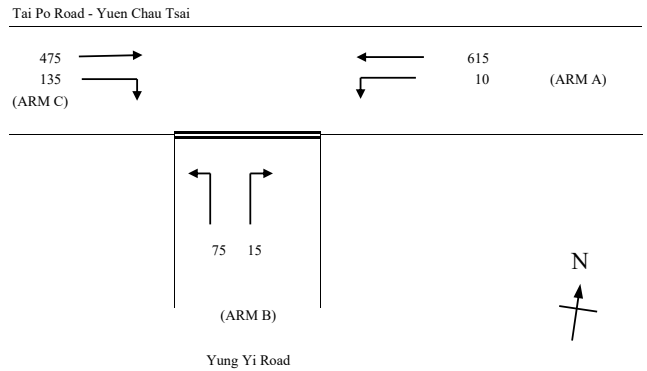
TOTAL FLOW = 1385 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.3155
DFC c-b	=	0.2531
DFC b-ac	=	0.4850

CRITICAL DFC = 0.48

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J4		PROJECT NO: 292635-02	DESIGNED BY:
Yung Yi Road / Tai Po Road - Yuen Chau Tsai	2033 Referece Traffic Flow (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.40	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	615	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	60	(metres)
q c-a	=	475	(pcu/hr)
q c-b	=	135	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.20	(metres)
W b-c	=	2.20	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	15	(pcu/hr)
q b-c	=	75	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8076286
E	=	0.8326068
F	=	0.9148766
Y	=	0.7102

THE CAPACITY OF MOVEMENT :

Q b-a	=	274
Q b-c	=	487
Q c-b	=	534
Q b-ac	=	431.1

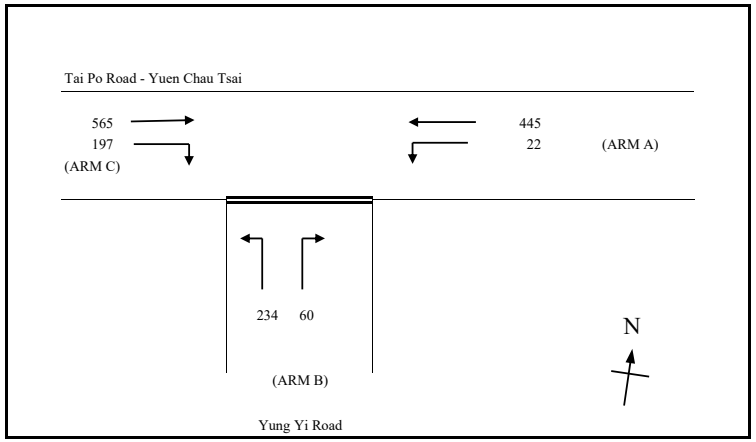
TOTAL FLOW = 1325 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1540
DFC c-b	=	0.2528
DFC b-ac	=	0.2087

CRITICAL DFC = 0.25

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J4		PROJECT NO: 292635-02	DESIGNED BY:
Yung Yi Road / Tai Po Road - Yuen Chau Tsai	2033 Design Traffic Flow (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.40	(metres)
W cr	=	0	(metres)
q a-b	=	22	(pcu/hr)
q a-c	=	445	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	60	(metres)
q c-a	=	565	(pcu/hr)
q c-b	=	196.7	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.20	(metres)
W b-c	=	2.20	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	60	(pcu/hr)
q b-c	=	234	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8076286
E	=	0.8326068
F	=	0.9148766
Y	=	0.7102

THE CAPACITY OF MOVEMENT :

Q b-a	=	279
Q b-c	=	523
Q c-b	=	571
Q b-ac	=	443.4

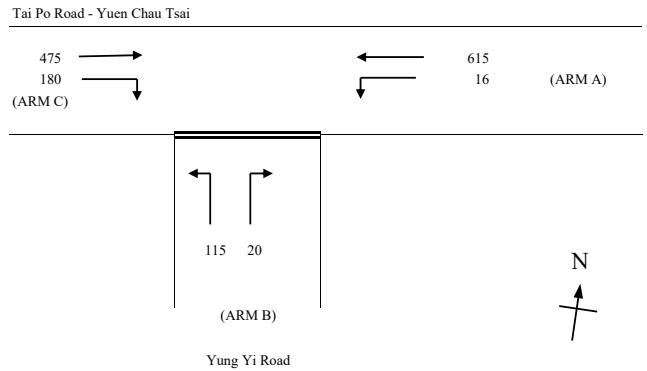
TOTAL FLOW = 1523 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.4467
DFC c-b	=	0.3444
DFC b-ac	=	0.6631

CRITICAL DFC = 0.66

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J4		PROJECT NO: 292635-02	DESIGNED BY:
Yung Yi Road / Tai Po Road - Yuen Chau Tsai	2033 Design Traffic Flow (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.40	(metres)
W cr	=	0	(metres)
q a-b	=	16	(pcu/hr)
q a-c	=	615	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	60	(metres)
q c-a	=	475	(pcu/hr)
q c-b	=	179.9	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.20	(metres)
W b-c	=	2.20	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	20	(pcu/hr)
q b-c	=	115	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8076286
E	=	0.8326068
F	=	0.9148766
Y	=	0.7102

THE CAPACITY OF MOVEMENT :

Q b-a	=	261
Q b-c	=	487
Q c-b	=	532
Q b-ac	=	431

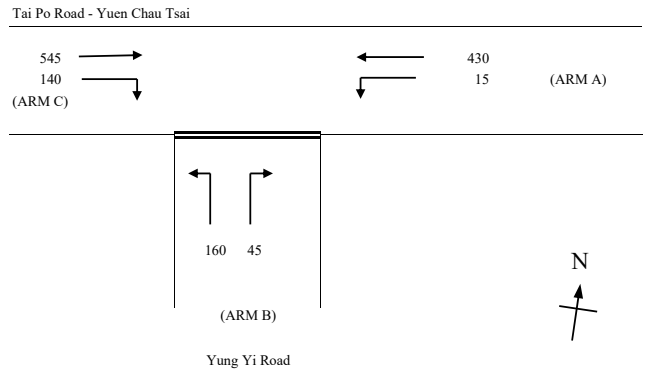
TOTAL FLOW = 1421 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.2356
DFC c-b	=	0.3381
DFC b-ac	=	0.3132

