

This document is received on 2026-07-13
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S16-I
表格第 S16-I 號

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP. 131)**

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

- (i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;
- (ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas or Regulated Areas; and
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) Renewal of permission for temporary use or development in rural areas or Regulated Areas
位於鄉郊地區或受規管地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內加上「✓」號

2601473

2026. 6. 17

By Hand

Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	AITY1153
	Date Received 收到日期	2026-07-13

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件(倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載(網址: <http://www.tpb.gov.hk/>), 亦可向委員會秘書處(香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓)索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Liway Guide Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Knight Frank Petty Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼(如適用)	Tsing Yi Town Lot No. 98 Nos 14-18 Tsing Tim Street, Tsing Yi
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	☒ Site area 地盤面積 3,355sq.m 平方米 ☒ About 約 ☒ Gross floor area 總樓面面積 Not more than 980sq.m 平方米 ☐ About 約
(c) Area of Government land included (if any) 所包括的政府土地面積(倘有)	 sq.m 平方米 ☐ About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Tsing Yi Outline Zoning Plan No. S/TY/32
(e) Land use zone(s) involved 涉及的土地用途地帶	"Industrial" ("I")
(f) Current use(s) 現時用途	Temporary Concrete Batching Plant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

☒ is the sole "current land owner"^{#&} (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」^{#&} (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"^{#&} (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」^{#&} (請夾附業權證明文件)。

☐ is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。

☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 –

☐ has obtained consent(s) of "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"[#]
已通知 名「現行土地擁有人」[#]。

Details of the "current land owner(s)" [#] notified 已獲通知「現行土地擁有人」 [#] 的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)^{#&}
於 _____ (日/月/年)向每一名「現行土地擁有人」[#]遞送要求同意書[&]

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)在指定報章就申請刊登一次通知[&]
- ☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知[&]
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會[&]

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

- ☐ Type (i) Change of use within existing building or part thereof
第(i)類 更改現有建築物或其部分內的用途
- ☐ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☐ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☒ Type (v) Use / development other than (i) to (iii) above
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2：如發展涉及靈灰安置用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分		sq.m 平方米 □About 約
	Non-domestic part 非住用部分		sq.m 平方米 □About 約
	Total 總計		sq.m 平方米 □About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

(a) Operation involved 涉及工程	☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 ☒ About 約 Depth of filling 填塘深度 m 米 ☐ About 約 ☐ Filling of land 填土 Area of filling 填土面積 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 m 米 ☐ About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 ☐ About 約 Depth of excavation 挖土深度 m 米 ☐ About 約 (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍))
	(b) Intended use/development 有意進行的用途/發展

(iii) For Type (iii) application 供第(iii)類申請

(a) Nature and scale 性質及規模	☐ Public utility installation 公用事業設施裝置 ☐ Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度 <table border="1" data-bbox="523 1361 1477 1861"> <thead> <tr> <th>Name/type of installation 裝置名稱/種類</th> <th>Number of provision 數量</th> <th>Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table> (Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)									
	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)										

(iv) For Type (iv) application 供第(iv)類申請

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction 地積比率限制 From 由 to 至
- ☐ Gross floor area restriction 總樓面面積限制 From 由sq. m 平方米 to 至sq. m 平方米
- ☐ Site coverage restriction 上蓋面積限制 From 由% to 至%
- ☐ Building height restriction 建築物高度限制
From 由m 米 to 至 m 米
From 由 mPD 米 (主水平基準上) to 至mPD 米 (主水平基準上)
From 由 storeys 層 to 至 storeys 層
- ☐ Non-building area restriction 非建築用地限制 From 由m to 至 m
- ☐ Others (please specify) 其他 (請註明)

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development
擬議用途/發展

Renewal of Planning Approval for
Temporary Concrete Batching Plant for a Period of 5 Years

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

- Proposed gross floor area (GFA) 擬議總樓面面積 Not more than 980 sq.m 平方米 ☐ About 約
- Proposed plot ratio 擬議地積比率 Not more than 0.3 ☐ About 約
- Proposed site coverage 擬議上蓋面積 Not more than 26 % ☐ About 約
- Proposed no. of blocks 擬議座數
- Proposed no. of storeys of each block 每座建築物的擬議層數 storeys 層
- ☐ include 包括 storeys of basements 層地庫
- ☐ exclude 不包括 storeys of basements 層地庫
- Proposed building height of each block 每座建築物的擬議高度 Not more than 44.9 mPD 米(主水平基準上) ☐ About 約
- Not more than 37.5 m 米 ☐ About 約

☐ Domestic part 住用部分GFA 總樓面面積 sq. m 平方米 ☐ About 約

number of Units 單位數目

average unit size 單位平均面積sq. m 平方米 ☐ About 約

estimated number of residents 估計住客數目

☒ Non-domestic part 非住用部分

GFA 總樓面面積

☐ eating place 食肆 sq. m 平方米 ☐ About 約☐ hotel 酒店 sq. m 平方米 ☐ About 約

(please specify the number of rooms

請註明房間數目)

☐ office 辦公室 sq. m 平方米 ☐ About 約☐ shop and services 商店及服務行業 sq. m 平方米 ☐ About 約☐ Government, institution or community facilities
政府、機構或社區設施 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....

.....

.....

☒ other(s) 其他

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

Temporary Concrete Batching Plant (GFA):

not more than 980 sqm

.....

☐ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 sq. m 平方米 ☐ Not less than 不少於☐ public open space 公眾休憩用地 sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....		
.....		
.....		
.....		
.....		

(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

Please refer to the supporting planning statement

.....

.....

.....

.....

.....

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

Temporary concrete plant in operation since 2015

8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是 No 否	☒ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Tsing Tim Street ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度) ☐																
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是 No 否	☒ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) <table border="0"> <tr> <td>Private Car Parking Spaces 私家車車位</td> <td>9</td> </tr> <tr> <td>Motorcycle Parking Spaces 電單車車位</td> <td></td> </tr> <tr> <td>Light Goods Vehicle Parking Spaces 輕型貨車泊車位</td> <td></td> </tr> <tr> <td>Medium Goods Vehicle Parking Spaces 中型貨車泊車位</td> <td></td> </tr> <tr> <td>Heavy Goods Vehicle Parking Spaces 重型貨車泊車位</td> <td></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td></td> </tr> <tr> <td>Concrete Truck / Lorry Parking Spaces</td> <td>6</td> </tr> <tr> <td>Trailer Parking Space</td> <td>1</td> </tr> </table> ☐	Private Car Parking Spaces 私家車車位	9	Motorcycle Parking Spaces 電單車車位		Light Goods Vehicle Parking Spaces 輕型貨車泊車位		Medium Goods Vehicle Parking Spaces 中型貨車泊車位		Heavy Goods Vehicle Parking Spaces 重型貨車泊車位		Others (Please Specify) 其他 (請列明)		Concrete Truck / Lorry Parking Spaces	6	Trailer Parking Space	1
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Trailer Parking Space	1																	
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是 No 否	☒ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) <table border="0"> <tr> <td>Taxi Spaces 的士車位</td> <td></td> </tr> <tr> <td>Coach Spaces 旅遊巴車位</td> <td></td> </tr> <tr> <td>Light Goods Vehicle Spaces 輕型貨車車位</td> <td></td> </tr> <tr> <td>Medium Goods Vehicle Spaces 中型貨車車位</td> <td></td> </tr> <tr> <td>Heavy Goods Vehicle Spaces 重型貨車車位</td> <td></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td></td> </tr> <tr> <td>Concrete Truck / Lorry Spaces</td> <td>3</td> </tr> </table> ☐	Taxi Spaces 的士車位		Coach Spaces 旅遊巴車位		Light Goods Vehicle Spaces 輕型貨車車位		Medium Goods Vehicle Spaces 中型貨車車位		Heavy Goods Vehicle Spaces 重型貨車車位		Others (Please Specify) 其他 (請列明)		Concrete Truck / Lorry Spaces	3		
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Heavy Goods Vehicle Spaces 重型貨車車位																		
Others (Please Specify) 其他 (請列明)																		
Concrete Truck / Lorry Spaces	3																	

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是 No 否	☐ Please provide details 請提供詳情 ☒																														
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是 No 否	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 ☐ About 約 Depth of filling 填塘深度 m 米 ☐ About 約 ☐ Filling of land 填土 Area of filling 填土面積 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 m 米 ☐ About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 ☐ About 約 Depth of excavation 挖土深度 m 米 ☐ About 約 ☒																														
Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？		<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> </table> Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) Please refer to the Supporting Planning Statement 	On environment 對環境	Yes 會 ☐	No 不會 ☒	On traffic 對交通	Yes 會 ☐	No 不會 ☒	On water supply 對供水	Yes 會 ☐	No 不會 ☒	On drainage 對排水	Yes 會 ☐	No 不會 ☒	On slopes 對斜坡	Yes 會 ☐	No 不會 ☒	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☒	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☒	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☒	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☒	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☒
On environment 對環境	Yes 會 ☐	No 不會 ☒																														
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Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☒																														

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11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion. 本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature
簽署



☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

CALVIN KAN

Associate Director, Planning & Land Advisory Services

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s)
專業資格

☒ Member 會員 / ☐ Fellow of 資深會員

☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會

☐ RPP 註冊專業規劃師 (Member No. 389)

Others 其他 .. RTPI

on behalf of
代表

Knight Frank Petty Limited



☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

26/06/2026

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料：

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

[@] Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	Tsing Yi Town Lot No. 98 Nos 14-18 Tsing Tsim Street, Tsing Yi 青衣市地段第98號 青衣清甜街14-18號		
Site area 地盤面積	3,355 (includes Government land of 包括政府土地	sq. m 平方米 ☒ About 約 sq. m 平方米 ☐ About 約)	
Plan 圖則	Approved Tsing Yi Outline Zoning Plan No. S/TY/32 青衣分區計劃大綱核准圖編號S/TY/32		
Zoning 地帶	Industrial ("I") 工業		
Applied use/ development 申請用途/發展	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 years 臨時混凝土配料廠規劃許可續期(為期5年)		
(i) Gross floor area and/or plot ratio 總樓面面積及/或 地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐ About 約 ☐ Not more than 不多於
	Non-domestic 非住用	980 ☐ About 約 ☒ Not more than 不多於	0.3 ☐ About 約 ☒ Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)		
		mPD 米(主水平基準上) ☐ (Not more than 不多於)		
		Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括 ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)		
	Non-domestic 非住用	37.5	m 米 ☒ (Not more than 不多於)	
		44.9	mPD 米(主水平基準上) ☒ (Not more than 不多於)	
		Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括 ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)		
	Composite 綜合用途	m 米 ☐ (Not more than 不多於)		
		mPD 米(主水平基準上) ☐ (Not more than 不多於)		
		Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括 ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)		
(iv) Site coverage 上蓋面積	Not more than 26 % ☐ About 約			
(v) No. of units 單位數目				
(vi) Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於		
	Public 公眾	sq.m 平方米 ☐ Not less than 不少於		

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	16
	Private Car Parking Spaces 私家車車位	9
	Motorcycle Parking Spaces 電單車車位	
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
	Others (Please Specify) 其他 (請列明)	6
	Concrete Trucks / Lorries Parking Spaces	
	Trailer Parking Space	1
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	3
	Taxi Spaces 的士車位	
	Coach Spaces 旅遊巴車位	
	Light Goods Vehicle Spaces 輕型貨車車位	
	Medium Goods Vehicle Spaces 中型貨車車位	
	Heavy Goods Vehicle Spaces 重型貨車車位	
	Others (Please Specify) 其他 (請列明)	
	Concrete Trucks / Lorries Spaces	3

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☒
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他 (請註明)	☐	☐
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☒
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他 (請註明)	☐	☒
Traffic Management Plan 交通管理計劃		

Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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Our Ref: PLAS/ADL/CK/CL(13-12462) (Task 6)

Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

16 June 2026

By Courier and Email

Dear Sirs / Madams,

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP 131)
RENEWAL OF PLANNING APPROVAL FOR TEMPORARY CONCRETE BATCHING PLANT
FOR A PERIOD OF 5 YEARS AT TSING YI TOWN LOT NO. 98
NOS. 14-18 TSING TIM STREET, TSING YI, NEW TERRITORIES**

We, on behalf of Liway Guide Limited, the owner of the subject site, are handling the captioned matter.

We enclose the following in support of the application: -

- a) A signed original copy of the completed application form;
- b) Particulars of the authorised agent;
- c) Checklist of Documents;
- d) Original copy of the authorisation letter signed by the Applicant;
- e) Copy of land register; and
- f) 4 hard copies of Supporting Planning Statement with schematic drawings and appendices.

Should there be any queries, please feel free to contact the undersigned or our Ms. Charlotte Lau at

Yours faithfully
For and on behalf of
Knight Frank Petty Limited



Calvin Kan MHKIP MRTPI RPP
Associate Director
Planning & Land Advisory Services

Encs

cc Client

(By email only)

Tsuen Wan and West Kowloon District Planning Office
(Attn.: Mr. LUI Wing Cho / Mr. Cecil Chow)

(By email only)

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**APPLICATION FOR PERMISSION UNDER SECTION 16
OF THE TOWN PLANNING ORDINANCE (CAP. 131)**

**RENEWAL OF PLANNING APPROVAL FOR TEMPORARY CONCRETE BATCHING PLANT
FOR A PERIOD OF 5 YEARS
AT 14 – 18 TSING TIM STREET, TSING YI TOWN LOT NO. 98, TSING YI, NEW TERRITORIES
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32**

SUPPORTING PLANNING STATEMENT

JUNE 2026

Executive Summary

This Application is submitted to the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance by the Applicant who seeks renewal of planning approval for the current ‘Concrete Batching Plant’ use (“the Use”) at 14 – 18 Tsing Tim Street, Tsing Yi Town Lot No. 98, Tsing Yi, New Territories (“the Application Site”) for a period of five years. The Application Site is about 3,355m² in size and currently zoned “Industrial” (“I”) on the approved Tsing Yi Outline Zoning Plan (“OZP”) No. S/TY/32. According to the Notes of the OZP, ‘Concrete Batching Plant’ is a Column 2 use within the “I” zone, thus planning permission is required from TPB.

The Application Site is subject to a previous planning application No. A/TY/145 for the same use which was approved on 24 September 2021 for a period of five years until 14 October 2026. All approval conditions under the previous planning approval have been complied with. The continuance of the Use will not cause changes to the development parameters of the Application Site.

The Use under this Application supports the local construction sector to meet the growing demand for concrete products arising from the upcoming large-scale infrastructure projects. The Application Site is located at a remote industrial area in the western part of Tsing Yi. The range of high hills at the central part of Tsing Yi Island will serve as a partition to block off potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi. As the Use has commenced operation since 2015, assessments of surrounding planned / committed developments subsequent to the Use should have been taken into account its existence. The required technical assessments concluded that no adverse impacts would be induced to the surrounding area since the previous approval.

In view of above, favorable consideration by the TPB is hereby sought to approve this Application.

內容摘要

申請人按<<城市規劃條例>>第 16 條向城市規劃委員會 (『城規會』) 提交規劃許可申請將新界青衣清甜街 14 – 18 號青衣市地段第 98 號(『申請地點』) 為期五年的臨時混凝土配料廠規劃許可續期(『有關用途』)。申請地點地盤面積約 3,355 平方米及位於青衣分區計劃大綱核准圖編號 S/TY/32 (『大綱圖』) 上的『工業』用途地帶內。根據大綱圖，在『工業』用途地帶內，「混凝土配料廠」屬於第二欄用途，因此有需要獲得城規會的規劃許可。

申請地點的先前規劃申請 (No. A/TY/145) 作相同用途於 2021 年 9 月 24 日獲批，為期五年，至 2026 年 10 月 14 日。所有先前的規劃許可附帶條件均已履行。申請地點繼續用作本用途將不會對現有混凝土配料廠的發展參數有任何改動。

本申請將支援本地建築行業，以滿足將來大型基礎設施項目落成對混凝土產品不斷增長的需求。申請地點位於青衣西部的較偏遠工業區域，青衣島中部的山脊可阻擋混凝土配料廠潛在的環境影響及對青衣東北部住宅區域的滋擾。有關的混凝土配料廠自 2015 年開始營運，附近一帶隨後開展的擬議發展的技術評估應已考慮到有關用途。本申請附屬的技術評估斷定混凝土配料廠自先前規劃許可以來不會為周邊環境帶來負面影響。

基於上述情況，以及規劃綱領內的詳細規劃理據，申請人懇請城規會給予考慮批准是次規劃申請。

(中英文版如有差異，皆以英文版本為準。)

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1 Introduction

1.1 Background

This Application is submitted under section 16 of the Town Planning Ordinance (Cap.131) on behalf of Liway Guide Limited (“the Applicant”) to seek renewal of planning approval (No. A/TY/145) from the Town Planning Board (“TPB”) for temporary concrete batching plant for a period of 5 years at 14 -18 Tsing Tim Street, Tsing Yi Town Lot No. 98, Tsing Yi, New Territories (“the Application Site”). The Applicant intends to continue the operation of the current temporary concrete batching plant under application no. A/TY/145 at the Application Site. The Application Site falls within an area currently zoned “Industrial” (“I”) on the approved Tsing Yi Outline Zoning Plan (“OZP”) No. S/TY/32 (“the OZP”). According to the Notes of the OZP, ‘Concrete Batching Plant’ use (‘the Use’) is a Column 2 use under the “I” zone which requires planning permission from TPB.

1.2 Statement Structure

This Supporting Planning Statement consists of six sections. Following the introduction, **Section 2** will cover the descriptions of the Application Site and its surrounding context. **Section 3** will elaborate on the respective planning context within which this Application is subject to. The current use will be presented in **Section 4**, which is followed by the relevant justifications in **Section 5**. The Statement will be concluded in **Section 6**. The following technical assessments and supplementary materials are attached along with the Statement in supporting this Application:-

- Schematic Drawings (**Appendix I**)
- Traffic Impact Assessment (“TIA”) Report (**Appendix II**)
- Traffic Management Plan (**Appendix III**)
- Approval Letter of Planning Application No. A/TY/145 (**Appendix IV**)
- Approval Letter regarding Compliance of Approval Condition (b) and (c) (**Appendix V**)
- Certificate of FS 251 (**Appendix VI**)
- Response to Comments received during the Pre-Submission Enquiry (**Appendix VII**)

2 The Application Site and its Surroundings

2.1 Application Site

The Application Site is located at a remote industrial area in the western part of Tsing Yi. It has an area of about 3,355m². The Application Site is currently occupied by an existing concrete batching plant under approved Application No. A/TY/145. The Application Site is mainly accessible from Tsing Tim Street in the northwest and connects with Sai Tso Wan Road.

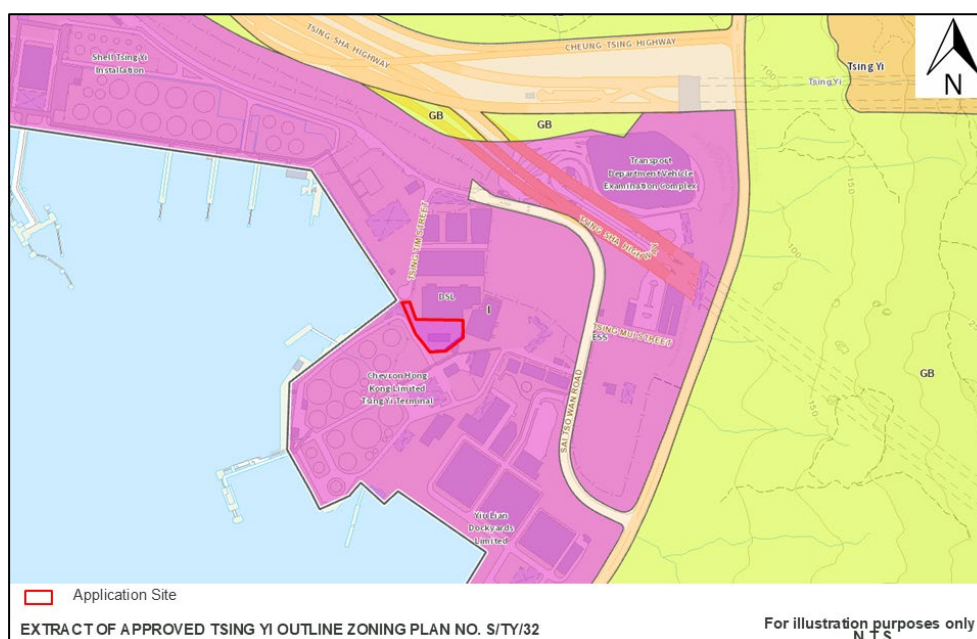


Figure 1: Location Plan of the Application Site

2.2 Land Status

The Application Site, TYTL No. 98 ("the Lot") held under New Grant No. TW6325, is restricted for the purposes of industrial or godown or both excluding any offensive trades. No building(s) shall be erected on the Lot except a factory or factories or a godown or godowns or both, ancillary offices and such canteen and other welfare facilities but excluding residential quarters for workmen employed on the Lot and also such quarters as may be required for watchman or caretakers. The maximum PR of any building or buildings erected or to be erected on the Lot shall not exceed 2.5 and the total site coverage of any building or buildings erected or to be erected on the Lot shall not exceed 60% of the area of the Lot.

A temporary waiver dated 3.9.2020 for a term of three years certain from 19.1.2018 and thereafter quarterly was granted to the applicant to permit the parking, loading and unloading spaces (which are infringe of the lease restriction on the prescribed dimensions of such parking, loading and unloading spaces to be provided within the Lot) for the existing development (i.e. a concrete batching plant). Upon TPB's approval on the subject application, the said wavier will continue to have effect at a payment of waiver fee by the Applicant.

2.3 Surrounding Environment

The surrounding areas have the following characteristics:

- a) To its immediate north, east and southeast are industrial buildings mainly for godown, workshop and office purposes;
- b) To its northeast is an open-air carpark under short term tenancy. To its further northeast across Sai Tso Wan Road and Tsing Sha Highway, is the Transport Department Vehicle Examination Complex;
- c) To its northwest is Shell Tsing Yi Installation;
- d) To the further northwest is the Hong Kong United Dockyards Limited where applications for three concrete batching plants (A/TY/147, A/TY/149 and A/TY/151) and two asphalt plants (A/TY/148 and A/TY/152) all on a temporary basis for a period of five years, were approved by the Committee between July 2024 and July 2025.
- e) To its immediate southwest is Chevron Hong Kong Limited Tsing Yi Terminal; and
- f) To its further south is Yiu Lian Dockyards Limited Tsing Yi Terminal.

2.4 Previous Planning Applications

There are four previous planning applications for temporary concrete batching plants covering the Application Site / part of the Application Site (Application No. A/TY/85, A/TY/123, A/TY/132 and A/TY/145). All the approval conditions of the latest previous planning application no. A/TY/145 have been complied with. The approval letter regarding the compliance with relevant approval conditions from the Planning Department is attached at **Appendix V**.

Application No.	Applied Use / Development	Decision
A/TY/85	Redevelopment of an Existing Concrete Batching Plant	Approved with Conditions until 24.10.2007
A/TY/123	Proposed Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions until 28.11.2017
A/TY/132	Proposed Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 14.10.2021
A/TY/145	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions until 14.10.2026

Figure 2: Details of Previous Applications

2.5 Similar Planning Applications

There are 17 similar planning applications (No. A/TY/32, A/TY/58, A/TY/59, A/TY/101, A/TY/102, A/TY/110, A/TY/112, A/TY/117, A/TY/119, A/TY/126, A/TY/128, A/TY/136, A/TY/139, A/TY/143, A/TY/147, A/TY/149 and A/TY/151) for concrete batching plant use within the “I” zone on the Tsing Yi OZP. Among all applications, three applications (No. A/TY/32, A/TY/58 and A/TY/59) approved on a permanent basis between January 1995 and May 2000 were subsequently not implemented and the planning permissions were lapsed.

The rest of the applications, except application no. A/TY/101, were approved with conditions by TPB for a period of 3 years or 5 years between February 2008 and July 2025. In general, the approvals were granted on the grounds that developments were generally in line with the planning intention of the “I” zone; considered not incompatible with the surrounding industrial related development; and no adverse comments from relevant government departments were received.

While application no. A/TY/101 was rejected in September 2007 as the development with a special mode of operation was not compatible with the adjacent proposed recreation and tourism-related uses to the north-west of the site from the land use compatibility point of view; and the traffic impact assessment submitted was not acceptable in demonstrating that the development would not generate adverse traffic impact on the surrounding area.

Application No.	Applied Use / Development	Decision
A/TY/32	Cement Manufacturing and Concrete Batching Plant	Approved with Conditions
A/TY/58	Proposed Asphalt Concrete Batching and Cement Manufacturing Plant	Approved with Conditions
A/TY/59	Proposed Asphalt Concrete Batching and Cement Manufacturing Plant	Approved with Conditions
A/TY/101	Concrete Batching Plant	Rejected on 28.9.2007
A/TY/102	Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions
A/TY/110	Renewal of Planning Approval for Temporary Concrete Batching Plant Use for a Period of 3 Years	Approved with Conditions
A/TY/112	Temporary Concrete Batching Plant for a period of 3 years	Approved with Conditions *revoked on 24.6.2012
A/TY/117	Proposed Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions *revoked on 6.10.2014
A/TY/119	Temporary Concrete Batching Plant for a Period of 3 Years	Approved with Conditions

A/TY/126	Proposed Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/128	Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/136	Proposed Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/139	Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/143	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of Five Years	Approved with Conditions
A/TY/147	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/149	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions
A/TY/151	Renewal of Planning Approval for Temporary Concrete Batching Plant for a Period of 5 Years	Approved with Conditions

**A/TY/112 revoked due to non-compliance with approval conditions in relation to the implementation of the operation control and traffic management measures, and landscape proposal, and provision of emergency vehicular access, water supplies for fire fighting and fire service installations proposals.*

**A/TY/117 revoked due to non-compliance with approval conditions in relation to the implementation of water supplies for fire fighting and fire service installations proposals.*

Figure 3: Details of Similar Applications

3 Planning Context

3.1 Planning Intention

The planning context has largely remained unchanged since the previous approved application No. A/TY/145. According to the OZP, the planning intention of the subject “I” zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

3.2 Statutory Planning Control

According to the OZP, within the subject “I” zone, no new development, or addition, alteration and / or modification to or redevelopment of an existing building shall result in a total development and / or redevelopment in excess of a maximum plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater.

3.3 Town Planning Board Guideline No. 34D (“TPB PG-No.34D”)

With reference to the TPB PG-No. 34D on Renewal of Planning Approval, a streamlined approach could be adopted in which no new technical assessments will be required to support the application. The guideline also sets out the criteria in assessing the planning renewal application as follows:

- (a) whether there has been any material change in planning circumstances since the previous temporary approval was granted (such as a change in the planning policy/land-use zoning for the area) or a change in the land uses of the surrounding areas;
- (b) whether there are any adverse planning implications arising from the renewal of the planning approval (such as pre-emption of planned permanent development);
- (c) whether the planning conditions under previous approval have been complied with to the satisfaction of relevant Government departments within the specified time limits;
- (d) whether the approval period sought is reasonable; and
- (e) any other relevant consideration.

3.4 Hong Kong Planning Standard and Guidelines

According to the Chapter 5 of Hong Kong Planning Standards and Guidelines (“HKPSG”), ‘Concrete Batching Plant’ could be classified as a special industrial activity. It mainly engages in heavy industries and the handling bulky commodities, raw materials and/or dangerous goods. Special industries are generally capital intensive, land intensive and often have special infrastructure and locational requirements. Subject to functional requirements, the location of special industries should be: (a) land extensive; (b) remote from residential areas; (c) preferably in the western quadrant of residential areas; (d) preferably in areas with good air dispersion capacities and where pollution is not serious; (e) sites with deep water frontage; and (f) directly assessed to sea transport and a safe navigational approach route for ships must be available.

According to Chapter 9 of the HKPSG, concrete batching plants are considered sources of dusty air pollution. It is suggested that air polluting industries should be located to the west or southwest of the main urban centres and new towns. These industries should preferably not be

located in topographically-confined areas. Adequate buffer areas should be given between the air-polluting uses and sensitive receivers.

3.5 Territorial Context

To unleash the development potential of Hong Kong, a number of large-scale public infrastructures and developments have been/ will be commenced, including the Tsing Yi – Lantau Link, Northern Metropolis (including New Territories North, Kwu Tung North, Fanling North, San Tin Technopole, Yuen Long South), and Tseung Kwan O Area 137 etc. These major public projects will significantly increase demand for concrete in the coming years.

With reference to the Long-Term Housing Strategy (“LTHS”) Annual Progress Report 2025, the total housing supply target for the next decade will be 420,000 units. Since concrete mix is one of the main construction materials used for buildings, a stable concrete supply is essential to meet the increasing housing need. According to the Civil Engineering and Development Department’s (CEDD) “Study on Land Requirements for Construction Industry”, the demand for concrete would increase 20% by 2030. In longer terms, the reclamation projects outside the Victoria Harbour will also require abundant supply of concrete.

Additionally, the Government aims to play an active role in the development of the Guangdong-Hong Kong-Macao Greater Bay Area and hence there will be a strong demand for professional and infrastructure services including the construction sector for various projects.

4 The Current Use

The Applicant intends to continue the operation of the Use at the Application Site, which has a site area of about 3,355m², on a temporary basis for further 5 years. There will be no changes in the development parameters, e.g. site coverage, building height or plot ratio, in relation to the continuation of the Use at the Application Site as compared to the last planning approval under application no. A/TY/145, as listed in the table below.

Development Parameters	Last Approval Scheme A/TY/145	Current Application
Site Area	About 3,355m ²	No Changes
Site Coverage	Not more than 26%	
Gross Floor Area	Not more than 980m ²	
Plot Ratio	Not more than 0.3	
Maximum Building Height of the Structure(s)	Not more than 44.9mPD (Not more than 37.5m)	
No. of Private Car Parking Spaces	9	
No. Concrete Truck/Lorry	6	

Parking Spaces		
No. of Trailer Parking Spaces	1	
No. of Loading / Unloading Bays for Concrete Truck/Lorry	3	

Figure 4: Development Parameters of the Use

According to the applicant, the layout, development parameters, and operational parameters of the concrete batching plant remain unchanged compared with those approved under planning application A/TY/145. The concrete batching plant comprises cement overhead silos, aggregate bins, admixture tanks, an ice-handling facility, a customer switch room, transfer towers, conveyor belts, water tanks, and truck washing and waste management facilities, including a concrete reclaimer and a filter press room, etc. The total production capacity remains the same as that approved under the last planning approval, i.e. 88.8 m³ per hour.

The plants operates from 7:00am to 7:00pm from Mondays to Saturdays, and occasionally during night time and on Sundays/public holidays, if required. The number of workers at the plant is limited to 10. A total of nine private car parking spaces, six concrete truck/lorries parking spaces, one trailer parking space and three loading/unloading spaces for concrete trucks/lorries will be provided within the site (**Appendix I**).

The Traffic Impact Assessment and Traffic Management Plan, as set out in **Appendices II and III**, concluded that no adverse traffic impacts would be induced in the surrounding area. Proper design layout, traffic arrangement, environmental measures, and fire services installations will continue to be provided to ensure that no insurmountable impacts occur and to prevent fire risks.

5 Justifications

5.1 No Material Change Since Previous Approval

The development parameters of the current concrete batching plant at the Application Site will remain unchanged. There is no significant change in planning circumstances since the latest temporary approval granted in 2021 such as land use zoning, planning policy and the land use in the vicinity. Approval of this Application is in line with the TPB's previous decisions.

5.2 Compliance with Planning Conditions

The plant has been well-managed and has received no complaints in past years. The Applicant has complied with all the approval conditions of the latest previous application No. A/TY/145, including but not limited to the approval conditions related to the submission of a traffic management plan including contingency plan and associated mitigation measures and traffic facilities, and the implementation of the approved traffic management plan during the operation period of the concrete batching plant.

5.3 Adoption of Streamlined Approach for the Application

The Use at the Application Premises has been operating since 2015. According to TPB PG-No. 34D for renewal of planning approval, a streamlined approach (i.e. no need to undertake new technical assessments to support the s.16 application) could be adopted provided that there are no material changes in planning circumstances, adverse planning implications or non-compliance with planning conditions of previous approval. As such, updated technical assessments are considered suffice to support the subject renewal planning application.

5.4 In Line with the Planning Intention and Compatible with Surrounding Area

The Application Site is zoned “I” on the OZP and the Use falls under Column 2 which may be permitted with or without conditions on application to TPB. The subject “I” zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. In this connection, the Use is generally in line with the planning intention.

Although the Application Site is located in proximity to rezoning application area (i.e. Y/TY/2) for the proposed comprehensive private residential and public housing development, together with a marina and supporting community facilities at Tsing Yi Town Lot 80 and 108 RP and adjoining Government Land, the rezoning application is currently undergoing public inspection, and the implementation of the proposed development remains uncertain. Furthermore, the Tsing Yi – Lantau Link (“TYLL”), which would encompass the Application Site to the northeast under the proposed alignment, is currently under study. Overall, the temporary nature of the Use will not prejudice the long-term planning of the area.

Moreover, the Application Site is situated in an industrial area that includes a cluster of concrete batching plants and asphalt plants. It is separated from any sensitive receivers by a range of hills, located over 1000m from the residential development in the north-eastern part of Tsing Yi. As a result, the likelihood of any adverse environmental impact arising from the Use is unlikely.

5.5 Meeting the Demand of Local Construction Industry

The Use provides a timely delivery of ready-mixed concrete in Hong Kong, which is crucial to the construction industry. There will be an increasing demand for construction materials, including concrete, due to the implementation of large-scale projects in Hong Kong, such as the Tsing Yi – Lantau Link, Northern Metropolis (including New Territories North, Kwu Tung North, Fanling North, San Tin Technopole and Yuen Long South), and Tseung Kwan O Area 137 etc. Given the strong demand for concrete mix, the planning permission for the current batching operation should be renewed to ensure a steady supply that supports the local construction industry.

5.6 Strategic location of the Application Site for the Proposed Development

The Application Site is strategically located at the centre of Hong Kong, with relatively equidistance to major construction sites in Kowloon East, North District, North Lantau and Northern Hong Kong Island. Also, the convenient access provided by the strategic road network in Tsing Yi is considered desirable for the concrete batching plant development and will enhance the efficiency to distribute ready mixed concrete to various areas of Hong Kong.

According to Chapter 5 and 9 of the HKPSG, a concrete batching plant can be classified as a 'special industrial activity' and is recognized as a source of dusty air pollution. The Application Site meets all the locational requirements for the current use. It is situated at a remoting area of Tsing Yi West industrial area and in the western quadrant in relation to the residential area of Tsing Yi, thereby satisfying the downwind requirement for most of the year.

The Application Site is not positioned in an area that is susceptible to severe air pollution and is not within a topographically confined airshed. The range of high hills at the centre part of Tsing Yi Island serves as a partition to block off potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi.

5.7 Approved Planning Applications for Concrete Batching Plants Nearby

Since 2008, all the previous and similar planning applications for concrete batching plants within the same Site and other "I" zones within the same OZP have been approved based on the grounds that the developments were generally in line with the planning intention of the "I" zone; considered not incompatible with the surrounding industrial related developments; and no adverse comments were received from relevant Government departments. The approval of this planning application is in line with TPB's previous decisions.

5.8 No Adverse Impacts

Since there have been no changes to the development parameters compared to the previously approved scheme No. A/TY/145, the current development is not expected to generate any adverse impacts in terms of traffic, air, water quality, waste or risk.

Traffic

The traffic impact assessment and traffic management plan have confirmed that the Use will not generate additional traffic on the surrounding road network. The contingency plan and traffic facilities outlined in the traffic management plan will be implemented accordingly. Therefore, no additional adverse traffic impact is anticipated.

Air

In terms of environment, no additional emission sources have been identified, as there are no changes to the current development. Also, there has been no change in the surrounding and nearby uses since the previous application. With the implementation of the mitigation measures discussed in the previously approved Environmental Assessment, no adverse environmental impacts due to the operation of the development are anticipated.

Water Quality

Furthermore, no wastewater will be discharged from the plant during operation, as all wastewater will be recycled. Wastewater generated from mixer truck cleaning, wheel washing, general site cleaning, and truck cleaning upon exit is collected and treated using on-site wastewater recycling system and a recycled water tank for recycling and reuse.

Wastewater from mixer truck cleaning is treated by a mobile slurry separator to separate the aggregate, followed by a filter press to capture cement particles. The resulting clear water is collected in water tanks for recycling. The existing concrete batching plant has been designed to retain all wastewater and surface runoff within the facility, with all water collected in pits for recycling; thus, no water is discharged from the plant.

Domestic sewage from the workforce is collected by modular toilets, temporarily stored, and treated using a Membrane Bio-reactor (MBR) before being transported away by vacuum tanker for proper disposal at outlets approved by the Drainage Services Department (DSD).

Waste

The majority of solid waste generated from plant operations consists of waste concrete, slurry, chemical waste from the maintenance of on-site plant, and general refuse from site workers. Waste aggregates separated from the wastewater are reused in production to minimize waste generation. Dried cement captured by the filter press from wastewater will be disposed of by waste disposal trucks. Only waste concrete that cannot be reused will be disposed of at the NENT landfill, which accounts for approximately 30 tons per day. Chemical waste is expected only during rare maintenance and repair due to equipment breakdown. However, the temporary concrete batching plant has already registered as a chemical waste producer. A licensed chemical waste collector is engaged for the proper disposal of chemical waste, and records of "Trip Tickets" are maintained in the site office.

General refuse is collected in on-site enclosed rubbish bins and picked up by the waste collector daily or every two days to minimize odors, pests, and litter. Provided that mitigation measures discussed in the previously approved Environmental Assessment are properly implemented in the handling and disposal of generated waste, no adverse environmental impacts associated with solid waste management are anticipated.

Risk

For risks aspect, there will be no change in the working population of the plant as compared with the previously approved Application No. A/TY/145 (i.e. 10 workers), and hence the risk level on the plant is considered acceptable.

6 Conclusion

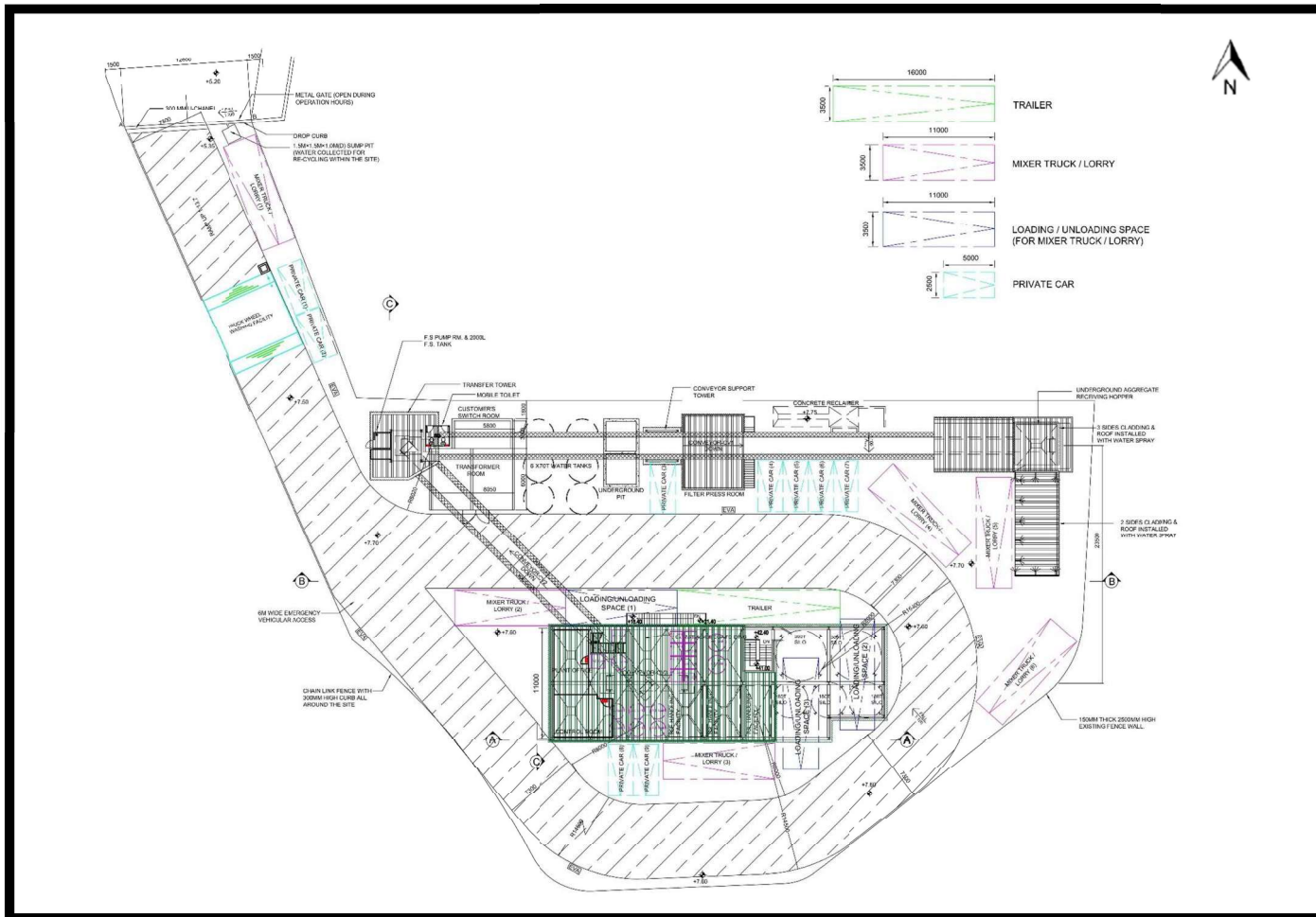
The subject Application is submitted to seek TPB's permission for renewal of the planning approval for a period of 5 years at 14 – 18 Tsing Tim Street, TYTL No. 98, Tsing Yi, New Territories, to continue the operation of the Use under the previously approved planning application No. A/TY/145, which will be valid until 14 October 2026. There is no material change to the development parameters of the Application Site. Besides, all the planning conditions under previous approval have been complied with. The Use under this Application supports the local construction sector in order to meet the growing demand for concrete products. It is of temporary nature and compatible with its surrounding environment in terms of land use, traffic, and environmental aspects. Moreover, the Use at the Application Site is also supported by previous applications and similar applications. In view of above, favourable consideration by the TPB is hereby sought to approve this Application.