CRITICAL DFC = 0.34

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J4		PROJECT NO: 292635-02	DESIGNED BY:
Yung Yi Road / Tai Po Road - Yuen Chau Tsai	2031 Reference Traffic Flow at Construction Stage (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.40	(metres)
W cr	=	0	(metres)
q a-b	=	15	(pcu/hr)
q a-c	=	430	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	60	(metres)
q c-a	=	545	(pcu/hr)
q c-b	=	140	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.20	(metres)
W b-c	=	2.20	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	45	(pcu/hr)
q b-c	=	160	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8076286
E	=	0.8326068
F	=	0.9148766
Y	=	0.7102

THE CAPACITY OF MOVEMENT :

Q b-a	=	302
Q b-c	=	526
Q c-b	=	576
Q b-ac	=	452.3

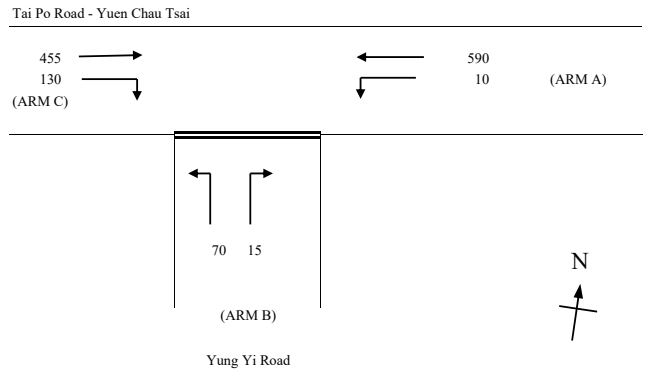
TOTAL FLOW = 1335 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.3042
DFC c-b	=	0.2431
DFC b-ac	=	0.4532

CRITICAL DFC = 0.45

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J4		PROJECT NO: 292635-02	DESIGNED BY:
Yung Yi Road / Tai Po Road - Yuen Chau Tsai	2031 Reference Traffic Flow at Construction Stage (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.40	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	590	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	60	(metres)
q c-a	=	455	(pcu/hr)
q c-b	=	130	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.20	(metres)
W b-c	=	2.20	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	15	(pcu/hr)
q b-c	=	70	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8076286
E	=	0.8326068
F	=	0.9148766
Y	=	0.7102

THE CAPACITY OF MOVEMENT :

Q b-a	=	284
Q b-c	=	492
Q c-b	=	540
Q b-ac	=	435.7

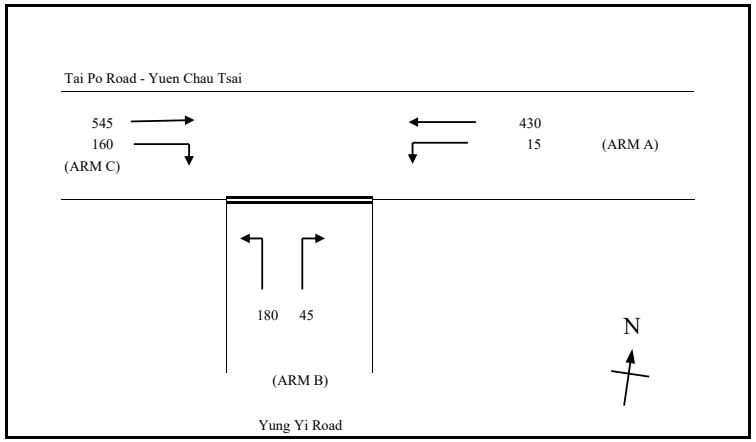
TOTAL FLOW = 1270 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1423
DFC c-b	=	0.2407
DFC b-ac	=	0.1951

CRITICAL DFC = 0.24

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J4		PROJECT NO: 292635-02	DESIGNED BY:
Yung Yi Road / Tai Po Road - Yuen Chau Tsai	2031 Design Traffic Flow at Construction Stage (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.40	(metres)
W cr	=	0	(metres)
q a-b	=	15	(pcu/hr)
q a-c	=	430	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	60	(metres)
q c-a	=	545	(pcu/hr)
q c-b	=	160	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.20	(metres)
W b-c	=	2.20	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	45	(pcu/hr)
q b-c	=	180	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8076286
E	=	0.8326068
F	=	0.9148766
Y	=	0.7102

THE CAPACITY OF MOVEMENT :

Q b-a	=	296
Q b-c	=	526
Q c-b	=	576
Q b-ac	=	455.3

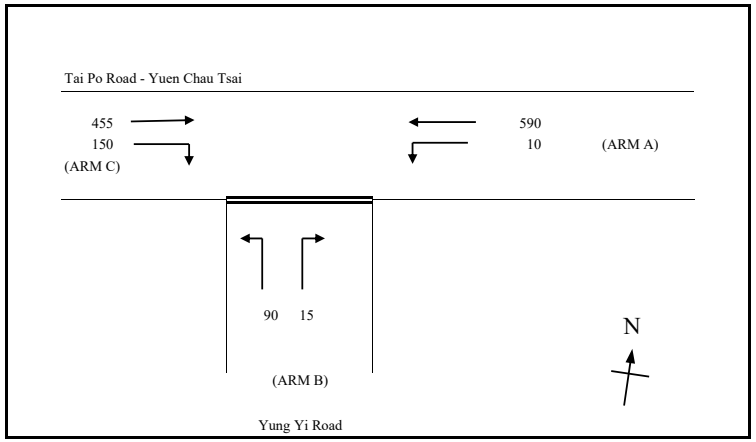
TOTAL FLOW = 1375 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.3422
DFC c-b	=	0.2778
DFC b-ac	=	0.4942

CRITICAL DFC = 0.49

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J4		PROJECT NO: 292635-02	DESIGNED BY:
Yung Yi Road / Tai Po Road - Yuen Chau Tsai	2031 Design Traffic Flow at Construction Stage (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.40	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	590	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.30	(metres)
Vr c-b	=	60	(metres)
q c-a	=	455	(pcu/hr)
q c-b	=	150	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.20	(metres)
W b-c	=	2.20	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	80	(metres)
Vr b-c	=	80	(metres)
q b-a	=	15	(pcu/hr)
q b-c	=	90	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8076286
E	=	0.8326068
F	=	0.9148766
Y	=	0.7102

THE CAPACITY OF MOVEMENT :