7 Appendices

Appendix I	Schematic Drawings
Appendix II	Traffic Impact Assessment ("TIA") Report
Appendix III	Traffic Management Plan
Appendix IV	Approval Letter of Planning Application No. A/TY/145
Appendix V	Approval Letter regarding Compliance of Approval Condition (b) and (c)
Appendix VI	Certificate of FS 251
Appendix VII	Response to Comments received during the Pre-Submission Enquiry

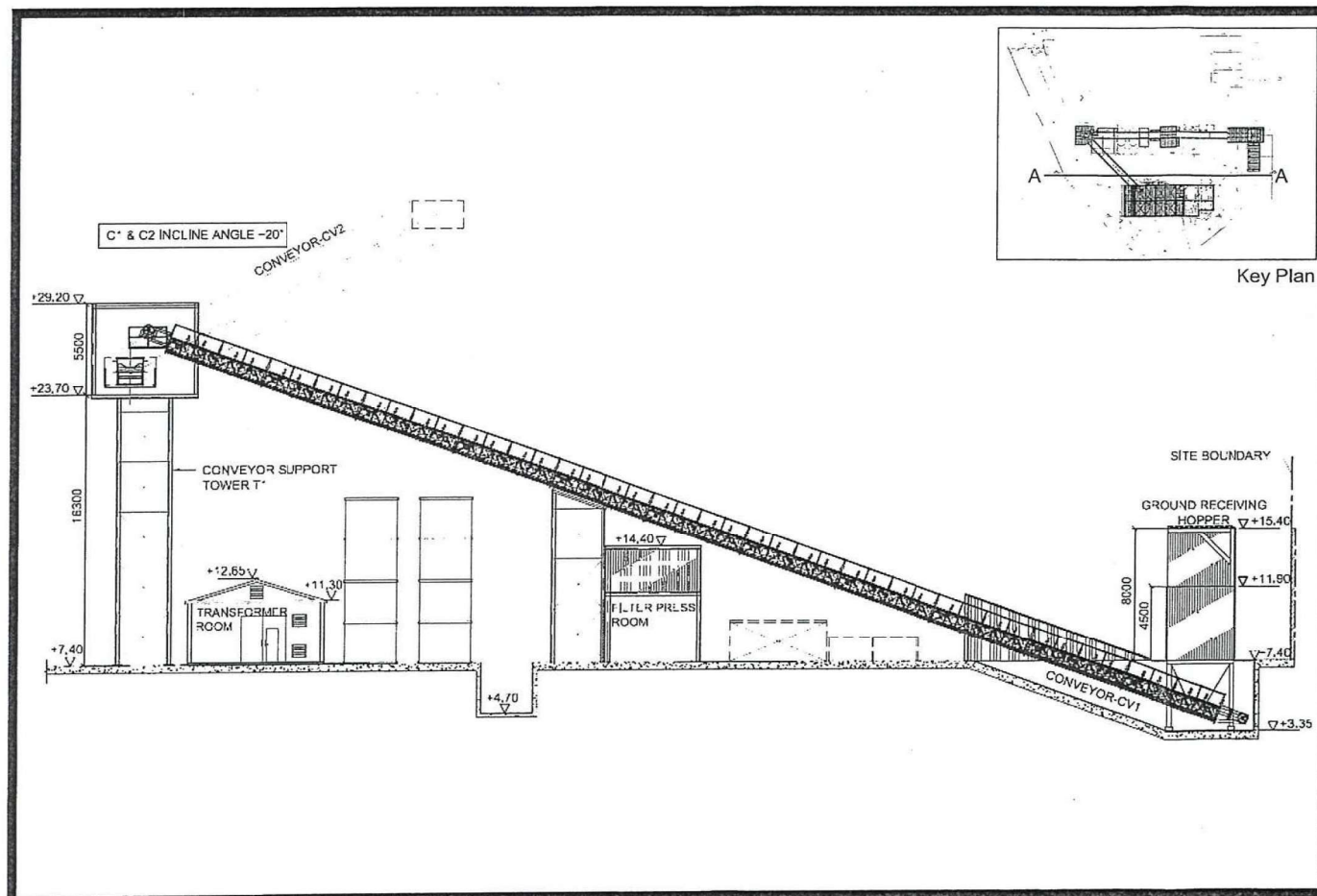
Appendix I

Schematic Drawings



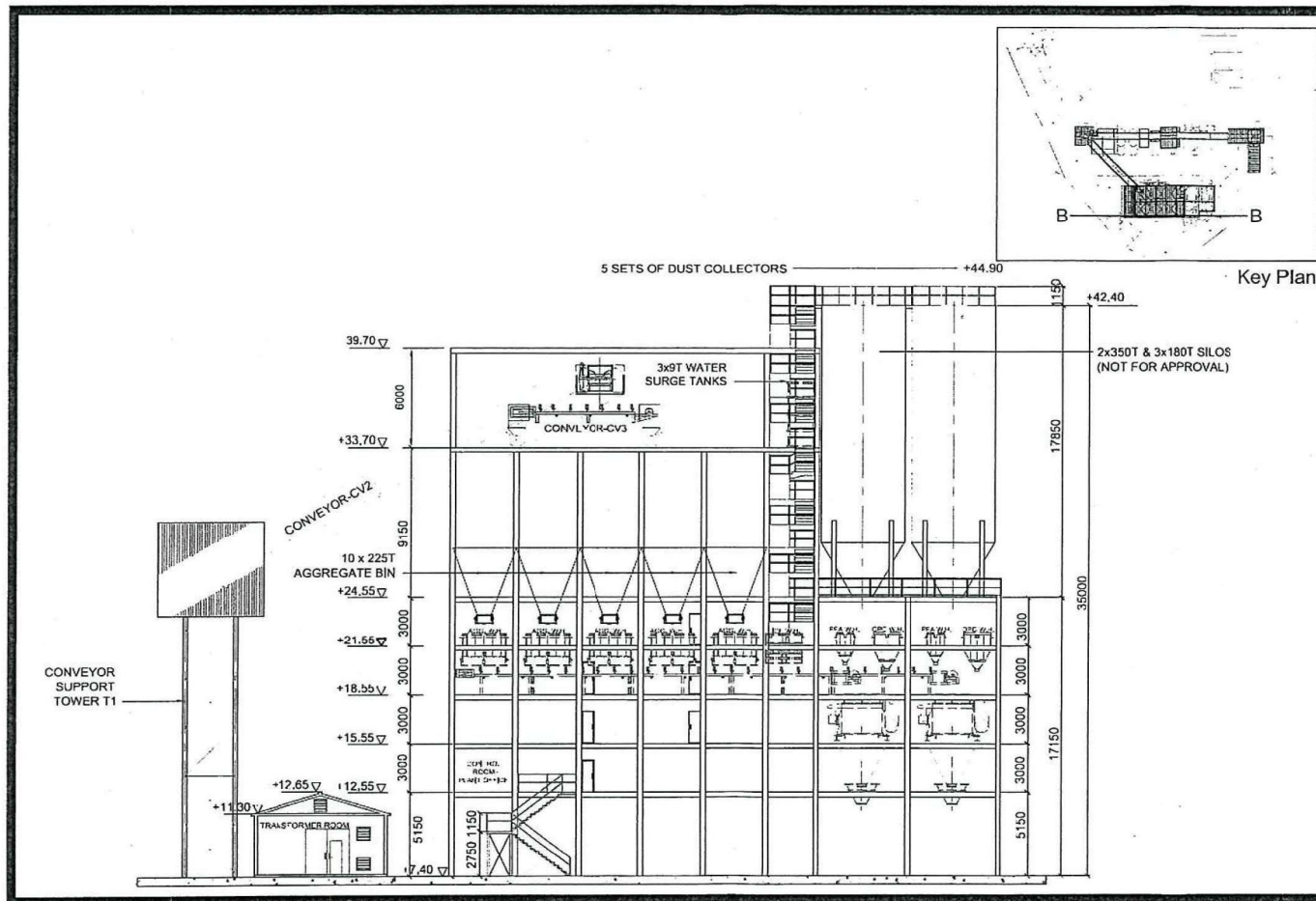
Layout Plan

For Identification Purposes Only



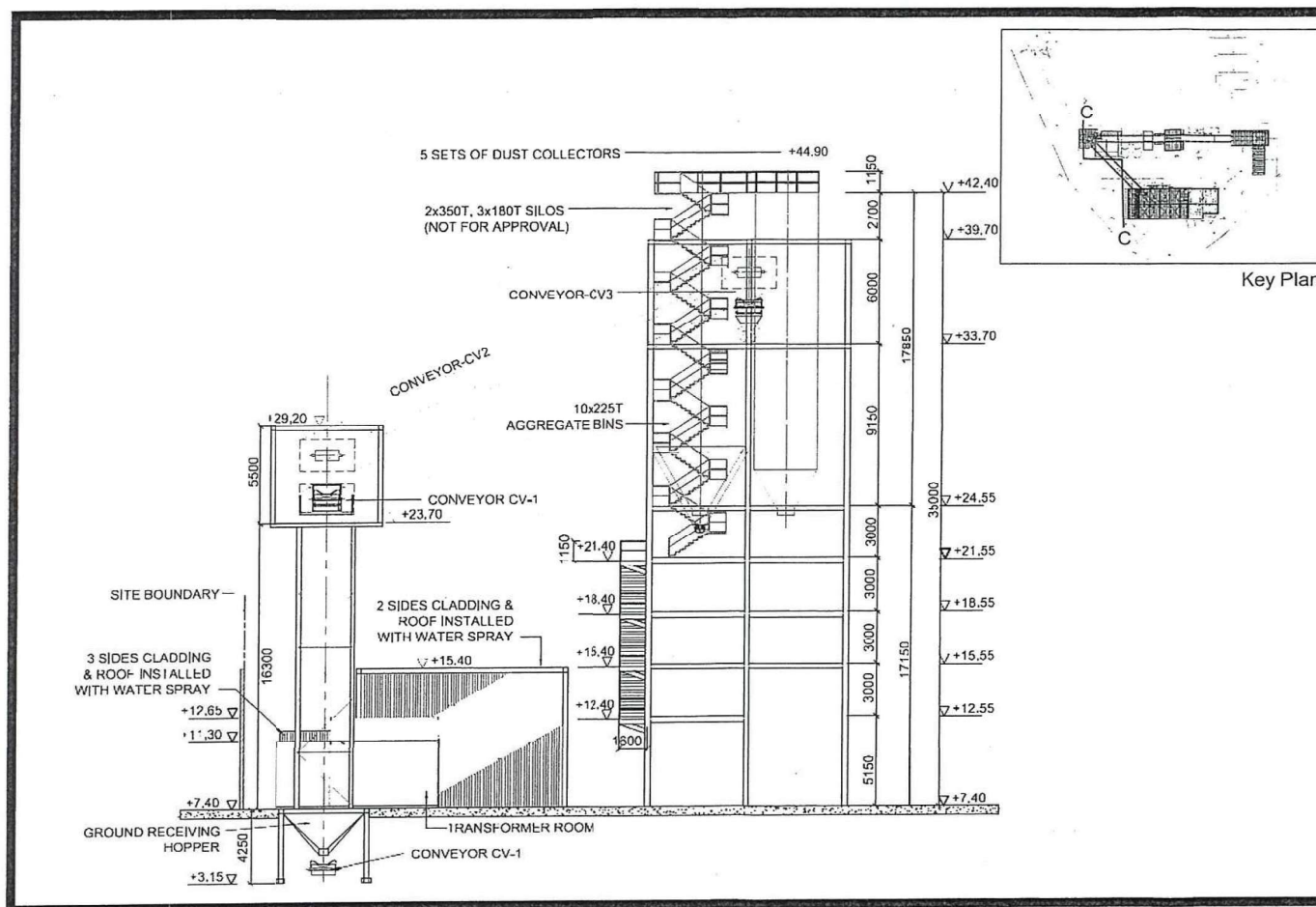
Section Plan A – A

For Identification Purposes Only



Section Plan B – B

For Identification Purposes Only



Section Plan C – C

For Identification Purposes Only

Appendix II
Traffic Impact Assessment

**S16 Planning Application for Renewal of Temporary
Concrete Batching Plant at Tsing Yi Town Lot 98,
Nos. 14-18 Tsing Tim Street, Tsing Yi
For a Period of 5 Years**

Traffic Impact Assessment

Final Report

June 2026



CTA Consultants Limited
志達顧問有限公司



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1. INTRODUCTION

1.1 Background

1.1.1 The subject site is situated at Tsing Yi Town Lot No. 98, Nos. 14-18 Tsing Tim Street, Tsing Yi. The planning application of the concrete batching plant had been approved on 24/09/2021 (Approved Planning Application no.: A/TY/145). The plant is currently operating and the planning permission will be expired on 15.10.2026. In this connection, a section 16 planning application for a temporary period of 5 years up to 2031 is submitted to avoid adverse impact caused to the continuous operation of the Use.

1.1.2 CTA Consultants Limited (CTA) is commissioned to undertake a Traffic Impact Assessment (TIA) study for assessing the traffic impact and to propose any feasible measures if necessary.

1.2 Study Objectives

1.2.1 The main objectives of this study are as follows:

- to carry out a traffic impact assessment to identify the acceptability of the concrete batching plant in traffic terms;
- to assess the existing traffic conditions in the vicinity of the plant;
- to forecast traffic demands in the adjacent road network in the design year 2031;
- to assess the impacts of traffic generated by the adjacent new developments in the road network; and
- to propose any traffic improvement measures for alleviating any foreseeable traffic problems if necessary.



1.3 Structure of the Report

1.3.1 Following this introductory chapter, there are SIX further chapters.

- **Chapter 2 – THE DEVELOPMENT**, which presents the site location, layout and production information of the concrete batching plant.
- **Chapter 3 – EXISTING TRAFFIC CONDITION**, which describes the existing local road network, in the vicinity of Study Area, presents a summary of the traffic count survey and assesses the existing traffic conditions.
- **Chapter 4 – THE FUTURE TRAFFIC CONDITIONS**, which estimates the future traffic flows on the surrounding road network.
- **Chapter 5 – TRAFFIC IMPACT ASSESSMENT**, which discusses the methodology for the future traffic forecasts.
- **Chapter 6 – SUMMARY AND CONCLUSION**, which summarizes the findings of the study and presents the conclusions regarding the traffic issues associated with the plant.



2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.2.1 The concrete batching plant is located at Tsing Yi Town Lot No. 98, Nos. 14-18 Tsing Tim Street, Tsing Yi., which is illustrated diagrammatically in **Figure 1.1**. The development is located at the western seaside of Tsing Yi, which can only be accessed by Sai Tso Wan Road.

2.2 Development Proposal

2.2.2 The layout of the existing plant is illustrated diagrammatically in **Figure 2.1**.

2.2.3 The planning approval for the existing concrete batching plant is scheduled to be renewed from 15.10.2026 to another 5 years to 2031.

2.2.4 There is no material change in operational parameters since the previous temporary approval (A/TY/145) granted in 2021. The normal operation hours remain unchanged from 7:00am to 7:00pm, from Mondays to Saturdays and occasionally during night time and on Sundays/public holidays. The hourly maximum production capacity of the concrete batching plant is 88.8m³/hr.

2.3 Traffic Arrangement

2.3.1 The GFA of the concrete batching plant is not more than 980m².

2.3.2 The following types of parking spaces will be provided within the plant to facilitate the operation of the proposed Concrete Batching Plant:

- ◆ 9 nos. of Private Car Parking Spaces;
- ◆ 1 no. of Trailer Parking Space;
- ◆ 6 nos. of Parking Spaces for concrete mixer trucks; and
- ◆ 3 nos. of Loading/ Unloading Spaces (including 2 under the production bays)



3. EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

3.1.1 The existing road network in the vicinity of the plant is shown in **Figure 3.1**.

3.1.2 Tsing Yi Road West is a dual-2 district distributor connecting Sai Tso Wan Road with Tsing Tsuen Road. It serves as a major road link connecting Tsing Yi Town Centre to Tsing Yi west area.

3.1.3 Sai Tso Wan Road is a 2-lane local road connecting Sai Tso Wan area and Tsing Yi Road West/Tsing Yi Road. It is a major road link providing access to/from numerous sites in Sai Tso Wan area.

3.1.4 Tsing Tim Street is a 2-lane Local Road branching off from Sai Tso Wan Road. It serves as a road link providing access between proposed plant and other development sites along Tsing Tim Street with Sai Tso Wan Road.

3.2 Critical Junctions

3.2.1 In order to establish the existing traffic condition in the vicinity, traffic survey in the forms of manual classification counts was conducted at 24 critical junctions. The location of the surveyed junctions is indicated in **Figure 3.1** and their existing junction layout arrangements are given in **Figures 3.2 to 3.25** respectively.



Table 3.1 Identified Critical Junctions

Ref.	Junction	Type	Figure No.
J1	Cheung Tsing Highway / Tsing Yi Road West	Signalized	3.2
J2	Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway	Signalized	3.3
J3	Tsing Sheung Road / Tsing Yi Road Priority	Priority	3.4
J4	Sai Tso Wan Road / Tsing Yi Road / Tsing Yi Road West	Signalized	3.5
J5	Entrance of VEC / Sai Tso Wan Road	Signalized	3.6
J6	Tsing Tim Street / Sai Tso Wan Road	Priority	3.7
J7	Tsing Yi Road West / Tsing Chin Street*	Priority	3.8
J8	Tsing Yi Road West / Ching Hong Road	Signalized	3.9
J9	Tsing Yi Road West / Liu To Road	Signalized	3.10
J10	Tsing Yi Road West / Fung Shue Wo Road	Signalized	3.11
J11	Tsing Yi Heung Sze Wui Road / Cheung Wan Street	Signalized	3.12
J12	Tsing Yi Heung Sze Wui Road / Chung Mei Road	Signalized	3.13
J13	Tsing Yi Road / Tsing Keung Street	Priority	3.14
J14	Tsing Yi Road / Planned New Road ⁽³⁾	Signalized	3.15
RA1	Tsing Yi Interchange	Roundabout	3.16
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway	Roundabout	3.17
RA3	Tsing Yi Hong Wan Road	Roundabout	3.18
RA4	Hong Wan Road / Tsing Ko Road	Roundabout	3.19
RA5	Tam Kon Shan Interchange	Roundabout	3.20
RA6	Tsing Yi Heung Sze Wui Road / Fung Shue Wo Road / Tsing King Road	Roundabout	3.21
RA7	Tsing Sheung Road / Tsing Yi Hong Wan Road	Roundabout	3.22
RA8	Ching Hong Road / Tsing Yi Road	Roundabout	3.23
RA9	Tam Kon Shan Road / Tsing Yi North Costal Road	Roundabout	3.24
RA10	Tsing Ko Road / Tsing Sheung Road	Roundabout	3.25



- 3.2.2 Surveys had been conducted during the morning, logistic and evening peak periods of on 11 June 2026. The surveys provide details of the traffic situation in the nearby area. Based on surveyed traffic flows, it was found that the AM, logistic and PM peak hour occurred from 08:30 to 09:30, 11:15 to 12:15 and 17:30 to 18:30 respectively. The results of the observed traffic flows are presented in **Figure 3.26**.
- 3.2.3 Based on the observed traffic flows in **Figure 3.26**, the junction capacity assessments have been carried out and the existing operational performance of the critical junctions is listed in **Table 3.2** below.



Table 3.2 Existing Operational Performance of Identified Critical Junctions in 2026

Ref.	Junction	Method of Control	Year 2026 Observed Case		
			RC/RFC ⁽¹⁾		
			AM Peak	Logistic Peak	PM Peak
J1	Cheung Tsing Highway / Tsing Yi Road West	Signalized	46%	42%	121%
J2	Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway	Signalized	137%	141%	225%
J3	Tsing Sheung Road / Tsing Yi Road Priority	Priority	0.36	0.33	0.38
J4	Sai Tso Wan Road / Tsing Yi Road / Tsing Yi Road West	Signalized	64%	34%	149%
J5	Entrance of VEC / Sai Tso Wan Road	Signalized	138%	188%	92%
J6	Tsing Tim Street / Sai Tso Wan Road	Priority	0.25	0.24	0.17
J7	Tsing Yi Road West / Tsing Chin Street ⁽²⁾	Priority	-	-	-
J8	Tsing Yi Road West / Ching Hong Road	Signalized	89%	85%	120%
J9	Tsing Yi Road West / Liu To Road	Signalized	24%	60%	37%
J10	Tsing Yi Road West / Fung Shue Wo Road	Signalized	38%	61%	53%
J11	Tsing Yi Heung Sze Wui Road / Cheung Wan Street	Signalized	16%	8%	37%
J12	Tsing Yi Heung Sze Wui Road / Chung Mei Road	Signalized	48%	131%	77%
J13	Tsing Yi Road / Tsing Keung Street	Priority	0.32	0.25	0.13
J14	Tsing Yi Road / Planned New Road	Signalized	139%	152%	223%
RA1	Tsing Yi Interchange (North)	Roundabout	0.77	0.58	0.56
	Tsing Yi Interchange (South)	Roundabout	0.70	0.47	0.58
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway	Roundabout	0.41	0.34	0.36
RA3	Tsing Yi Hong Wan Road	Roundabout	0.46	0.41	0.43
RA4	Hong Wan Road / Tsing Ko Road	Roundabout	0.31	0.28	0.30
RA5	Tam Kon Shan Interchange	Roundabout	0.42	0.37	0.38
RA6	Tsing Yi Heung Sze Wui Road / Fung Shue Wo Road / Tsing King Road	Roundabout	0.49	0.39	0.54
RA7	Tsing Sheung Road / Tsing Yi Hong Wan Road	Roundabout	0.09	0.10	0.11
RA8	Ching Hong Road / Tsing Yi Road	Roundabout	0.34	0.25	0.24
RA9	Tam Kon Shan Road / Tsing Yi North Costal Road	Roundabout	0.10	0.12	0.07
RA10	Tsing Ko Road / Tsing Sheung Road	Roundabout	0.18	0.17	0.19

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

(2) Only ingress traffic is allowed on Tsing Chin Street. No traffic conflicts or delay is expected in this location. Therefore, no junction assessment is required.



3.2.1 The results in **Table 3.2** show that the junctions are now operating with ample capacities in peak hours except J11.

3.3 Public Transport Services in the Vicinity

3.3.1 Limited road-based public transport services are currently operating in the vicinity of the plant. Only one GMB route is operating close to the plant (within 500m radius from the plant) and the details of the GMB route are presented in **Table 3.3** below.

Table 3.3 Existing Road-based Public Transport Services in the Vicinity

Service	Route	Origin - Destination	Frequency (min)
GMB	88M	Kwai Fong Station – Sai Tso Wan Road (Hong Kong Unit Dockyard)	5 – 15



4. THE FUTURE TRAFFIC CONDITIONS

4.1 Design year

4.1.1 The concrete batching plant is currently operating. The applicant intends to apply for 5-years operation period, i.e. until 2031. Therefore, the design year of 2031 is adopted for this study.

4.2 Design Traffic Flows

4.2.1 To estimate the 2031 traffic flows in the local road network, an appropriate growth factor has to be identified for the area in the first instance based on historical trend and planning data.

Historical Trend

4.2.2 Transport Department has traffic count stations in the vicinity of the proposed development. The traffic counts reported in the Annual Traffic Census (ATC) over a period of 5 years, between 2018 and 2024 are summarized in **Table 4.1**.

Table 4.1 Historical Traffic Data from Annual Traffic Census

ATC Stn	Road Name	Annual Average Daily Traffic (AADT)							Avg. Annual Growth Rate
		2018	2019	2020	2021	2022	2023	2024	
5312	Tsing Sha Highway near Tsing Yi Road Expressway (Tsing Sha Highway Nr Stonecutters Bridge - Roundabout Nr Tsing Yi Rd)	15,920	14,750	12,580*	12,220*	11,790*	14,260	14,820	-1.19%
5655	Ching Hong Road Local Distributor (Tsing Yi Rd W - Chung Mei Rd)	12,820*	12,770*	12,420	13,360	13,230*	13,680*	13,880	1.33%
5849	Tsing Yi Rd W (Tsing Nam St - Ching Hong Road)	15,640*	15,580*	15,430*	13,690	15,820	16,350*	16,590	0.99%
6113	Tsing Yi Road (Tsing Yi Rd nr. Dow Chemical - Tsing Yi Hong Wan Rd)	11,720	11,680*	11,570*	12,020*	11,520	13,250	13,440	2.31%
6643	Sai Tso Wan Road (Tsing Yi Rd-Dockyard Front Gate)	10,030	8,390	8,960	9,410	11,200	10,200	11,330	2.05%
Total		66,130	63,170	60,960	60,700	63,560	67,740	70,060	0.97%

*AADT estimated by Growth Factor

- 4.2.1 As shown in **Table 4.1**, the average annual traffic growth pattern in the vicinity of the development shows a growth trend of +0.97% per year.

2021-Based TPEDM planning data

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

Table 4.2 2021-based Planning Data from 2026 to 2031

Kwai Tsing District			
Data	Year		Average Annual Growth Rate
	2026	2031	
Population	488,750	483,050	-0.23%
Employment	223,400	227,800	+0.39%
Total	712,150	710,850	<u>-0.04%</u>

- 4.2.3 From **Table 4.2**, it is found that the average annual growth rates of population and employment in Tsing Yi from year 2026 to 2031 are -0.04% per annum.

Adopted Growth Rate

- 4.2.3 A.A.D.T. of ATC indicates that the traffic flow of the local road network has an average annual growth rate of +0.97%.
- 4.2.4 Whilst, the planning data indicates that the population and employment of the study area are expected to grow with an average annual growth rate of -0.26% and +0.06% respectively.
- 4.2.5 As a conservative approach, annual growth rate +1.0% p.a. has been adopted for projecting traffic forecasts. It is deemed sufficient to allow for any unexpected future growth as a result of some changes in land use or development in the study area.



4.3 Planned / Committed Future Developments

- 4.3.1 There are numbers of planned/committed future developments in vicinity. The updated planning parameters are shown in **Table 4.3**. The locations of these future developments are shown in **Figure 4.1**.
- 4.3.2 The traffic trips generated from these planned/committed developments are estimated and shown in **Table 4.4**.
- 4.3.3 These traffic trips were assigned to the road network to obtain the reference traffic in the design year.



Table 4.3 Development Schedule of Planned Development at Vicinity

Ref.	Development Site / Planning Application No.	Use	Development Parameters	Completion Year
A	Ching Hong Road North Public Housing Development	Public Housing	Phase 3: 1680 units Phase 4: 770 units	2029 2030-31
			Retail: 2000m ² Social Welfare Facilities	2024 - 2029
B	Housing Development at Tsing Yi Road West	Public Housing	3,400 units	2034/35
C	Y/TY/2 - Tsing Yi Town Lot 80 and 108RP (Phase 1)	Private Housing	5,048 units	2028
	Y/TY/2 - Tsing Yi Town Lot 80 and 108RP (Phase 2)	Public Housing	4,704 units	2036
		Private Housing	5,323 units	2036
D	Multi-storey Complex for Container Storage and Cargo Handling at Tsing Hung Road (TYTL No.202)	Container Storage and Cargo Handling	Site area: 44,318 m ² Max. GFA: 227,836 m ²	2031
E	Tsing Yi – Lantau Link	Infrastructure	-	2033 (Construction traffic may occur at about 2027)
F	A/TY/152	Asphalt Plant	100 tonnes/hr	Under Operation
G	A/TY/147	Concrete Batching Plant	300m ³ /hr (240m ³ /hr as limited by SP License)	Under Operation
H	A/TY/148	Asphalt Plant	260 tonnes/hr (208 tones/hr as limited by SP License)	Under Operation
I	A/TY/149	Concrete Batching Plant	250 m ³ /hr	Under Operation
J	A/TY/151	Concrete Batching Plant	240 m ³ /hr	Under Operation

4.3.4 Y/TY/2 - Tsing Yi Town Lot 80 and 108RP (Ref. C) is still under planning application and not approved yet. Also, Housing Development at Tsing Yi Road West (Ref. B) is beyond our design year. Thus, they would not be included in this assessment. A/TY/147, A/TY/148, A/TY/149, A/TY/151 and A/TY/152 (Ref. F to J) are renewal applications which are already under operation and thus no new trips will be formed. The construction traffic of Tsing Yi – Lantau Link (Ref. E) is reviewed and considered. It would not give significant impact to the road network.

4.3.5 The trip generations and attractions of the adjacent development are summarized in **Table 4.4**.

Table 4.4 Estimated Traffic Generations of Planned Vicinity Development

Development Type	Average Flat Size m ²	Unit	Trip Rate			
			AM Peak		PM Peak	
			Gen.	Att.	Gen.	Att.
Public Rental	40	Pcu/hr/flat	0.0432	0.0326	0.0237	0.0301
Retail	-	pcu/hr/100 sqm GFA	0.2296	0.2434	0.3100	0.3563
Industrial	-	pcu/hr/100 sqm GFA	0.0926	0.1386	0.1350	0.1049
Developments			Trips (Pcu/hr)			
A	Ching Hong Road North Public Housing Development	Phase 3	73	55	40	51
		Phase 4	33	25	18	23
		Retail	5	5	6	7
		Kindergarten ⁽¹⁾	30	30	30	30
		Social Welfare Facilities ⁽²⁾	10	10	10	10
D	Multi-storey Complex for Container Storage and Cargo Handling at Tsing Hung Road (TYTL No.202)		211	316	308	239
E	Tsing Yi – Lantau Link Construction Vehicles ⁽³⁾		15	15	15	15

Note: (1) Reference from other public housing TIA reports (Sheung Shui Area 4 and 30)

(2) Nominal Trips

(3) Assume 1 construction vehicle per 10 min per bound, i.e. 6 veh/hr. For 2.5 pcu factor, 15 pcu/h.

4.2.4 The locations of planned developments in the vicinity are shown diagrammatically in **Figure 4.1**.

4.3.6 The 2031 reference flows are then derived by applying the annual growth rate plus the additional traffic generations of the developments in Tsing Yi.

$$\begin{array}{ccccccc} \text{2031} & & & & \text{Adopted Growth} & & \text{Traffic Flows of} \\ \text{Reference Flows} & = & \text{2026} & \times & \text{Factor} & + & \text{Proposed} \\ \text{(without the} & & \text{Observed} & & \text{(i.e. +1\% p.a. for} & & \text{Developments at} \\ \text{Plant)} & & \text{Flows} & & \text{5 years)} & & \text{Tsing Yi} \end{array}$$

4.4 Development Traffic Flows

4.2.5 It is noted that this application is for the planning renewal only, the concrete plant is currently in operation, hence **no additional traffic** would be added to the road network by this plant under this application. Therefore, 2031 design flow are then directly derived by applying the annual growth rate plus the additional traffic generations of the adjacent developments.

$$\text{2031 Design Flows} = \text{2031 Reference Flows}$$

4.5 Planned Junction Improvement Scheme

4.5.1 Different planned junction improvement schemes will be carried out under different projects. They are summarized in **Table 4.5** below:



Table 4.5 Planned Junction Improvement Schemes

Ref.	Junction	Project Proponents	Target Completion Year	Figure No.
J2	Tsing Hung Road / Tsing Yi Road	Multi-storey Complex for Container Storage and Cargo Handling at Tsing Hung Road (TYTL No.202)	2031	4.2
J8	Tsing Yi Road West / Ching Hong Road	Tsing Yi Road West Public Housing Development	2029	4.3
J10 ⁽¹⁾	Tsing Yi Road West/ Fung Shue Wo Road	Ching Hong Road North Public Housing Development	2030/31	4.4
RA1 ⁽¹⁾	Tsing Yi Interchange (South)	Ching Hong Road North Public Housing Development	2030/31	4.5
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway	Highways Department (PWP Item 6866TH)	Under Review (Original gazetted in 2019. Postponed due to COVID-19)	4.6

Notes: (1) Based on District Council discussion paper 7/D/2024 (PWP Item No.B839)

5. TRAFFIC IMPACT ASSESSMENT

5.1 Traffic Generation Calculation

5.1.1 As there is no change in the operation scale of the plant, no additional trips are generated. The traffic generation adopted in the approved TIA for the existing plant (A/TY/145) is summarized in **Table 5.1** below for reference:

Table 5.1 Adopted Hourly Traffic Generation of the Concrete Batching Plant

Types of Vehicles	Traffic Generation [veh/hr (pcu/hr)]					
	AM Peak		Noon Peak		PM Peak	
	Gen.	Att.	Gen.	Att.	Gen.	Att.
Concrete Mixer Truck	12 (30)	12 (30)	12 (30)	12 (30)	12 (30)	12 (30)
Aggregate Tipper Trucks	2 (5)	2 (5)	2 (5)	2 (5)	2 (5)	2 (5)
Cement Tanker	1 (2)	1 (2)	1 (2)	1 (2)	1 (2)	1 (2)
Private Car	0 (0)	2 (2)	1(1)	1(1)	2 (2)	0 (0)
Total	15 (37)	17 (39)	16 (38)	16 (38)	17 (39)	15 (37)
Maximum	Gen.			Att.		
	17 (39)			17 (39)		

Notes: (1) PCU factor of 2.5 has been adopted for HGV and concrete mixer.

(2) Assuming the concrete average carrying capacity of each concrete mixer truck is 7.4m³.

5.2 Operational Assessment

5.2.1 Based on the design traffic flows in **Figure 5.1**, a junction capacity assessment is carried out for the key junctions and the results of the assessment are summarized in **Table 5.2** below. The ingress and egress routes are shown in **Figure 5.2**.



Table 5.2 Junction Performance of Critical Junctions in Design Year 2031

Ref.	Junction	Method of Control	Year 2031 Design Case		
			RC/RFC ⁽¹⁾		
			AM Peak	Logistic Peak	PM Peak
J1	Cheung Tsing Highway / Tsing Yi Road West	Signalized	34%	30%	96%
J2	Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway ⁽³⁾	Signalized	54%	73%	103%
J3	Tsing Sheung Road / Tsing Yi Road Priority	Priority	0.39	0.34	0.41
J4	Sai Tso Wan Road / Tsing Yi Road / Tsing Yi Road West	Signalized	56%	28%	137%
J5	Entrance of VEC / Sai Tso Wan Road	Signalized	126%	175%	82%
J6	Tsing Tim Street / Sai Tso Wan Road	Priority	0.27	0.25	0.18
J7	Tsing Yi Road West / Tsing Chin Street ⁽²⁾	Priority	-	-	-
J8	Tsing Yi Road West / Ching Hong Road ⁽³⁾	Signalized	69%	66%	97%
J9	Tsing Yi Road West / Liu To Road	Signalized	18%	53%	30%
J10	Tsing Yi Road West / Fung Shue Wo Road ⁽³⁾	Signalized	68%	95%	87%
J11	Tsing Yi Heung Sze Wui Road / Cheung Wan Street	Signalized	<u>10%</u>	<u>3%</u>	30%
J12	Tsing Yi Heung Sze Wui Road / Chung Mei Road	Signalized	31%	95%	57%
J13	Tsing Yi Road / Tsing Keung Street	Priority	0.33	0.27	0.14
J14	Tsing Yi Road / Planned New Road	Signalized	127%	139%	207%
RA1	Tsing Yi Interchange (North)	Roundabout	0.82	0.62	0.59
	Tsing Yi Interchange (South) ⁽³⁾	Roundabout	0.50	0.40	0.41
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway ⁽³⁾	Roundabout	0.50	0.40	0.39
RA3	Tsing Yi Hong Wan Road / Planned New Road	Roundabout	0.48	0.43	0.45
RA4	Hong Wan Road / Tsing Ko Road	Roundabout	0.32	0.29	0.32
RA5	Tam Kon Shan Interchange	Roundabout	0.44	0.40	0.40
RA6	Tsing Yi Heung Sze Wui Road / Fung Shue Wo Road / Tsing King Road	Roundabout	0.52	0.41	0.57
RA7	Tsing Sheung Road / Tsing Yi Hong Wan Road	Roundabout	0.10	0.10	0.12
RA8	Ching Hong Road / Tsing Yi Road	Roundabout	0.38	0.27	0.25
RA9	Tam Kon Shan Road / Tsing Yi North Coastal Road	Roundabout	0.11	0.13	0.08
RA10	Tsing Ko Road / Tsing Sheung Road	Roundabout	0.19	0.18	0.20

Note: (1) RC = Reserve Capacity; RFC = Ratio of Flow to Capacity for Priority Junction
 (2) Only ingress traffic is allowed on Tsing Chin Street. No traffic conflicts or delay is expected in this location. Therefore, no junction assessment is required.
 (3) Planned improvement scheme in Figures 4.2 to 4.6 were considered

- 5.2.2 Based on the assessment presented in **Table 5.2**, all junctions will be operating with ample capacities during design year except AM and logistic peak of J11.
- 5.2.3 It is revealed that J11 is already over its capacity at present. This is due to J11 is the only junction connecting to the industrial area along Cheung Wan Street/Cheung Tat Road/Cheung Fai Road. All the traffic are required to left turn from Tsing Yi Heung Sze Wui Road southbound to Cheung Wan Street and create a queue. Also, the weaving between the queue and the bus movement to/from the Greenfield Garden bus stop also worsen the situation.
- 5.2.4 According to DC paper 43/D/2024 and 54/2024, this issue was raised by DC members. TD responded that they will continue monitoring the traffic situation and study the feasibility of creating a new entrance road at Tsing Yi Road, if necessary.
- 5.2.5 As the concrete batching plant is already under operation for many years without affecting the public road and renewal applications of this plant has been applied and approved for many times. Also, the development parameter is no change under this renewal application, no additional traffic impact will be caused by the plant.

5.3 Traffic Management Plan

- 5.3.1 Detailed Traffic Management Plan will be formulated and submitted to Transport Department separately.



6. SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 The Applicant would like to submit a S16 planning application for a 5-year renewal for the current concrete batching plant at Tsing Yi Town Lot No. 98, Nos. 14-18 Tsing Tim Street, Tsing Yi (Approved Planning Application no. A/TY/145)
- 6.1.2 CTA Consultants Ltd. (CTA) is therefore commissioned as traffic consultant to prepare the Traffic Impact Assessment (TIA) to support the planning application.
- 6.1.3 To appraise the existing traffic conditions, a traffic count survey was conducted in the surrounding road network of the proposed plant. Moreover, current operational performance of the critical junctions was assessed with the observed traffic flows. The operational assessment results revealed that all critical junctions are at present operating with adequate capacities except J11.
- 6.1.4 In order to assess the impact of the development related traffic on the local road network, the 5th year after the approval of renewal application of the plant (i.e. year 2031) has been adopted as the design year for this study.
- 6.1.5 To reveal the traffic impact of various proposed developments in the vicinity, traffic generations by the proposed developments in the vicinity have also been taken into consideration.
- 6.1.6 It is noted that the concrete plant is already operating currently, thus **no additional traffic** would be added to the road network by this plant under this application and 2031 design flows are the same as reference flows. It is noted that growth rate is also applied to the existing trips of the application plant as conservative approach.



- 6.1.7 All the assessed junctions will be operating with ample spare capacity in design year except AM and logistic peak of J11, but our plant is already under operation for many years without affecting the public road and renewal applications of this plant has been applied and approved for many times. Also, the development parameter is no change under this renewal application, no additional traffic impact will be caused by the plant and therefore would not worsen the case.

6.2 Conclusion

- 6.2.1 In conclusion, this Traffic Impact Assessment (TIA) has demonstrated that the application plant will not generate additional traffic to the surrounding road network and the junctions in vicinity would have ample capacities during design year 2031.
- 6.2.2 Hence, it is concluded that the renewal of the plant at the Application Site is acceptable from traffic engineering view point.