Q b-a	=	278
Q b-c	=	492
Q c-b	=	540
Q b-ac	=	443.3

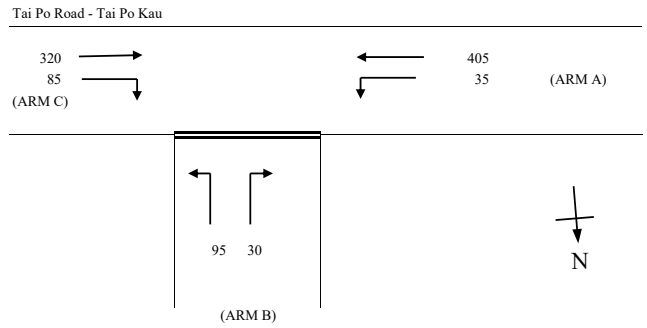
TOTAL FLOW = 1310 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1829
DFC c-b	=	0.2778
DFC b-ac	=	0.2369

CRITICAL DFC = 0.28

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J5		PROJECT NO: 292635-02	DESIGNED BY:
Lookout Link / Tai Po Road - Tai Po Kau	2024 Observed Traffic Flow (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.50	(metres)
W cr	=	0	(metres)
q a-b	=	35	(pcu/hr)
q a-c	=	405	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	35	(metres)
q c-a	=	320	(pcu/hr)
q c-b	=	85	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.70	(metres)
W b-c	=	3.70	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	120	(metres)
Vr b-c	=	120	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	95	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.974559
E	=	1.0047
F	=	0.91047865
Y	=	0.67225

THE CAPACITY OF MOVEMENT :

Q b-a	=	434
Q b-c	=	646
Q c-b	=	580
Q b-ac	=	578.2

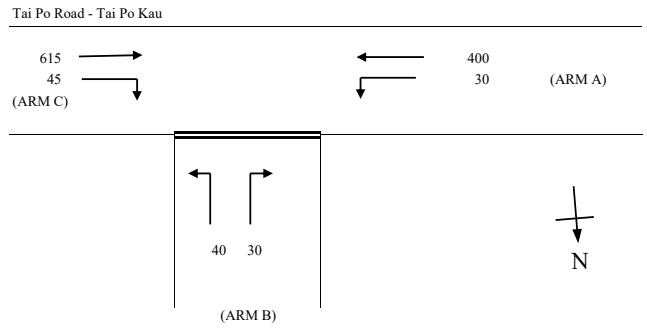
TOTAL FLOW = 970 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1471
DFC c-b	=	0.1466
DFC b-ac	=	0.2162

CRITICAL DFC = 0.22

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J5		PROJECT NO: 292635-02	DESIGNED BY:
Lookout Link / Tai Po Road - Tai Po Kau	2024 Observed Traffic Flow (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.50	(metres)
W cr	=	0	(metres)
q a-b	=	30	(pcu/hr)
q a-c	=	400	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	35	(metres)
q c-a	=	615	(pcu/hr)
q c-b	=	45	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.70	(metres)
W b-c	=	3.70	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	120	(metres)
Vr b-c	=	120	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	40	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.974559
E	=	1.0047
F	=	0.91047865
Y	=	0.67225

THE CAPACITY OF MOVEMENT :

Q b-a	=	405
Q b-c	=	647
Q c-b	=	583
Q b-ac	=	515.1

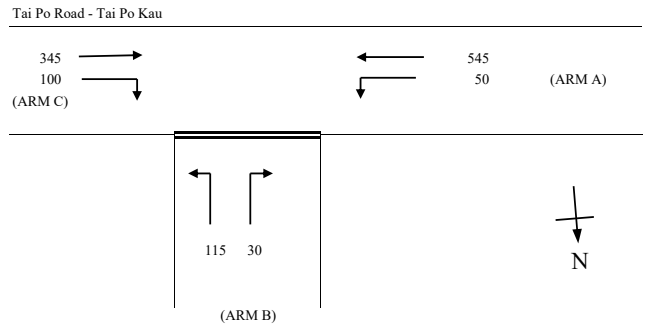
TOTAL FLOW = 1160 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0618
DFC c-b	=	0.0772
DFC b-ac	=	0.1359

CRITICAL DFC = 0.14

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J5		PROJECT NO: 292635-02	DESIGNED BY:
Lookout Link / Tai Po Road - Tai Po Kau	2033 Reference Traffic Flow (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.50	(metres)
W cr	=	0	(metres)
q a-b	=	50	(pcu/hr)
q a-c	=	545	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	35	(metres)
q c-a	=	345	(pcu/hr)
q c-b	=	100	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.70	(metres)
W b-c	=	3.70	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	120	(metres)
Vr b-c	=	120	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	115	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.974559
E	=	1.0047
F	=	0.91047865
Y	=	0.67225

THE CAPACITY OF MOVEMENT :

Q b-a	=	391
Q b-c	=	610
Q c-b	=	546
Q b-ac	=	546.7

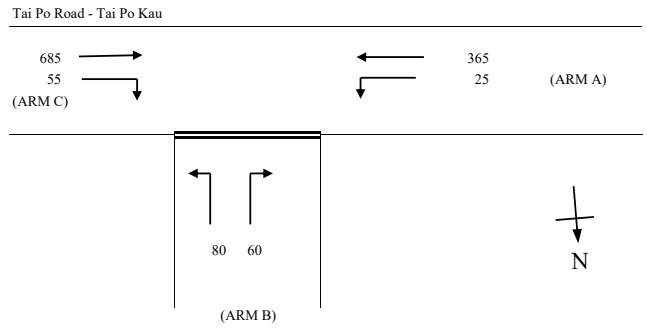
TOTAL FLOW = 1185 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1885
DFC c-b	=	0.1832
DFC b-ac	=	0.2653

CRITICAL DFC = 0.27

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J5		PROJECT NO: 292635-02	DESIGNED BY:
Lookout Link / Tai Po Road - Tai Po Kau	2033 Reference Traffic Flow (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.50	(metres)
W cr	=	0	(metres)
q a-b	=	25	(pcu/hr)
q a-c	=	365	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	35	(metres)
q c-a	=	685	(pcu/hr)
q c-b	=	55	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.70	(metres)
W b-c	=	3.70	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	120	(metres)
Vr b-c	=	120	(metres)
q b-a	=	60	(pcu/hr)
q b-c	=	80	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.974559
E	=	1.0047
F	=	0.91047865
Y	=	0.67225

THE CAPACITY OF MOVEMENT :