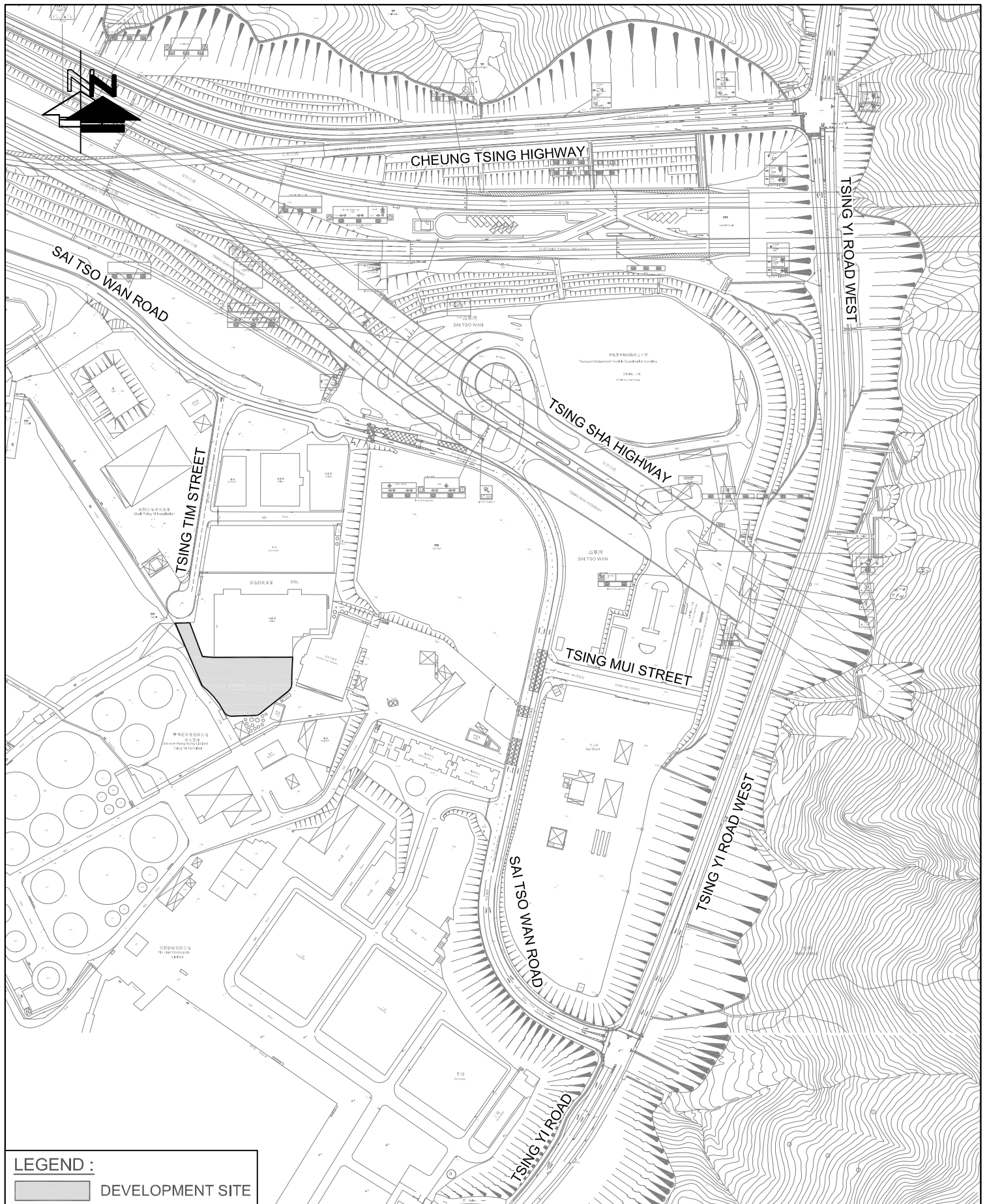


FIGURE NO.: 1.1		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	
PROJECT NO.: 26011HK		DRAWING TITLE: SITE LOCATION PLAN	
SCALE: 1:4000 @A4	DATE: 31 MAR 2026		

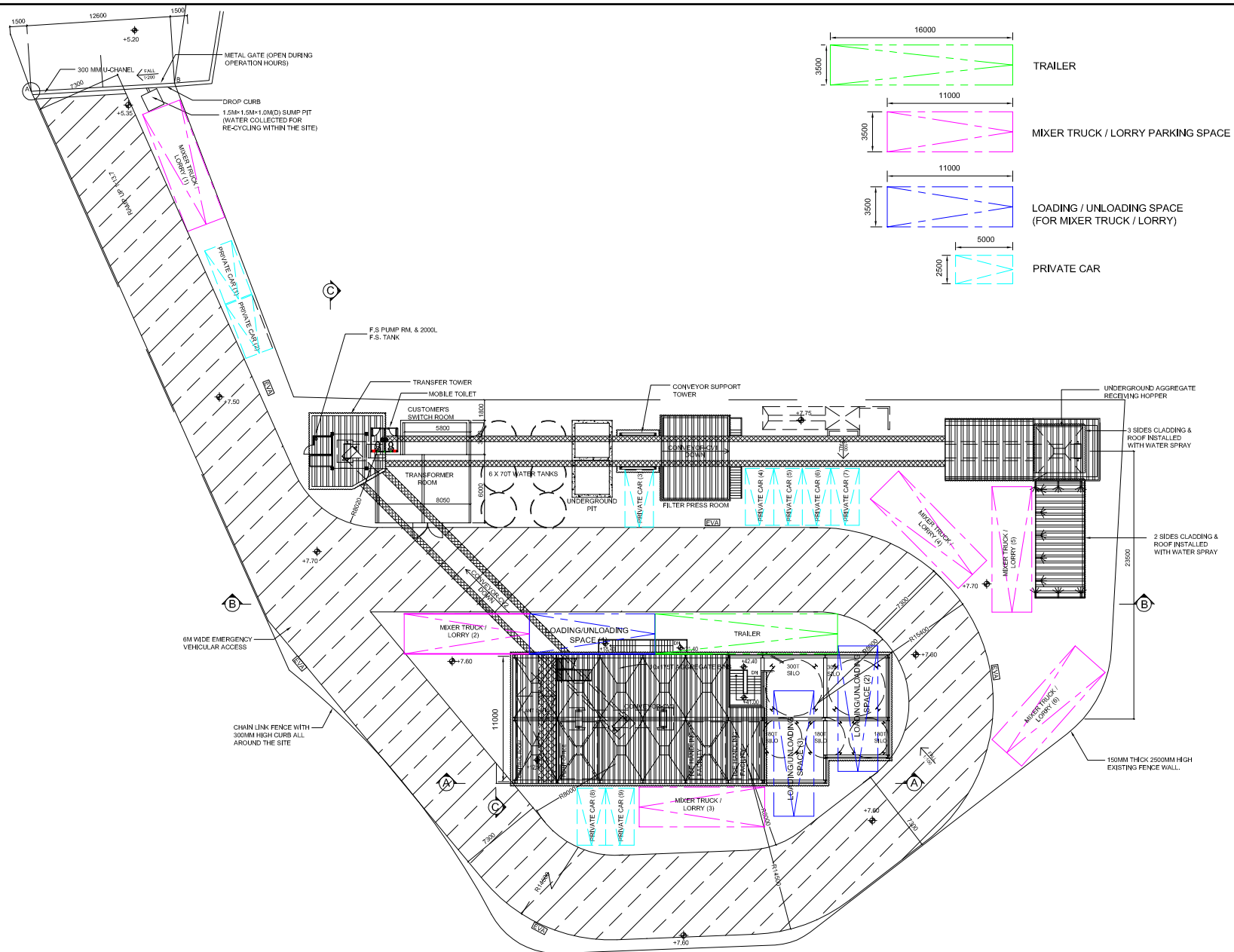


FIGURE NO.: 2.1	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING LAYOUT OF THE CONCRETE BATCHING PLANT	
SCALE: 1:500 @A4	DATE: 28 APR 2026	

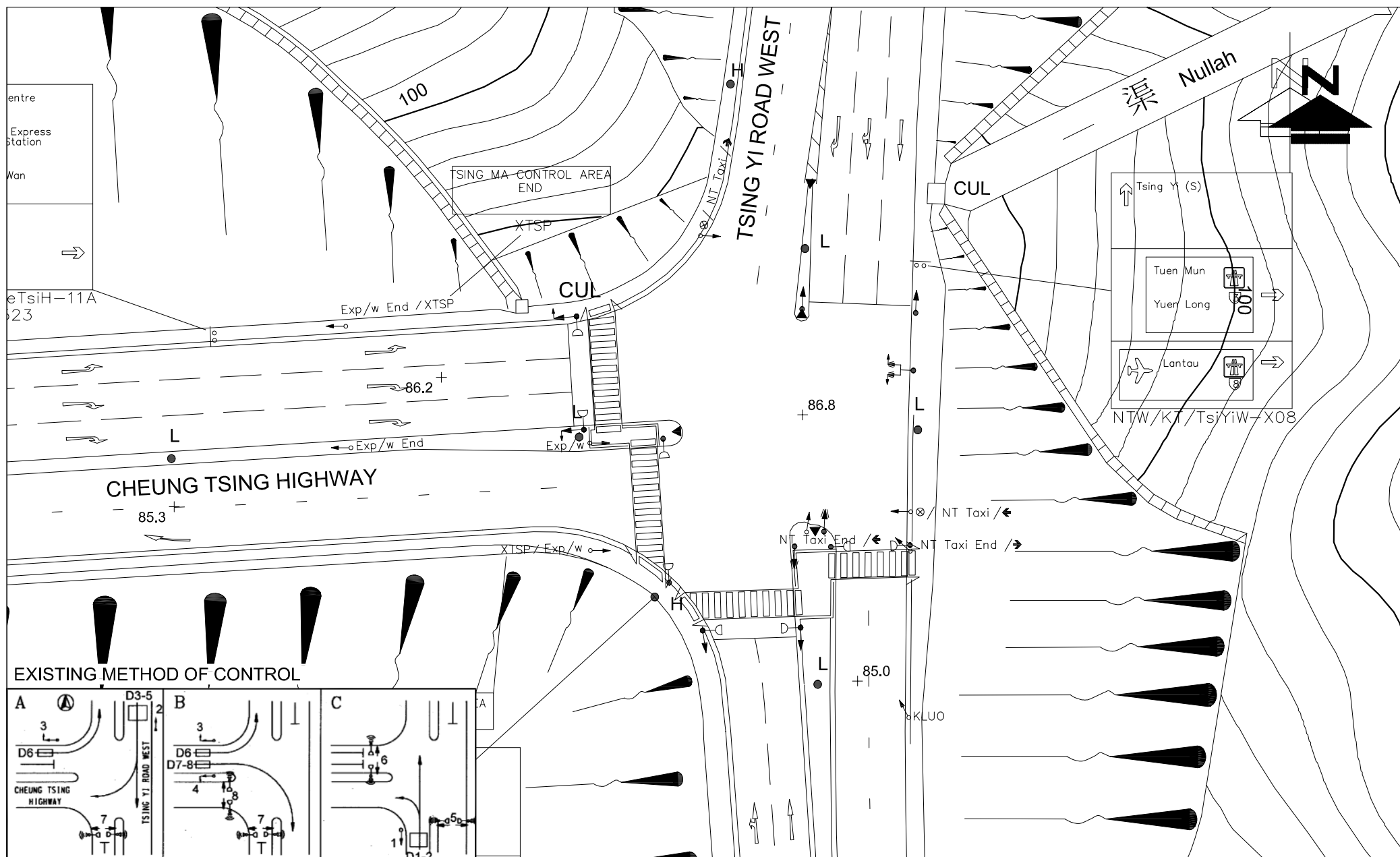


FIGURE NO.: 3.2	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / CHEUNG TSING HIGHWAY (J1)	
SCALE: 1 : 500 @A4	DATE: 08 JUN 2026	

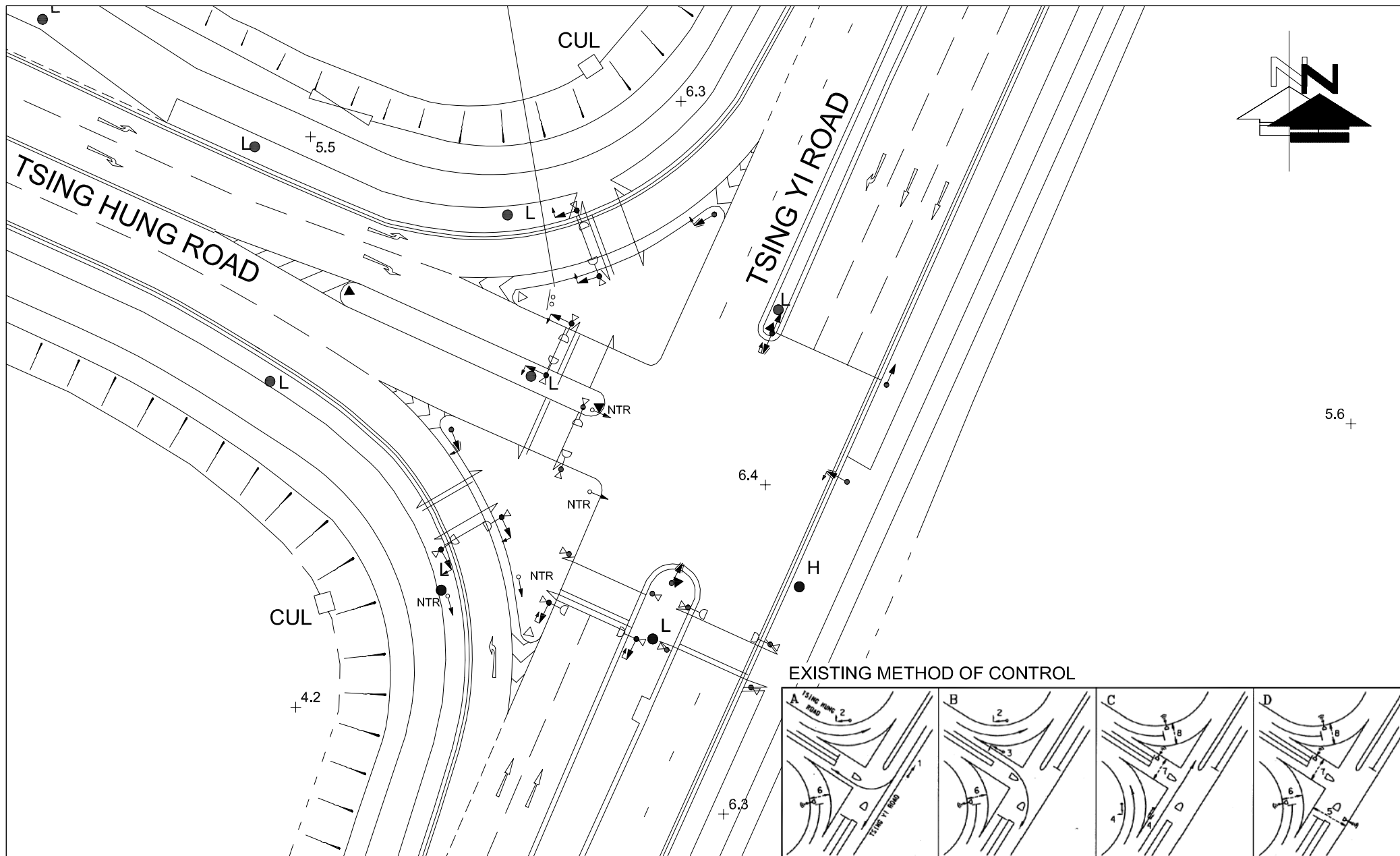


FIGURE NO.: 3.3	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING HUNG ROAD / TSING YI ROAD (J2)	
SCALE: 1 : 500 (IN A4 SIZE) DATE: 08 JUN 2026		

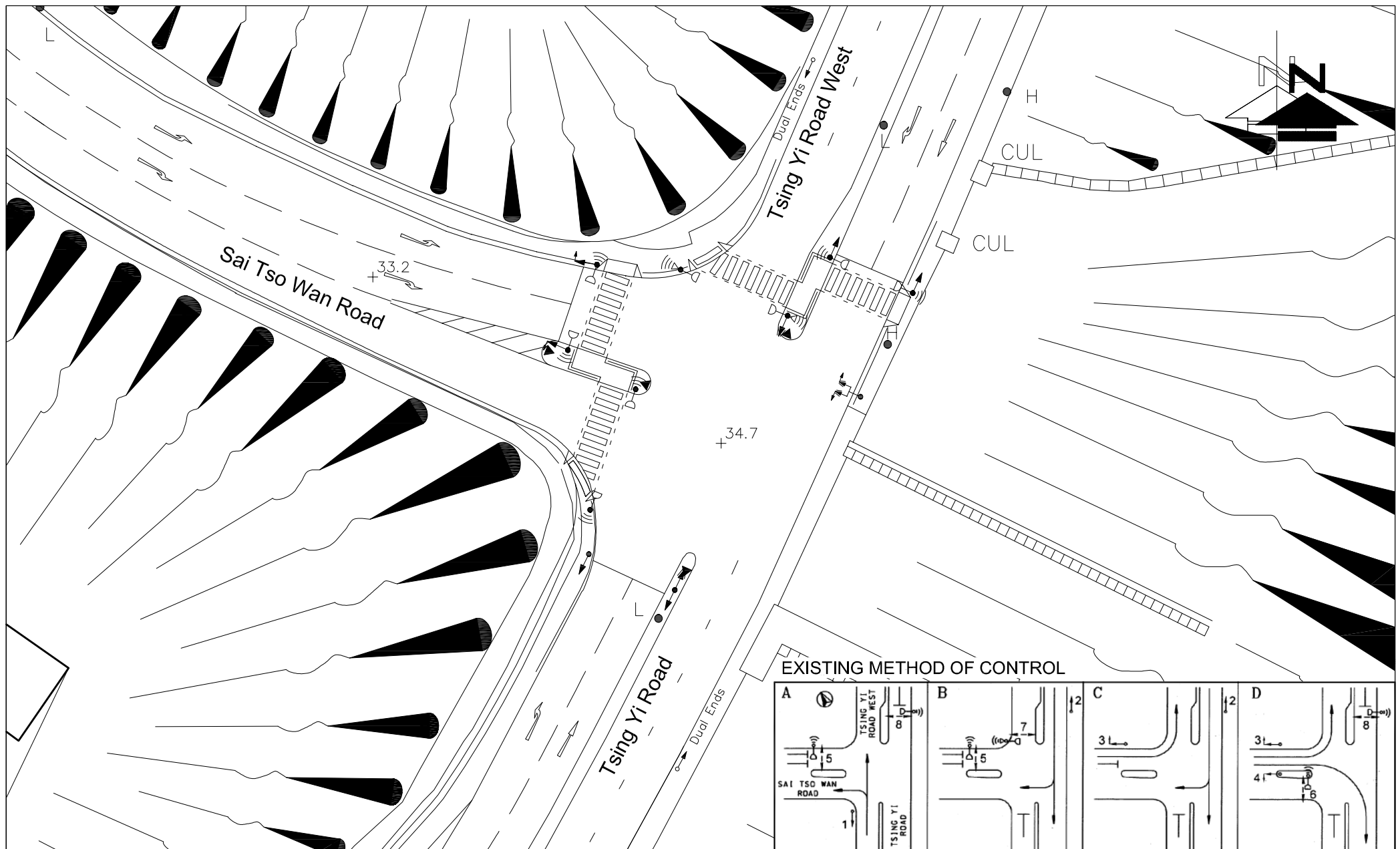
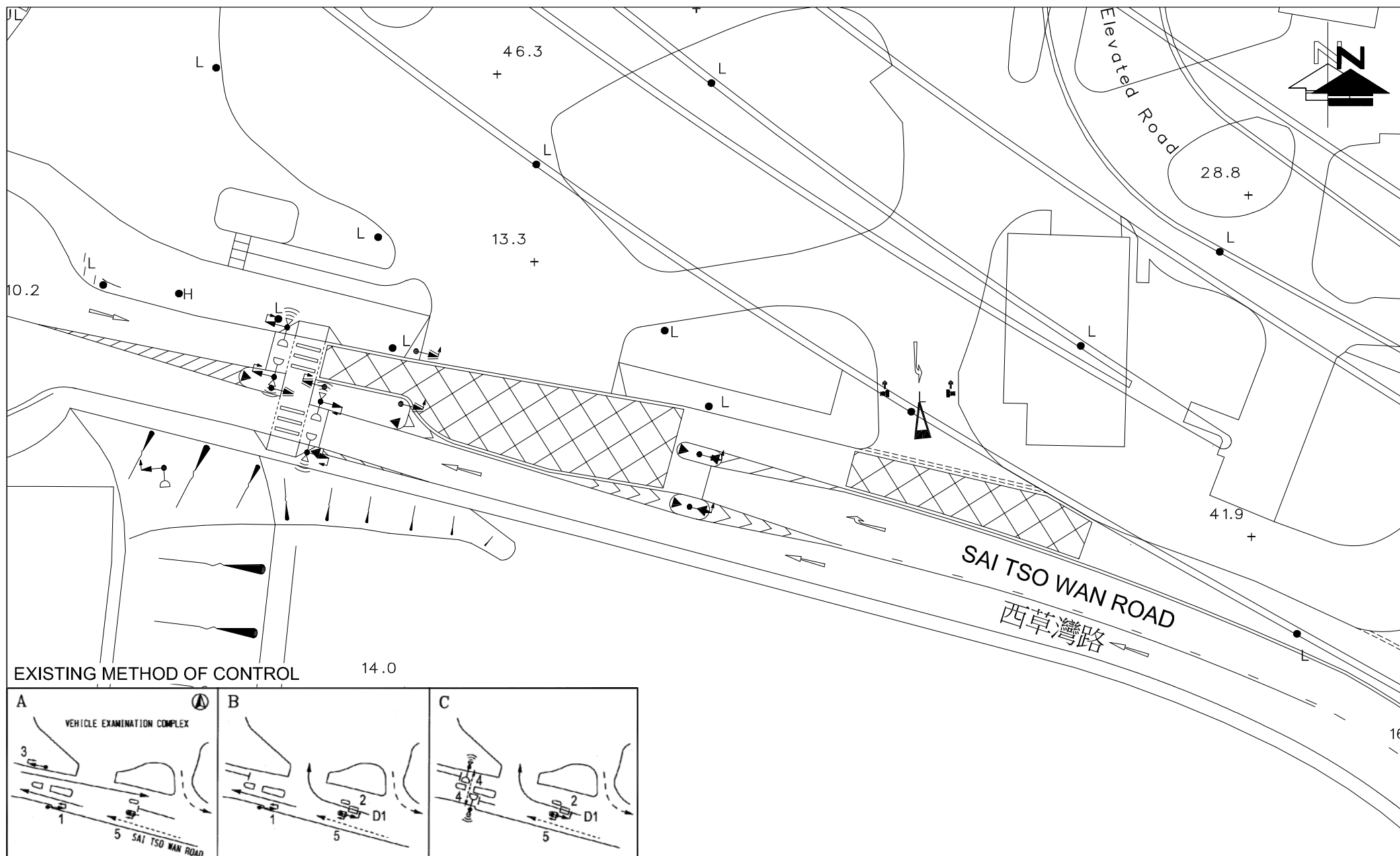


FIGURE NO.: 3.5		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145		 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SAI TSO WAN ROAD / TSING YI ROAD WEST / TSING YI ROAD (J4)		
SCALE: 1 : 500 @A4	DATE: 08 JUN 2026			



EXISTING METHOD OF CONTROL

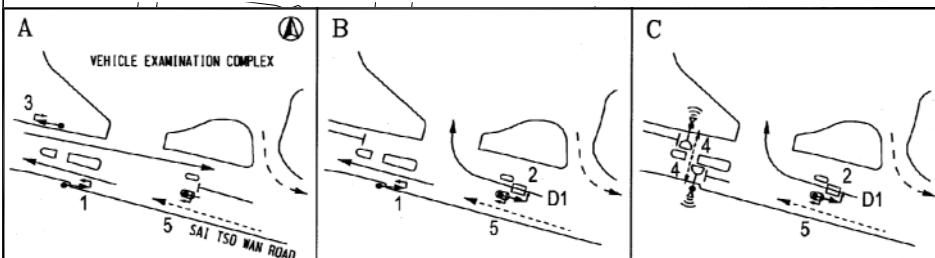


FIGURE NO.: 3.6		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF ENTRANCE OF VEC / SAI TSO ROAD (J5)	
SCALE: 1 : 500 @A4	DATE: 08 JUN 2026		

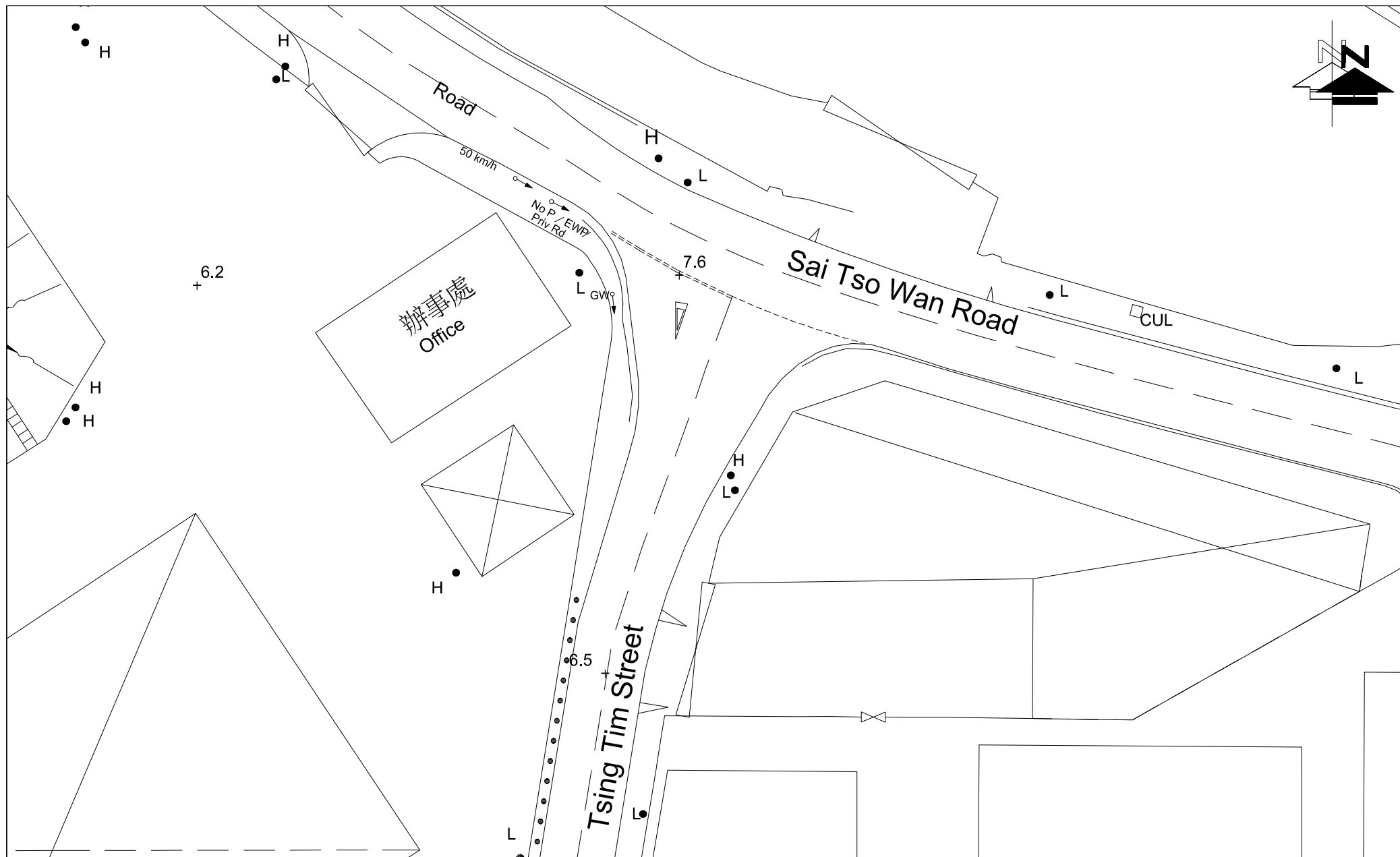


FIGURE NO.: 3.7		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING TIM STREET / SAI TSO WAN ROAD (J6)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 08 JUN 2026		

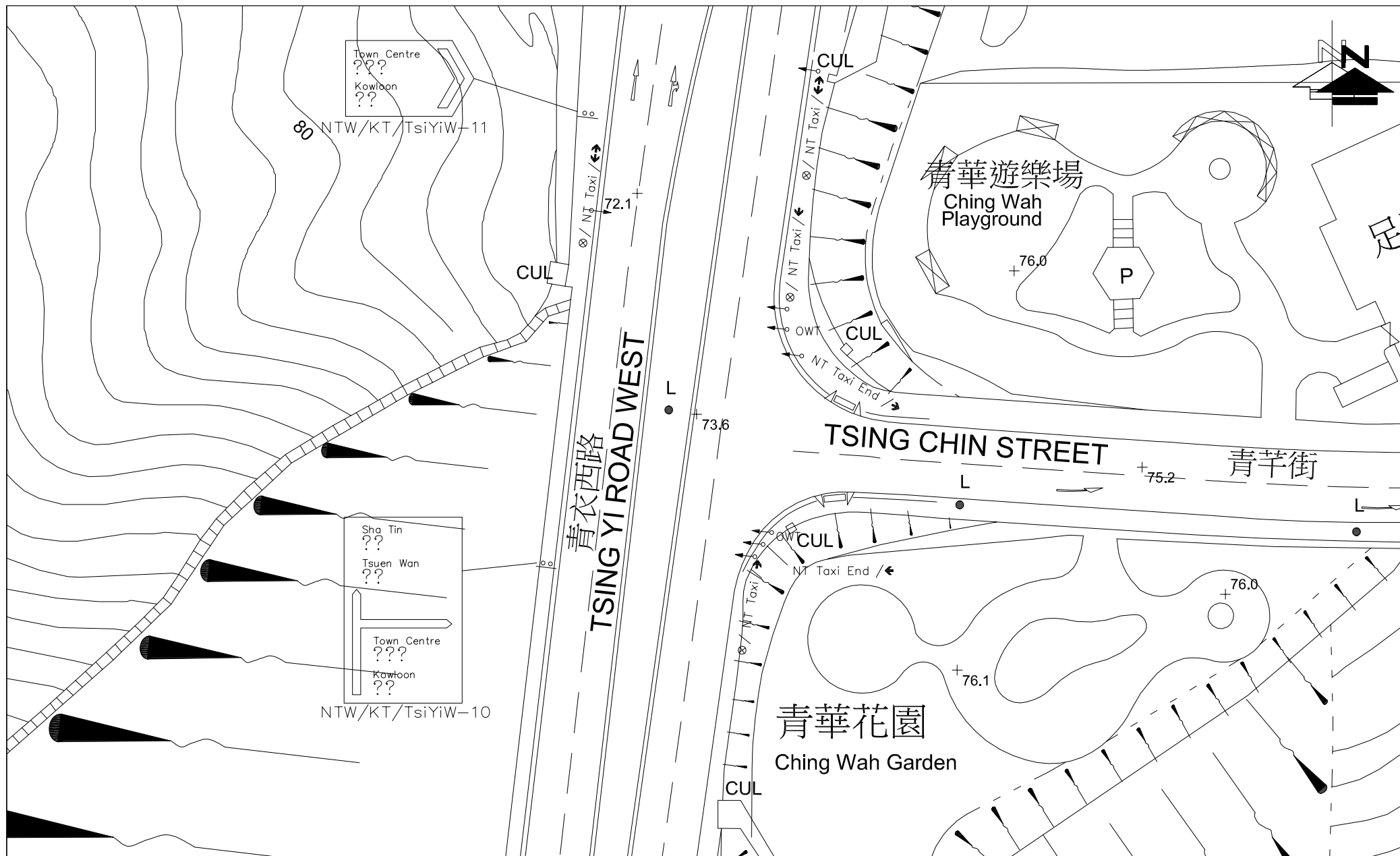


FIGURE NO.: 3.8	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YI ROAD WEST / TSING CHIN STREET (J7)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 08 JUN 2026	

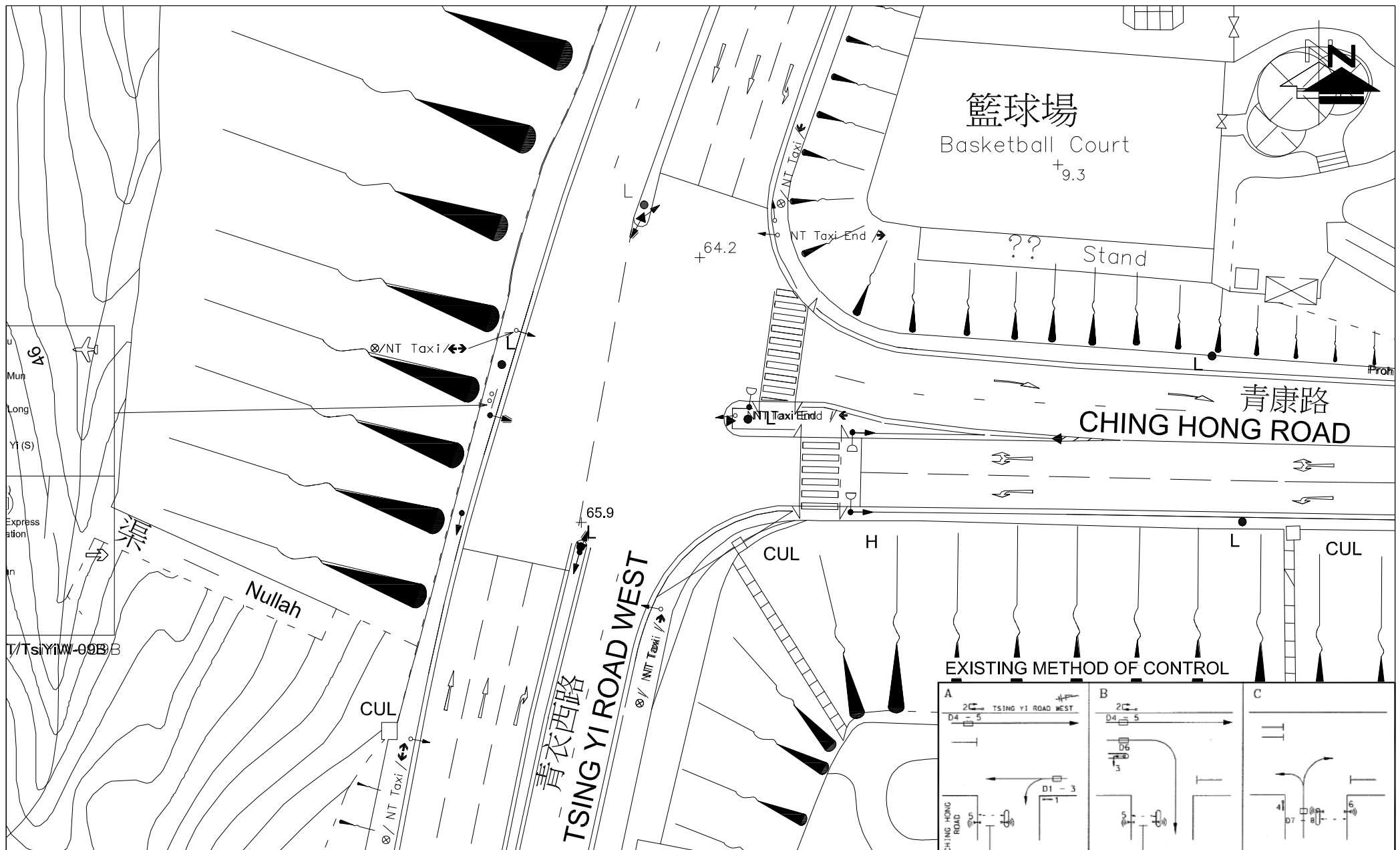


FIGURE NO.: 3.9	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / CHING HONG ROAD (J8)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 08 JUN 2026	

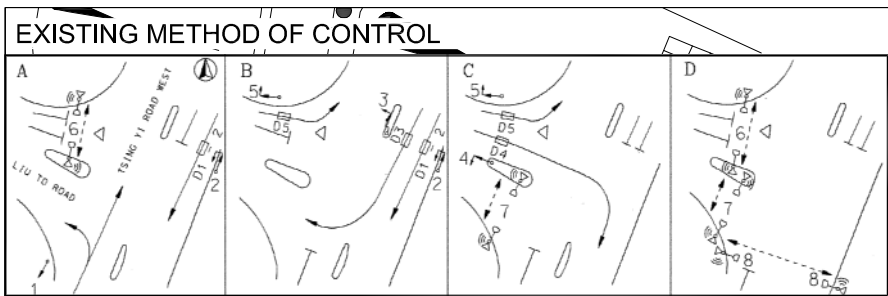
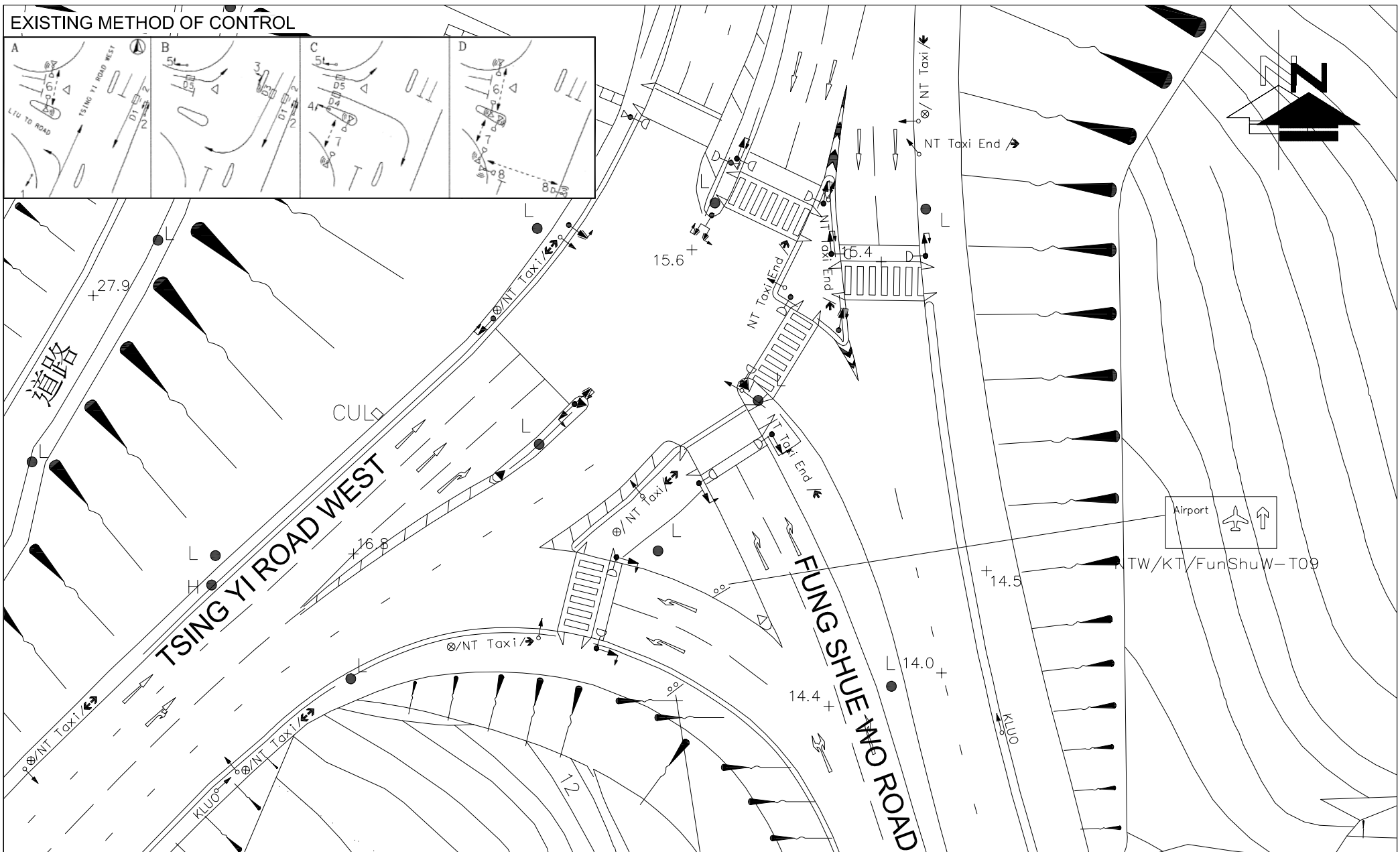
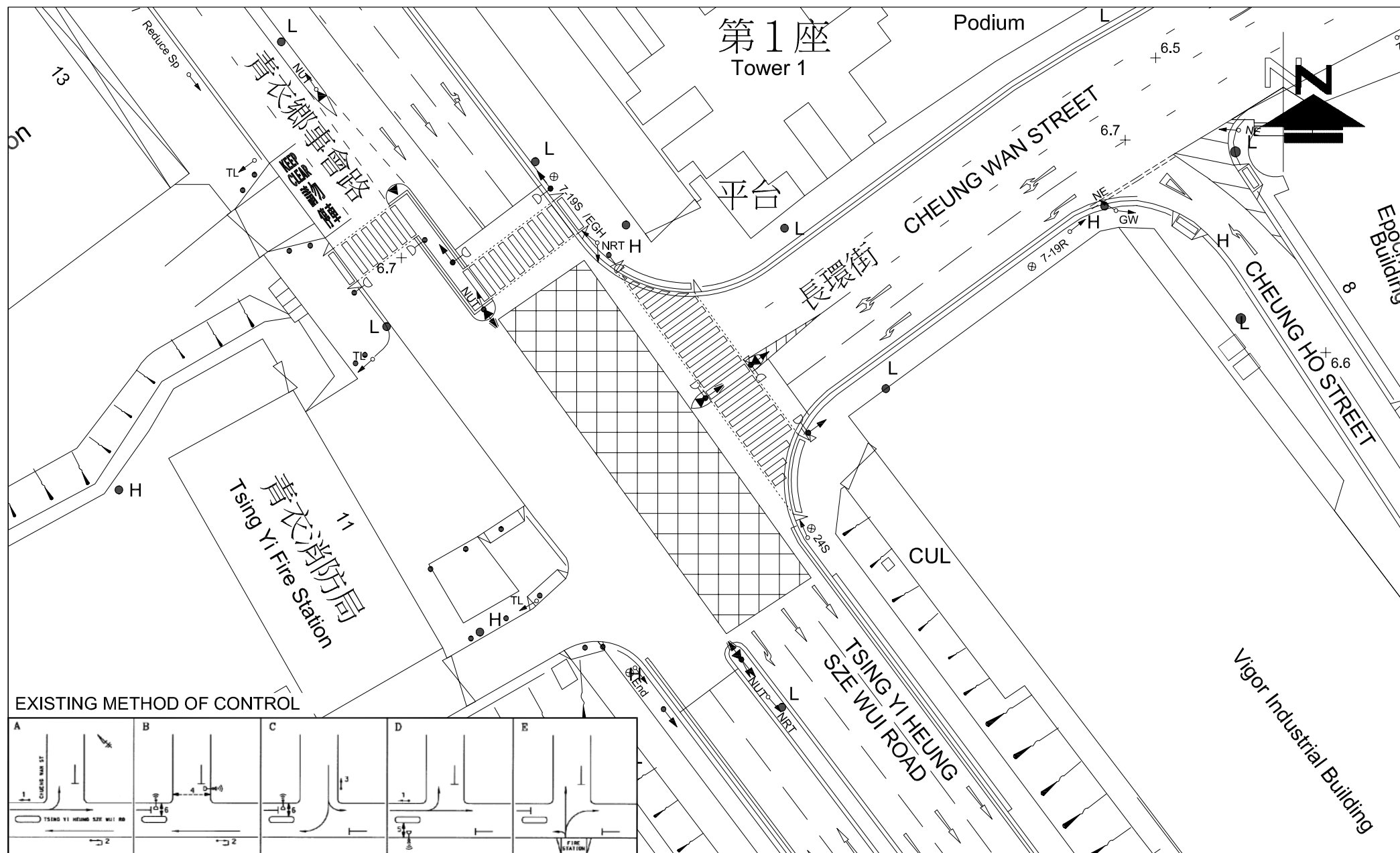


FIGURE NO.: 3.11		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (J10)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 08 JUN 2026		



EXISTING METHOD OF CONTROL

FIGURE NO.:

3.12

PROJECT TITLE:

Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145

PROJECT NO.:

26011HK

DRAWING TITLE:

EXISTING JUNCTION LAYOUT OF
TSING YI HEUNG SZE WUI ROAD / CHEUNG WAN STREET (J11)



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志達顧問有限公司

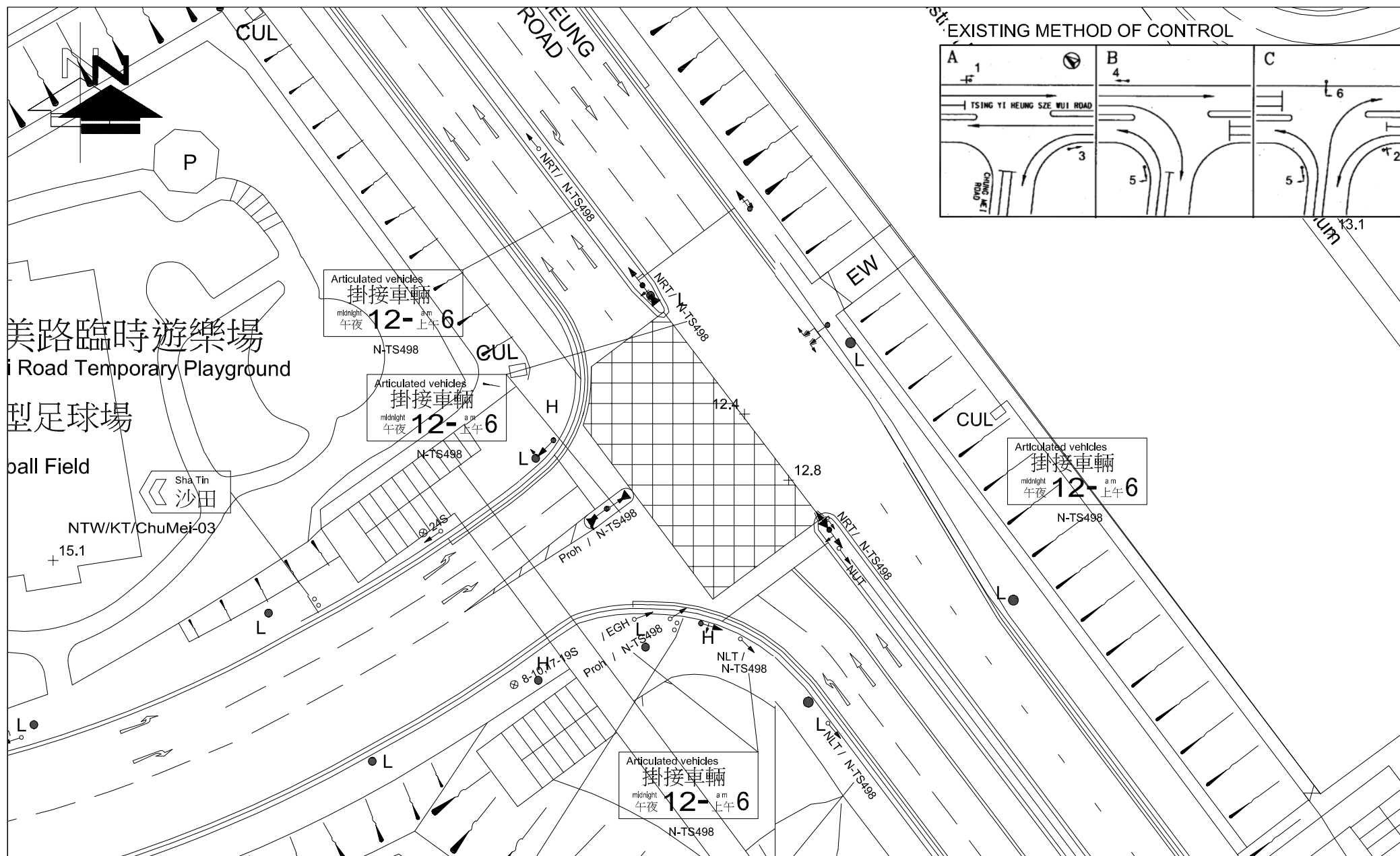


FIGURE NO.: 3.13		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HEUNG SZE WUI ROAD / CHUNG MEI STREET (J12)	
SCALE: 1 : 500 @A4	DATE: 08 JUN 2026		