Q b-a	=	400
Q b-c	=	656
Q c-b	=	591
Q b-ac	=	514.8

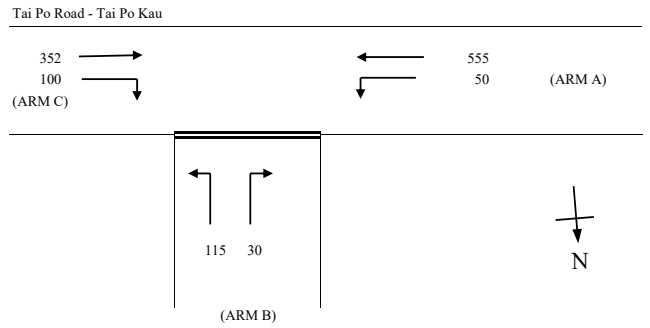
TOTAL FLOW = 1270 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1220
DFC c-b	=	0.0931
DFC b-ac	=	0.2720

CRITICAL DFC = 0.27

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J5		PROJECT NO: 292635-02	DESIGNED BY:
Lookout Link / Tai Po Road - Tai Po Kau	2033 Design Traffic Flow (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.50	(metres)
W cr	=	0	(metres)
q a-b	=	50	(pcu/hr)
q a-c	=	555	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	35	(metres)
q c-a	=	352	(pcu/hr)
q c-b	=	100	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.70	(metres)
W b-c	=	3.70	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	120	(metres)
Vr b-c	=	120	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	115	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.974559
E	=	1.0047
F	=	0.91047865
Y	=	0.67225

THE CAPACITY OF MOVEMENT :

Q b-a	=	387
Q b-c	=	607
Q c-b	=	543
Q b-ac	=	543.1

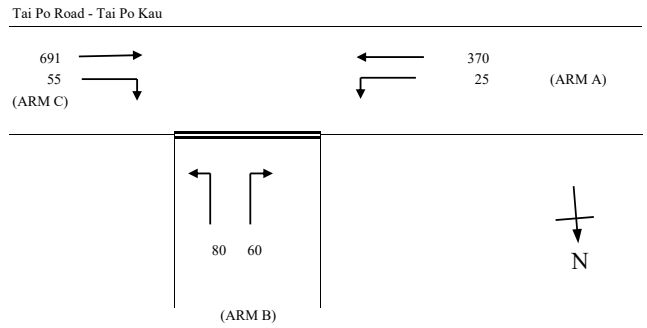
TOTAL FLOW = 1203 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1895
DFC c-b	=	0.1842
DFC b-ac	=	0.2670

CRITICAL DFC = 0.27

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J5		PROJECT NO: 292635-02	DESIGNED BY:
Lookout Link / Tai Po Road - Tai Po Kau	2033 Design Traffic Flow (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.50	(metres)
W cr	=	0	(metres)
q a-b	=	25	(pcu/hr)
q a-c	=	370	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	35	(metres)
q c-a	=	691	(pcu/hr)
q c-b	=	55	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.70	(metres)
W b-c	=	3.70	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	120	(metres)
Vr b-c	=	120	(metres)
q b-a	=	60	(pcu/hr)
q b-c	=	80	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.974559
E	=	1.0047
F	=	0.91047865
Y	=	0.67225

THE CAPACITY OF MOVEMENT :

Q b-a	=	398
Q b-c	=	655
Q c-b	=	590
Q b-ac	=	513

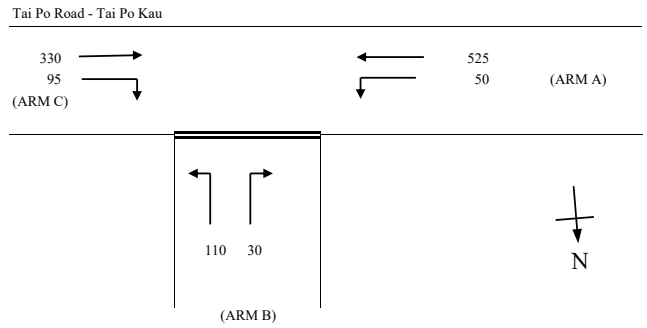
TOTAL FLOW = 1281 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1221
DFC c-b	=	0.0932
DFC b-ac	=	0.2729

CRITICAL DFC = 0.27

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J5		PROJECT NO: 292635-02	DESIGNED BY:
Lookout Link / Tai Po Road - Tai Po Kau	2031 Reference Traffic Flow at Construction Stage (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.50	(metres)
W cr	=	0	(metres)
q a-b	=	50	(pcu/hr)
q a-c	=	525	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	35	(metres)
q c-a	=	330	(pcu/hr)
q c-b	=	95	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.70	(metres)
W b-c	=	3.70	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	120	(metres)
Vr b-c	=	120	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	110	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.974559
E	=	1.0047
F	=	0.91047865
Y	=	0.67225

THE CAPACITY OF MOVEMENT :

Q b-a	=	399
Q b-c	=	615
Q c-b	=	550
Q b-ac	=	551.1

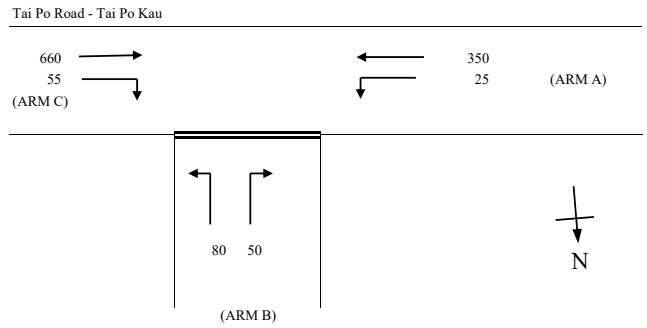
TOTAL FLOW = 1140 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1789
DFC c-b	=	0.1727
DFC b-ac	=	0.2540

CRITICAL DFC = 0.25

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J5		PROJECT NO: 292635-02	DESIGNED BY:
Lookout Link / Tai Po Road - Tai Po Kau	2031 Reference Traffic Flow at Construction Stage (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.50	(metres)
W cr	=	0	(metres)
q a-b	=	25	(pcu/hr)
q a-c	=	350	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	35	(metres)
q c-a	=	660	(pcu/hr)
q c-b	=	55	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.70	(metres)
W b-c	=	3.70	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	120	(metres)
Vr b-c	=	120	(metres)
q b-a	=	50	(pcu/hr)
q b-c	=	80	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.974559
E	=	1.0047
F	=	0.91047865
Y	=	0.67225

THE CAPACITY OF MOVEMENT :