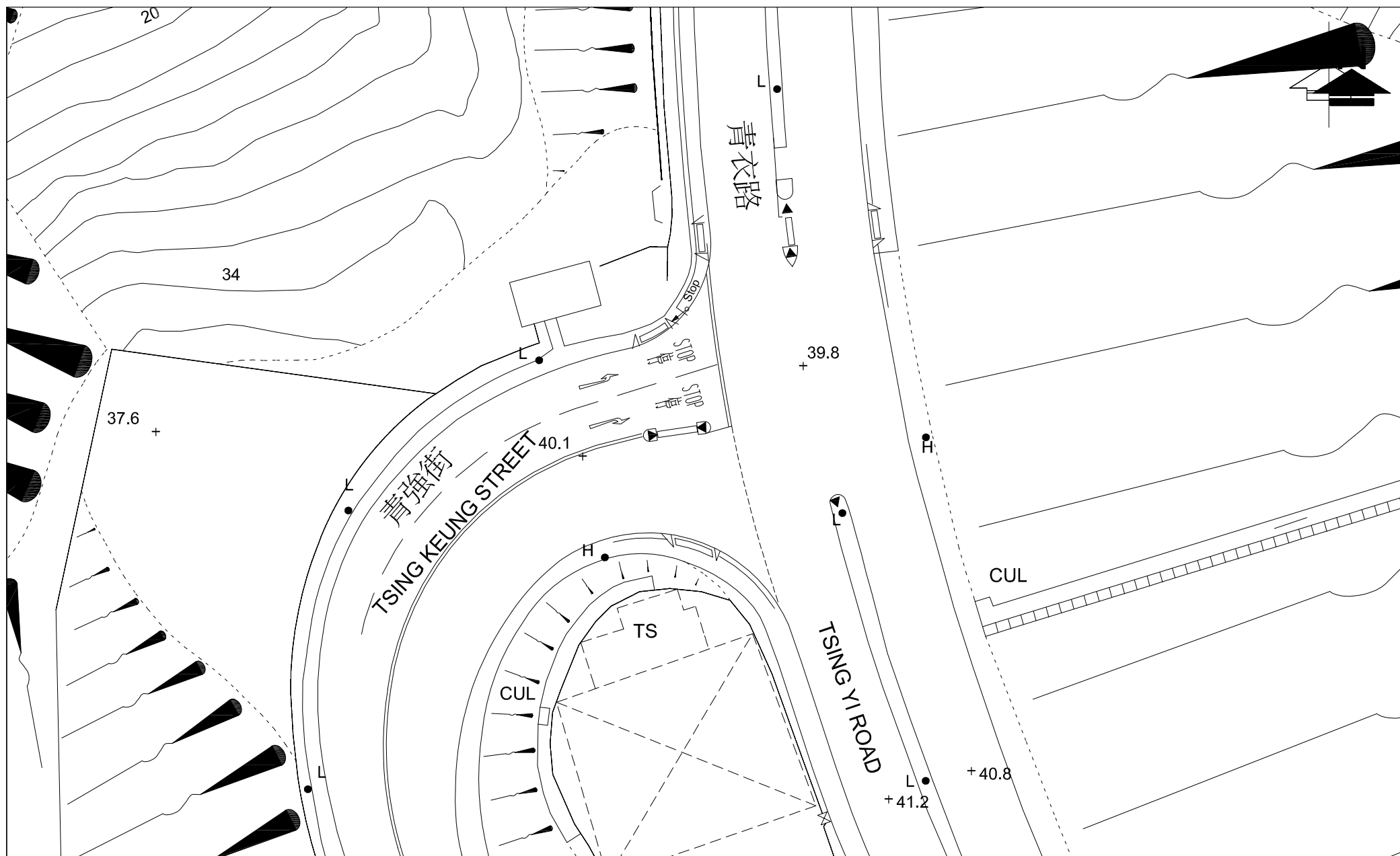


FIGURE NO.: 3.14		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145
PROJECT NO.: 26011HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YIP ROAD / TSING KEUNG STREET (J13)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 08 JUN 2026	 CTA Consultants Limited 志達顧問有限公司

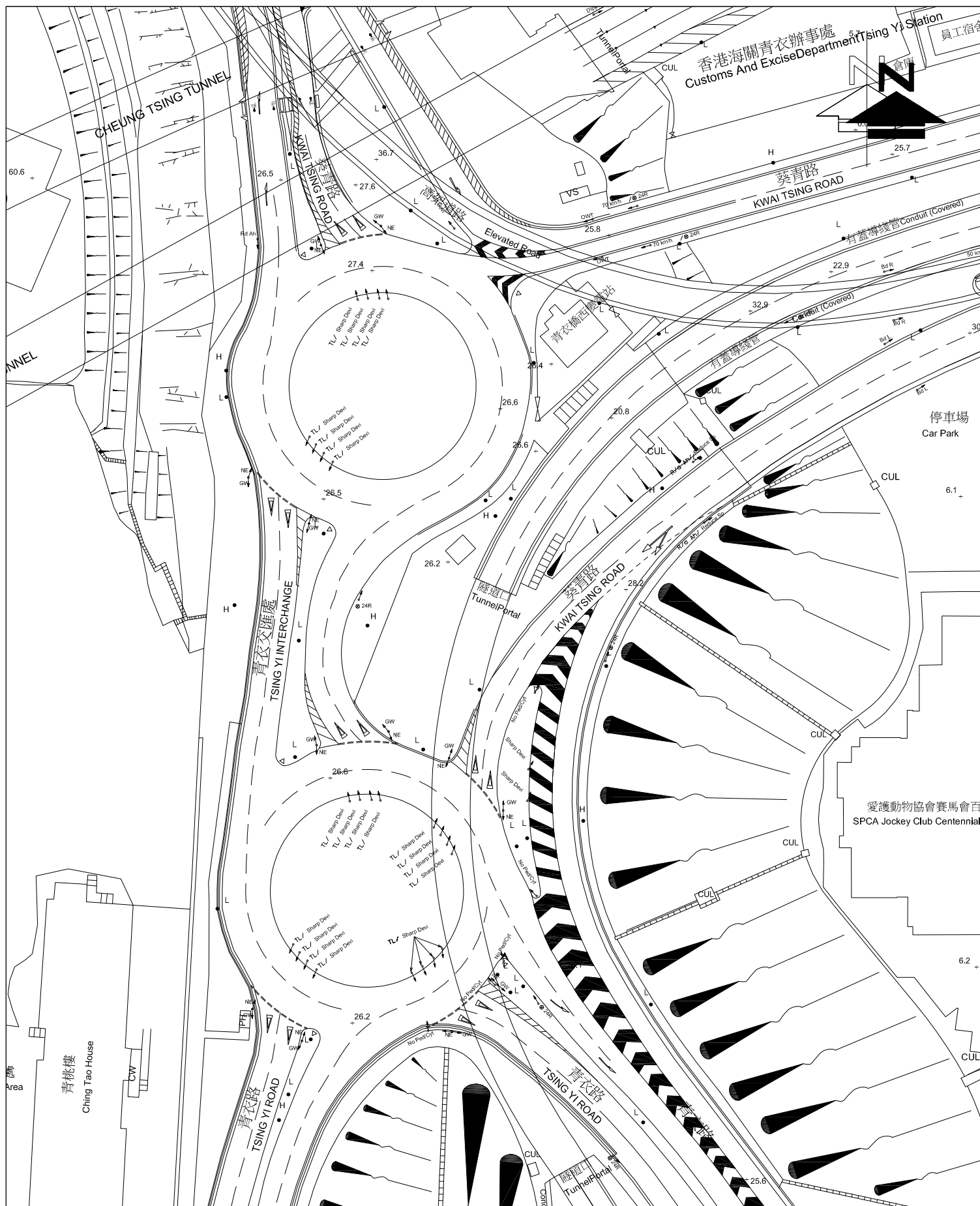


FIGURE NO.:

3.16

PROJECT TITLE:

Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145

PROJECT NO.:

26011HK

DRAWING TITLE:

EXISTING JUNCTION LAYOUT OF
SING YI INTERCHANGE (RA1)

SCALE:

1 : 1000
(IN A4 SIZE)

DATE:

08 JUN 2026

CTA Consultants Limited
志達顧問有限公司

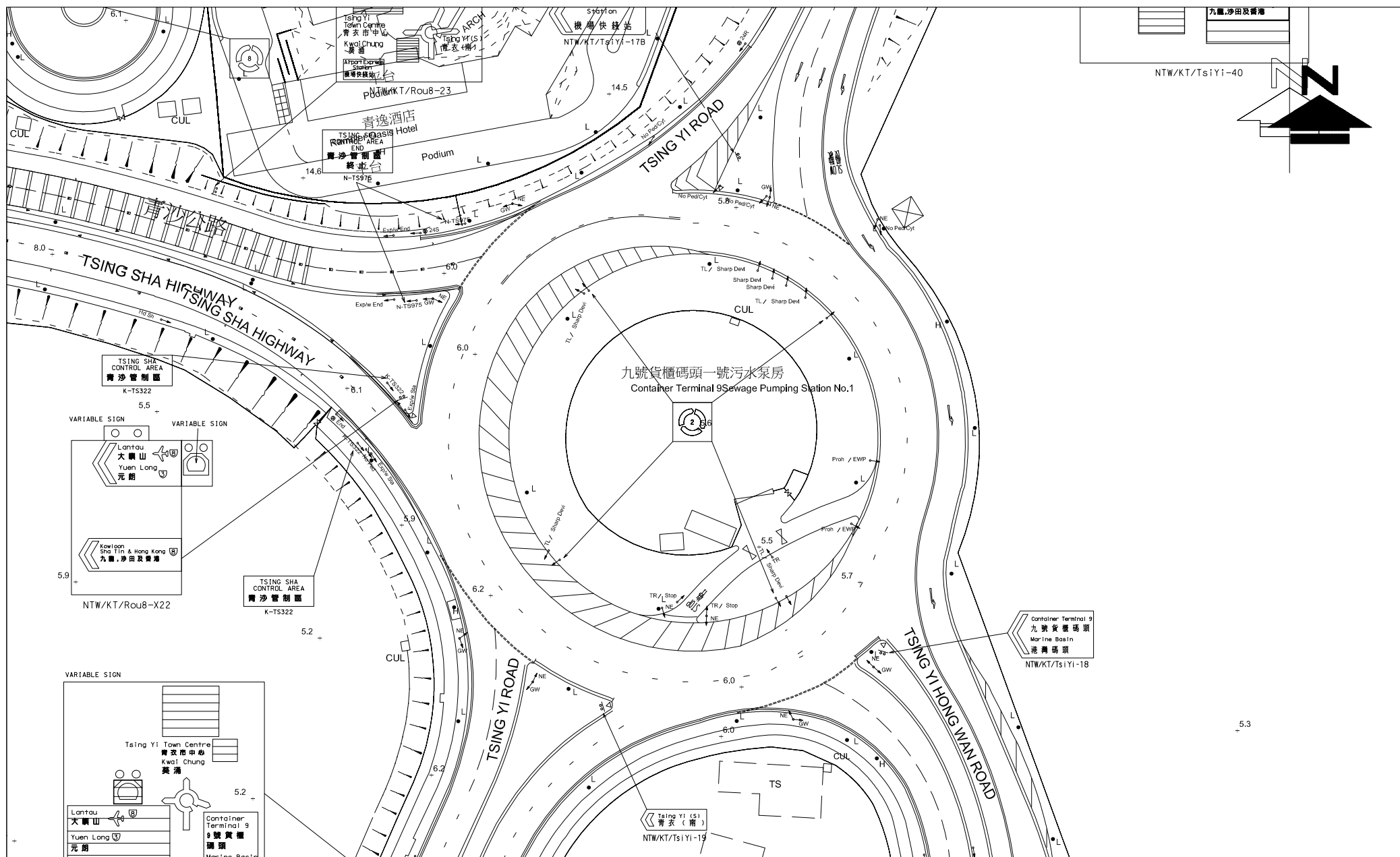


FIGURE NO.: 3.17	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / TSING YI HONG WAN ROAD / TSING SHA HIGHWAY (RA2)	
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 08 JUN 2026	

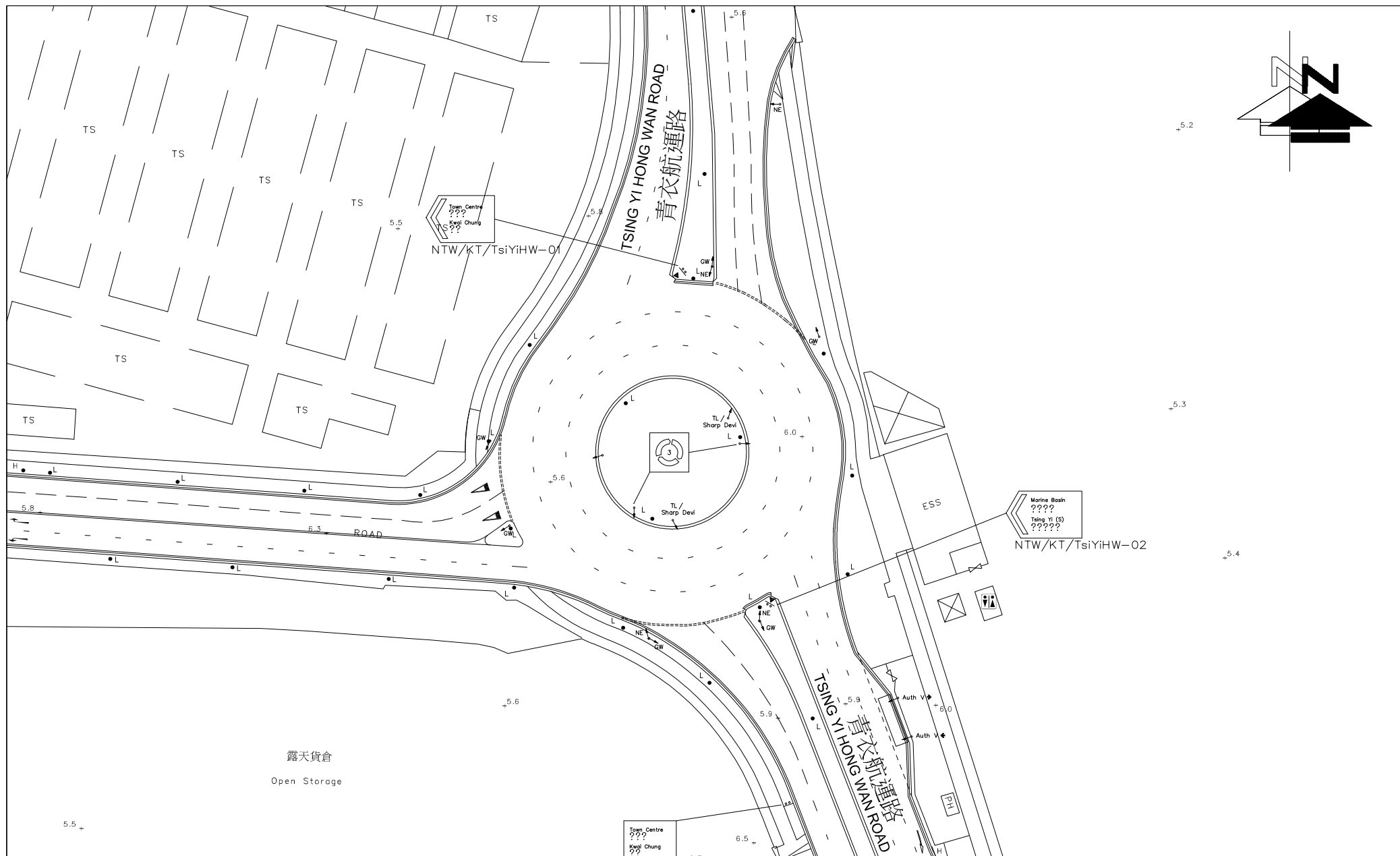


FIGURE NO.: 3.18	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (RA3)	
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 08 JUN 2026	

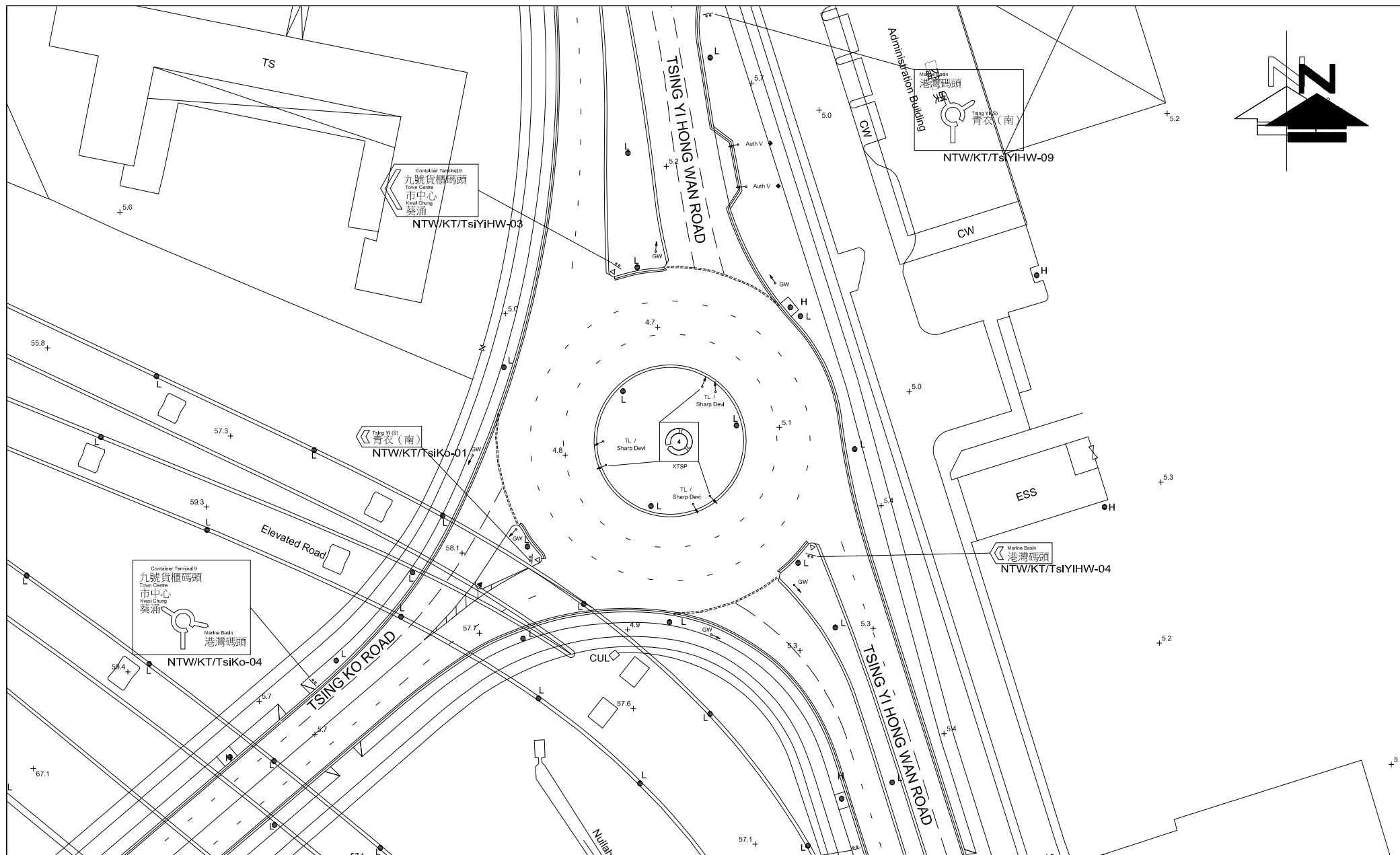


FIGURE NO.: 3.19	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HONG WAN ROAD / TSING KO ROAD (RA4)	
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 08 JUN 2026	

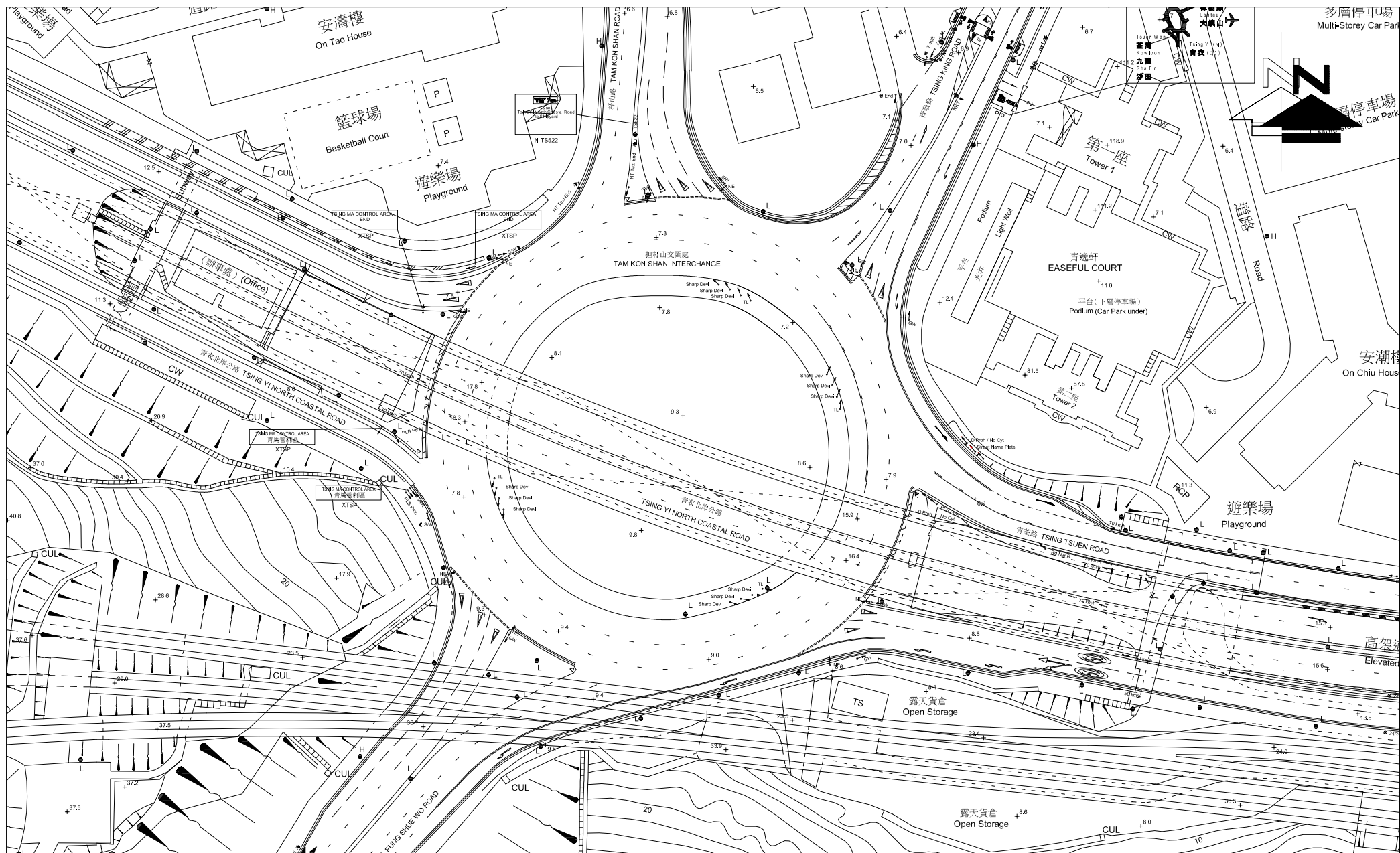


FIGURE NO.: 3.20	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TAM KON SHAN INTERCHANGE (RA5)	
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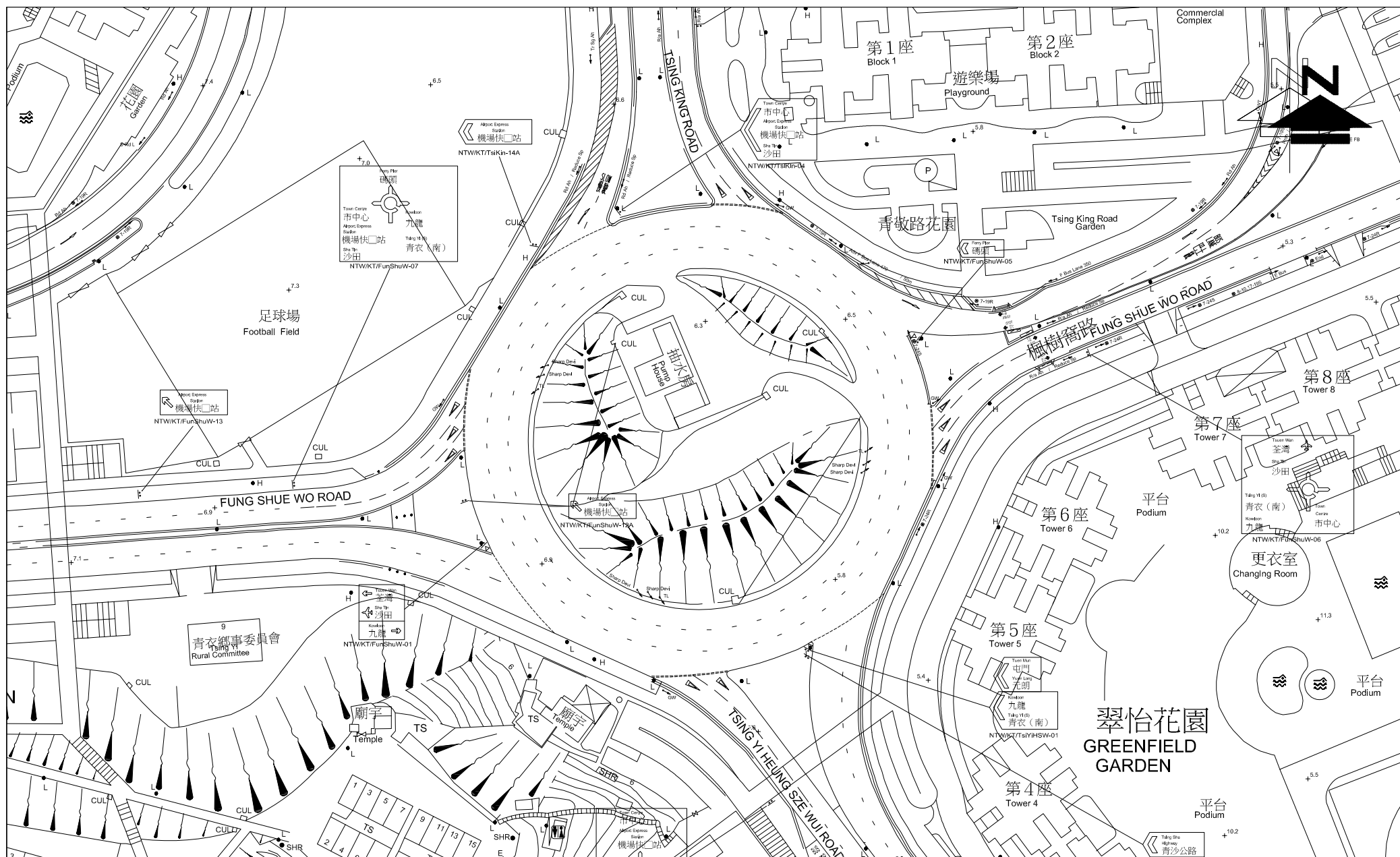


FIGURE NO.: 3.21	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HEUNG SZE WUI ROAD / FUNG SHUE WO ROAD / TSING KING ROAD (RA6)	
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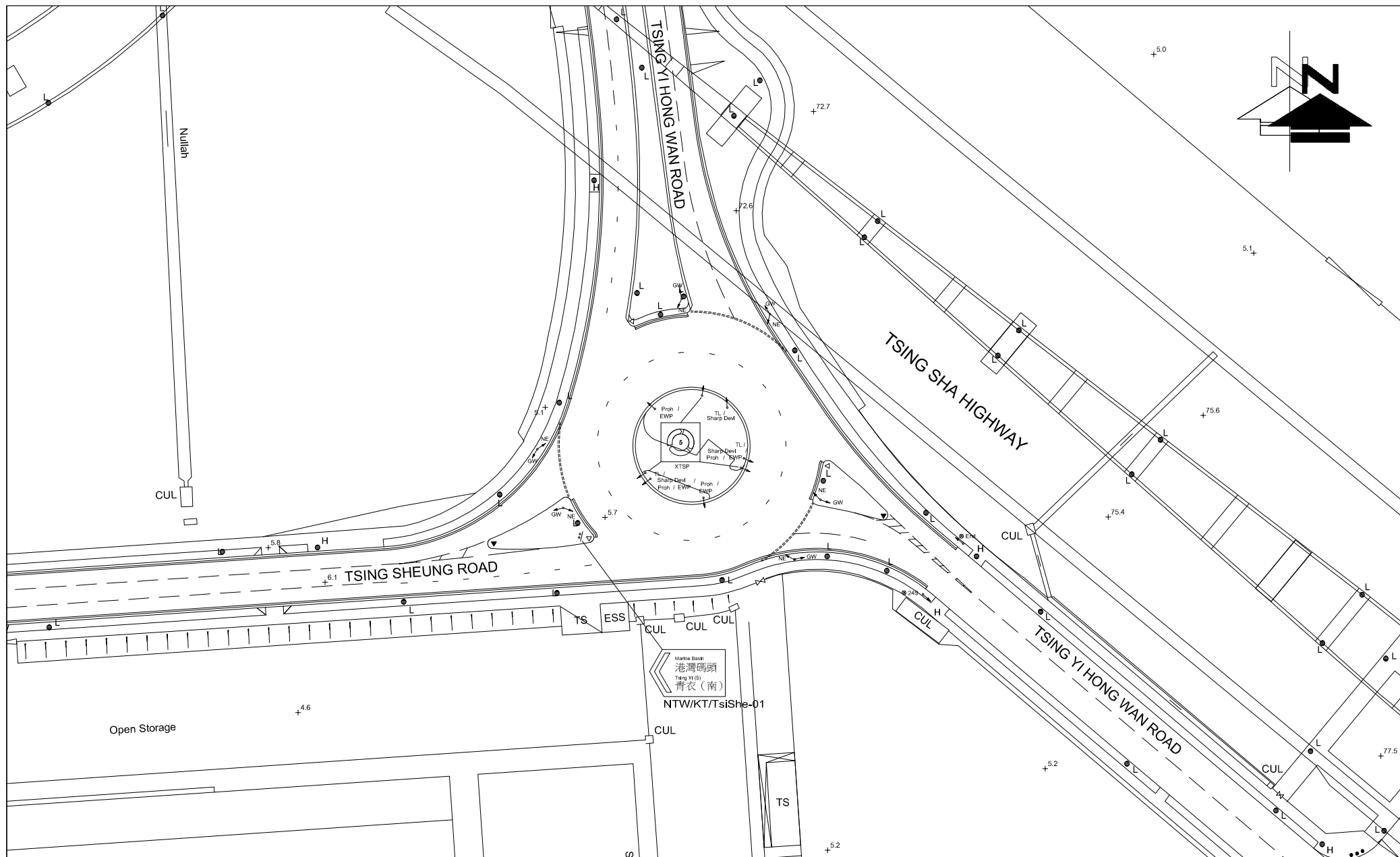


FIGURE NO.: 3.22		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING SHEUNG ROAD / TSING YI HONG WAN ROAD (RA7)	
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 08 JUN 2026		

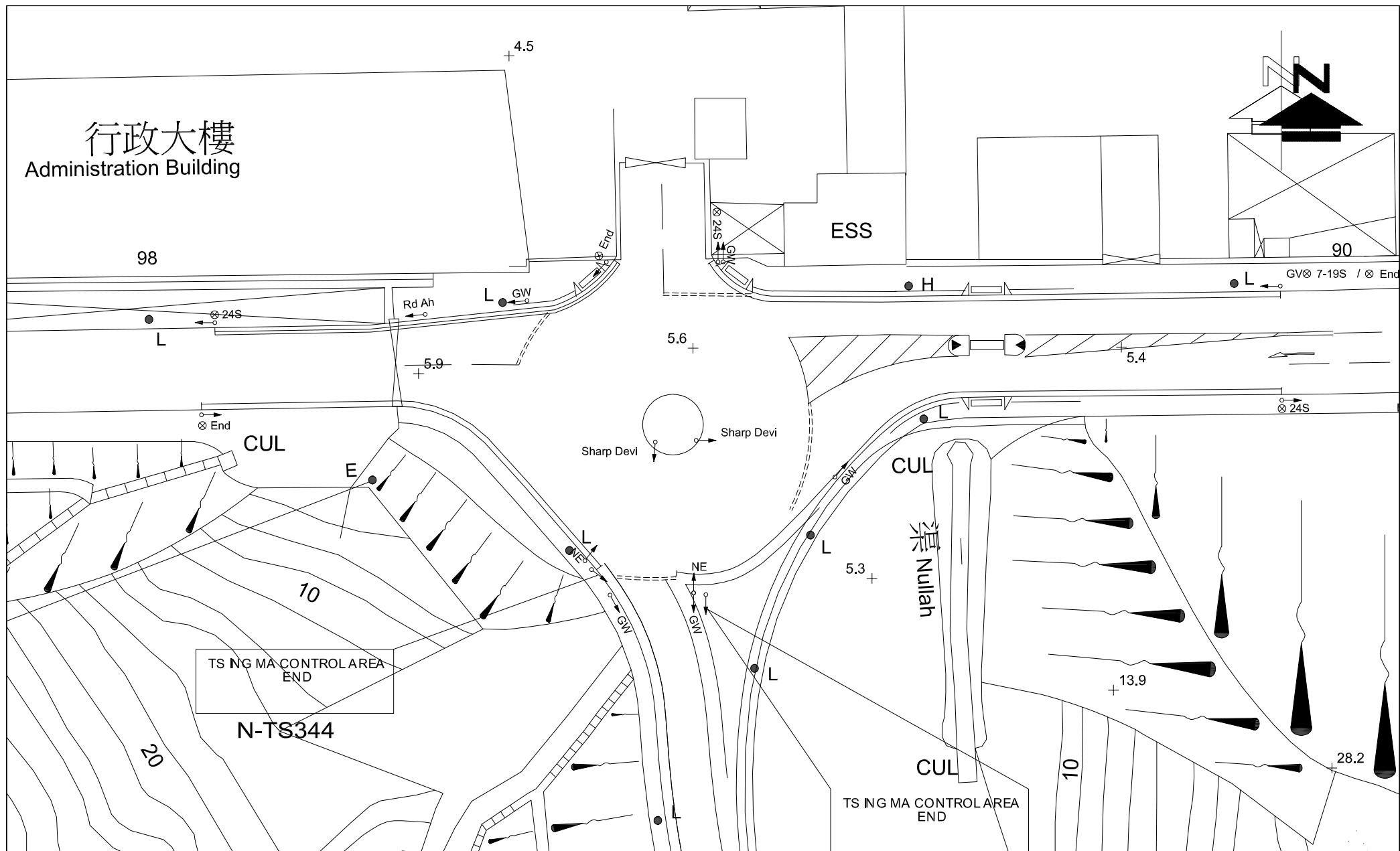


FIGURE NO.: 3.24	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TAM KON SHAN ROAD / TSING YI NORTH COSTAL ROAD (RA9)	
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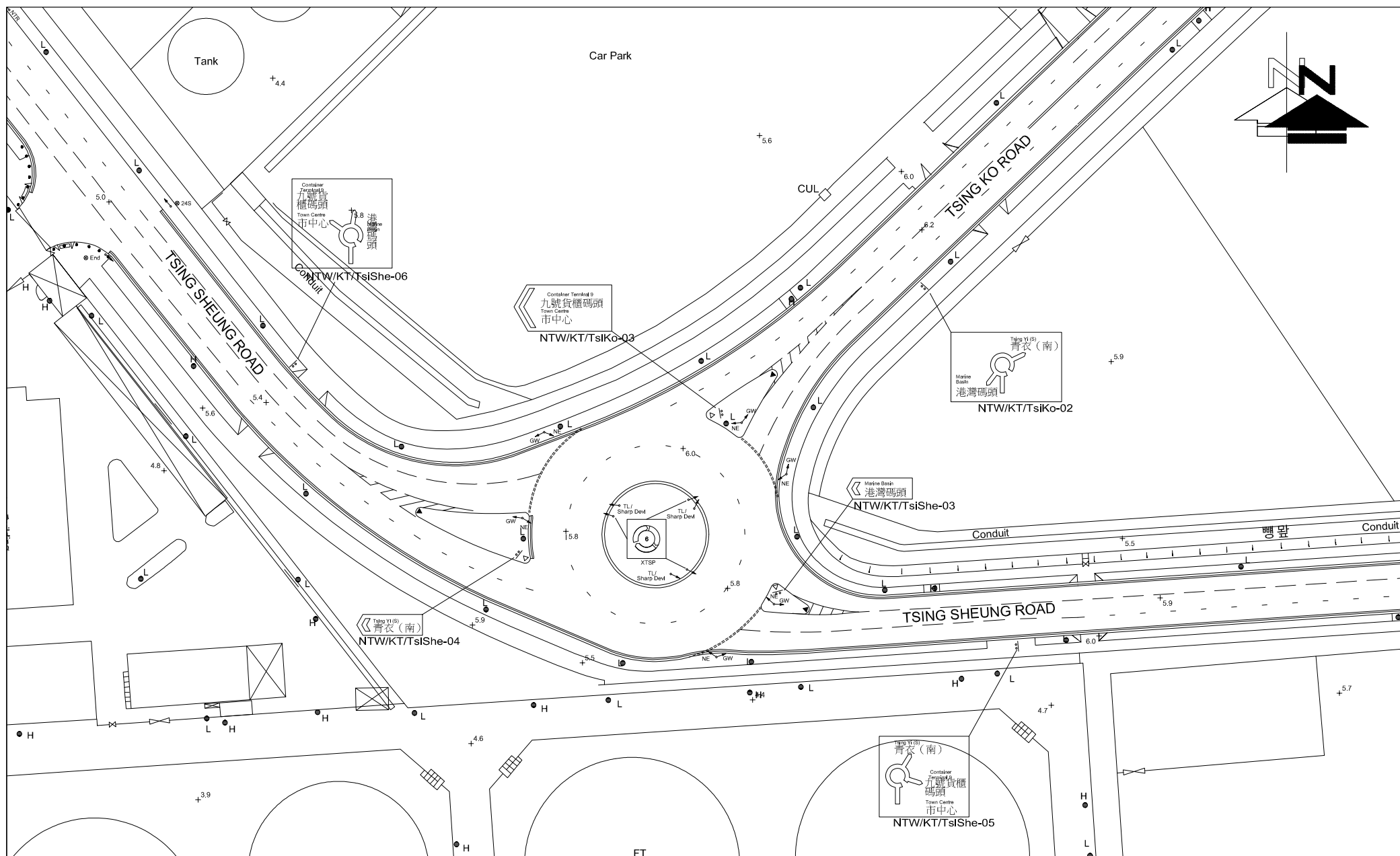
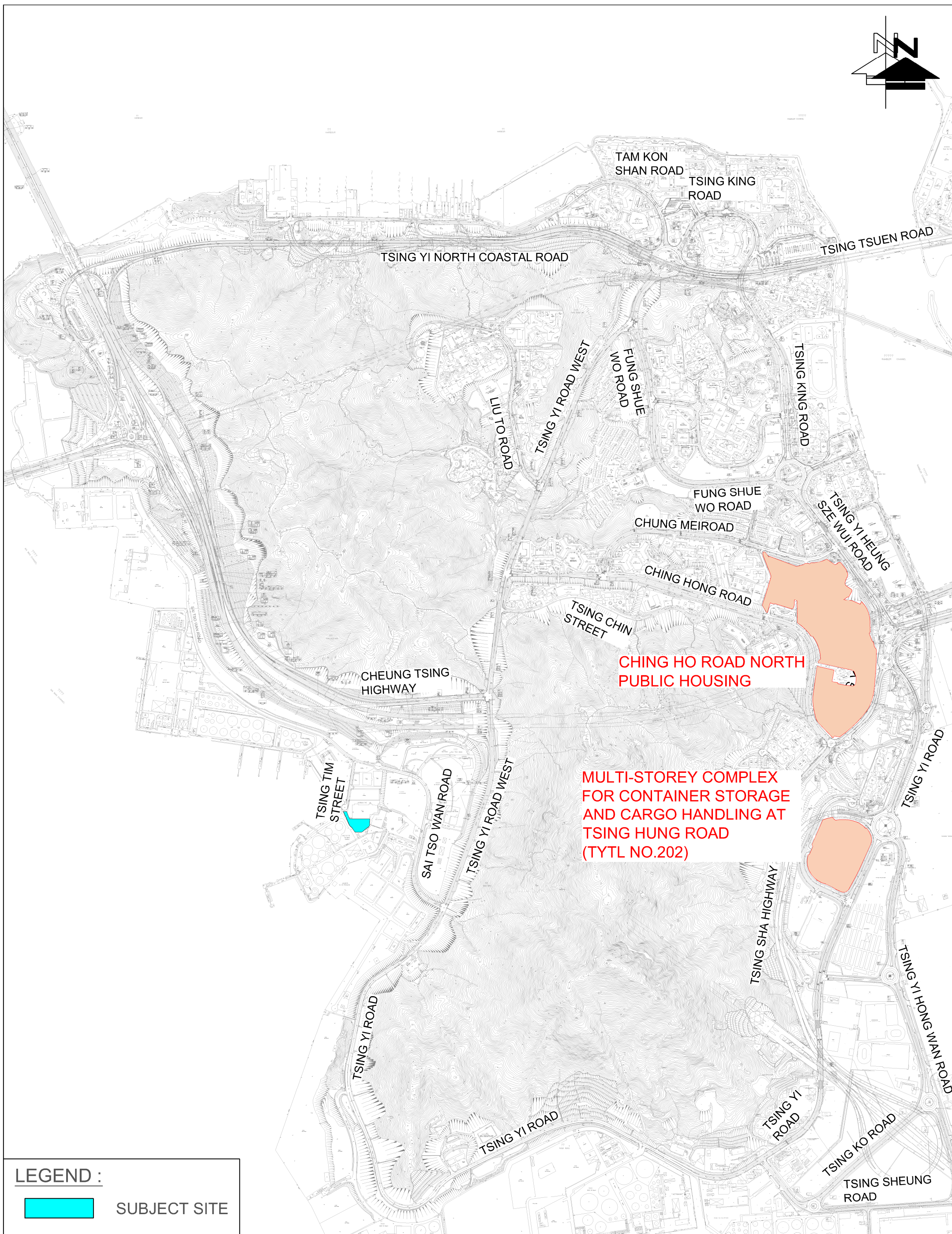
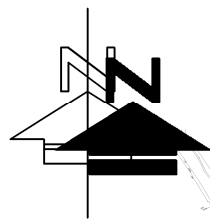


FIGURE NO.: 3.25		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING KO ROAD / TSING SHEUNG ROAD (RA10)	
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 08 JUN 2026		

DATE:
08 JUN 2026



LEGEND : SUBJECT SITE 530(500)[455] AM [LOGISTIC](PM) TRAFFIC FLOW (IN PCU / HR)			
FIGURE NO.: 3.26		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/1 43	
PROJECT NO.: 26011HK		DRAWING TITLE: 2026 OBSERVED TRAFFIC FLOW	CTA Consultants Limited 志達顧問有限公司
SCALE: N.T.S. @ A3	DATE: 12 JUN 2026		



LEGEND :



SUBJECT SITE

FIGURE NO.: 4.1

PROJECT NO.: 26011HK

SCALE: 1 : 12000 @A3
DATE: 10 JUN 2026

PROJECT TITLE:
Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145

DRAWING TITLE:
PLANNED DEVELOPMENT IN VICINITY



CTA Consultants Limited
志達顧問有限公司

PLANNED METHOD OF CONTROL 天貨倉

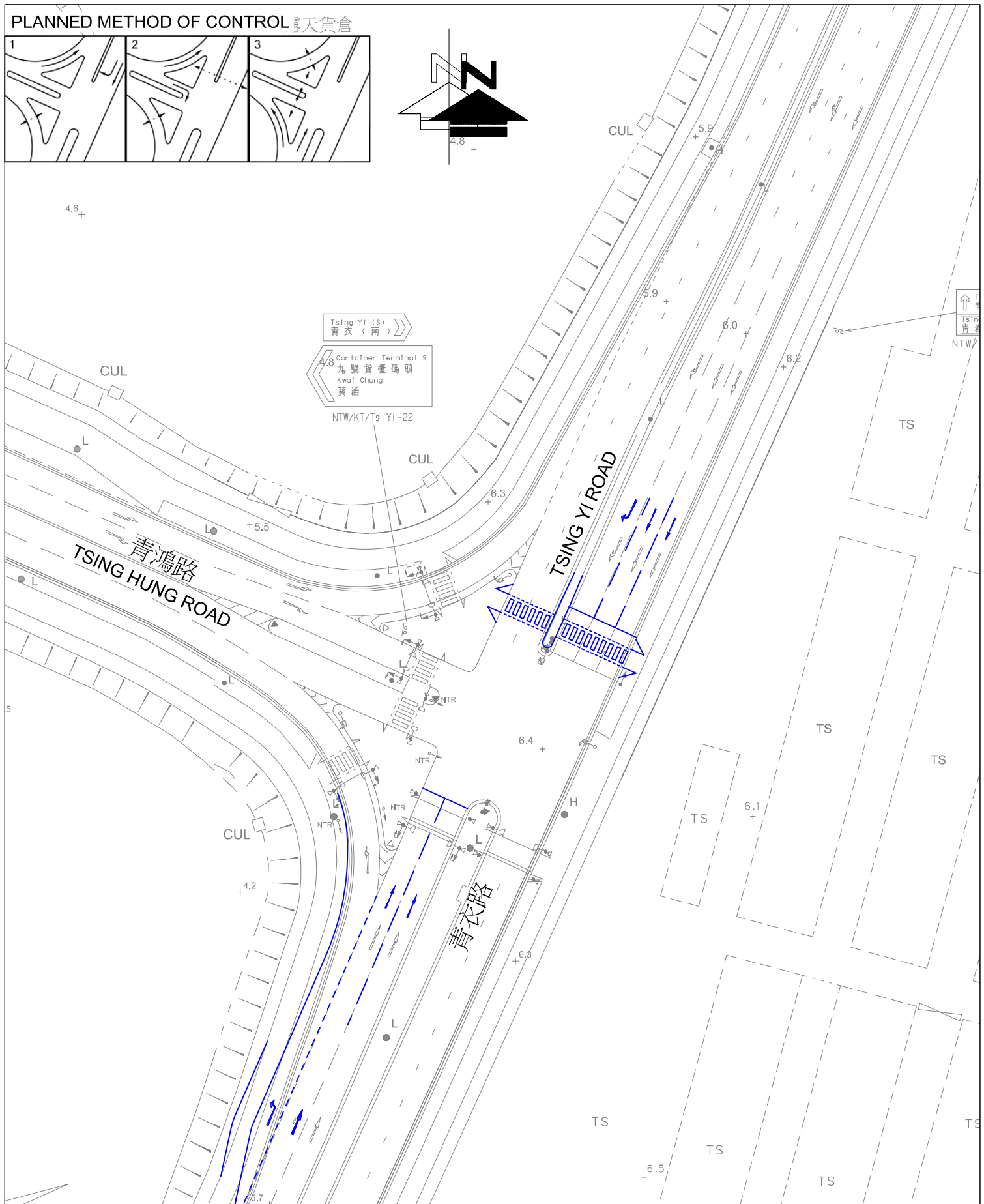
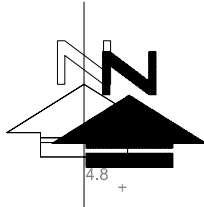
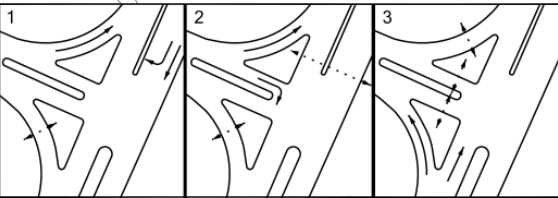


FIGURE NO.: 4.2		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	
PROJECT NO.: 26011HK		DRAWING TITLE: PLANNED JUNCTION IMPROVEMENT OF TSING HUNG ROAD / TSING YI ROAD (J2)	
SCALE: 1 : 750 (IN A4 SIZE)	DATE: 10 JUN 2026	 CTA Consultants Limited 志達顧問有限公司	

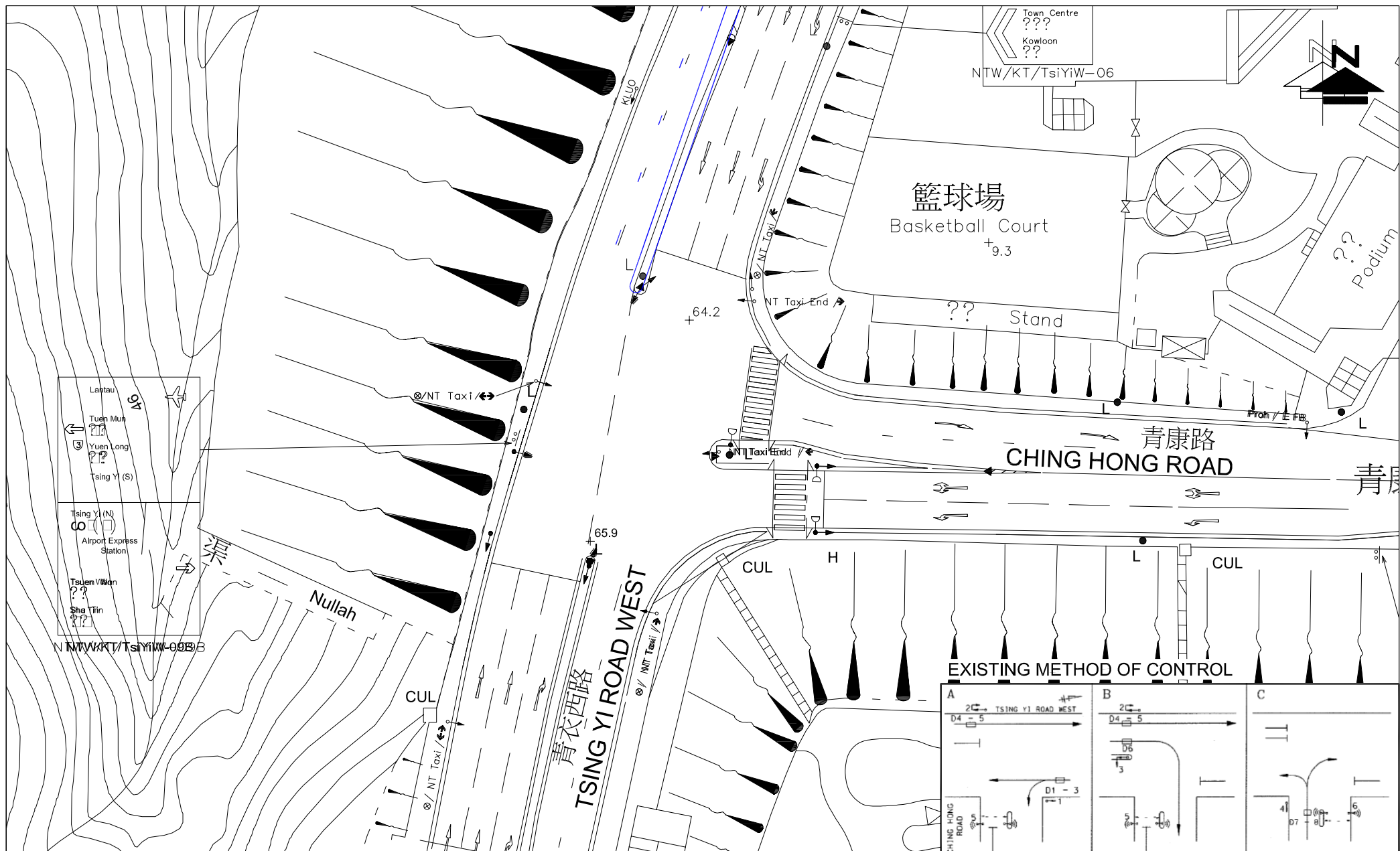


FIGURE NO.: 4.3	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: PLANNED JUNCTION IMPROVEMENT OF TSING YI ROAD WEST / CHING HONG ROAD (J8)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 10 JUN 2026	

PLANNED METHOD OF CONTROL

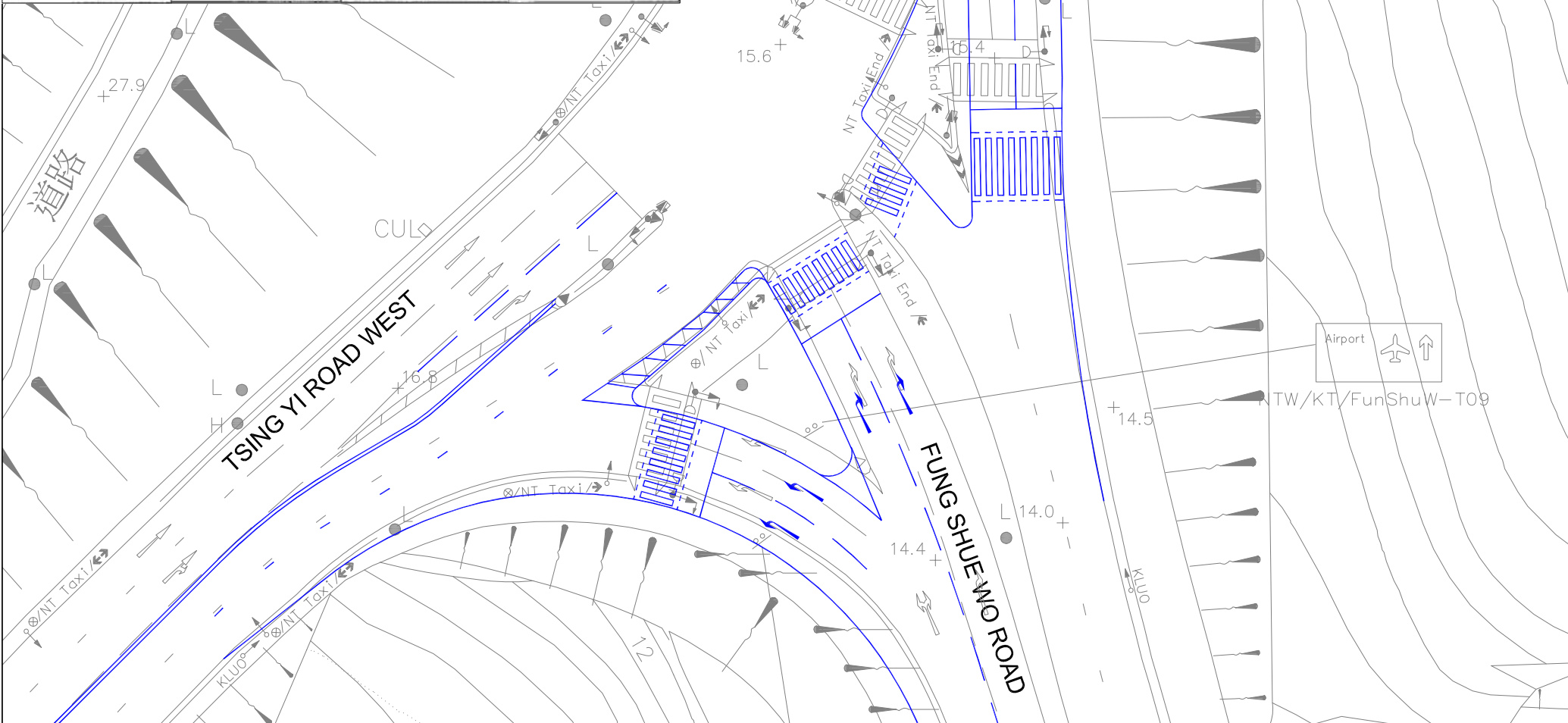
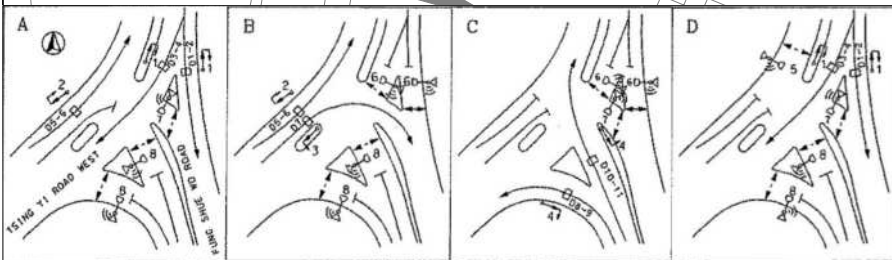


FIGURE NO.: 4.4	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: PLANNED JUNCTION IMPROVEMENT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (J10)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 10 JUN 2026	

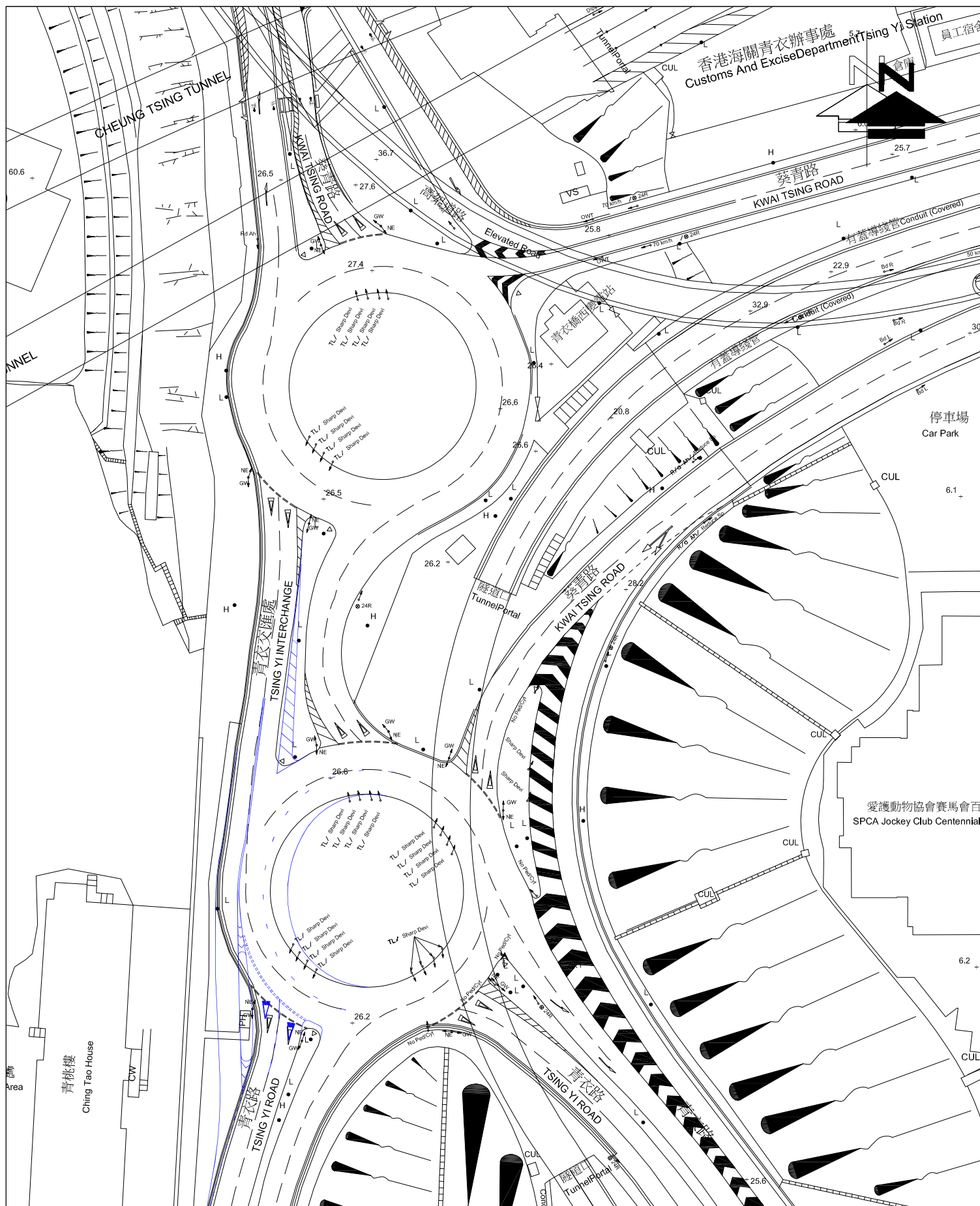


FIGURE NO.: 4.5		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	
PROJECT NO.: 26011HK		DRAWING TITLE: PLANNED JUNCTION IMPROVEMENT OF TSING YI INTERCHANGE (RA1)	
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 10 JUN 2026	 CTA Consultants Limited 志達顧問有限公司	

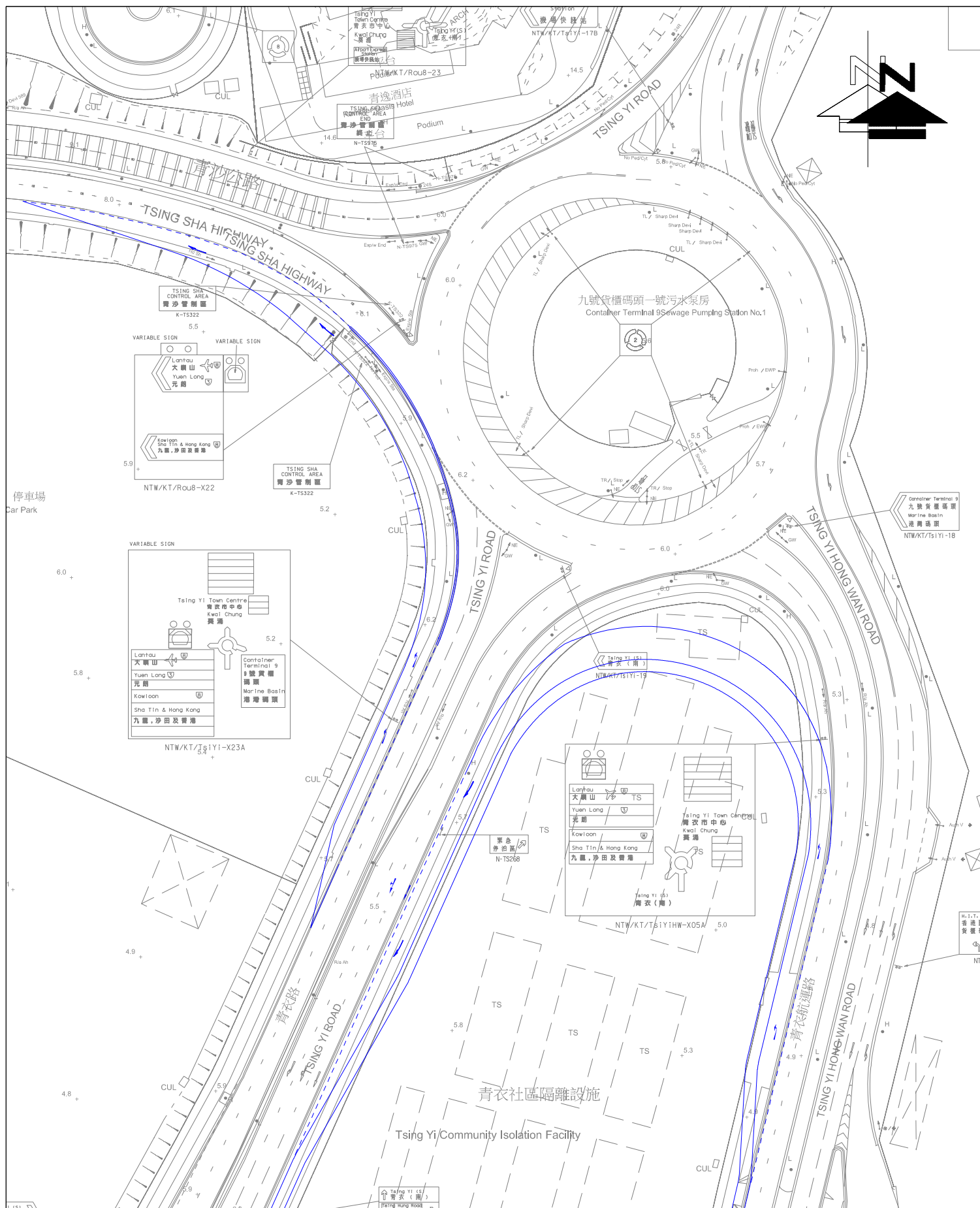


FIGURE NO.:		PROJECT TITLE:	
4.6		Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	
PROJECT NO.:		DRAWING TITLE:	
26011HK		PLANNED JUNCTION IMPROVEMENT OF TSING YI ROAD WEST / TSING YI HONG WAN ROAD / TSING SHA HIGHWAY (RA2)	
SCALE: 1 : 1200 (IN A4 SIZE)	DATE: 10 JUN 2026	 CTA Consultants Limited 志達顧問有限公司	

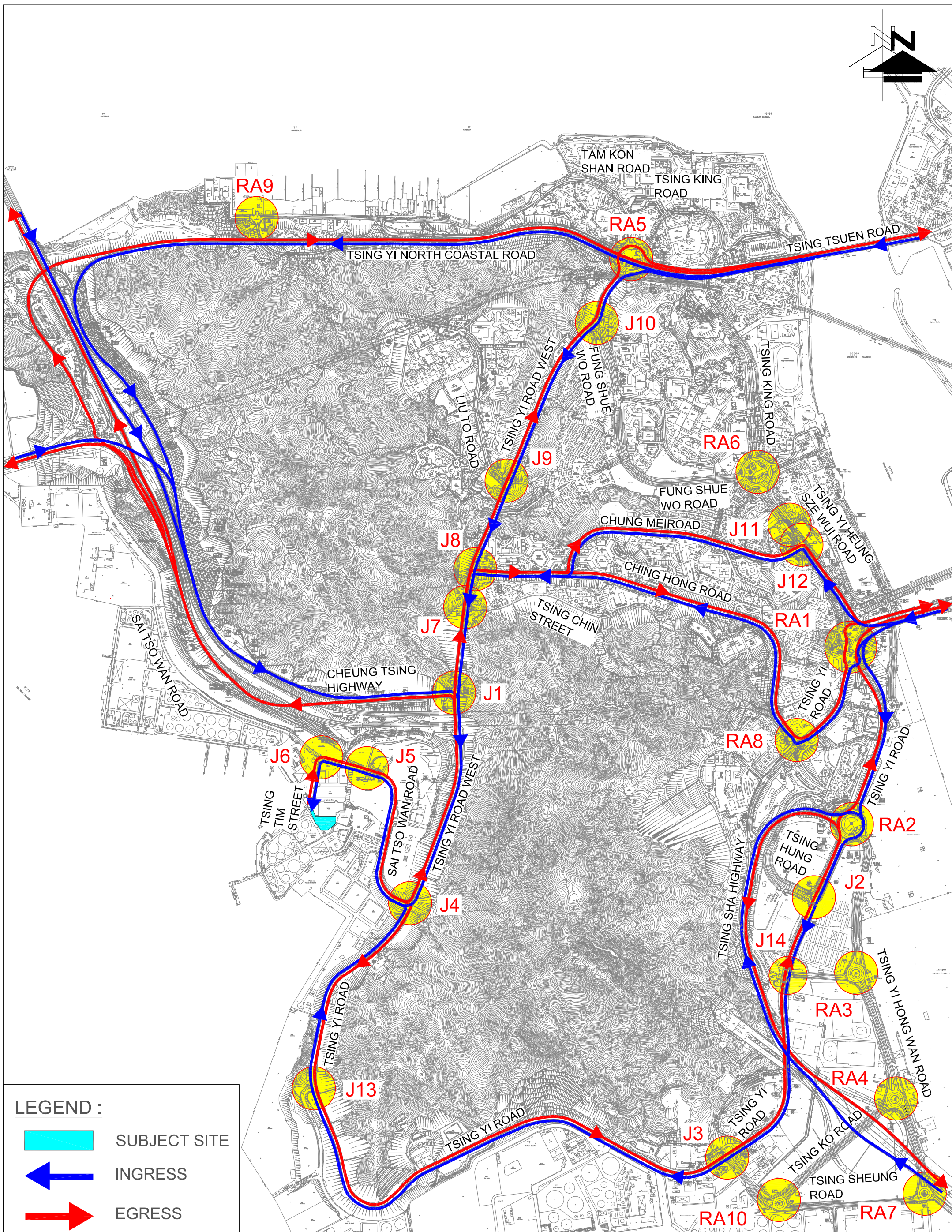


FIGURE NO.: 5.2		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK		DRAWING TITLE:	
SCALE: 1 : 12000 @A3	DATE: 10 JUN 2026	TRAFFIC ROUTINGS	



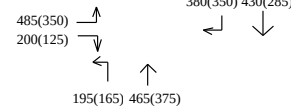
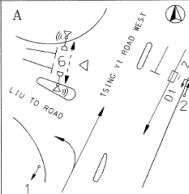
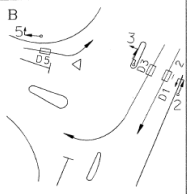
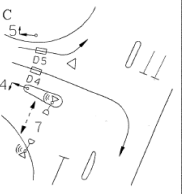
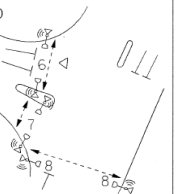
Appendix 1

Junction Calculation Sheets

Junction: (J1) Tsing Yi Road West / Cheung Tsing Highway																													
Description: 2026 Observed Traffic Flow																													
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak								
						Left	Right			A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y						
Tsing Yi Road West	S	↓	2	A	3.5	0	0	0	1	0%	0%	1965	6135	1965	1965	5890	5865	215	0.109	0.110	184	0.094	0.094						
	S	↕	2	A	3.3	0	20	0	0	52%	70%	2085	0	2005	1980	0	0	220	0.110		186	0.094							
	S	↘	2	A	3.3	0	17.5	0	0	100%	100%	2085	0	1920	1920	0	0	210	0.109		180	0.094							
Cheung Tsing Highway	E	↗	3	A,B	3.4	20	0	0	1	100%	100%	1955	1955	1820	1820	1820	1820	425	0.234		385	0.212							
	E	↕	4	B	3.5	0	30	0	0	100%	100%	2105	4210	2005	2005	3990	3990	234	0.117		98	0.049							
		↘	4	B	3.5	0	25	0	0	100%	100%	2105	0	1985	1985	0	0	231	0.117	0.117	97	0.049	0.049						
Tsing Yi Road West	N	↕	1	C	3.6	20	0	6.5	1	100%	100%	1702	3544	1585	1585	3425	3425	490	0.309	0.309	255	0.161	0.161						
	N	↑	1	C	3.6	0	0	6.5	0	0%	0%	1842	0	1840	1840	0	0	200	0.109		220	0.120							
Pedestrian crossing		↔	5P	C	Min. Green time = 5GM + 10FG = 15s																								
		↕	6P	C	Min. Green time = 5GM + 6FG = 11s																								
		↔	7P	A,B	Min. Green time = 5GM + 9FG = 14s																								
		↕	8P	B	Min. Green time = 5GM + 10FG = 15s																								
Notes:													Traffic Flow (pcu / hr)				A.M. Check Phase		P.M. Check Phase										
																	ey 0.535 0.543		ey 0.304 0.372										
													L (sec) 13 9		L (sec) 13 9														
													C (sec) 100 100		C (sec) 105 105														
													y pract. 0.783 0.819		y pract. 0.789 0.823														
													R.C. (%) 46% 51%		R.C. (%) 160% 121%														
Stage / Phase Diagrams																													
I/G = 5						I/G = 5						I/G = 6																	

Junction: (J2) Tsing Hung Road / Tsing Yi Road																								
Description: 2026 Observed Traffic Flow																								
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak				
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y		
Tsing Yi Road	S	↓	1	A	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	297	0.151		188	0.096			
	S	↓	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	318	0.151		202	0.096			
	S	↙	1	A	3.6	0.0	18	0	100%	100%	2115	2115	1950	1950	1950	1950	290	0.149		160	0.082	0.096		
Tsing Yi Road	N	↑	4	C	4.0	30.0	0	1	100%	100%	2015	2015	1920	1920	1920	1920	15	0.008		25	0.013			
	N	↑	4	C	3.5	0.0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	250	0.119	0.119	203	0.096			
	N	↑	4	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	250	0.119		203	0.096	0.096		
Tsing Hung Road	E	→	2	A,B	3.3	25.0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	335	0.183	0.183	220	0.120			
	E	↘	3	B	4.0	0.0	22	0	100%	100%	2155	2155	2015	2015	2015	2015	10	0.005		15	0.007			
Pedestrian Crossing		↔	5P	D	Min. Green time = 5GM + 7FG = 12s																			
		↔	6P	A,B,D	Min. Green time = 5GM + 5FG = 10s																			
		↔	7P	C,D	Min. Green time = 5GM + 10FG = 15s																			
		↔	8P	C,D	Min. Green time = 5GM + 5FG = 10s																			
Notes:									Traffic Flow (pcu / hr) Weekday AM Peak								A,B,C,D AB,C,D				A,B,C,D AB,C,D			
																	AM Peak Check Phase				PM Peak Check Phase			
																	εy 0.275 0.301				εy 0.178 0.216			
																	L (sec) 33 22				L (sec) 33 22			
																	C (sec) 120 120				C (sec) 100 100			
																	y pract. 0.653 0.735				y pract. 0.603 0.702			
																	R.C. (%) 137% 144%				R.C. (%) 238% 225%			
Stage / Phase Diagrams																								
I/G = 2					I/G = 5					I/G = 5 + 12														
I/G = 2					I/G = 6 + Min. G 5					I/G = 5					I/G = 5 + 12									

Junction: (J8) Tsing Yi Road West / Ching Hong Road																								
Description: 2026 Observed Traffic Flow																								
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak			
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
Tsing Yi Road West	S	↓	1	A	3.0	0.0	0	5.5	0	0%	0%	1824	3698	1824	1824	3698	3698	212	0.116	0.131	131	0.072	0.095	
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	0%	1874	0	1874	1874	0	0	218	0.116		134	0.072		
	S	↘	1	A	3.7	10.0	0	5.5	1	100%	100%	1754	1754	1525	1525	1525	1525	200	0.131		145	0.095		
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	181	0.092		176	0.090		
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	194	0.092		189	0.090		
	N	↗	3	B	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	255	0.132	0.132	255	0.132	0.132	
Ching Hong Road	W	↔	4	C	3.4	18.0	20	0	0	18% / 82%	5% / 95%	2095	0	1945	1950	0	0	285	0.147	0.147	243	0.125	0.125	
	W	↘	4	C	3.4	15.0	0	0	1	100%	100%	1955	4050	1775	1775	3720	3725	260	0.146		222	0.125		
Pedestrian crossing		↕	5P	A,B	Min. Green time = 11GM + 8FG = 19s																			
		↕	6P	C	Min. Green time = 5GM + 12FG = 17s																			
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak						AM Peak Check Phase			PM Peak Check Phase			
												430(265) 200(145)						Ey 0.410			Ey 0.352			
												375(365) 255(255)						L (sec) 14			L (sec) 14			
																		C (sec) 100			C (sec) 100			
																		y pract. 0.774			y pract. 0.774			
																		R.C. (%) 89%			R.C. (%) 120%			
Stage / Phase Diagrams																								
I/G = 5					I/G = 5					I/G = 7														

Junction: (J9) Tsing Yi Road West / Liu To Road																							
Description: 2026 Observed Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		uphill Gradient (%)	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road West	S	↓	2	A,B	3.3	0.0	0	5	1	0%	0%	1735	3610	1735	1735	3610	3610	207	0.119		137	0.079	
	S	↓	2	A,B	3.3	0.0	0	5	0	0%	0%	1875	0	1875	1875	0	0	223	0.119		148	0.079	
	S	↶	3	B	3.3	0.0	22	5	0	100%	100%	1875	1875	1755	1755	1755	1755	380	0.217	0.217	350	0.199	0.199
Tsing Yi Road West	N	↶	1	A	3.2	10.0	0	0	1	66%	68%	1935	4100	1760	1755	3925	3920	296	0.168	0.168	242	0.138	0.138
	N	↑	1	A	4.1	0.0	0	0	0	0%	0%	2165	0	2165	2165	0	0	364	0.168		298	0.138	
Liu To Road	E	↶	5	B,C	3.2	10.0	0	0	1	100%	100%	1935	1935	1685	1685	1685	1685	485	0.288		350	0.208	
	E	↷	4	C	4.1	0.0	18	0	0	100%	100%	2165	2165	2000	2000	2000	2000	200	0.100	0.100	125	0.063	0.063
Pedestrian crossing		↕	6P	A,D	AM: Green time = 49GM + 9FG = 58s, PM: Green time = 46GM + 9FG = 55s																		
		↕	7P	C,D	AM: Green time = 51GM + 13FG = 64s, PM: Green time = 28GM + 13FG = 41s																		
		↔	8P	D	Green time = 10GM + 8FG = 18s																		
Pedestrian Crossing																							
																A,BC,D		A,B,C,D		A,BC,D		A,B,C,D	
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak						AM Peak Check Phase			PM Peak Check Phase		
																		ay	0.456	0.485	ay	0.345	0.400
																		L (sec)	39	43	L (sec)	39	43
																		C (sec)	130	130	C (sec)	110	110
																		y pract.	0.630	0.602	y pract.	0.581	0.548
																		R.C. (%)	38%	24%	R.C. (%)	68%	37%
Stage / Phase Diagrams																							
																							
L/G = 5					L/G = 7					L/G = 5					L/G = 11 + Ped 18								

TRAFFIC SIGNALS CALCULATION										Job No: 26011HK										CTA Consultants Ltd.														
Junction: (J10) Tsing Yi Road West / Fung Shue Wo Road																																		
Description: 2026 Observed Traffic Flow																																		
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside Ø1	Pro. Turning (%)		Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak												
						Left	Right			AM	PM				AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y										
Fung Shue Wo Road (To Tsing Yi Road West)	S	↓	1	A,D	4.1	0.0	0	3	0	0%	0%	1	2039	4058	2039	2039	4058	4058	329	0.161	0.231	176	0.086	0.176										
	S	↓	1	A,D	3.9	0.0	0	3	0	0%	0%	1	2019	0	2019	2019	0	0	326	0.161		174	0.086											
Fung Shue Wo Road (To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	1	0%	0%	1	1889	2294.8	1889	1889	2294.8	2294.8	436	0.231		333	0.176											
	S	↓	1	A,D	4.0	0.0	0	3	0	0%	0%	0.2	405.8	0	405.8	405.8	0	0	94	0.231		72	0.176											
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1	1965	2491.3	1965	1965	2491.25	2491.25	517	0.263		473	0.241											
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	0.25	526.25	0	526.25	526.25	0	0	138	0.263		127	0.241											
	N	↷	3	B	3.6	0.0	18	0	0	100%	100%	1	2115	2115	1950	1950	1950	1950	220	0.113	0.113	135	0.069	0.069										
Fung Shue Wo Road	N	↶	4	C	3.8	35.0	0	3	1	100%	100%	1	1869	2193.6	1790	1790	2100	2100	119	0.067		132	0.074											
	N	↶	4	C	4.0	38.0	0	3	0	100%	100%	0.16	324.64	0	310	310	0	0	21	0.067		23	0.074											
Fung Shue Wo Road	N	↷	4	C	3.6	0.0	43	3	0	100%	100%	0.23	457.47	2446.5	440	440	2355	2355	92	0.208	0.208	80	0.183	0.183										
	N	↷	4	C	3.6	0.0	40	3	0	100%	100%	1	1989	0	1915	1915	0	0	398	0.208		350	0.183											
Pedestrian crossing	← - - - →	5p	D																															
	← - - - →	6P	B,C																															
	↑	7P	A,C,D																															
	↓	8P	A,B,D																															
Notes:										Traffic Flow (pcu / hr)										Weekday AM Peak					AD,B,C AB,C,D					AD,B,C AB,C,D				
																				655(485) 530(405) ↓ 655(600) 220(135) 140(155) 490(430)					AM Peak Check Phase Ey 0.552 0.471 L (sec) 12 28 C (sec) 100 100 y pract. 0.792 0.648 R.C. (%) 44% 38%					PM Peak Check Phase Ey 0.428 0.423 L (sec) 12 28 C (sec) 100 100 y pract. 0.792 0.648 R.C. (%) 85% 53%				
Stage / Phase Diagrams																																		
A					B					C					D																			
I/G = 5					I/G = 5					I/G = 5																								

TRAFFIC SIGNALS CALCULATION

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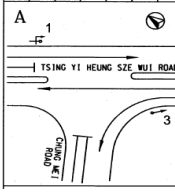
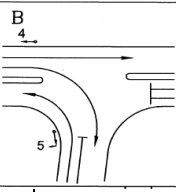
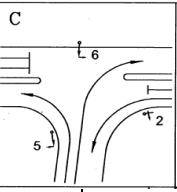
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Junction: (J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street																											
Description: 2026 Observed Traffic Flow																											
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(%) uphill Gradient	Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak						
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y				
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	577	0.294		558	0.284	0.284				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	618	0.294		597	0.284					
Cheung Wan Street	W	↔	3	C	3.5	18.0	20	0	0	51% / 49%	41% / 59%	2105	0	1950	1950	0	0	316	0.162	0.162	272	0.139	0.139				
	W	↔	3	C	3.5	15.0	0	0	1	100%	100%	1965	4070	1785	1785	3735	3735	289	0.162		248	0.139					
Tsing Yi Heung Sze Wui Road	S	↘	1	A,D	3.5	10.0	0	0	1	100%	100%	1965	6175	1710	1710	5920	5920	620	0.363	0.363	420	0.246					
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	540	0.257		358	0.170					
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	540	0.257		358	0.170					
Pedestrian crossing		↔	4P	B						AM: Green time = 12GM + 11FG = 23s, PM: Green time = 12GM + 11FG = 23s																	
		↑↓	5P	D						AM: Green time = 6GM + 8FG = 14s, PM: Green time = 10GM + 8FG = 18s																	
		↔	6P	B,C						AM: Green time = 45GM + 10FG = 55s, AM: Green time = 41GM + 10FG = 51s																	
														AB,C,D		AD,B,C		AB,C,D		AD,B,C							
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak				AM Peak Check Phase				PM Peak Check Phase							
												1080(715) 620(420)				Ey 0.456 0.525				Ey 0.423 0.385							
												↓ ↘ ↗				L (sec) 31 37				L (sec) 35 37							
												↑ ↘ ↗				C (sec) 114 114				C (sec) 100 100							
												155(160) 450(360)				y pract. 0.655 0.608				y pract. 0.585 0.567							
												↑				R.C. (%) 44% 16%				R.C. (%) 38% 47%							
												1195(1155)															
Stage / Phase Diagrams																											
I/G = 2						I/G = 8 + Ped 23						I/G = 3						I/G = 5									
												I/G = 5						I/G = 12 + Ped 18									

TRAFFIC SIGNALS CALCULATION

Job No: 26011HK

CTA Consultants Ltd.

Junction: (J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road																							
Description: 2026 Observed Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Chung Mei Road	E		5	B,C	3.3	10.0	0	0	1	100%	100%	1945	1945	1690	1690	1690	1690	215	0.127		240	0.142	
	E		6	C	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	265	0.138	0.138	170	0.088	0.088
Tsing Yi Heung Sze Wui Road	N		2	A,C	3.3	25.0	0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	230	0.125		285	0.155	
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	490	0.233	0.233	458	0.217	0.217
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	490	0.233		458	0.217	
Tsing Yi Heung Sze Wui Road	S		1	A,B	3.5	0.0	0	3	1	0%	0%	1839	3818	1839	1839	3818	3818	597	0.325		405	0.220	
	S		1	A,B	3.5	0.0	0	3	0	0%	0%	1979	0	1979	1979	0	0	643	0.325		435	0.220	
	S		4	B	3.5	0.0	22	3	0	100%	100%	1979	1979	1855	1855	1855	1855	290	0.156	0.156	235	0.127	0.127
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak					AM Peak Check Phase			PM Peak Check Phase			
												215(240) 265(170) 					E_y 0.527 L (sec) 15 C (sec) 114 y pract. 0.782 R.C. (%) 48%			E_y 0.432 L (sec) 15 C (sec) 100 y pract. 0.765 R.C. (%) 77%			
Stage / Phase Diagrams																							
																							
I/G = 5						I/G = 5						I/G = 8											

TRAFFIC SIGNALS CALCULATION

Job No: 26011HK

CTA Consultants Ltd.