Q b-a	=	407
Q b-c	=	660
Q c-b	=	595
Q b-ac	=	532.7

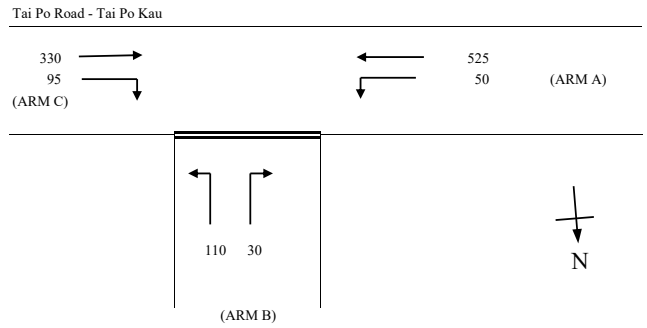
TOTAL FLOW = 1220 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1212
DFC c-b	=	0.0924
DFC b-ac	=	0.2441

CRITICAL DFC = 0.24

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J5		PROJECT NO: 292635-02	DESIGNED BY:
Lookout Link / Tai Po Road - Tai Po Kau	2031 Design Traffic Flow at Construction Stage (AM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.50	(metres)
W cr	=	0	(metres)
q a-b	=	50	(pcu/hr)
q a-c	=	525	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	35	(metres)
q c-a	=	330	(pcu/hr)
q c-b	=	95	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.70	(metres)
W b-c	=	3.70	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	120	(metres)
Vr b-c	=	120	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	110	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.974559
E	=	1.0047
F	=	0.91047865
Y	=	0.67225

THE CAPACITY OF MOVEMENT :

Q b-a	=	399
Q b-c	=	615
Q c-b	=	550
Q b-ac	=	551.1

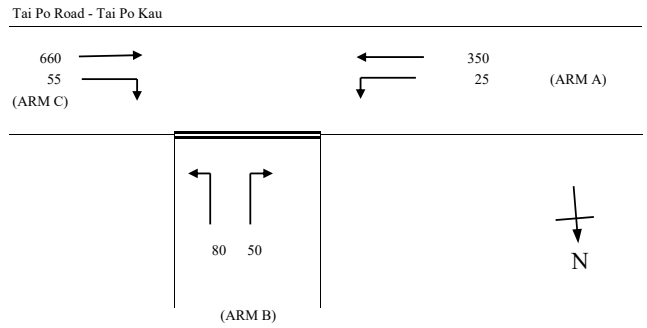
TOTAL FLOW = 1140 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1789
DFC c-b	=	0.1727
DFC b-ac	=	0.2540

CRITICAL DFC = 0.25

OVE ARUP & PARTNERS	PRIORITY JUNCTION CALCULATION		
Junction No. J5		PROJECT NO: 292635-02	DESIGNED BY:
Lookout Link / Tai Po Road - Tai Po Kau	2031 Design Traffic Flow at Construction Stage (PM)	DATE : 25/06/26	FILENAME :



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH (6-20m) (minor road turn left only, 2W)
W cr	=	CENTRAL RESERVE WIDTH (0m, 1.2-9m)
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a (0m, 2.2-5m)
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c (2.2-5m)
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b (0m, 2.2-5m)
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a (0-250m)
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a (0-250)
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c (0-250)
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b (0-250)
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.50	(metres)
W cr	=	0	(metres)
q a-b	=	25	(pcu/hr)
q a-c	=	350	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	35	(metres)
q c-a	=	660	(pcu/hr)
q c-b	=	55	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.70	(metres)
W b-c	=	3.70	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	120	(metres)
Vr b-c	=	120	(metres)
q b-a	=	50	(pcu/hr)
q b-c	=	80	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.974559
E	=	1.0047
F	=	0.91047865
Y	=	0.67225

THE CAPACITY OF MOVEMENT :

Q b-a	=	407
Q b-c	=	660
Q c-b	=	595
Q b-ac	=	532.7

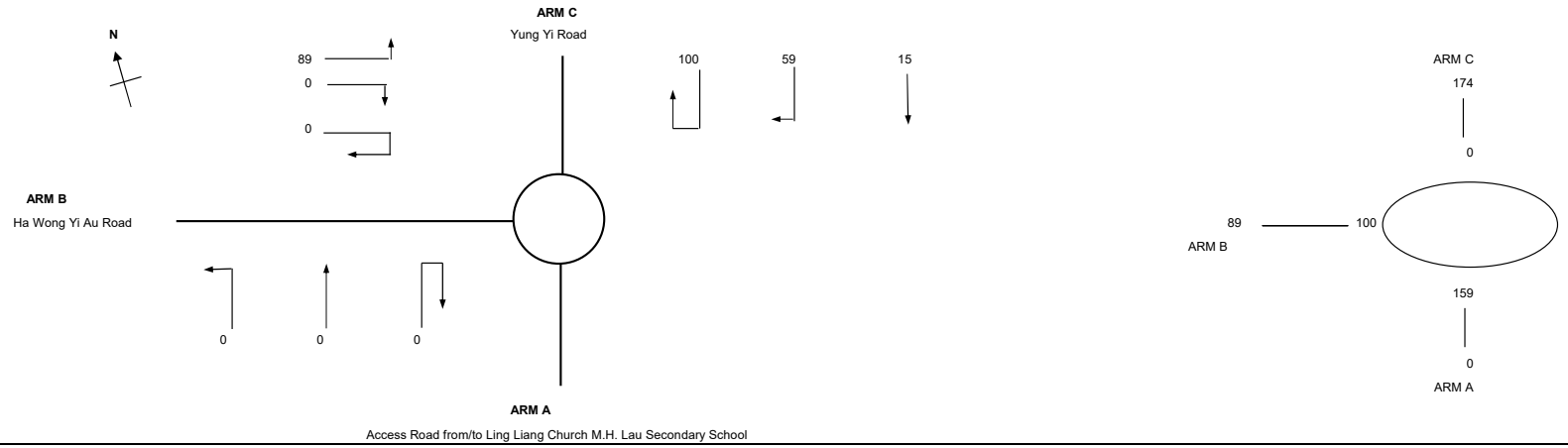
TOTAL FLOW = 1220 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1212
DFC c-b	=	0.0924
DFC b-ac	=	0.2441

CRITICAL DFC = 0.24

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J6		PROJECT NO: 292635-02	
Ha Wong Yi Au Road / Yung Yi Road / Access Road from/to Ling Liang Church M.H. Lau Secondary School	2033 Design Traffic Flow (AM)	DATE: 4-Mar-25	FILENAME