Junction: (J14) Tsing Yi Road / Planned New Road																													
Description: 2026 Observed Traffic Flow																													
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak											
						Left	Right				AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y									
Tsing Yi Road	N	↑	A	1	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4065	4065	246	0.125	0.126	205	0.105	0.105						
	N	↗	A	1	3.5	0.0	40	0	0	4%	7%	2105	0	2100	2100	0	0	264	0.126		220	0.105							
Planned New Road	W	↖	C	3	3.5	0.0	18	0	0	100%	100%	2105	2105	1945	1945	1945	1945	15	0.008		20	0.010							
	W	↙	C	3	3.5	10.0	0	0	1	100%	100%	1965	1965	1710	1710	1710	1710	70	0.041	0.041	55	0.032	0.032						
Tsing Yi Road	S	↘	B	2	3.5	10.0	0	0	1	0%	3%	1965	4070	1965	1955	4070	4060	302	0.154	0.154	195	0.100	0.100						
	S	↓	B	2	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	323	0.154		210	0.100							
Pedestrian crossing		↔ ↔	Dp	1	AM: Green time = 26GM + 7FG = 33s, PM: Green time = 32GM + 7FG = 39s																								
		↑ ↓	EP	1,2	AM: Green time = 76GM + 7FG = 83s, PM: Green time = 82GM + 7FG = 89s																								
		↔ ↔	Fp	2,3	AM: Green time = 70GM + 7FG = 77s, PM: Green time = 64GM + 7FG = 71s																								
		↑ ↓	Gp	3	AM: Green time = 22GM + 7FG = 29s, PM: Green time = 16GM + 7FG = 23s																								
		↔ ↔	Hp	1,3	AM: Green time = 66GM + 7FG = 73s, PM: Green time = 66GM + 7FG = 73s																								
		↔ ↔	Ip	2	AM: Green time = 32GM + 7FG = 39s, PM: Green time = 32GM + 7FG = 39s																								
Notes:											Traffic Flow (pcu / hr) Weekday AM Peak						AM Peak Check Phase			PM Peak Check Phase									
											500(410) 10(15) 625(400) 0(5)						E _y 0.320 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 139%			E _y 0.237 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 223%									
Stage / Phase Diagrams																													
1.					2.					3.																			
I/G = 5					I/G = 10					I/G = 6																			

Junction: (J1) Cheung Tsing Highway / Tsing Yi Road West																							
Description: 2026 Observed Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak						
						Left	Right			Logistic Peak				Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y		
Tsing Yi Road West	S	↓	2	A	3.5	0	0	0	1	0%	1965	6135	1965		5900		152	0.077	0.077				
	S	↙	2	A	3.3	0	20	0	0	46%	2085	0	2015		0		155	0.077					
	S	↘	2	A	3.3	0	17.5	0	0	100%	2085	0	1920		0		148	0.077					
Cheung Tsing Highway	E	↗	3	A,B	3.4	20	0	0	1	100%	1955	1955	1820		1820		310	0.170					
	E	↓	4	B	3.5	0	30	0	0	100%	2105	4070	2005		3860		268	0.133					
	E	↘	4	B	3.5	0	25	0	1	100%	1965	0	1855		0		247	0.133	0.133				
Tsing Yi Road West	N	↙	1	C	3.6	20	0	6.5	1	100%	1702	3544	1585		3425		540	0.341	0.341				
	N	↑	1	C	3.6	0	0	6.5	0	0%	1842	0	1840		0		345	0.188					
Pedestrian crossing		↔	5P	C						Min. Green time = 5GM + 10FG = 15s													
		↕	6P	C						Min. Green time = 5GM + 6FG = 11s													
		↔	7P	A,B						Min. Green time = 5GM + 9FG = 14s													
		↕	8P	B						Min. Green time = 5GM + 10FG = 15s													
Notes:										Traffic Flow (pcu / hr)				A,B,C		AB,C							
																Logistic Peak Check Phase							
																Ey		0.551	0.511				
																L (sec)		13	9				
																C (sec)		100	100				
																y pract.		0.783	0.819				
																R.C. (%)		42%	60%				
Stage / Phase Diagrams																							
I/G = 5				I/G = 5				I/G = 6															

Junction: (J2) Tsing Hung Road / Tsing Yi Road																																					
Description: 2026 Observed Traffic Flow																																					
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak																					
						Left	Right					Logistic Peak	Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value				Critical y															
Tsing Yi Road	S	↓	1	A	3.5	0.0	0	1	0%	1965	4070	1965		4070	258	0.131																					
	S	↓	1	A	3.5	0.0	0	0	0%	2105	0	2105		0	277	0.131																					
	S	↙	1	A	3.6	0.0	18	0	100%	2115	2115	1950		1950	200	0.103	0.131																				
Tsing Yi Road	N	↑	4	C	4.0	30.0	0	1	100%	2015	2015	1920		1920	30	0.016																					
	N	↑	4	C	3.5	0.0	0	0	0%	2105	4210	2105		4210	250	0.119																					
	N	↑	4	C	3.5	0.0	0	0	0%	2105	0	2105		0	250	0.119	0.119																				
Tsing Hung Road	E	→	2	A,B	3.3	25.0	0	1	100%	1945	1945	1835		1835	270	0.147																					
	E	→	3	B	4.0	0.0	22	0	100%	2155	2155	2015		2015	25	0.012																					
Pedestrian Crossing		↕	5P	D	Min. Green time = 5GM + 7FG = 12s																																
		↕	6P	A,B,D	Min. Green time = 5GM + 5FG = 10s																																
		↕	7P	C,D	Min. Green time = 5GM + 10FG = 15s																																
		↕	8P	C,D	Min. Green time = 5GM + 5FG = 10s																																
Notes:										Traffic Flow (pcu / hr) Weekday AM Peak					A,B,C,D AB,C,D																						
															<table><tr><td>Logistic Peak Check Phase</td><td></td><td></td></tr><tr><td>Ey</td><td>0.250</td><td>0.266</td></tr><tr><td>L (sec)</td><td>33</td><td>22</td></tr><tr><td>C (sec)</td><td>100</td><td>100</td></tr><tr><td>y pract.</td><td>0.603</td><td>0.702</td></tr><tr><td>R.C. (%)</td><td>141%</td><td>164%</td></tr></table>					Logistic Peak Check Phase			Ey	0.250	0.266	L (sec)	33	22	C (sec)	100	100	y pract.	0.603	0.702	R.C. (%)	141%	164%
Logistic Peak Check Phase																																					
Ey	0.250	0.266																																			
L (sec)	33	22																																			
C (sec)	100	100																																			
y pract.	0.603	0.702																																			
R.C. (%)	141%	164%																																			
Stage / Phase Diagrams																																					
I/G = 2					I/G = 6 + Min. G 5					I/G = 5					I/G = 5 + 12																						

Junction: (J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road																																	
Description: 2026 Observed Traffic Flow																																	
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		uphill Gradient (%)	Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Logistic Peak			Critical y															
						Left	Right			Logistic Peak			Logistic Peak		Flow (pcu/hr)	y Value	Critical y																
Tsing Yi Road	NE	↖	1	A	4.5	15	0	6.5	1	100%	1792	1792	1630		160	0.098	0.132																
	NE	↗	1	A	3.4	0	0	6.5	0	0%	1822	1822	1820		240	0.132																	
Sai Tso Wan Road	NW	↖	3	C,D	3.8	15	0	0	1	100%	1995	1995	1815		645	0.355																	
	NW	↗	4	D	3.8	0	25	0	0	100%	2135	2135	2015		190	0.094	0.094																
Tsing Yi Road West	SE	↘	2	B,C	3.4	0	0	0	1	0%	1955	1955	1955		220	0.113																	
	SE	↙	2	B,C	3.7	0	25	0	0	100%	2125	2125	2005		530	0.264	0.264																
Pedestrian crossing		↕	5p	A,B	Min. Green time = 5GM + 8FG = 13s																												
		↕	6p	D	Min. Green time = 5GM + 10FG = 15s																												
		↔	7p	B,C	Min. Green time = 5GM + 9FG = 14s																												
		↔	8p	A,D	Min. Green time = 5GM + 7FG = 12s																												
Notes:											Traffic Flow (pcu / hr)				Logistic Peak Check Phase																		
															<table><tr><td>8y</td><td>0.491</td><td>0.487</td></tr><tr><td>L (sec)</td><td>19</td><td>30</td></tr><tr><td>C (sec)</td><td>110</td><td>110</td></tr><tr><td>y pract.</td><td>0.745</td><td>0.655</td></tr><tr><td>R.C. (%)</td><td>52%</td><td>34%</td></tr></table>							8y	0.491	0.487	L (sec)	19	30	C (sec)	110	110	y pract.	0.745	0.655
8y	0.491	0.487																															
L (sec)	19	30																															
C (sec)	110	110																															
y pract.	0.745	0.655																															
R.C. (%)	52%	34%																															
Stage / Phase Diagrams																																	
I/G = 5			I/G = 5						I/G = 5																								
I/G = 5			I/G = 8+12			I/G = 2																											

Junction: (J5) Sai Tso Wan Road Near VEC																					
Description: 2026 Observed Traffic Flow																					
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak					
						Left	Right					Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Sai Tso Wan Road	EB	→	3	A	4.0	0.0	0	1	0%	2015	2015	2015		2015		420	0.208	0.208			
Sai Tso Wan Road	WB	↖	2	B,C	4.0	0.0	10	0	100%	2155	2155	1875		1875		125	0.067				
Sai Tso Wan Road	WB	←	1	A,B	4.0	0.0	0	1	0%	2015	2015	2015		2015		425	0.211	0.211			
Pedestrian Crossing		↕	4P	C	Green time = 13Gm + 5 FGm = 18s																
Notes: (None)										Traffic Flow (pcu / hr)					Logistic Peak Check Phase						
										AM (PM) Peak					A,BC AB,C						
										420 →					εy 0.275 0.211						
										↖ 125					L (sec) 11 25						
										← 190					C (sec) 91 91						
															y pract. 0.791 0.653						
															R.C. (%) 188% 209%						
Stage / Phase Diagrams																					
A VEHICLE EXAMINATION COMPLEX B C																					
I/G = 6					I/G = 7																
I/G = 3					I/G = 7					I/G = 5 + Ped 18s											

TRAFFIC SIGNALS CALCULATION

Job No: 26011HK

CTA Consultants Ltd.

Junction: **(J8) Tsing Yi Road West / Ching Hong Road**
Description: **2026 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak					
						Left	Right						Logistic Peak	Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
Tsing Yi Road West	S	↓	1	A	3.0	0.0	0	5.5	0	0%	1824	3698	1824		3698		109	0.059	0.115			
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	1874	0	1874		0		111	0.059				
	S	↘	1	A	3.7	10.0	0	5.5	1	100%	1754	1754	1525		1525		175	0.115				
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070		174	0.088				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0		186	0.088				
	N	↗	3	B	3.3	0.0	18	0	0	100%	2085	2085	1925		1925		290	0.151	0.151			
Ching Hong Road	W	↖	4	C	3.4	18.0	20	0	0	17% / 83%	2095	0	1945		0		272	0.140	0.140			
	W	↙	4	C	3.4	15.0	0	0	1	100%	1955	4050	1775		3720		248	0.140				
Pedestrian crossing		↑	5P	A,B		Min. Green time = 11GM + 8FG = 19s																
		↓	6P	C		Min. Green time = 5GM + 12FG = 17s																

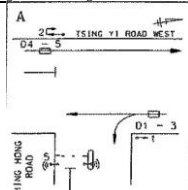
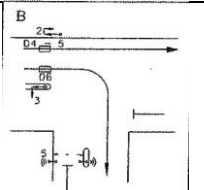
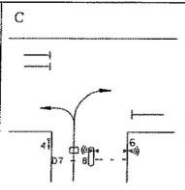
Notes:

Traffic Flow (pcu / hr)	Weekday AM Peak
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Logistic Peak Check Phase

Ey	0.405
L (sec)	12
C (sec)	71
y pract.	0.748
R.C. (%)	85%

Stage / Phase Diagrams


$$1/G = 5$$

$$1/G = 5$$

$$I/G = 7$$

Junction: J9 - Tsing Yi Road West / Liu To Road																									
Description: 2026 Observed Traffic Flow																									
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak								
						Left	Right						Logistic Peak			Logistic Peak		Flow (pcu/hr)	y Value				Critical y		
Tsing Yi Road West	S	↓	2	A,B	3.3	0.0	0	5	1	0%	1735	3610	1735		3610		125	0.072							
	S	↓	2	A,B	3.3	0.0	0	5	0	0%	1875	0	1875		0		135	0.072							
	S	↙	3	B	3.3	0.0	22	5	0	100%	1875	1875	1755		1755		290	0.165	0.165						
Tsing Yi Road West	N	↕	1	A	3.2	10.0	0	0	1	57%	1935	4100	1785		3950		255	0.143	0.143						
	N	↑	1	A	4.1	0.0	0	0	0	0%	2165	0	2165		0		310	0.143							
Liu To Road	E	↗	5	B,C	3.2	10.0	0	0	1	100%	1935	1935	1685		1685		355	0.211							
	E	↘	4	C	4.1	0.0	18	0	0	100%	2165	2165	2000		2000		135	0.068	0.068						
Pedestrian crossing		↕	6P	A,D		Green time = 46GM + 9FG = 55s																			
		↕	7P	C,D		Green time = 31GM + 13FG = 44s																			
		↔	8P	D		Green time = 10GM + 8FG = 18s																			
Pedestrian Crossing																									
											A,BC,D A,B,C,D														
Notes:											Traffic Flow (pcu / hr) Weekday AM Peak					Logistic Peak Check Phase									
											355 ↗ 290 260 135 ↘ ↙ ↘ 145 420					ey 0.354 0.376 L (sec) 39 43 C (sec) 130 130 y pract. 0.630 0.602 R.C. (%) 78% 60%									
Stage / Phase Diagrams																									
I/G = 5						I/G = 7						I/G = 5						I/G = 11 + Ped 18							

TRAFFIC SIGNALS CALCULATION

Job No: 26011HK

CTA Consultants Ltd.

Junction: J10 - Tsing Yi Road West / Fung Shue Wo Road																											
Description: 2026 Observed Traffic Flow																											
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak									
						Left	Right							Logistic Peak	Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value				Critical y			
Fung Shue Wo Road	S	↓	1	A,D	4.1	0.0	0	3	0	0%	1	2039	4058	2039		4058		221	0.108	0.170							
(To Tsing Yi Road West)	S	↓	1	A,D	3.9	0.0	0	3	0	0%	1	2019	0	2019		0		219	0.108								
Fung Shue Wo Road	S	↓	1	A,D	4.0	0.0	0	3	1	0%	1	1889	2294.8	1889		2294.8		321	0.170								
(To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	0	0%	0.2	405.8	0	405.8		0		69	0.170								
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1	1965	2491.3	1965		2491.25		465	0.237								
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0.25	526.25	0	526.25		0		125	0.237								
	N	↱	3	B	3.6	0.0	18	0	0	100%	1	2115	2115	1950		1950		150	0.077	0.077							
Fung Shue Wo Road	N	↶	4	C	3.8	35.0	0	3	1	100%	1	1869	2193.6	1790		2100		94	0.052								
	N	↶	4	C	4.0	38.0	0	3	0	100%	0.16	324.64	0	310		0		16	0.052								
Fung Shue Wo Road	N	↷	4	C	3.6	0.0	43	3	0	100%	0.23	457.47	2446.5	440		2355		73	0.166	0.166							
	N	↷	4	C	3.6	0.0	40	3	0	100%	1	1989	0	1915		0		317	0.166								
Pedestrian crossing		↔	5p	D						Min. Green time = 5s (G) + 8s (FS) = 13s																	
		↔	6P	B,C						Min. Green time = 5s (G) + 8s (FS) = 13s																	
		↕	7P	A,C,D						Min. Green time = 5s (G) + 8s (FS) = 13s																	
		↕	8P	A,B,D						Min. Green time = 5s (G) + 7s (FS) = 12s																	
Notes:												AD,B,C AB,C,D															
												Traffic Flow (pcu / hr) Weekday AM Peak 590 150 440 390 110 390								Logistic Peak Check Phase by 0.412 0.402 L (sec) 12 28 C (sec) 90 100 y pract. 0.780 0.648 R.C. (%) 89% 61%							
Stage / Phase Diagrams																											
I/G = 5					I/G = 5					I/G = 5																	

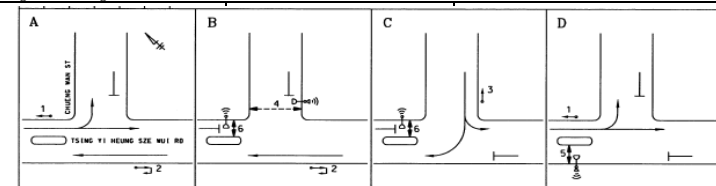
Junction: (J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street
Description: 2026 Observed Traffic Flow

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak					
						Left	Right						Logistic Peak	Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070		463	0.236				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0		497	0.236				
Cheung Wan Street	W	↔	3	C	3.5	18.0	20	0	0	53% / 47%	2105	0	1950		0		290	0.149	0.149			
	W	↘	3	C	3.5	15.0	0	0	1	100%	1965	4070	1785		3735		265	0.149				
Tsing Yi Heung Sze Wui Road	S	↘	1	A,D	3.0	10.0	0	0	1	100%	1915	6025	1665		5775		570	0.342	0.342			
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0		358	0.174				
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0		358	0.174				
Pedestrian crossing		↔	4P	B		Green time = 12GM + 11FG = 23s																
		↑	5P	D		Green time = 8GM + 8FG = 16s																
		↓	6P	B,C		Green time = 42GM + 10FG = 52s																
AB,C,D AD,B,C																						

AB,C,D AD,B,C

Notes:	Traffic Flow (pcu / hr)	Weekday AM Peak		Logistic Peak Check Phase		
		715	570	Ey	0.384	0.491
		↓	↘	L (sec)	33	37
				C (sec)	90	90
	↑		↗	y pract.	0.570	0.530
	960			R.C. (%)	48%	8%

Stage / Phase Diagrams



I/G = 2	I/G = 5	I/G = 12 + Ped 16			
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TRAFFIC SIGNALS CALCULATION Job No: 26011HK CTA Consultants Ltd.

TRAFFIC SIGNALS CALCULATION Job No: 26011HK CTA Consultants Ltd.

TRAFFIC SIGNALS CALCULATION Job No: 26011HK CTA Consultants Ltd.

Junction: (J14) Tsing Yi Road / Planned New Road
Description: 2026 Observed Traffic Flow

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(%) uphill Gradient	Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak					
						Left	Right						Logistic Peak	Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
Tsing Yi Road	N	↑	A	1	3.5	0.0	0	0	1	0%	1965	4070	1965		4065		256	0.130	0.130			
	N	↗	A	1	3.5	0.0	40	0	0	4%	2105	0	2100		0		274	0.130				
Planned New Road	W	↖	C	3	3.5	0.0	18	0	0	100%	2105	2105	1945		1945		10	0.005				
	W	↙	C	3	3.5	10.0	0	0	1	100%	1965	1965	1710		1710		60	0.035	0.035			
Tsing Yi Road	S	↘	B	2	3.5	10.0	0	0	1	2%	1965	4070	1960		4065		270	0.138	0.138			
	S	↓	B	2	3.5	0.0	0	0	0	0%	2105	0	2105		0		290	0.138				
Pedestrian crossing		↔	Dp	1	Green time = 28GM + 7FG = 35s																	
		↕	EP	1,2	Green time = 78GM + 7FG = 85s																	
		↔	Fp	2,3	Green time = 68GM + 7FG = 75s																	
		↕	Gp	3	Green time = 20GM + 7FG = 27s																	
		↔	Hp	1,3	Green time = 66GM + 7FG = 73s																	
		↔	Ip	2	Green time = 32GM + 7FG = 39s																	

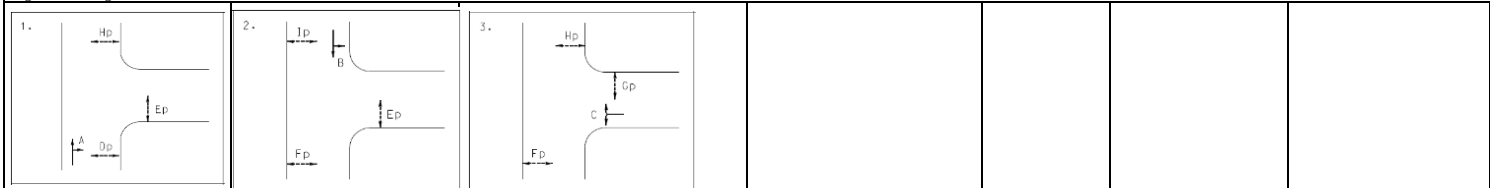
Notes:	Traffic Flow (pcu / hr)	Weekday AM Peak	AM Peak Check Phase
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Notes:	Traffic Flow (pcu / hr)	Weekday AM Peak	AM Peak Check Phase
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Notes:	Traffic Flow (pcu / hr)	Weekday AM Peak	AM Peak Check Phase
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Notes:	Traffic Flow (pcu / hr) Weekday AM Peak 	AM Peak Check Phase g_y 0.303 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 152%	
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Stage / Phase Diagrams			
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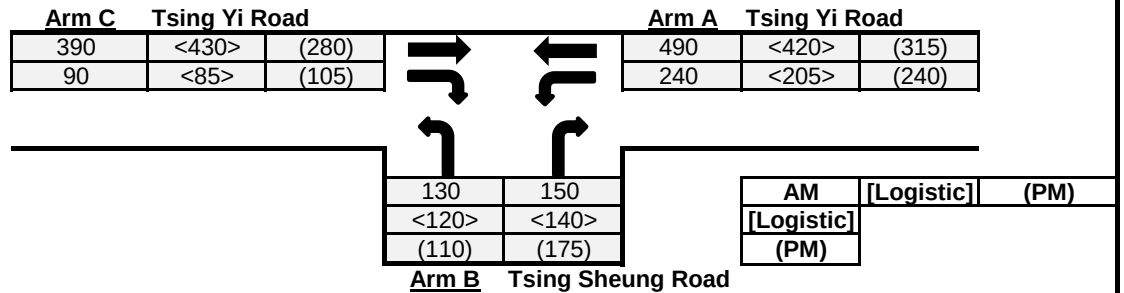
$I/G = 5$	$I/G = 10$	$I/G = 6$			
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$I/G = 5$	$I/G = 10$	$I/G = 6$			
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$I/G = 5$	$I/G = 10$	$I/G = 6$			
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Priority Junction Calculation

Junction : (J3) Tsing Yi Road / Tsing Sheung Road Job No.: 26011HK
 Scenario : 2026 Observed Traffic Flow



The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

$$Y = 1 - 0.0345W$$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :		Input			Calculated			
	W	14	V-rBA	30	w-BA	4.5	D	0.933
	W-CR	0	V-IBA	50	w-BC	4.5	E	1.012
	C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	0	F	0.616
	Minor Road Share LT&RT? (Yes: 1, No: 0)	0	V-rCB	50			Y	0.517

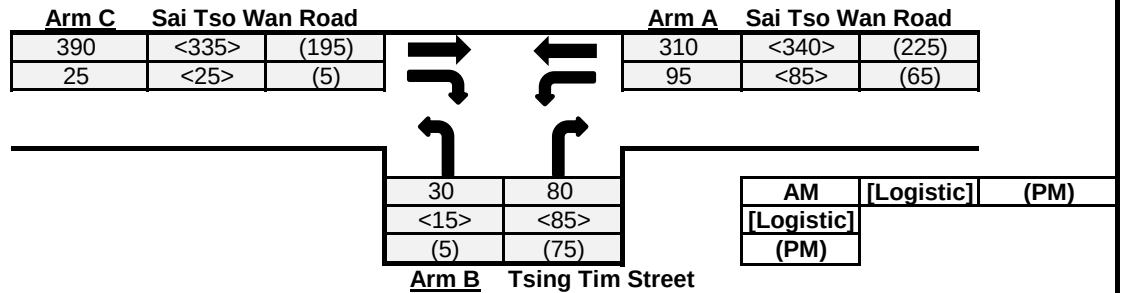
Analysis :	Traffic Flow	AM	Logistic	PM	Capacity	AM	Logistic	PM	
	pcu/hr				pcu/hr				
	q-CA	390	430	280	Q-BA	417	428	456	
	q-CB	90	85	105	Q-BC	642	658	676	
	q-AB	240	205	240	Q-CB	374	386	394	
	q-AC	490	420	315	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	150	140	175	Q-BAC	N/A	N/A	N/A	(If Minor Road Share
	q-BC	130	120	110					LT&RT)
	f	0.464	0.462	0.386					

Results :	Ratio of Flow-to-Capacity	AM	Logistic	PM
	B-A	0.36	0.33	0.38
	B-C	0.20	0.18	0.16
	C-B	0.24	0.22	0.27
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A
	Critical DFC	0.36	0.33	0.38

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Priority Junction Calculation

Junction :	(J6) Sai Tso Wan Road / Tsing Tim Street	Job No.:	26011HK
Scenario :	2026 Observed Traffic Flow		



The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

$$Y = 1 - 0.0345W$$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :		Input				Calculated		
	W	7	V-rBA	50	w-BA	3.6	D	0.877
	W-CR	0	V-IBA	50	w-BC	3.6	E	0.933
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)		0	V-rBC	50	w-CB	0	F	0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)		1	V-rCB	50			Y	0.759

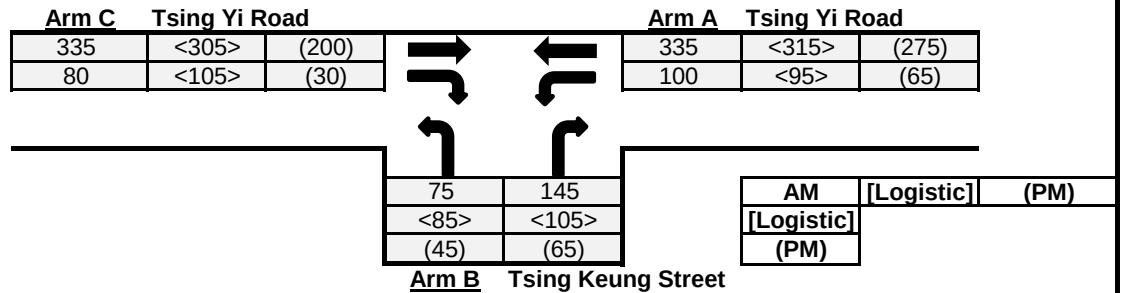
Analysis :	Traffic Flow pcu/hr	AM	Logistic	PM	Capacity pcu/hr	AM	Logistic	PM	
	q-CA	390	335	195	Q-BA	397	400	458	
	q-CB	25	25	5	Q-BC	605	599	630	
	q-AB	95	85	65	Q-CB	390	386	409	
	q-AC	310	340	225	Q-CA	N/A	N/A	N/A	(If C-B blocked C- (If Minor Road Share LT&RT)
	q-BA	80	85	75	Q-BAC	439	421	466	
	q-BC	30	15	5					
	f	0.273	0.150	0.063					

Results :	Ratio of Flow-to-Capacity	AM	Logistic	PM
	B-A	N/A	N/A	N/A
	B-C	N/A	N/A	N/A
	C-B	0.06	0.06	0.01
	C-A	N/A	N/A	N/A
	B-AC	0.25	0.24	0.17
	Critical DFC	0.25	0.24	0.17

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Priority Junction Calculation

Junction :	(J13) Tsing Yi Road / Tsing Keung Street	Job No.:	26011HK
Scenario :	2026 Observed Traffic Flow		



The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

$$Y = 1 - 0.0345W$$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :		Input			Calculated			
	W	15	V-rBA	50	w-BA	4	D	0.910
	W-CR	0	V-IBA	50	w-BC	4	E	0.968
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)		0	V-rBC	50	w-CB	0	F	0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)		0	V-rCB	50			Y	0.483

Analysis :	Traffic Flow	AM	Logistic	PM	Capacity	AM	Logistic	PM	
	pcu/hr				pcu/hr				
	q-CA	335	305	200	Q-BA	459	459	495	
	q-CB	80	105	30	Q-BC	657	661	670	
	q-AB	100	95	65	Q-CB	412	414	422	
	q-AC	335	315	275	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	145	105	65	Q-BAC	N/A	N/A	N/A	(If Minor Road Share
	q-BC	75	85	45					LT&RT)
	f	0.341	0.447	0.409					

Results :	Ratio of Flow-to-Capacity	AM	Logistic	PM
	B-A	0.32	0.23	0.13
	B-C	0.11	0.13	0.07
	C-B	0.19	0.25	0.07
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A
	Critical DFC	0.32	0.25	0.13

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Roundabout Junction Calculation

Junction :	(RA1) Tsing Yi Interchange (North)	Job No.: 26011HK
Scenario :	2026 Observed Traffic Flow	

Arm 4 Tsing Yi Heung Sze Wui Road

0		420
<0>		<310>
(0)		(295)

Arm 1 Tsing Yi Bridge

420	<310>	(295)

Arm 3

1335	<1020>	(1010)

Arm 2 Tsing Yi Interchange Access Road

1605	<1220>	(1165)

	270	1335	0
	<200>	<1020>	<0>
	(155)	(1010)	(0)

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		6		6
E	=	Entry width (m)		7		7
L	=	Effective length of flare (m)		5		5
R	=	Entry radius		62		41
D	=	Inscribed circle diameter (m)		60		60
A	=	Entry angle (degree)		27		60
Q	=	Entry flow (pcu/hr)	AM	1605		420
			Logistic	1220		310
			PM	1165		295
Qc	=	Circulating flow across entry (pcu/hr)	AM	0		1335
			Logistic	0		1020
			PM	0		1010

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E - V) / L$		0.32		0.32
K	=	$1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$		1.04		0.92
X2	=	$V + ((E - V) / (1 + 2 \cdot S))$		6.61		6.61
M	=	$\text{Exp}((D - 60) / 10)$		1.00		1.00
F	=	$303 \cdot X2$		2003		2003
Td	=	$1 + (0.5 / (1 + M))$		1.25		1.25
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$		0.61		0.61
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$	AM	2090		1095
			Logistic	2090		1272
			PM	2090		1277
DFC	=	Entry Flow/Capacity = Q / Qe	AM	0.77		0.38
			Logistic	0.58		0.24
			PM	0.56		0.23

DFC of Critical Approach	=	AM	0.77		
		Logistic	0.58		
		PM	0.56		

Roundabout Junction Calculation

Junction :	(RA1) Tsing Yi Interchange (South)	Job No.: 26011HK
Scenario :	2026 Observed Traffic Flow	

10	600	0
<5>	<490>	<0>
(15)	(620)	(0)

525	<400>	(490)
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395	<305>	(285)
10	<10>	(10)
0	<0>	(0)

120	<85>	(195)
-----	------	-------

1000		120	0
<695>		<85>	<0>
(580)		(195)	(0)

625	<515>	(1060)
-----	-------	--------

0	0	0
615	510	425
180	150	150

620	<505>	(645)
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AM	[Logistic]	(PM)
[Logistic]		
(PM)		

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	7	6.8	7	6
E	=	Entry width (m)	7.2	7	7.3	6.3
L	=	Effective length of flare (m)	5	5	5	5
R	=	Entry radius	23	25	24	44
D	=	Inscribed circle diameter (m)	60	60	60	60
A	=	Entry angle (degree)	43	54	27	23
Q	=	Entry flow (pcu/hr)	AM 795	1120	405	610
			Logistic 660	780	315	495
			PM 575	775	295	635
Qc	=	Circulating flow across entry (pcu/hr)	AM 620	625	120	525
			Logistic 505	515	85	400
			PM 645	1060	195	490

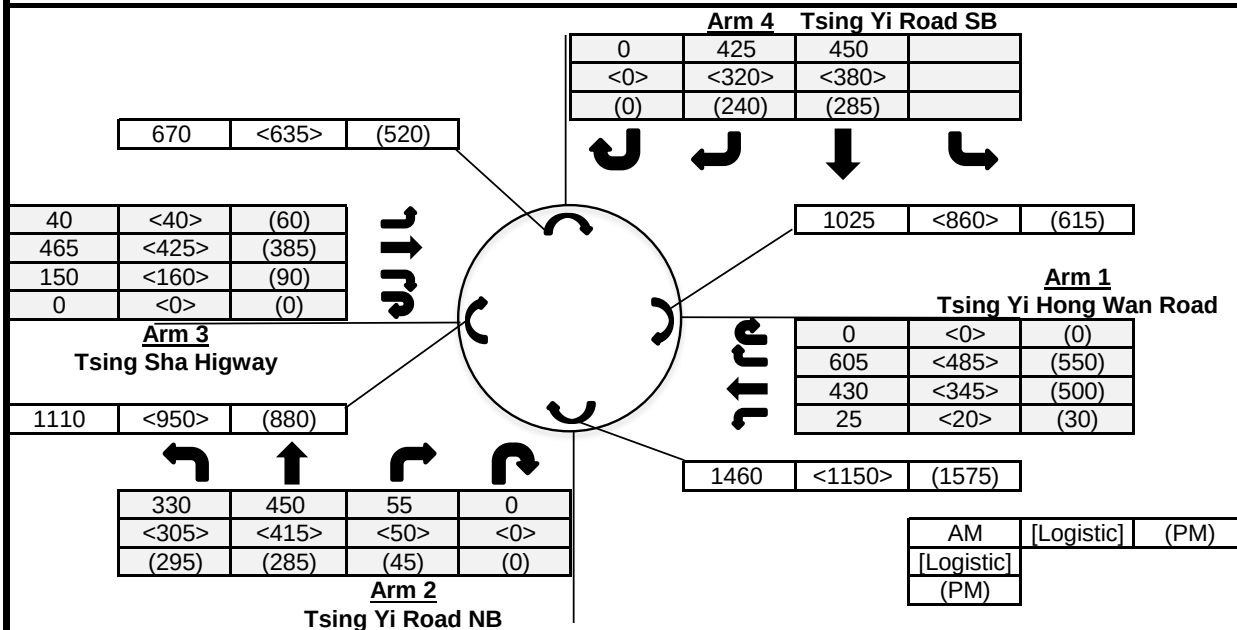
Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E - V) / L$	0.06	0.06	0.10	0.10
K	=	$1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$	0.96	0.93	1.02	1.05
X2	=	$V + ((E - V) / (1 + 2 \cdot S))$	7.18	6.98	7.25	6.25
M	=	$\text{Exp}((D - 60) / 10)$	1.00	1.00	1.00	1.00
F	=	$303 \cdot X2$	2175	2114	2197	1894
Td	=	$1 + (0.5 / (1 + M))$	1.25	1.25	1.25	1.25
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$	0.64	0.63	0.64	0.59
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$	AM 1709	1595	2159	1665
			Logistic 1780	1659	2182	1742
			PM 1694	1341	2110	1687
DFC	=	Entry Flow/Capacity = Q / Qe	AM 0.47	0.70	0.19	0.37
			Logistic 0.37	0.47	0.14	0.28
			PM 0.34	0.58	0.14	0.38

DFC of Critical Approach	=	AM 0.70
		Logistic 0.47
		PM 0.58

Roundabout Junction Calculation

Junction : (RA2) Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Hig Job No.: 26011HK

Scenario : 2026 Observed Traffic Flow



Input Parameters

			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	7.3	7.1	7.3	7.3
E	=	Entry width (m)	13.5	12	9.5	10
L	=	Effective length of flare (m)	30	15	30	15
R	=	Entry radius	45	97	52	34
D	=	Inscribed circle diameter (m)	100	100	100	100
A	=	Entry angle (degree)	29	32	31	46
Q	=	Entry flow (pcu/hr)	AM 1060	835	655	875
			Logistic 850	770	625	700
			PM 1080	625	535	525
Qc	=	Circulating flow across entry (pcu/hr)	AM 1025	1460	1110	670
			Logistic 860	1150	950	635
			PM 615	1575	880	520

Output Parameters

			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E - V) / L$	0.33	0.52	0.12	0.29
K	=	$1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$	1.03	1.03	1.03	0.96
X2	=	$V + ((E - V) / (1 + 2 \cdot S))$	11.03	9.50	9.08	9.01
M	=	$\text{Exp}((D - 60) / 10)$	54.60	54.60	54.60	54.60
F	=	$303 \cdot X2$	3343	2877	2752	2731
Td	=	$1 + (0.5 / (1 + M))$	1.01	1.01	1.01	1.01
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$	0.68	0.61	0.60	0.59
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$	AM 2727	2043	2145	2251
			Logistic 2843	2240	2243	2271
			PM 3014	1971	2286	2336
DFC	=	Entry Flow/Capacity = Q / Qe	AM 0.39	0.41	0.31	0.39
			Logistic 0.30	0.34	0.28	0.31
			PM 0.36	0.32	0.23	0.22

DFC of Critical Approach = AM 0.41
Logistic 0.34
PM 0.36

Roundabout Junction Calculation

Junction :	(RA3) Tsing Yi Hong Wan Road	Job No.:	26011HK
Scenario :	2026 Observed Traffic Flow		

Arm 4 Tsing Yi Hong Wan Road SB

20	20	1015
<20>	<30>	<905>
(10)	(25)	(885)

Arm 1

1110	<1000>	(955)
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Arm 3

5	<5>	(5)
10	<10>	(15)
0	<0>	(0)

Arm 2 Tsing Yi Hong Wan Road NB

1170	<895>	(960)
50	1105	45
<40>	<840>	<35>
(40)	(930)	(20)

Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)		7	7.3	7.3
E	= Entry width (m)		14	13	12
L	= Effective length of flare (m)		20	10	2
R	= Entry radius		65	25	75
D	= Inscribed circle diameter (m)		68	68	68
A	= Entry angle (degree)		53	60	46
Q	= Entry flow (pcu/hr)		1200	15	1055
		AM	915	15	955
		Logistic	990	20	920
		PM			
Qc	= Circulating flow across entry (pcu/hr)		40	1170	55
		AM	50	895	45
		Logistic	920	960	35
		PM			

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = $1.6 \cdot (E - V) / L$		0.56	0.91	3.76
K	= $1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$		0.95	0.91	0.98
X2	= $V + ((E - V) / (1 + 2 \cdot S))$		10.30	9.32	7.85
M	= $\text{Exp}((D - 60) / 10)$		2.23	2.23	2.23
F	= $303 \cdot X2$		3121	2823	2379
Td	= $1 + (0.5 / (1 + M))$		1.16	1.16	1.16
Fc	= $0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$		0.74	0.69	0.62
Qe	= Capacity = $K \cdot (F - Fc \cdot Qc)$		2950	1821	2299
		AM	2943	1994	2305
		Logistic	2326	1953	2311
		PM			
DFC	= Entry Flow/Capacity = Q / Qe		0.41	0.01	0.46
		AM	0.31	0.01	0.41
		Logistic	0.43	0.01	0.40
		PM			

DFC of Critical Approach	=	AM	0.46		
		Logistic	0.41		
		PM	0.43		

Roundabout Junction Calculation

Junction :	(RA4) Tsing Yi Hong Wan Road / Tsing Ko Road	Job No.:	26011HK
Scenario :	2026 Observed Traffic Flow		

Arm 4 Tsing Yi Hong Wan Road SB

715		155	175
<520>		<205>	<215>
(670)		(100)	(260)

Arm 1 Tsing Yi Hong Wan Road

880	<755>	(795)

Arm 3 Tsing Ko Road

410	355	395
0	10	25
5	20	0

Arm 2 Tsing Yi Hong Wan Road NB

910	<650>	(865)	
20	190		5
<30>	<130>		<0>
(5)	(195)		(0)

Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)		6.7	6.3	7.3
E	= Entry width (m)		13.5	12.5	15
L	= Effective length of flare (m)		18	30	30
R	= Entry radius		47	100	75
D	= Inscribed circle diameter (m)		68	68	68
A	= Entry angle (degree)		41	22	46
Q	= Entry flow (pcu/hr)		215	415	1045
		AM	215	415	1045
		Logistic	160	385	940
		PM	200	420	1030
Qc	= Circulating flow across entry (pcu/hr)		720	910	10
		AM	720	910	10
		Logistic	540	650	30
		PM	770	865	25

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = $1.6*(E-V)/L$		0.60	0.33	0.41
K	= $1-0.00347*(A-30)-0.978*(1/R-0.05)$		0.99	1.07	0.98
X2	= $V+((E-V)/(1+2*S))$		9.78	10.03	11.53
M	= $Exp((D-60)/10)$		2.23	2.23	2.23
F	= $303*X2$		2963	3040	3493
Td	= $1+(0.5/(1+M))$		1.16	1.16	1.16
Fc	= $0.21*Td*(1+0.2*X2)$		0.72	0.73	0.80
Qe	= Capacity = $K*(F-Fc*Qc)$		2422	2535	3416
		AM	2422	2535	3416
		Logistic	2550	2737	3401
		PM	2387	2570	3405
DFC	= Entry Flow/Capacity = Q/Qe		0.09	0.16	0.31
		AM	0.09	0.16	0.31
		Logistic	0.06	0.14	0.28
		PM	0.08	0.16	0.30

DFC of Critical Approach	=	AM	0.31
		Logistic	0.28
		PM	0.30

Roundabout Junction Calculation

Junction :		(RA5) Tam Kon Shan Interchange		Job No.: 26011HK	
Scenario :		2026 Observed Traffic Flow			

Arm 4 Tam Kon Shan Road

0	50	240	505	10
<0>	<40>	<415>	<415>	<5>
(0)	(80)	(30)	(30)	(350)

1640 <1570> (680)

1900 <1590> (1735)

70	<50>	(50)
225	<160>	(240)
0	<0>	(0)
80	<55>	(15)
65	<45>	(25)

Arm 3
Tsing Yi North Coastal Road EB

1715	<1490>	(1705)
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20	90	335	700	0
<15>	<75>	<290>	<600>	<0>
(15)	(90)	(420)	(500)	(0)

Arm 2
Fung Shue Wo Road

Arm 5 Tsing King Road

0	5	65	65	0
<0>	<5>	<45>	<50>	<0>
(30)	(15)	(60)	(60)	(0)

570 <655> (315)

Arm 1
Tsing Yi North Coastal Road WB

0	<0>	(0)
495	<440>	(505)
90	<80>	(145)
0	<0>	(0)
0	<0>	(0)

770 <655> (860)

AM	[Logistic]	(PM)
[Logistic]		
(PM)		

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4	Arm 5	
V	=	Approach half width (m)	7	7.3	5.5	7.3	7	
E	=	Entry width (m)	9	13.5	7.5	13.5	11	
L	=	Effective length of flare (m)	9	20	11	50	10	
R	=	Entry radius	100	35	45	35	45	
D	=	Inscribed circle diameter (m)	100	100	100	100	100	
A	=	Entry angle (degree)	30	25	25	45	45	
Q	=	Entry flow (pcu/hr)	AM	585	1145	440	805	135
			Logistic	520	980	310	875	100
			PM	650	1025	330	490	165
Qc	=	Circulating flow across entry (pcu/hr)	AM	570	770	1715	1900	1640
			Logistic	655	655	1490	1590	1570
			PM	315	860	1705	1735	680