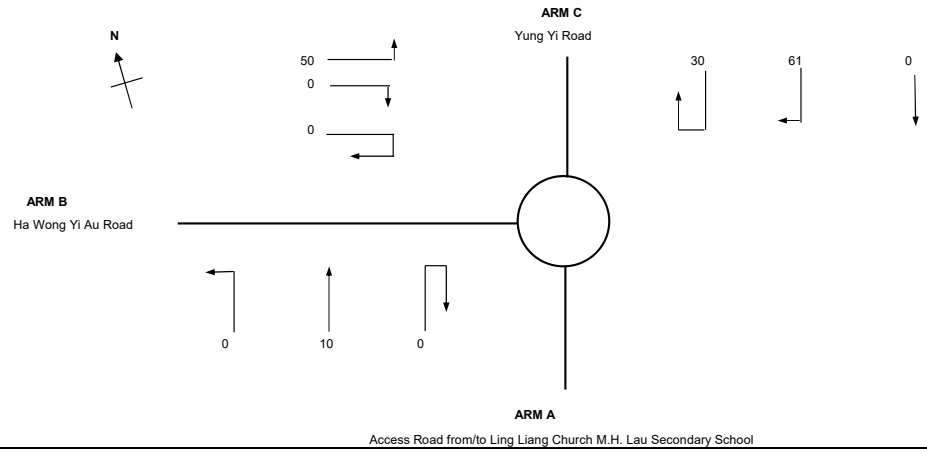


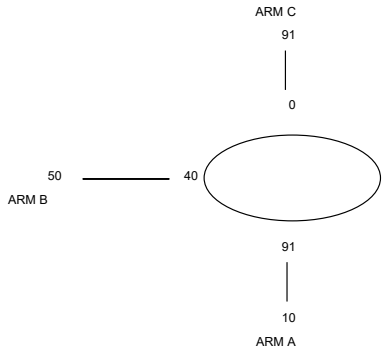
ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	6.00	3.60	3.60
E	=	Entry width / m (4.0 - 15.0)	6.10	5.50	4.50
L	=	Effective length of flare / m (1.0 - 100.0)	3.00	7.00	12.00
R	=	Entry radius / m (6.0 - 100.0)	9.80	30.00	88.00
D	=	Inscribed circle diameter / m (15-100)	28.00	28.00	28.00
A	=	Entry angle / degree (10-60)	60.00	18.00	10.00
Q	=	Entry flow (pcu/h)	0	89	174
Qc	=	Circulating flow across entry (pcu/h)	0	100	0
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.05	0.43	0.12
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.85	1.06	1.11
X2	=	V + ((E-V)/(1+2S))	6.09	4.62	4.33
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1845	1399	1311
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.69	0.60	0.58
Qe	=	K(F-Fc*Qc)	1559	1417	1451
DFC	=	Design flow/Capacity = Q/Qe	0.00	0.06	0.12

Total In Sum = **263** **PCU**

DFC of Critical Approach = **0.12**

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J6		PROJECT NO: 292635-02	
Ha Wong Yi Au Road / Yung Yi Road / Access Road from/to Ling Liang Church M.H. Lau Secondary School	2033 Design Traffic Flow (AM)	DATE: 4-Mar-25	FILENAME



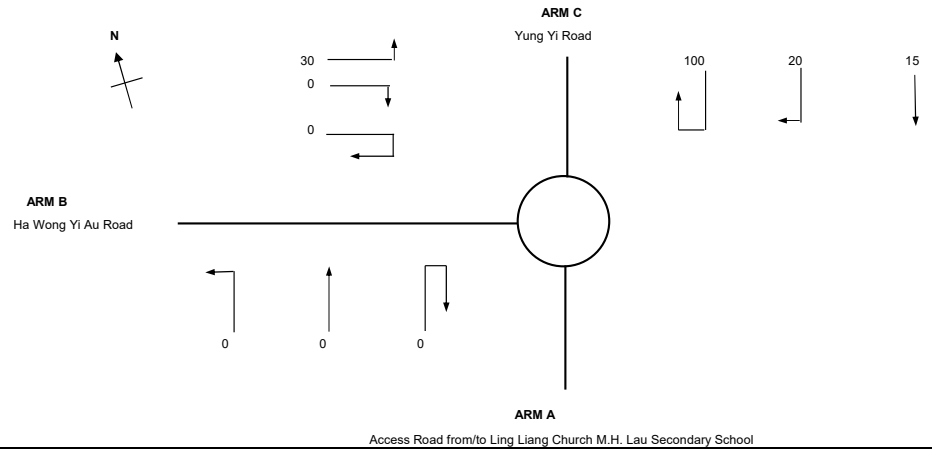


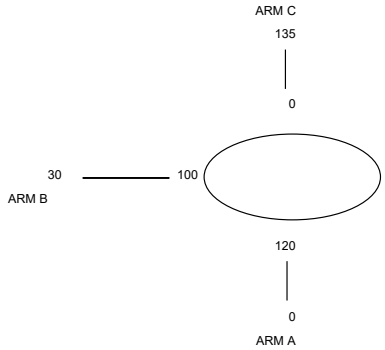
ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	6.00	3.60	3.60
E	=	Entry width / m (4.0 - 15.0)	6.10	5.50	4.50
L	=	Effective length of flare / m (1.0 - 100.0)	3.00	7.00	12.00
R	=	Entry radius / m (6.0 - 100.0)	9.80	30.00	88.00
D	=	Inscribed circle diameter / m (15-100)	28.00	28.00	28.00
A	=	Entry angle / degree (10-60)	60.00	18.00	10.00
Q	=	Entry flow (pcu/h)	0	50	91
Qc	=	Circulating flow across entry (pcu/h)	0	40	0
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.05	0.43	0.12
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.85	1.06	1.11
X2	=	V + ((E-V)/(1+2S))	6.09	4.62	4.33
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1845	1399	1311
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.69	0.60	0.58
Qe	=	K(F-Fc*Qc)	1559	1455	1451
DFC	=	Design flow/Capacity = Q/Qe	0.00	0.03	0.06

Total In Sum = **141** **PCU**

DFC of Critical Approach = **0.06**

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J6		PROJECT NO: 292635-02	
Ha Wong Yi Au Road / Yung Yi Road / Access Road from/to Ling Liang Church M.H. Lau Secondary School	2031 Design Traffic Flow at Construction Stage (AM)	DATE: 4-Mar-25	FILENAME