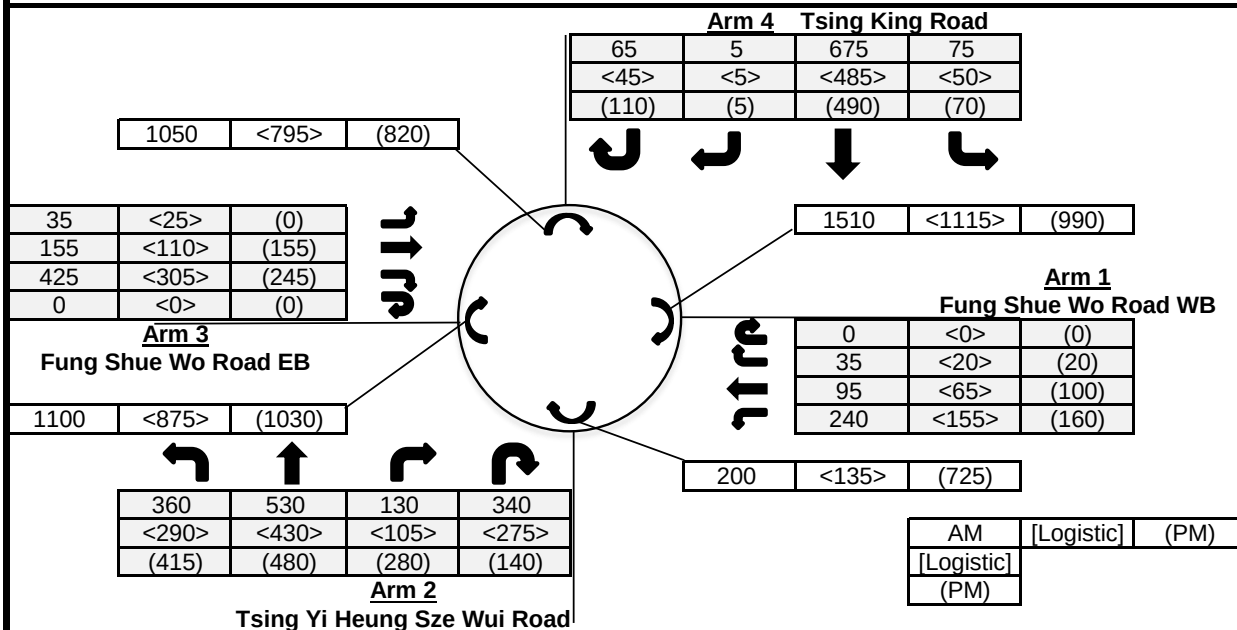
Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4	Arm 5	
S	=	Sharpness of flare = 1.6*(E-V)/L	0.36	0.50	0.29	0.20	0.64	
K	=	1-0.00347*(A-30)-0.978*(1/R-0.05)	1.04	1.04	1.04	0.97	0.98	
X2	=	V+((E-V)/(1+2*S))	8.17	10.41	6.76	11.74	8.75	
M	=	Exp((D-60)/10)	54.60	54.60	54.60	54.60	54.60	
F	=	303*X2	2475	3155	2050	3557	2653	
Td	=	1+(0.5/(1+M))	1.01	1.01	1.01	1.01	1.01	
Fc	=	0.21*Td*(1+0.2*X2)	0.56	0.65	0.50	0.71	0.58	
Qe	=	Capacity = K*(F-Fc*Qc)	AM	2241	2754	1248	2140	1654
			Logistic	2192	2832	1365	2353	1694
			PM	2389	2693	1253	2254	2200
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.26	0.42	0.35	0.38	0.08
			Logistic	0.24	0.35	0.23	0.37	0.06
			PM	0.27	0.38	0.26	0.22	0.07

DFC of Critical Approach	=	AM	0.42
		Logistic	0.37
		PM	0.38

Roundabout Junction Calculation

Junction : (RA6) Tsing King Road / Fung Shue Wo Road Job No.: 26011HK

Scenario : 2026 Observed Traffic Flow



Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	6.7	7.3	7.3	6.9
E	=	Entry width (m)	9.7	10	9.2	8.9
L	=	Effective length of flare (m)	16	20	14	16
R	=	Entry radius	55	71	60	62
D	=	Inscribed circle diameter (m)	100	100	100	100
A	=	Entry angle (degree)	36	30	18	25
Q	=	Entry flow (pcu/hr)	370	1360	615	820
		AM				
		Logistic	240	1100	440	585
Qc	=	Circulating flow across entry (pcu/hr)	280	1315	400	675
		AM	1510	200	1100	1050
		Logistic	1115	135	875	795
		PM	990	725	1030	820

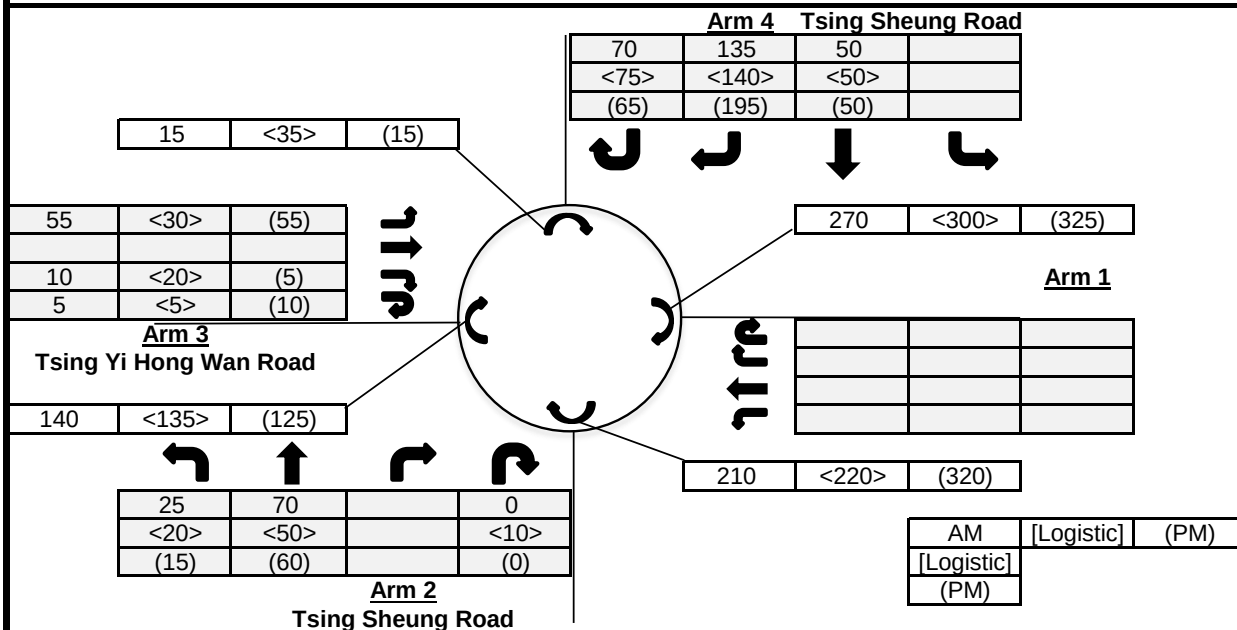
Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E-V)/L$	0.30	0.22	0.22	0.20
K	=	$1 - 0.00347 \cdot (A-30) - 0.978 \cdot (1/R - 0.05)$	1.01	1.04	1.07	1.05
X2	=	$V + ((E-V)/(1+2 \cdot S))$	8.58	9.19	8.62	8.33
M	=	$\text{Exp}((D-60)/10)$	54.60	54.60	54.60	54.60
F	=	$303 \cdot X2$	2598	2783	2613	2524
Td	=	$1 + (0.5/(1+M))$	1.01	1.01	1.01	1.01
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$	0.58	0.60	0.58	0.56
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$	1747	2757	2125	2028
		AM				
		Logistic	1977	2797	2265	2179
DFC	=	Entry Flow/Capacity = Q/Qe	2050	2430	2168	2164
		AM	0.21	0.49	0.29	0.40
		Logistic	0.12	0.39	0.19	0.27
		PM	0.14	0.54	0.18	0.31

DFC of Critical Approach = AM 0.49
Logistic 0.39
PM 0.54

Roundabout Junction Calculation

Junction : (RA7) Tsing Yi Hong Wan Road / Tsing Sheung Road Job No.: 26011HK

Scenario : 2026 Observed Traffic Flow



Input Parameters

			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		5.2	3	6.7
E	=	Entry width (m)		9	8.4	12
L	=	Effective length of flare (m)		25	15	23
R	=	Entry radius		63	55	11.6
D	=	Inscribed circle diameter (m)		53	53	53
A	=	Entry angle (degree)		33	48	38
Q	=	Entry flow (pcu/hr)	AM	95	70	255
			Logistic	80	55	265
			PM	75	70	310
Qc	=	Circulating flow across entry (pcu/hr)	AM	210	140	15
			Logistic	220	135	35
			PM	320	125	15

Output Parameters

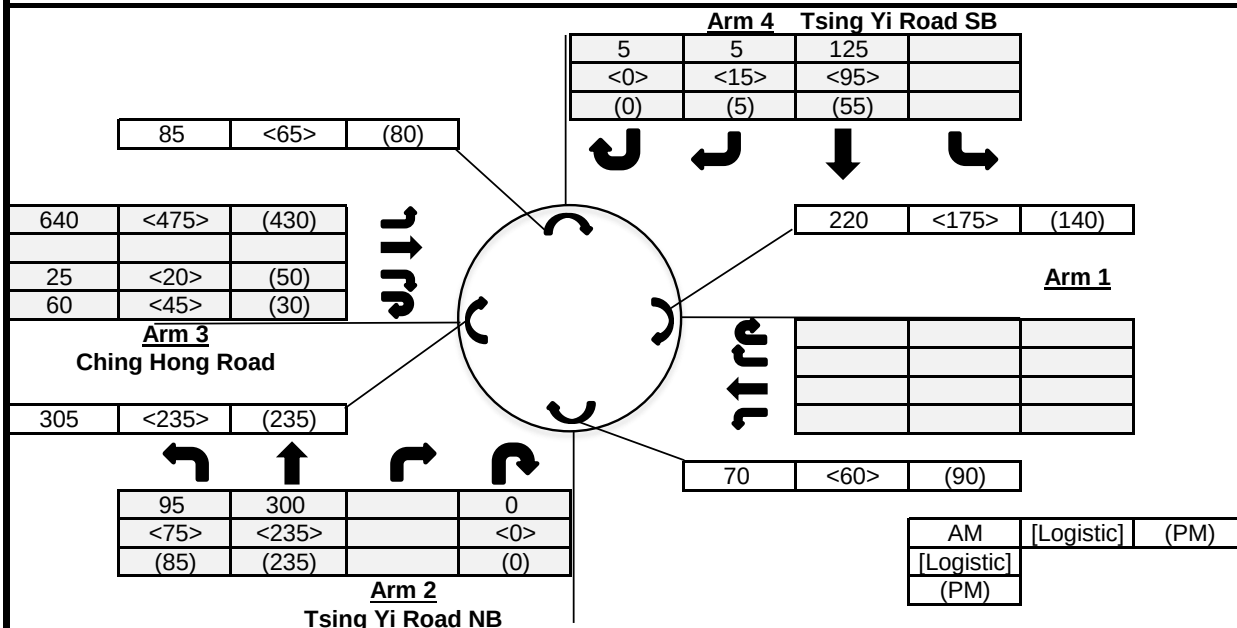
			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E - V) / L$		0.24	0.58	0.37
K	=	$1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$		1.02	0.97	0.94
X2	=	$V + ((E - V) / (1 + 2 \cdot S))$		7.76	5.51	9.75
M	=	$\text{Exp}((D - 60) / 10)$		0.50	0.50	0.50
F	=	$303 \cdot X2$		2350	1669	2954
Td	=	$1 + (0.5 / (1 + M))$		1.33	1.33	1.33
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$		0.71	0.59	0.83
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$	AM	2251	1537	2756
			Logistic	2243	1540	2741
			PM	2170	1546	2756
DFC	=	Entry Flow/Capacity = Q / Qe	AM	0.04	0.05	0.09
			Logistic	0.04	0.04	0.10
			PM	0.03	0.05	0.11

DFC of Critical Approach = AM 0.09
Logistic 0.10
PM 0.11

Roundabout Junction Calculation

Junction : (RA8) Tsing Yi Road / Ching Hong Road Job No.: 26011HK

Scenario : 2026 Observed Traffic Flow



Input Parameters

			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		4.5	7.3	7
E	=	Entry width (m)		9	8.5	8.5
L	=	Effective length of flare (m)		25	4	16
R	=	Entry radius		24.5	30	100
D	=	Inscribed circle diameter (m)		30	30	30
A	=	Entry angle (degree)		44	40	27
Q	=	Entry flow (pcu/hr)	AM	395	725	135
			Logistic	310	540	110
			PM	320	510	60
Qc	=	Circulating flow across entry (pcu/hr)	AM	70	305	85
			Logistic	60	235	65
			PM	90	235	80

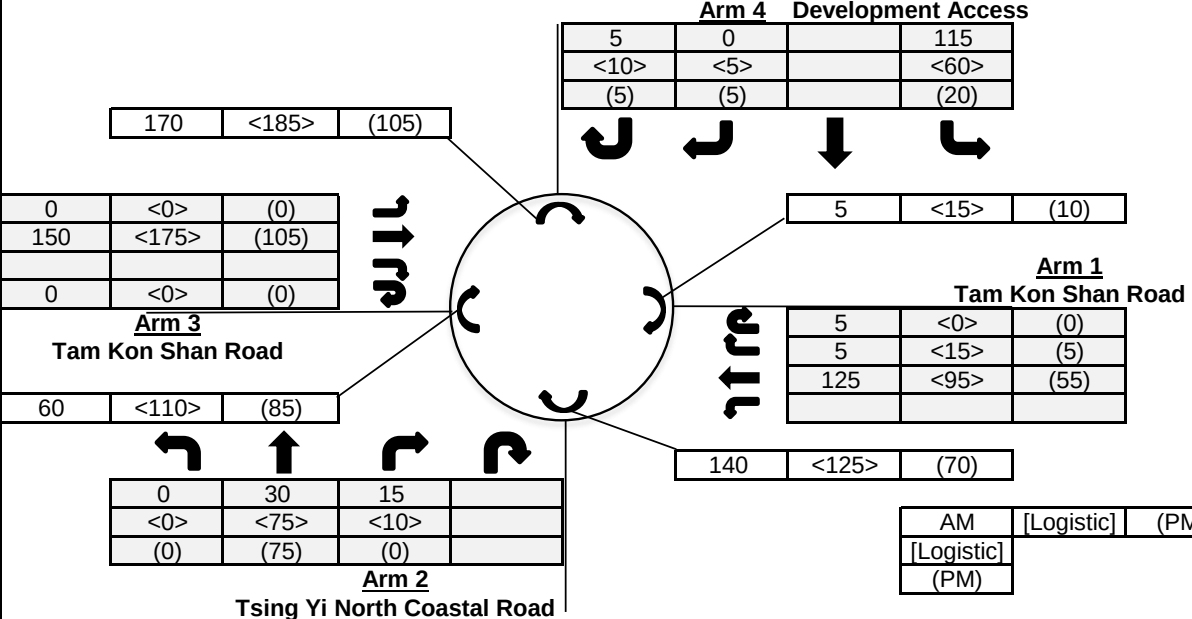
Output Parameters

			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E - V) / L$		0.29	0.48	0.15
K	=	$1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$		0.96	0.98	1.05
X2	=	$V + ((E - V) / (1 + 2 \cdot S))$		7.36	7.91	8.15
M	=	$\text{Exp}((D - 60) / 10)$		0.05	0.05	0.05
F	=	$303 \cdot X2$		2229	2397	2471
Td	=	$1 + (0.5 / (1 + M))$		1.48	1.48	1.48
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$		0.77	0.80	0.82
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$	AM	2089	2114	2520
			Logistic	2096	2169	2537
			PM	2074	2169	2525
DFC	=	Entry Flow/Capacity = Q / Qe	AM	0.19	0.34	0.05
			Logistic	0.15	0.25	0.04
			PM	0.15	0.24	0.02

DFC of Critical Approach = AM 0.34
Logistic 0.25
PM 0.24

Roundabout Junction Calculation

Junction :	(RA9) Tam Kon Shan Road	Job No.:	26011HK
Scenario :	2026 Observed Traffic Flow		



Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)	3.3	4	3.4	4.2
E	= Entry width (m)	6.7	4.9	5.8	5.4
L	= Effective length of flare (m)	10	10	10	10
R	= Entry radius	32	97	52	34
D	= Inscribed circle diameter (m)	30	30	30	30
A	= Entry angle (degree)	34	32	31	46
Q	= Entry flow (pcu/hr)	135	45	150	120
		Logistic	110	85	175
		PM	60	75	105
Qc	= Circulating flow across entry (pcu/hr)	AM	5	140	60
		Logistic	15	125	110
		PM	10	70	85

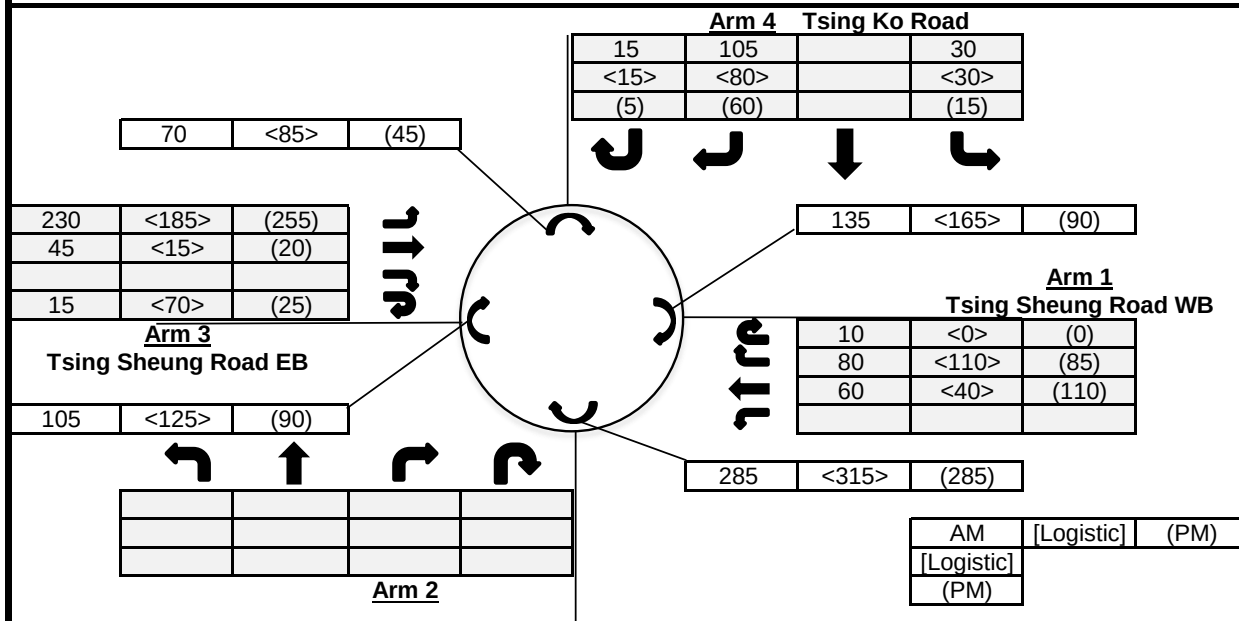
Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = $1.6 \cdot (E - V) / L$	0.54	0.14	0.38	0.19
K	= $1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1/R - 0.05)$	1.00	1.03	1.03	0.96
X2	= $V + ((E - V) / (1 + 2 \cdot S))$	4.93	4.70	4.76	5.07
M	= $\text{Exp}((D - 60) / 10)$	0.05	0.05	0.05	0.05
F	= $303 \cdot X2$	1493	1424	1442	1535
Td	= $1 + (0.5 / (1 + M))$	1.48	1.48	1.48	1.48
Fc	= $0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$	0.62	0.60	0.61	0.62
Qe	= Capacity = $K \cdot (F - Fc \cdot Qc)$	AM	1497	1382	1443
		Logistic	1491	1392	1412
		PM	1494	1426	1427
DFC	= Entry Flow/Capacity = Q/Qe	AM	0.09	0.03	0.10
		Logistic	0.07	0.06	0.12
		PM	0.04	0.05	0.07

DFC of Critical Approach	=	AM	0.10	Logistic	0.12	PM	0.07
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Roundabout Junction Calculation

Junction : (RA10) Tsing Sheung Road / Tsing Ko Road Job No.: 26011HK

Scenario : 2026 Observed Traffic Flow



Input Parameters

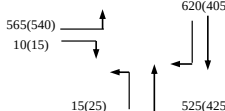
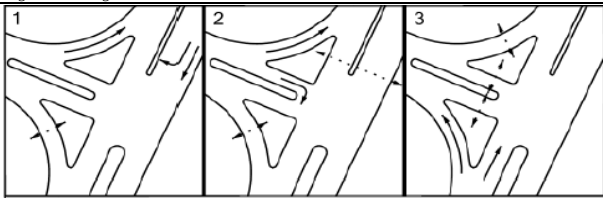
			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	6.6		5.6	6.4
E	=	Entry width (m)	12.9		5.1	11.6
L	=	Effective length of flare (m)	18		30	30
R	=	Entry radius	47		67.3	75
D	=	Inscribed circle diameter (m)	50		50	50
A	=	Entry angle (degree)	41		22	46
Q	=	Entry flow (pcu/hr)	AM 150		290	150
			Logistic 150		270	125
			PM 195		300	80
Qc	=	Circulating flow across entry (pcu/hr)	AM 135		105	70
			Logistic 165		125	85
			PM 90		90	45

Output Parameters

			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E - V) / L$	0.56		-0.03	0.28
K	=	$1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1/R - 0.05)$	0.99		1.06	0.98
X2	=	$V + ((E - V) / (1 + 2 \cdot S))$	9.57		5.07	9.74
M	=	$\text{Exp}((D - 60) / 10)$	0.37		0.37	0.37
F	=	$303 \cdot X2$	2900		1537	2953
Td	=	$1 + (0.5 / (1 + M))$	1.37		1.37	1.37
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$	0.84		0.58	0.85
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$	AM 2759		1568	2837
			Logistic 2734		1556	2824
			PM 2797		1577	2857
DFC	=	Entry Flow/Capacity = Q/Qe	AM 0.05		0.18	0.05
			Logistic 0.05		0.17	0.04
			PM 0.07		0.19	0.03

DFC of Critical Approach = AM 0.18
Logistic 0.17
PM 0.19

Junction: (J1) Tsing Yi Road West / Cheung Tsing Highway																							
Description: 2031 Design Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right			A.M.	P.M.			A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road West	S	↓	2	A	3.5	0	0	0	1	0%	0%	1965	6135	1965	1965	5880	5855	239	0.122	0.122	203	0.103	0.103
	S	↔	2	A	3.3	0	20	0	0	60%	77%	2085	0	1995	1970	0	0	243	0.122		204	0.103	
	S	↘	2	A	3.3	0	17.5	0	0	100%	100%	2085	0	1920	1920	0	0	233	0.122		198	0.103	
Cheung Tsing Highway	E	↗	3	A,B	3.4	20	0	0	1	100%	100%	1955	1955	1820	1820	1820	1820	480	0.264		435	0.239	
	E	↔	4	B	3.5	0	30	0	0	100%	100%	2105	4210	2005	2005	3990	3990	254	0.127		111	0.055	
	E	↘	4	B	3.5	0	25	0	0	100%	100%	2105	0	1985	1985	0	0	251	0.127	0.127	109	0.055	0.055
Tsing Yi Road West	N	↔	1	C	3.6	20	0	6.5	1	100%	100%	1702	3544	1585	1585	3425	3425	530	0.334	0.334	285	0.180	0.180
	N	↑	1	C	3.6	0	0	6.5	0	0%	0%	1842	0	1840	1840	0	0	210	0.114		230	0.125	
Pedestrian crossing	↕	↔	5P	C	Min. Green time = 5GM + 10FG = 15s																		
		↕	6P	C	Min. Green time = 5GM + 6FG = 11s																		
		↔	7P	A,B	Min. Green time = 5GM + 9FG = 14s																		
		↕	8P	B	Min. Green time = 5GM + 10FG = 15s																		
Notes:												Traffic Flow (pcu / hr)				A.M. Check Phase		P.M. Check Phase					
																ey		ey					
																0.583		0.598					
																L (sec)		13		9			
																C (sec)		100		100			
																y pract.		0.783		0.819			
																R.C. (%)		34%		37%			
																				133%		96%	
Stage / Phase Diagrams																							
I/G = 5						I/G = 5						I/G = 6											

Junction: (J2) Tsing Hung Road / Tsing Yi Road																																																																				
Description: 2031 Design Traffic Flow (With Planned Improvement)																																																																				
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak																																																
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y																																														
Tsing Yi Road	S		1	A	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	311	0.158	0.318	198	0.101	0.208																																														
	S		1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	334	0.158		212	0.101																																															
	S		1	A	3.6	0.0	18	0	100%	100%	2115	2115	1950	1950	1950	1950	620	0.318		405	0.208																																															
Tsing Yi Road	N		4	C	4.0	30.0	0	1	100%	100%	2015	2015	1920	1920	1920	1920	15	0.008		25	0.013																																															
	N		4	C	3.5	0.0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	263	0.125	0.125	213	0.101	0.101																																														
	N		4	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	263	0.125		213	0.101																																															
Tsing Hung Road	E		2	A,B	3.3	25.0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	565	0.308		540	0.294																																															
	E		3	B	4.0	0.0	22	0	100%	100%	2155	2155	2015	2015	2015	2015	10	0.005		15	0.007																																															
Pedestrian Crossing			5P 6P 7P 8P	D A,B,D C,D C,D																																																																
						Min. Green time = 5GM + 7FG = 12s Min. Green time = 5GM + 5FG = 10s Min. Green time = 5GM + 10FG = 15s Min. Green time = 5GM + 5FG = 10s																																																														
Notes:										Traffic Flow (pcu / hr) Weekday AM Peak 							<table><tr><th></th><th>AB,C</th><th>A,B,C</th><th></th><th>AB,C</th><th>A,B,C</th></tr><tr><td>AM Peak Check Phase</td><td></td><td></td><td>PM Peak Check Phase</td><td></td><td></td></tr><tr><td>εy</td><td>0.433</td><td>0.443</td><td>εy</td><td>0.395</td><td>0.309</td></tr><tr><td>L (sec)</td><td>11</td><td>29</td><td>L (sec)</td><td>11</td><td>29</td></tr><tr><td>C (sec)</td><td>120</td><td>120</td><td>C (sec)</td><td>100</td><td>100</td></tr><tr><td>y pract.</td><td>0.818</td><td>0.683</td><td>y pract.</td><td>0.801</td><td>0.639</td></tr><tr><td>R.C. (%)</td><td>89%</td><td>54%</td><td>R.C. (%)</td><td>103%</td><td>107%</td></tr></table>							AB,C	A,B,C		AB,C	A,B,C	AM Peak Check Phase			PM Peak Check Phase			εy	0.433	0.443	εy	0.395	0.309	L (sec)	11	29	L (sec)	11	29	C (sec)	120	120	C (sec)	100	100	y pract.	0.818	0.683	y pract.	0.801	0.639	R.C. (%)	89%	54%	R.C. (%)	103%	107%				
	AB,C	A,B,C		AB,C	A,B,C																																																															
AM Peak Check Phase			PM Peak Check Phase																																																																	
εy	0.433	0.443	εy	0.395	0.309																																																															
L (sec)	11	29	L (sec)	11	29																																																															
C (sec)	120	120	C (sec)	100	100																																																															
y pract.	0.818	0.683	y pract.	0.801	0.639																																																															
R.C. (%)	89%	54%	R.C. (%)	103%	107%																																																															
Stage / Phase Diagrams																																																																				
																																																																				
<table><tr><td>I/G = 5</td><td>I/G=3 + Ped 21</td><td>I/G = 2</td><td colspan="20"></td></tr><tr><td>I/G = 5</td><td>I/G=3 + Ped 21</td><td>I/G = 2</td><td colspan="20"></td></tr></table>																							I/G = 5	I/G=3 + Ped 21	I/G = 2																					I/G = 5	I/G=3 + Ped 21	I/G = 2																				
I/G = 5	I/G=3 + Ped 21	I/G = 2																																																																		
I/G = 5	I/G=3 + Ped 21	I/G = 2																																																																		

TRAFFIC SIGNALS CALCULATION										Job No: 26011HK										CTA Consultants Ltd.									
Junction: (J5) Sai Tso Wan Road Near VEC																													
Description: 2031 Design Traffic Flow																													
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak									
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y							
Sai Tso Wan Road	EB	→	3	A	4.0	0.0	0	1	0%	0%	2015	2015	2015	2015	2015	2015	495	0.246	0.246	285	0.141								
Sai Tso Wan Road	WB	↑	2	B,C	4.0	0.0	10	0	100%	100%	2155	2155	1875	1875	1875	1875	195	0.104	0.104	5	0.003								
	WB	←	1	A,B	4.0	0.0	0	1	0%	0%	2015	2015	2015	2015	2015	2015	425	0.211		305	0.151 0.151								
Pedestrian Crossing		↑ ↓	4P	C																									
Green time = 13Gm + 5 FGm = 18s																													
Notes: (None)												Traffic Flow (pcu / hr) AM (PM) Peak				A,BC AB,C		A,BC AB,C		A,BC AB,C									
												495(285) → ↑ 195(5) ← 410(205)				AM Peak Check Phase εy 0.350 0.211 L (sec) 11 25 C (sec) 91 91 y pract. 0.791 0.653 R.C. (%) 126% 209%		PM Peak Check Phase εy 0.141 0.151 L (sec) 65 25 C (sec) 91 91 y pract. 0.257 0.653 R.C. (%) 82% 331%											
Stage / Phase Diagrams																													
A VEHICLE EXAMINATION COMPLEX SAI TSO WAN ROAD B D1 C D1																													
I/G = 3						I/G = 5 + Ped 18s																							
I/G = 2						I/G = 3+ Stage Time 61s																							

Junction: (08) Tsing Yi Road West / Ching Hong Road																								
Description: 2031 Design Traffic Flow (With Planned Improvement)																								
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak			
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
Tsing Yi Road West	S	↓	1	A	3.5	0.0	0	5.5	0	0%	0%	1874	3748	1874	1874	3748	3748	225	0.120	0.138	115	0.061	0.098	
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	0%	1874	0	1874	1874	0	0	225	0.120		115	0.061		
	S	↘	1	A	3.7	10.0	0	5.5	1	100%	100%	1754	1754	1525	1525	1525	1525	210	0.138		150	0.098		
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	191	0.097		186	0.095		
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	204	0.097		199	0.095		
	N	↗	3	B	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	300	0.156	0.156	300	0.156	0.156	
Ching Hong Road	W	←	4	C	3.4	18.0	20	0	0	23% / 77%	11% / 89%	2095	0	1945	1945	0	0	319	0.164	0.164	269	0.139	0.139	
	W	↙	4	C	3.4	15.0	0	0	1	100%	100%	1955	4050	1775	1775	3720	3720	291	0.164		246	0.138		
Pedestrian crossing		↑	5P	A,B																				
		↓	6P	C																				
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak				AM Peak Check Phase				PM Peak Check Phase				
												450(280) 210(150)				E _y 0.458				E _y 0.393				
												↓				L (sec) 14				L (sec) 14				
												↘				C (sec) 100				C (sec) 100				
												↗				y pract. 0.774				y pract. 0.774				
												↙				R.C. (%) 69%				R.C. (%) 97%				
												395(385) 300(300)				245(240) 365(275)								
Stage / Phase Diagrams																								
I/G = 5					I/G = 5					I/G = 7														

Junction: (J9) Tsing Yi Road West / Liu To Road																															
Description: 2031 Design Traffic Flow																															
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		uphill Gradient (%)	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak										
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y								
Tsing Yi Road West	S	↓	2	A,B	3.3	0.0	0	5	1	0%	0%	1735	3610	1735	1735	3610	3610	216	0.125		144	0.083									
	S	↓	2	A,B	3.3	0.0	0	5	0	0%	0%	1875	0	1875	1875	0	0	234	0.125		156	0.083									
	S	↙	3	B	3.3	0.0	22	5	0	100%	100%	1875	1875	1755	1755	1755	1755	400	0.228	0.228	370	0.211	0.211								
Tsing Yi Road West	N	↕	1	A	3.2	10.0	0	0	1	66%	69%	1935	4100	1760	1755	3925	3920	312	0.177	0.177	255	0.145	0.145								
	N	↑	1	A	4.1	0.0	0	0	0	0%	0%	2165	0	2165	2165	0	0	383	0.177		315	0.145									
Liu To Road	E	↗	5	B,C	3.2	10.0	0	0	1	100%	100%	1935	1935	1685	1685	1685	1685	510	0.303		370	0.220									
	E	↘	4	C	4.1	0.0	18	0	0	100%	100%	2165	2165	2000	2000	2000	2000	210	0.105	0.105	130	0.065	0.065								
Pedestrian crossing		↕	6P	A,D	AM: Green time = 49GM + 9FG = 58s, PM: Green time = 46GM + 9FG = 55s																										
		↕	7P	C,D	AM: Green time = 51GM + 13FG = 64s, PM: Green time = 28GM + 13FG = 41s																										
		↔	8P	D	Green time = 10GM + 8FG = 18s																										
Pedestrian Crossing																															
																A,BC,D		A,B,C,D		A,BC,D		A,B,C,D									
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak						AM Peak Check Phase			PM Peak Check Phase										
												510(370) ↗ 210(130) ↘ 205(175) ↗ 490(395) ↖						ay	0.480	0.510	ay	0.365	0.421								
																		L (sec)	39	43	L (sec)	39	43								
																		C (sec)	130	130	C (sec)	110	110								
																		y pract.	0.630	0.602	y pract.	0.581	0.548								
																		R.C. (%)	31%	18%	R.C. (%)	59%	30%								
Stage / Phase Diagrams																															
A					B					C					D																
I/G = 5					I/G = 7					I/G = 5					I/G = 11 + Ped 18																

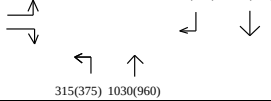
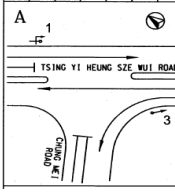
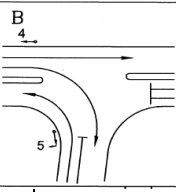
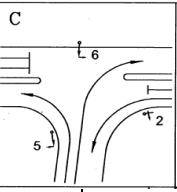
Junction: (J10) Tsing Yi Road West / Fung Shue Wo Road																													
Description: 2031 Design Traffic Flow (With Planned Improvement)																													
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		uphill Gradient (%)	Nearside O/I	Pro. Turning (%)		Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak							
						Left	Right			AM	PM				AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y					
Fung Shue Wo Road (To Tsing Yi Road West)	S	↓	1	A,D	4.1	0.0	0	3	0	0%	0%	1	2039	4058	2039	2039	4058	4058	347	0.170	0.170	186	0.091	0.108					
	S	↓	1	A,D	3.9	0.0	0	3	0	0%	0%	1	2019	0	2019	2019	0	0	343	0.170		184	0.091						
Fung Shue Wo Road (To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	1	0%	0%	1	1889	3918	1889	1889	3918	3918	268	0.142		205	0.108						
	S	↓	1	A,D	4.0	0.0	0	3	0	0%	0%	1	2029	0	2029	2029	0	0	287	0.142		220	0.108						
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1	1965	2722.8	1965	1965	2722.8	2722.8	498	0.253		455	0.231						
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	0.36	757.8	0	757.8	757.8	0	0	192	0.253		175	0.231						
	N	↗	3	B	3.6	0.0	18	0	0	100%	100%	1	2115	2115	1950	1950	1950	1950	230	0.118	0.118	140	0.072	0.072					
Fung Shue Wo Road	N	↖	4	C	4.0	35.0	0	3	1	100%	100%	1	1889	2213.6	1810	1810	2120	2120	124	0.068		141	0.078						
	N	↖	4	C	4.0	38.0	0	3	0	100%	100%	0.16	324.64	0	310	310	0	0	21	0.068		24	0.078						
Fung Shue Wo Road	N	↗	4	C	4.0	0.0	43	3	0	100%	100%	1	2029	4058	1960	1960	3915	3915	258	0.132	0.132	225	0.115	0.115					
	N	↗	4	C	4.0	0.0	40	3	0	100%	100%	1	2029	0	1955	1955	0	0	257	0.132		225	0.115						
Pedestrian crossing		← - - - ->	5p	D		Min. Green time = 5GM + 8FG = 13s																							
		← - - - ->	6P	B,C		Min. Green time = 5GM + 8FG = 13s																							
		↑ - - - ->	7P	A,C,D		Min. Green time = 5GM + 7FG = 12s																							
		↓ - - - ->	8P	A,B,D		Min. Green time = 5GM + 8FG = 13s																							
Notes:												Traffic Flow (pcu / hr)										AD,B,C AB,C,D				AD,B,C AB,C,D			
												Weekday AM Peak										AM Peak Check Phase				PM Peak Check Phase			
												690(510) 555(425)										by 0.420 0.385				by 0.295 0.346			
												↓ ↓										L (sec) 12 28				L (sec) 12 28			
												↑ ↗										C (sec) 100 100				C (sec) 100 100			
												690(630) 230(140) 145(165) 515(450)										y pract. 0.792 0.648				y pract. 0.792 0.648			
																						R.C. (%) 89% 68%				R.C. (%) 168% 87%			
Stage / Phase Diagrams																													
I/G = 5						I/G = 5						I/G = 5																	

TRAFFIC SIGNALS CALCULATION

Job No: 26011HK

CTA Consultants Ltd.