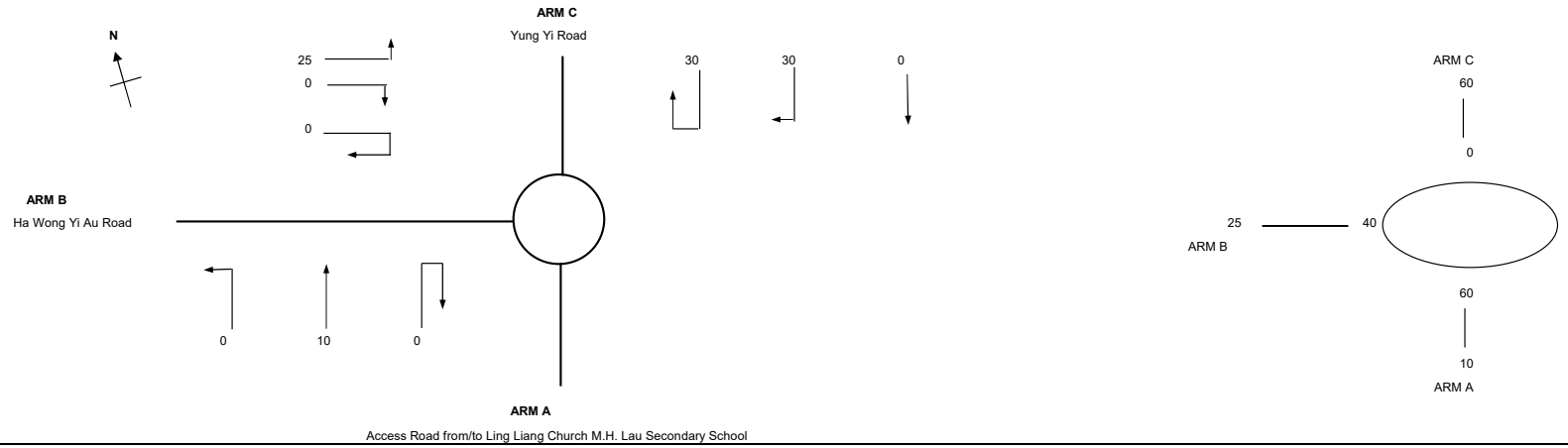


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	6.00	3.60	3.60
E	=	Entry width / m (4.0 - 15.0)	6.10	5.50	4.50
L	=	Effective length of flare / m (1.0 - 100.0)	3.00	7.00	12.00
R	=	Entry radius / m (6.0 - 100.0)	9.80	30.00	88.00
D	=	Inscribed circle diameter / m (15-100)	28.00	28.00	28.00
A	=	Entry angle / degree (10-60)	60.00	18.00	10.00
Q	=	Entry flow (pcu/h)	0	30	135
Qc	=	Circulating flow across entry (pcu/h)	0	100	0
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.05	0.43	0.12
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.85	1.06	1.11
X2	=	V + ((E-V)/(1+2S))	6.09	4.62	4.33
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1845	1399	1311
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.69	0.60	0.58
Qe	=	K(F-Fc*Qc)	1559	1417	1451
DFC	=	Design flow/Capacity = Q/Qe	0.00	0.02	0.09

Total In Sum = **165** **PCU**

DFC of Critical Approach = **0.09**

OVE ARUP & PARTNERS	ROUNDABOUT CALCULATION		
Junction No. J6		PROJECT NO: 292635-02	
Ha Wong Yi Au Road / Yung Yi Road / Access Road from/to Ling Liang Church M.H. Lau Secondary School	2031 Design Traffic Flow at Construction Stage (PM)	DATE: 4-Mar-25	FILENAME



ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width / m (2.0 - 7.3)	6.00	3.60	3.60
E	=	Entry width / m (4.0 - 15.0)	6.10	5.50	4.50
L	=	Effective length of flare / m (1.0 - 100.0)	3.00	7.00	12.00
R	=	Entry radius / m (6.0 - 100.0)	9.80	30.00	88.00
D	=	Inscribed circle diameter / m (15-100)	28.00	28.00	28.00
A	=	Entry angle / degree (10-60)	60.00	18.00	10.00
Q	=	Entry flow (pcu/h)	0	25	60
Qc	=	Circulating flow across entry (pcu/h)	0	40	0
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.05	0.43	0.12
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.85	1.06	1.11
X2	=	V + ((E-V)/(1+2S))	6.09	4.62	4.33
M	=	EXP((D-60)/10)	0.04	0.04	0.04
F	=	303*X2	1845	1399	1311
Td	=	1+(0.5/(1+M))	1.48	1.48	1.48
Fc	=	0.21*Td(1+0.2*X2)	0.69	0.60	0.58
Qe	=	K(F-Fc*Qc)	1559	1455	1451
DFC	=	Design flow/Capacity = Q/Qe	0.00	0.02	0.04

Total In Sum = **85** **PCU**

DFC of Critical Approach = **0.04**

Appendix B

Junction Improvement Scheme to be Implemented by Other Project

Jason Leung WY

From: [redacted]
Sent: Tuesday, 23 July 2024 2:26 pm
To: Jason Leung WY
Cc: [redacted]
Subject: 轉寄: 轉寄: S12A Application for Proposed Residential Development with Social Welfare Facility and Supporting Infrastructure in Wong Yi Au, Tai Po - Proposed Junction Improvement at Kwong Fuk Road Roundabout [Filed 23 Jul 2024 14:45]
Attachments: 20240716 TD Comment (extract).pdf; Proposed Junction Improvement at Kwong Fuk Road Roundabout.pdf; 426154-MMH-DD-TYT-C_RW-DR-1003.pdf

Categories: Filed by Mail Manager

> Some people who received this message don't often get email from ttfok@cedd.gov.hk. Learn why this is important

Dear Jason,

Please find the attached layout for your information.
As discussed, since our contract CV/2023/18 has not been awarded yet, there is no detailed implementation programme for the junction improvement works at Kwong Fuk Road roundabout at this point. However, our contract is scheduled to commence in September 2024 and complete the junction improvement works by 2027.

Regards,
Dave FOK
E7/P
Project Unit, CEO, CEDD
[redacted]

----- Forwarded by PUI YAN MAK/CEDD/HKSARG on 22/07/2024 15:26 -----

From: Jason Leung WY [redacted]
To: [redacted]
Cc: [redacted]
Date: 18/07/2024 13:40
Subject: S12A Application for Proposed Residential Development with Social Welfare Facility and Supporting Infrastructure in Wong Yi Au, Tai Po - Proposed Junction Improvement at Kwong Fuk Road Roundabout

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Dear Ms. Mak,

We are the traffic consultants of the captioned project.

We refer to comment no. 14 from Transport Department dated 15 July 2024 on the Pre-submission, and would like to request information regarding the latest layout and implementation programme of improvement works at Kwong Fuk Road Roundabout for traffic assessment purposes.

Please find attached the related TD comment and junction improvement scheme extracted from *Agreement No. CE 61/2017 (CE): Site Formation and Infrastructure Works for Development at To Yuen Tung, Tai Po – Feasibility Study* for your reference.

Thank you in advance for your kind assistance. Should you have any query, please feel free to contact me.

Regards,

Jason Leung
Planner | Transport Consulting

Arup
[redacted]
arup.com

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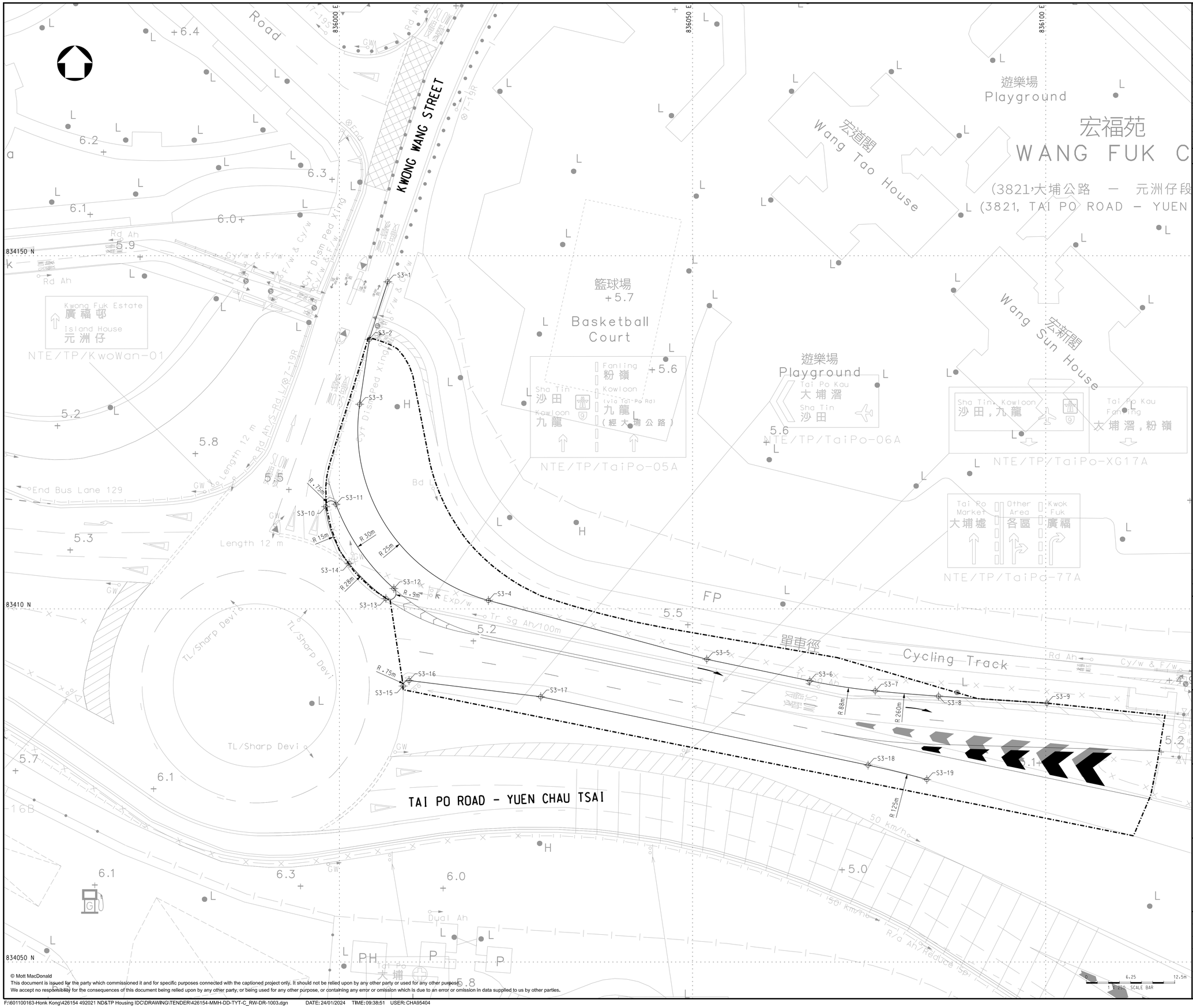

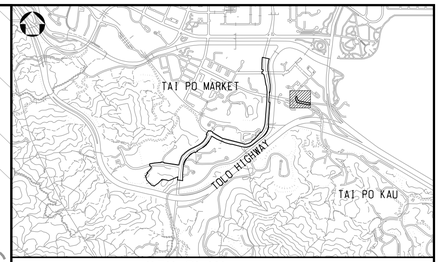

KEY PLAN (1:25000)

NOTES:

1. FOR GENERAL NOTES, REFER TO DRAWING NO. 426154/MMH/DD/TYT/C_RW/DR/0001
2. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 426154/MMH/DD/TYT/C_RW/DR/1001 TO 426154/MMH/DD/TYT/C_RW/DR/1004

LEGEND:

SITE BOUNDARY

PROPOSED ROADWORKS

SETTING OUT POINT:

S.O.P.	EASTING	NORTHING
S3-1	836006.845	834146.316
S3-2	836004.227	834138.163
S3-3	836002.874	834128.978
S3-4	836021.099	834101.196
S3-5	836052.011	834092.861
S3-6	836066.603	834089.813
S3-7	836075.857	834088.389
S3-8	836084.824	834087.650
S3-9	836100.170	834086.653
S3-10	835998.063	834114.480
S3-11	835999.512	834114.814
S3-12	836007.711	834102.880
S3-13	836006.585	834101.479
S3-14	836001.366	834106.424
S3-15	836009.017	834089.074
S3-16	836009.858	834089.855
S3-17	836028.502	834087.556
S3-18	836074.846	834077.875
S3-19	836083.168	834075.837

Rev	Date	Drawn	Description	Ch'k'd	App'd
0	JAN 24	JL	ISSUE FOR TENDER	DC	AK

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Client

CEDD
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Project

CONTRACT NO. CV/2023/18
SITE FORMATION AND INFRASTRUCTURE WORKS AT TO YUEN TUNG, TAI PO

Title

PROPOSED SETTING-OUT PLAN (SHEET 3)

Designed	AT		Eng check	DC	
Drawn	JL		Coordination	DC	
Dwg check	AT		Approved	AK	

Scale at A1	Status	Rev
1:250	TEN	0

Drawing Number
426154/MMH/DD/TYT/C_RW/DR/1003

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