Junction: (J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street																											
Description: 2031 Design Traffic Flow																											
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(%) uphill Gradient	Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak						
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y				
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	606	0.308		587	0.299	0.299				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	649	0.308		628	0.299					
Cheung Wan Street	W	↕	3	C	3.5	18.0	20	0	0	51% / 49%	41% / 59%	2105	0	1950	1950	0	0	334	0.171	0.171	287	0.147	0.147				
	W	↕	3	C	3.5	15.0	0	0	1	100%	100%	1965	4070	1785	1785	3735	3735	306	0.171		263	0.147					
Tsing Yi Heung Sze Wui Road	S	↘	1	A,D	3.5	10.0	0	0	1	100%	100%	1965	6175	1710	1710	5920	5920	650	0.380	0.380	440	0.257					
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	568	0.270		375	0.178					
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	568	0.270		375	0.178					
Pedestrian crossing		↔	4P	B						AM: Green time = 12GM + 11FG = 23s, PM: Green time = 12GM + 11FG = 23s																	
		↑↓	5P	D						AM: Green time = 6GM + 8FG = 14s, PM: Green time = 10GM + 8FG = 18s																	
		↕	6P	B,C						AM: Green time = 45GM + 10FG = 55s, AM: Green time = 41GM + 10FG = 51s																	
														AB,C,D		AD,B,C		AB,C,D		AD,B,C							
Notes:												Traffic Flow (pcu / hr)				Weekday AM Peak				AM Peak Check Phase				PM Peak Check Phase			
																1135(750) 650(440)				Ey 0.480 0.551				Ey 0.446 0.405			
																↓ ↘ ↗				L (sec) 31 37				L (sec) 35 37			
																↗ ↘ ↗				C (sec) 114 114				C (sec) 100 100			
																↗ ↘ ↗				y pract. 0.655 0.608				y pract. 0.585 0.567			
																↗ ↘ ↗				R.C. (%) 37% 10%				R.C. (%) 31% 40%			
												↑															
												1255(1215)															
Stage / Phase Diagrams																											
I/G = 2						I/G = 8 + Ped 23						I/G = 3						I/G = 5									
												I/G = 5						I/G = 12 + Ped 18									

Junction: (J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road																							
Description: 2031 Design Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Chung Mei Road	E		5	B,C	3.3	10.0	0	0	1	100%	100%	1945	1945	1690	1690	1690	1690	225	0.133		250	0.148	
	E		6	C	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	365	0.190	0.190	245	0.127	0.127
Tsing Yi Heung Sze Wui Road	N		2	A,C	3.3	25.0	0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	315	0.172		375	0.204	
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	515	0.245	0.245	480	0.228	0.228
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	515	0.245		480	0.228	
Tsing Yi Heung Sze Wui Road	S		1	A,B	3.5	0.0	0	3	1	0%	0%	1839	3818	1839	1839	3818	3818	629	0.342		426	0.232	
	S		1	A,B	3.5	0.0	0	3	0	0%	0%	1979	0	1979	1979	0	0	676	0.342		459	0.232	
	S		4	B	3.5	0.0	22	3	0	100%	100%	1979	1979	1855	1855	1855	1855	305	0.164	0.164	245	0.132	0.132
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak					AM Peak Check Phase			PM Peak Check Phase			
												225(250) 365(245) 					Eg 0.599 L (sec) 15 C (sec) 114 y pract. 0.782 R.C. (%) 31%			Eg 0.487 L (sec) 15 C (sec) 100 y pract. 0.765 R.C. (%) 57%			
Stage / Phase Diagrams																							
																							
I/G = 5						I/G = 5						I/G = 8											

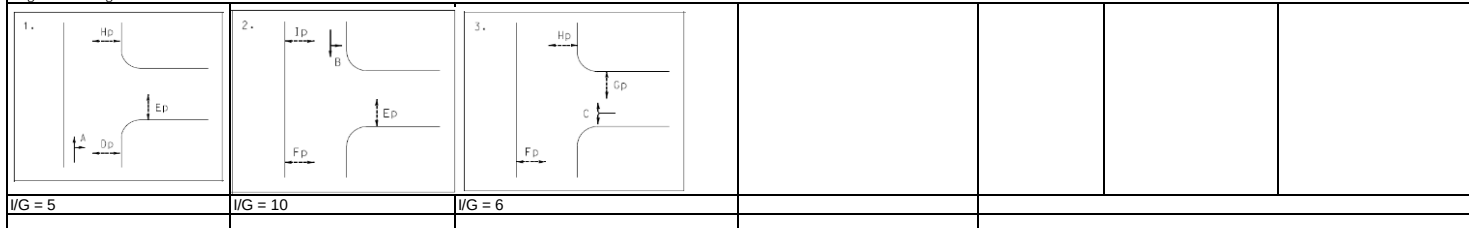
Junction: **(J14) Tsing Yi Road / Planned New Road**
Description: **2031 Design Traffic Flow**

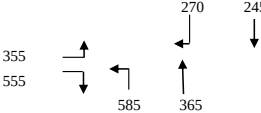
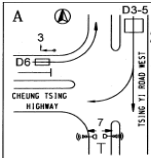
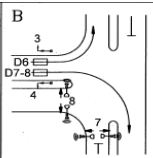
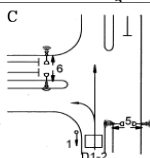
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road	N	↑	A	1	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4065	4065	258	0.132	0.132	215	0.109	0.109
	N	↗	A	1	3.5	0.0	40	0	0	4%	7%	2105	0	2100	2100	0	0	277	0.132		230	0.109	
Planned New Road	W	↖	C	3	3.5	0.0	18	0	0	100%	100%	2105	2105	1945	1945	1945	1945	15	0.008		20	0.010	
	W	↙	C	3	3.5	10.0	0	0	1	100%	100%	1965	1965	1710	1710	1710	1710	75	0.044	0.044	60	0.035	0.035
Tsing Yi Road	S	↘	B	2	3.5	10.0	0	0	1	0%	2%	1965	4070	1965	1960	4070	4065	316	0.161	0.161	205	0.104	0.105
	S	↙	B	2	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	339	0.161		220	0.105	
Pedestrian crossing		↔	Dp	1		AM: Green time = 26GM + 7FG = 33s, PM: Green time = 32GM + 7FG = 39s																	
		↑↓	EP	1,2		AM: Green time = 76GM + 7FG = 83s, PM: Green time = 82GM + 7FG = 89s																	
		↔	Fp	2,3		AM: Green time = 70GM + 7FG = 77s, PM: Green time = 64GM + 7FG = 71s																	
		↑↓	Gp	3		AM: Green time = 22GM + 7FG = 29s, PM: Green time = 16GM + 7FG = 23s																	
		↔	Hp	1,3		AM: Green time = 66GM + 7FG = 73s, PM: Green time = 66GM + 7FG = 73s																	
		↔	Ip	2		AM: Green time = 32GM + 7FG = 39s, PM: Green time = 32GM + 7FG = 39s																	

Notes:

Traffic Flow (pcu / hr)	Weekday AM Peak	AM Peak Check Phase		PM Peak Check Phase	
	655(420) 0(5)	Ly	0.336	Ly	0.249
	↓	L (sec)	18	L (sec)	18
	↘	C (sec)	120	C (sec)	120
	↗	y pract.	0.765	y pract.	0.765
	↖	75(60)	R.C. (%) 127%		R.C. (%) 207%
525(430) 10(15)	↑				
	↗				
	↘				
	↓				

Stage / Phase Diagrams



Junction: (J1) Cheung Tsing Highway / Tsing Yi Road West																													
Description: 2031 Design Traffic Flow																													
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside O/V	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak												
						Left	Right			Logistic Peak			Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y							
Tsing Yi Road West	S		2	A	3.5	0	0	0	1	0%	1965	6135	1965		5885		172	0.088	0.088										
	S		2	A	3.3	0	20	0	0	58%	2085	0	2000		0		175	0.087											
	S		2	A	3.3	0	17.5	0	0	100%	2085	0	1920		0		168	0.088											
Cheung Tsing Highway	E		3	A,B	3.4	20	0	0	1	100%	1955	1955	1820		1820		355	0.195											
	E		4	B	3.5	0	30	0	0	100%	2105	4070	2005		3860		288	0.144											
	E		4	B	3.5	0	25	0	1	100%	1965	0	1855		0		267	0.144	0.144										
Tsing Yi Road West	N		1	C	3.6	20	0	6.5	1	100%	1702	3544	1585		3425		585	0.369	0.369										
	N		1	C	3.6	0	0	6.5	0	0%	1842	0	1840		0		365	0.198											
Pedestrian crossing			5P	C		Min. Green time = 5GM + 10FG = 15s																							
			6P	C		Min. Green time = 5GM + 6FG = 11s																							
			7P	A,B		Min. Green time = 5GM + 9FG = 14s																							
			8P	B		Min. Green time = 5GM + 10FG = 15s																							
Notes:											Traffic Flow (pcu / hr)								A,B,C		AB,C								
																			Logistic Peak Check Phase										
																			Eγ		0.600		0.564						
																			L (sec)		13		9						
																			C (sec)		100		100						
																			y pract.		0.783		0.819						
																			R.C. (%)		30%		45%						
Stage / Phase Diagrams																													
																													
I/G = 5					I/G = 5					I/G = 6																			

Junction: (J2) Tsing Hung Road / Tsing Yi Road																					
Description: 2031 Design Traffic Flow (With Planned Improvement)																					
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak					
						Left	Right					Logistic Peak	Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value
Tsing Yi Road	S	↓	1	A	3.5	0.0	0	1	0%	1965	4070	1965		4070		270	0.138	0.269			
	S	↓	1	A	3.5	0.0	0	0	0%	2105	0	2105		0		290	0.138				
	S	↙	1	A	3.6	0.0	18	0	100%	2115	2115	1950		1950		525	0.269				
Tsing Yi Road	N	↑	4	C	4.0	30.0	0	1	100%	2015	2015	1920		1920		30	0.016				
	N	↑	4	C	3.5	0.0	0	0	0%	2105	4210	2105		4210		263	0.125	0.125			
	N	↑	4	C	3.5	0.0	0	0	0%	2105	0	2105		0		263	0.125				
Tsing Hung Road	E	→	2	A,B	3.3	25.0	0	1	100%	1945	1945	1835		1835		495	0.270				
	E	→	3	B	4.0	0.0	22	0	100%	2155	2155	2015		2015		25	0.012				
Pedestrian Crossing		↕	5P 6P 7P 8P	D A,B,D C,D C,D					Min. Green time = 5GM + 7FG = 12s Min. Green time = 5GM + 5FG = 10s Min. Green time = 5GM + 10FG = 15s Min. Green time = 5GM + 5FG = 10s												
Notes:										Traffic Flow (pcu / hr) Weekday AM Peak 495 25 30 525 560					AB.C A.B.C AM Peak Check Phase Ey 0.394 0.394 L (sec) 11 29 C (sec) 120 120 y pract. 0.818 0.683 R.C. (%) 107% 73%						
Stage / Phase Diagrams																					
1 2 3																					
I/G = 5 I/G=3 + Ped 21 I/G = 2																					

Junction: (J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road
Description: 2031 Design Traffic Flow

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Logistic Peak					
						Left	Right			Logistic Peak			Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road	NE	↶	1	A	4.5	15	0	6.5	1	100%	1792	1792	1630		170	0.104	0.137			
	NE	↷	1	A	3.4	0	0	6.5	0	0%	1822	1822	1820		250	0.137				
Sai Tso Wan Road	NW	↶	3	C,D	3.8	15	0	0	1	100%	1995	1995	1815		680	0.375				
	NW	↷	4	D	3.8	0	25	0	0	100%	2135	2135	2015		200	0.099	0.099			
Tsing Yi Road West	SE	↷	2	B,C	3.4	0	0	0	1	0%	1955	1955	1955		230	0.118				
	SE	↶	2	B,C	3.7	0	25	0	0	100%	2125	2125	2005		555	0.277	0.277			
Pedestrian crossing		↕	5p	A,B	Min. Green time = 5GM + 8FG = 13s															
		↕	6p	D	Min. Green time = 5GM + 10FG = 15s															
		↔	7p	B,C	Min. Green time = 5GM + 9FG = 14s															
		↔	8p	A,D	Min. Green time = 5GM + 7FG = 12s															

Notes:	Traffic Flow (pcu / hr)		Logistic Peak Check Phase																	
			<table><tr><td>8y</td><td>0.513</td><td>0.512</td></tr><tr><td>L (sec)</td><td>19</td><td>30</td></tr><tr><td>C (sec)</td><td>110</td><td>110</td></tr><tr><td>y pract.</td><td>0.745</td><td>0.655</td></tr><tr><td>R.C. (%)</td><td>45%</td><td>28%</td></tr></table>			8y	0.513	0.512	L (sec)	19	30	C (sec)	110	110	y pract.	0.745	0.655	R.C. (%)	45%	28%
	8y	0.513	0.512																	
	L (sec)	19	30																	
	C (sec)	110	110																	
	y pract.	0.745	0.655																	
	R.C. (%)	45%	28%																	

Stage / Phase Diagrams				
I/G = 5	I/G = 5		I/G = 5	
I/G = 5	I/G = 8+12	I/G = 2		

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Junction: (J5) Sai Tso Wan Road Near VEC

Description: **2031 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak					
						Left	Right		Logistic Peak			Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Sai Tso Wan Road	EB	→	3	A	4.0	0.0	0	1	0%	2015	2015	2015		2015	440	0.218	0.218				
Sai Tso Wan Road	WB	↖	2	B,C	4.0	0.0	10	0	100%	2155	2155	1875		1875	130	0.069					
Sai Tso Wan Road	WB	←	1	A,B	4.0	0.0	0	1	0%	2015	2015	2015		2015	445	0.221	0.221				
Pedestrian Crossing		↑ ↓	4P	C		Green time = 13Gm + 5 FGm = 18s															
Notes: (None)									Traffic Flow (pcu / hr) AM (PM) Peak						A,B,C AB,C						
									440 → ↖ 130 ← 200						Logistic Peak Check Phase ey 0.288 0.221 L (sec) 11 25 C (sec) 91 91 y pract. 0.791 0.653 R.C. (%) 175% 196%						
Stage / Phase Diagrams																					
A VEHICLE EXAMINATION COMPLEX B C																					
I/G = 6				I/G = 7																	
I/G = 3				I/G = 7								I/G = 5 + Ped 18s									

Junction: (J8) Tsing Yi Road West / Ching Hong Road																								
Description: 2031 Design Traffic Flow																								
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient)	Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak			Critical y				
						Left	Right						Logistic Peak	Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value					
Tsing Yi Road West	S	↓	1	A	3.5	0.0	0	5.5	0	0%	1874	3748	1874		3748		75	0.040	0.121					
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	1874	0	1874		0		75	0.040						
	S	↘	1	A	3.7	10.0	0	5.5	1	100%	1754	1754	1525		1525		185	0.121						
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070		183	0.093						
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0		197	0.093						
	N	↗	3	B	3.3	0.0	18	0	0	100%	2085	2085	1925		1925		335	0.174	0.174					
Ching Hong Road	W	←	4	C	3.4	18.0	20	0	0	23% / 77%	2095	0	1945		0		303	0.156	0.156					
	W	↙	4	C	3.4	15.0	0	0	1	100%	1955	4050	1775		3720		277	0.156						
Pedestrian crossing		↕	5P	A,B	Min. Green time = 11GM + 8FG = 19s																			
		↕	6P	C	Min. Green time = 5GM + 12FG = 17s																			
Notes:											Traffic Flow (pcu / hr) Weekday AM Peak					Logistic Peak Check Phase								
											380335230185					6y0.451 L (sec)12 C (sec)71 y pract.0.748 R.C. (%)66%								
Stage / Phase Diagrams																								
A					B					C														
I/G = 5					I/G = 5					I/G = 7														

Junction: J9 - Tsing Yi Road West / Liu To Road																									
Description: 2031 Design Traffic Flow																									
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak			Flow (pcu/hr)			y Value	Critical y	
						Left	Right			Logistic Peak			Logistic Peak	Logistic Peak	Logistic Peak	Flow (pcu/hr)	y Value	Critical y							
Tsing Yi Road West	S	↓	2	A,B	3.3	0.0	0	5	1	0%	1735	3610	1735		3610		132	0.076							
	S	↓	2	A,B	3.3	0.0	0	5	0	0%	1875	0	1875		0		143	0.076							
	S	↶	3	B	3.3	0.0	22	5	0	100%	1875	1875	1755		1755		305	0.174	0.174						
Tsing Yi Road West	N	↶	1	A	3.2	10.0	0	0	1	56%	1935	4100	1785		3950		267	0.149	0.149						
	N	↑	1	A	4.1	0.0	0	0	0	0%	2165	0	2165		0		323	0.149							
Liu To Road	E	↶	5	B,C	3.2	10.0	0	0	1	100%	1935	1935	1685		1685		375	0.223							
	E	↷	4	C	4.1	0.0	18	0	0	100%	2165	2165	2000		2000		140	0.070	0.070						
Pedestrian crossing		↕	6P	A,D		Green time = 46GM + 9FG = 55s																			
		↕	7P	C,D		Green time = 31GM + 13FG = 44s																			
		↔	8P	D		Green time = 10GM + 8FG = 18s																			
Pedestrian Crossing																									
										A,B,C,D A,B,C,D															
Notes:										Traffic Flow (pcu / hr) Weekday AM Peak										Logistic Peak Check Phase					
										375 305 275 140 ↶ ↷ 150 ↷ 440										by 0.372 0.393					
																				L (sec) 39 43					
																				C (sec) 130 130					
																				y pract. 0.630 0.602					
																				R.C. (%) 69% 53%					
Stage / Phase Diagrams																									
I/G = 5					I/G = 7					I/G = 5					I/G = 11 + Ped 18										

TRAFFIC SIGNALS CALCULATION

Job No: 26011HK

CTA Consultants Ltd.

Junction: J10 - Tsing Yi Road West / Fung Shue Wo Road																																						
Description: 2031 Design Traffic Flow (With Planned Improvement)																																						
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(% uphill Gradient	Nearside O/I	Pro. Turning (%)	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak																				
						Left	Right							Logistic Peak			Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y												
Fung Shue Wo Road	S	↓	1	A,D	4.1	0.0	0	3	0	0%	1	2039	4058	2039		4058		231	0.113	0.113																		
(To Tsing Yi Road West)	S	↓	1	A,D	3.9	0.0	0	3	0	0%	1	2019	0	2019		0		229	0.113																			
Fung Shue Wo Road	S	↓	1	A,D	4.0	0.0	0	3	1	0%	1	1889	3918	1889		3918		198	0.105																			
(To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	0	0%	1	2029	0	2029		0		212	0.105																			
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1	1965	2722.8	1965		2722.8		447	0.228																			
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0.36	757.8	0	757.8		0		173	0.228																			
	N	↗	3	B	3.6	0.0	18	0	0	100%	1	2115	2115	1950		1950		160	0.082	0.082																		
Fung Shue Wo Road	N	↖	4	C	4.0	35.0	0	3	1	100%	1	1889	2213.6	1810		2120		98	0.054																			
	N	↖	4	C	4.0	38.0	0	3	0	100%	0.16	324.64	0	310		0		17	0.054																			
Fung Shue Wo Road	N	↗	4	C	4.0	0.0	43	3	0	100%	1	2029	4058	1960		3915		205	0.105	0.105																		
	N	↗	4	C	4.0	0.0	40	3	0	100%	1	2029	0	1955		0		205	0.105																			
Pedestrian crossing		← - - - →	5p	D						Min. Green time = 5s (G) + 8s (FS) = 13s																												
		← - - - →	6P	B,C						Min. Green time = 5s (G) + 8s (FS) = 13s																												
		↑	7P	A,C,D						Min. Green time = 5s (G) + 8s (FS) = 13s																												
		↓	8P	A,B,D						Min. Green time = 5s (G) + 7s (FS) = 12s																												
												AD,B,C AB,C,D																										
Notes:												Traffic Flow (pcu / hr) Weekday AM Peak								Logistic Peak Check Phase																		
																				<table><tr><td>Ey</td><td>0.300</td><td>0.332</td></tr><tr><td>L (sec)</td><td>12</td><td>28</td></tr><tr><td>C (sec)</td><td>90</td><td>100</td></tr><tr><td>y pract.</td><td>0.780</td><td>0.648</td></tr><tr><td>R.C. (%)</td><td>160%</td><td>95%</td></tr></table>				Ey	0.300	0.332	L (sec)	12	28	C (sec)	90	100	y pract.	0.780	0.648	R.C. (%)	160%	95%
Ey	0.300	0.332																																				
L (sec)	12	28																																				
C (sec)	90	100																																				
y pract.	0.780	0.648																																				
R.C. (%)	160%	95%																																				
Stage / Phase Diagrams																																						
I/G = 5					I/G = 5					I/G = 5																												

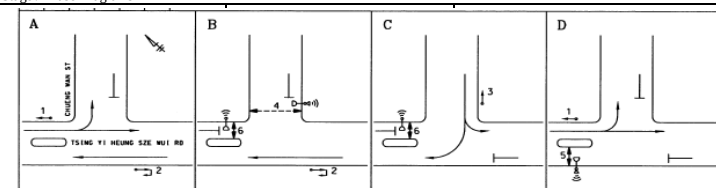
Junction: (J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street
Description: 2031 Design Traffic Flow

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(%) uphill Gradient	Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak					
						Left	Right						Logistic Peak	Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070		488	0.248				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0		522	0.248				
Cheung Wan Street	W	↗	3	C	3.5	18.0	20	0	0	54% / 46%	2105	0	1950		0		303	0.155	0.155			
	W	↙	3	C	3.5	15.0	0	0	1	100%	1965	4070	1785		3735		277	0.155				
Tsing Yi Heung Sze Wui Road	S	↘	1	A,D	3.0	10.0	0	0	1	100%	1915	6025	1665		5775		600	0.360	0.360			
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0		375	0.182				
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0		375	0.182				
Pedestrian crossing		↔	4P	B		Green time = 12GM + 11FG = 23s																
		↑↓	5P	D		Green time = 8GM + 8FG = 16s																
		↑↓	6P	B,C		Green time = 42GM + 10FG = 52s																
AB,C,D AD,B,C																						

AB,C,D AD,B,C

Notes:	Traffic Flow (pcu / hr)	Weekday AM Peak			Logistic Peak Check Phase		
		750	600		Ey	0.403	0.516
		↓	↘		L (sec)	33	37
					C (sec)	90	90
					y pract.	0.570	0.530
	↑ 1010			↗ ↘ 440	R.C. (%)	41%	3%

Stage / Phase Diagrams



I/G = 2	I/G = 5	I/G = 12 + Ped 16			
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Junction: (J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road																							
Description: 2031 Design Traffic Flow																							
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		uphill Gradient (%)	Nearside 0/1	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak			Critical y			
						Left	Right			Logistic Peak			Logistic Peak	Logistic Peak	Flow (pcu/hr)	y Value							
Chung Mei Road	E	↗	5	B,C	3.3	10.0	0	0	1	100%	1945	1945	1690		1690	230	0.136						
	E	↘	6	C	3.3	0.0	18	0	0	100%	2085	2085	1925		1925	305	0.158	0.158					
Tsing Yi Heung Sze Wui Road	N	↖	2	A,C	3.3	25.0	0	0	1	100%	1945	1945	1835		1835	275	0.150						
	N	↑	3	A	3.5	0.0	0	0	0	0%	2105	4210	2105		4210	165	0.078	0.078					
	N	↑	3	A	3.5	0.0	0	0	0	0%	2105	0	2105		0	165	0.078						
Tsing Yi Heung Sze Wui Road	S	↓	1	A,B	3.5	0.0	0	3	1	0%	1839	3818	1839		3818	154	0.084						
	S	↓	1	A,B	3.5	0.0	0	3	0	0%	1979	0	1979		0	166	0.084						
	S	↙	4	B	3.5	0.0	22	3	0	100%	1979	1979	1855		1855	305	0.164	0.164					
Pedestrian crossing																							
Notes:											Traffic Flow (pcu / hr) Weekday AM Peak					Logistic Peak Check Phase							
											230 ↗ 305 ↘ ↖ ↑ 275 770 305 ↖ 890.00 ↓					Eg 0.401 L (sec) 15 C (sec) 114 y pract. 0.782 R.C. (%) 95%							
Stage / Phase Diagrams																							
I/G = 5						I/G = 5						I/G = 8											

TRAFFIC SIGNALS CALCULATION Job No: 26011HK **CTA Consultants Ltd.**

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Junction: (J14) Tsing Yi Road / Planned New Road
Description: 2031 Design Traffic Flow

Junction: (J14) Tsing Yi Road / Planned New Road
Description: 2031 Design Traffic Flow

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(%) uphill Gradient	Nearside O/I	Pro. Turning (%)	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		Logistic Peak					
						Left	Right						Logistic Peak	Logistic Peak		Logistic Peak		Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value
Tsing Yi Road	N	↑	A	1	3.5	0.0	0	0	1	0%	1965	4070	1965		4065		268	0.136	0.137			
	N	↗	A	1	3.5	0.0	40	0	0	3%	2105	0	2100		0		287	0.137				
Planned New Road	W	↖	C	3	3.5	0.0	18	0	0	100%	2105	2105	1945		1945		10	0.005				
	W	↘	C	3	3.5	10.0	0	0	1	100%	1965	1965	1710		1710		65	0.038	0.038			
Tsing Yi Road	S	↘	B	2	3.5	10.0	0	0	1	2%	1965	4070	1960		4065		284	0.145	0.145			
	S	↓	B	2	3.5	0.0	0	0	0	0%	2105	0	2105		0		306	0.145				
Pedestrian crossing		↔	Dp	1	Green time = 28GM + 7FG = 35s																	
		↕	EP	1,2	Green time = 78GM + 7FG = 85s																	
		↔	Fp	2,3	Green time = 68GM + 7FG = 75s																	
		↕	Gp	3	Green time = 20GM + 7FG = 27s																	
		↔	Hp	1,3	Green time = 66GM + 7FG = 73s																	
		↔	Ip	2	Green time = 32GM + 7FG = 39s																	

Notes:	Traffic Flow (pcu / hr) Weekday AM Peak 585 5 10.00 65.00 545 10	AM Peak Check Phase Ey 0.320 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 139%	
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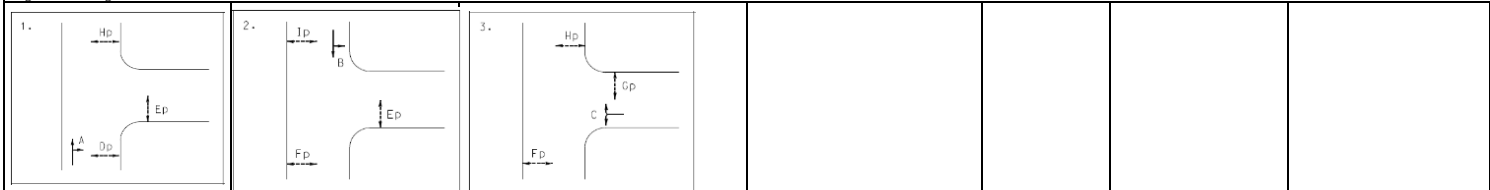
Notes:	Traffic Flow (pcu / hr) Weekday AM Peak 585 5 10.00 65.00 545 10	AM Peak Check Phase Ey 0.320 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 139%	
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Notes:	Traffic Flow (pcu / hr) Weekday AM Peak 585 5 10.00 65.00 545 10	AM Peak Check Phase Ey 0.320 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 139%	
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Notes:	Traffic Flow (pcu / hr) Weekday AM Peak 585 5 10.00 65.00 545 10	AM Peak Check Phase Ey 0.320 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 139%	
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Notes:	Traffic Flow (pcu / hr) Weekday AM Peak 585 5 10.00 65.00 545 10	AM Peak Check Phase Ey 0.320 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 139%	
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Stage / Phase Diagrams			
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I/G = 5	I/G = 10	I/G = 6			

I/G = 5	I/G = 10	I/G = 6			

I/G = 5	I/G = 10	I/G = 6			

Priority Junction Calculation

Junction :	(J3) Tsing Yi Road / Tsing Sheung Road	Job No.:	26011HK
Scenario :	2031 Design Traffic Flow		

Arm C Tsing Yi Road

410	<450>	(295)
95	<90>	(110)

Arm B Tsing Sheung Road

135	160
<125>	<145>
(115)	(185)

Arm A Tsing Yi Road

515	<440>	(330)
250	<215>	(250)

AM	[Logistic]	(PM)
[Logistic]		
(PM)		

The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

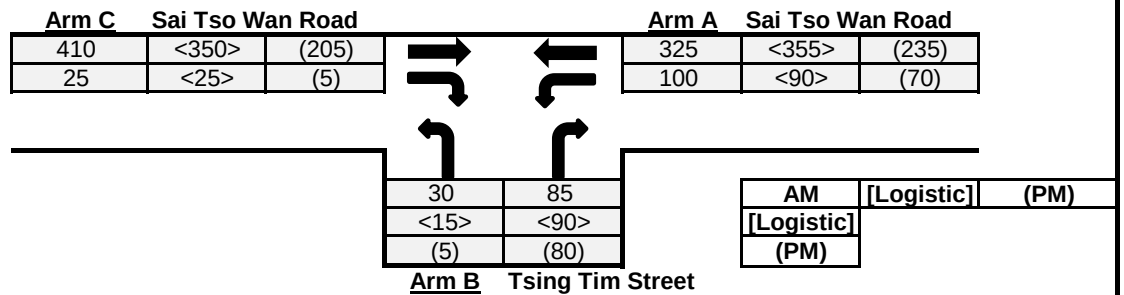
Geometry :	Input	Calculated
W	14	D 0.933
W-CR	0	E 1.012
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	F 0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	0	Y 0.517
V-rBA	30	
V-IBA	50	
V-rBC	50	
V-rCB	50	
w-BA	4.5	
w-BC	4.5	
w-CB	0	

Analysis :	Traffic Flow pcu/hr	AM	Logistic	PM	Capacity pcu/hr	AM	Logistic	PM	
q-CA	410	450	295	Q-BA	408	420	449	(If C-B blocked C- If Minor Road Share LT&RT)	
q-CB	95	90	110	Q-BC	637	654	672		
q-AB	250	215	250	Q-CB	370	383	391		
q-AC	515	440	330	Q-CA	N/A	N/A	N/A		
q-BA	160	145	185	Q-BAC	N/A	N/A	N/A		
q-BC	135	125	115						
f	0.458	0.463	0.383						

Results :	Ratio of Flow-to-Capacity	AM	Logistic	PM
B-A		0.39	0.34	0.41
B-C		0.21	0.19	0.17
C-B		0.26	0.24	0.28
C-A		N/A	N/A	N/A
B-AC		N/A	N/A	N/A
Critical DFC		0.39	0.34	0.41

Priority Junction Calculation

Junction :	(J6) Sai Tso Wan Road / Tsing Tim Street	Job No.:	26011HK
Scenario :	2031 Design Traffic Flow		



The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

$$Y = 1 - 0.0345W$$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input	Calculated
W	7	D 0.877
W-CR	0	E 0.933
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	F 0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	Y 0.759

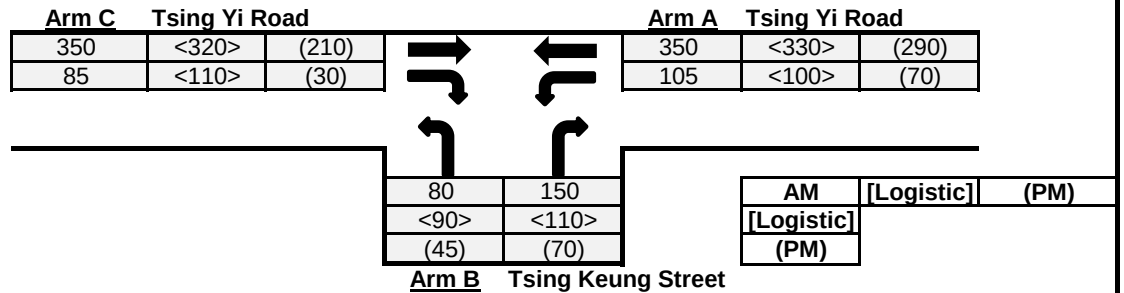
Analysis :	Traffic Flow	AM	Logistic	PM	Capacity	AM	Logistic	PM	
	pcu/hr				pcu/hr				
	q-CA	410	350	205	Q-BA	390	393	453	
	q-CB	25	25	5	Q-BC	601	594	627	
	q-AB	100	90	70	Q-CB	386	383	407	
	q-AC	325	355	235	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	85	90	80	Q-BAC	430	413	461	(If Minor Road Share
	q-BC	30	15	5					LT&RT)
	f	0.261	0.143	0.059					

Results :	Ratio of Flow-to-Capacity	AM	Logistic	PM
	B-A	N/A	N/A	N/A
	B-C	N/A	N/A	N/A
	C-B	0.06	0.07	0.01
	C-A	N/A	N/A	N/A
	B-AC	0.27	0.25	0.18
	Critical DFC	0.27	0.25	0.18

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Priority Junction Calculation

Junction : (J13) Tsing Yi Road / Tsing Keung Street Job No.: 26011HK
 Scenario : 2031 Design Traffic Flow



The predictive equations of capacity of movement are:

$$Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))$$

$$Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))$$

$$Q-CB = F(745 - 0.364Y(q-AC + q-AB))$$

The geometric parameters represented by D, E, F are:

$$D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))$$

$$E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))$$

$$F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))$$

where

$$Y = 1 - 0.0345W$$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input				Calculated	
	W	15	V-rBA	50	w-BA	4
	W-CR	0	V-IBA	50	w-BC	4
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)		0	V-rBC	50	w-CB	0
Minor Road Share LT&RT? (Yes: 1, No: 0)		0	V-rCB	50		
					D	0.910
					E	0.968
					F	0.616
					Y	0.483

Analysis :	Traffic Flow	AM	Logistic	PM	Capacity	AM	Logistic	PM	
	pcu/hr				pcu/hr				
	q-CA	350	320	210	Q-BA	453	454	492	
	q-CB	85	110	30	Q-BC	654	658	667	
	q-AB	105	100	70	Q-CB	409	412	420	
	q-AC	350	330	290	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	150	110	70	Q-BAC	N/A	N/A	N/A	(If Minor Road Share LT&RT)
	q-BC	80	90	45					
	f	0.348	0.450	0.391					

Results :	Ratio of Flow-to-Capacity	AM	Logistic	PM
	B-A	0.33	0.24	0.14
	B-C	0.12	0.14	0.07
	C-B	0.21	0.27	0.07
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A
	Critical DFC	0.33	0.27	0.14

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Roundabout Junction Calculation

Junction :	(RA1) Tsing Yi Interchange (North)	Job No.: 26011HK
Scenario :	2031 Design Traffic Flow	

Arm 4 Tsing Yi Heung Sze Wui Road

0		440	
<0>		<325>	
(0)		(310)	

Arm 1 Tsing Yi Bridge

440	<325>	(310)	

Arm 2 Tsing Yi Interchange Access Road

1710	<1305>	(1240)	
	285	1425	0
	<210>	<1095>	<0>
	(165)	(1075)	(0)

Arm 3

1425	<1095>	(1075)	

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		6		6
E	=	Entry width (m)		7		7
L	=	Effective length of flare (m)		5		5
R	=	Entry radius		62		41
D	=	Inscribed circle diameter (m)		60		60
A	=	Entry angle (degree)		27		60
Q	=	Entry flow (pcu/hr)	AM	1710		440
			Logistic	1305		325
			PM	1240		310
Qc	=	Circulating flow across entry (pcu/hr)	AM	0		1425
			Logistic	0		1095
			PM	0		1075

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E - V) / L$		0.32		0.32
K	=	$1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$		1.04		0.92
X2	=	$V + ((E - V) / (1 + 2 \cdot S))$		6.61		6.61
M	=	$\text{Exp}((D - 60) / 10)$		1.00		1.00
F	=	$303 \cdot X2$		2003		2003
Td	=	$1 + (0.5 / (1 + M))$		1.25		1.25
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$		0.61		0.61
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$	AM	2090		1045
			Logistic	2090		1230
			PM	2090		1241
DFC	=	Entry Flow/Capacity = Q / Qe	AM	0.82		0.42
			Logistic	0.62		0.26
			PM	0.59		0.25

DFC of Critical Approach	=	AM	0.82	
		Logistic	0.62	
		PM	0.59	

Roundabout Junction Calculation

Junction :	(RA1) Tsing Yi Interchange (South)	Job No.: 26011HK
Scenario :	2031 Design Traffic Flow (Planned Improvement)	

Arm 4 Tsing Yi Bridge

	10	650	0
	<5>	<535>	<0>
	(15)	(670)	(0)

Arm 1 Tsing Yi Road (Right)

0	0	0
645	535	445
190	160	160

Arm 3 Tsing Yi Interchange Access Road

125	<90>	(205)
		125 0
		<90> <0>
		(205) (0)

Arm 2 Tsing Yi Road (Left)

		125 0
		<90> <0>
		(205) (0)

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	7	7.3	7	6
E	=	Entry width (m)	7.2	10.6	7.3	6.3
L	=	Effective length of flare (m)	5	17	5	5
R	=	Entry radius	23	60	24	44
D	=	Inscribed circle diameter (m)	60	60	60	60
A	=	Entry angle (degree)	43	55	27	23
Q	=	Entry flow (pcu/hr)	835	125	425	660
		AM	835	125	425	660
		Logistic	695	90	330	540
		PM	605	205	310	685
Qc	=	Circulating flow across entry (pcu/hr)	670	655	125	550
		AM	670	655	125	550
		Logistic	550	540	90	420
		PM	695	1130	205	515

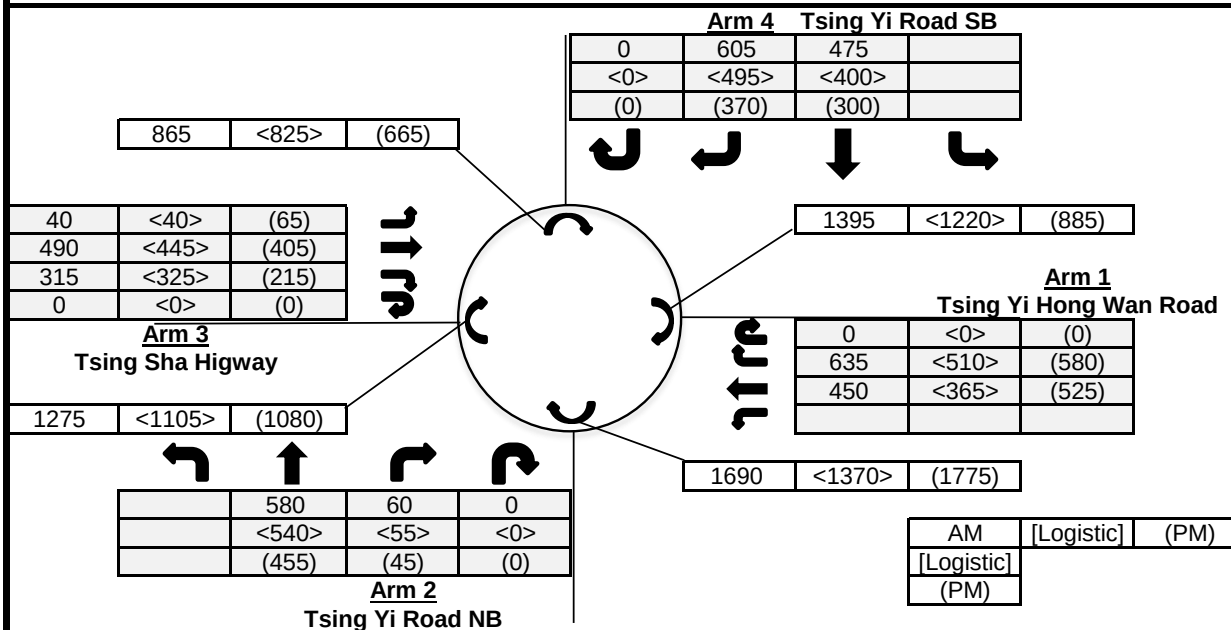
Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E - V) / L$	0.06	0.31	0.10	0.10
K	=	$1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$	0.96	0.95	1.02	1.05
X2	=	$V + ((E - V) / (1 + 2 \cdot S))$	7.18	9.34	7.25	6.25
M	=	$\text{Exp}((D - 60) / 10)$	1.00	1.00	1.00	1.00
F	=	$303 \cdot X2$	2175	2829	2197	1894
Td	=	$1 + (0.5 / (1 + M))$	1.25	1.25	1.25	1.25
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$	0.64	0.75	0.64	0.59
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$	1679	2209	2156	1649
		AM	1679	2209	2156	1649
		Logistic	1752	2291	2179	1730
		PM	1663	1871	2104	1671
DFC	=	Entry Flow/Capacity = Q / Qe	0.50	0.06	0.20	0.40
		AM	0.50	0.06	0.20	0.40
		Logistic	0.40	0.04	0.15	0.31
		PM	0.36	0.11	0.15	0.41

DFC of Critical Approach	=	AM	0.50
		Logistic	0.40
		PM	0.41

Roundabout Junction Calculation

Junction : (RA2) Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Hig Job No.: 26011HK

Scenario : 2031 Design Traffic Flow (With Planned Improvement)



Input Parameters

			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	7.3	7.1	7.3	7.3
E	=	Entry width (m)	13.5	12	9.5	10
L	=	Effective length of flare (m)	30	15	30	15
R	=	Entry radius	45	97	52	34
D	=	Inscribed circle diameter (m)	100	100	100	100
A	=	Entry angle (degree)	29	32	31	46
Q	=	Entry flow (pcu/hr)	AM 1085	640	845	1080
			Logistic 875	595	810	895
			PM 1105	500	685	670
Qc	=	Circulating flow across entry (pcu/hr)	AM 1395	1690	1275	865
			Logistic 1220	1370	1105	825
			PM 885	1775	1080	665

Output Parameters

			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E - V) / L$	0.33	0.52	0.12	0.29
K	=	$1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$	1.03	1.03	1.03	0.96
X2	=	$V + ((E - V) / (1 + 2 \cdot S))$	11.03	9.50	9.08	9.01
M	=	$\exp((D - 60) / 10)$	54.60	54.60	54.60	54.60
F	=	$303 \cdot X2$	3343	2877	2752	2731
Td	=	$1 + (0.5 / (1 + M))$	1.01	1.01	1.01	1.01
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$	0.68	0.61	0.60	0.59
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$	AM 2468	1898	2044	2139
			Logistic 2591	2101	2148	2162
			PM 2825	1844	2163	2253
DFC	=	Entry Flow/Capacity = Q / Qe	AM 0.44	0.34	0.41	0.50
			Logistic 0.34	0.28	0.38	0.41
			PM 0.39	0.27	0.32	0.30

DFC of Critical Approach = AM 0.50
Logistic 0.41
PM 0.39

Roundabout Junction Calculation

Junction :	(RA3) Tsing Yi Hong Wan Road	Job No.:	26011HK
Scenario :	2031 Design Traffic Flow		

Arm 4 Tsing Yi Hong Wan Road SB

20	20	1065
<20>	<30>	<950>
(10)	(25)	(930)

Arm 1

1160	<1045>	(1000)
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Arm 3

5	<5>	(5)
10	<10>	(15)
0	<0>	(0)

Arm 2 Tsing Yi Hong Wan Road NB

1225	<940>	(1005)
55	1160	45
<40>	<885>	<35>
(40)	(975)	(20)

Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)		7	7.3	7.3
E	= Entry width (m)		14	13	12
L	= Effective length of flare (m)		20	10	2
R	= Entry radius		65	25	75
D	= Inscribed circle diameter (m)		68	68	68
A	= Entry angle (degree)		53	60	46
Q	= Entry flow (pcu/hr)	AM	1260	15	1105
		Logistic	960	15	1000
		PM	1035	20	965
Qc	= Circulating flow across entry (pcu/hr)	AM	40	1225	55
		Logistic	50	940	45
		PM	965	1005	35

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = $1.6 \cdot (E - V) / L$		0.56	0.91	3.76
K	= $1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$		0.95	0.91	0.98
X2	= $V + ((E - V) / (1 + 2 \cdot S))$		10.30	9.32	7.85
M	= $\text{Exp}((D - 60) / 10)$		2.23	2.23	2.23
F	= $303 \cdot X2$		3121	2823	2379
Td	= $1 + (0.5 / (1 + M))$		1.16	1.16	1.16
Fc	= $0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$		0.74	0.69	0.62
Qe	= Capacity = $K \cdot (F - Fc \cdot Qc)$	AM	2950	1787	2299
		Logistic	2943	1966	2305
		PM	2295	1925	2311
DFC	= Entry Flow/Capacity = Q / Qe	AM	0.43	0.01	0.48
		Logistic	0.33	0.01	0.43
		PM	0.45	0.01	0.42

DFC of Critical Approach	=	AM	0.48	Logistic	0.43	PM	0.45
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Roundabout Junction Calculation

Junction :	(RA4) Tsing Yi Hong Wan Road / Tsing Ko Road	Job No.:	26011HK
Scenario :	2031 Design Traffic Flow		

750		165	185
<545>		<215>	<225>
(705)		(105)	(275)

925	<790>	(835)
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955	<680>	(910)
-----	-------	-------

755	<565>	(810)
-----	-------	-------

430	375	415
0	10	25
5	20	0

20	200		5
<30>	<135>		<0>
(5)	(205)		(0)

AM	[Logistic]	(PM)
[Logistic]		
(PM)		

Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)		6.7	6.3	7.3
E	= Entry width (m)		13.5	12.5	15
L	= Effective length of flare (m)		18	30	30
R	= Entry radius		47	100	75
D	= Inscribed circle diameter (m)		68	68	68
A	= Entry angle (degree)		41	22	46
Q	= Entry flow (pcu/hr)	AM	225	435	1100
		Logistic	165	405	985
		PM	210	440	1085
Qc	= Circulating flow across entry (pcu/hr)	AM	755	955	10
		Logistic	565	680	30
		PM	810	910	25

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = 1.6*(E-V)/L		0.60	0.33	0.41
K	= 1-0.00347*(A-30)-0.978*(1/R-0.05)		0.99	1.07	0.98
X2	= V+((E-V)/(1+2*S))		9.78	10.03	11.53
M	= Exp((D-60)/10)		2.23	2.23	2.23
F	= 303*X2		2963	3040	3493
Td	= 1+(0.5/(1+M))		1.16	1.16	1.16
Fc	= 0.21*Td*(1+0.2*X2)		0.72	0.73	0.80
Qe	= Capacity = K*(F-Fc*Qc)	AM	2397	2500	3416
		Logistic	2532	2714	3401
		PM	2358	2535	3405
DFC	= Entry Flow/Capacity = Q/Qe	AM	0.09	0.17	0.32
		Logistic	0.07	0.15	0.29
		PM	0.09	0.17	0.32

DFC of Critical Approach	=	AM	0.32	Logistic	0.29	PM	0.32
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Roundabout Junction Calculation

Junction :		(RA5) Tam Kon Shan Interchange		Job No.: 26011HK	
Scenario :		2031 Design Traffic Flow			

Arm 4 Tam Kon Shan Road

0	55	250	530	10
<0>	<40>	<435>	<435>	<5>
(0)	(85)	(30)	(30)	(370)

1725 <1645> (710)

1995 <1670> (1815)

75	<55>	(55)
235	<170>	(250)
0	<0>	(0)
85	<60>	(15)
70	<45>	(25)

Arm 3
Tsing Yi North Coastal Road EB

1800	<1565>	(1785)
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20	95	350	735	0
<15>	<80>	<305>	<630>	<0>
(15)	(95)	(440)	(525)	(0)

Arm 2
Fung Shue Wo Road

Arm 5 Tsing King Road

0	5	70	70	0
<0>	<5>	<45>	<55>	<0>
(30)	(15)	(65)	(65)	(0)

605 <685> (330)

Arm 1
Tsing Yi North Coastal Road WB

0	<0>	(0)
520	<460>	(530)
95	<85>	(150)
0	<0>	(0)
0	<0>	(0)

815 <680> (900)

AM	[Logistic]	(PM)
[Logistic]		
(PM)		

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4	Arm 5	
V	=	Approach half width (m)	7	7.3	5.5	7.3	7	
E	=	Entry width (m)	9	13.5	7.5	13.5	11	
L	=	Effective length of flare (m)	9	20	11	50	10	
R	=	Entry radius	100	35	45	35	45	
D	=	Inscribed circle diameter (m)	100	100	100	100	100	
A	=	Entry angle (degree)	30	25	25	45	45	
Q	=	Entry flow (pcu/hr)	AM	615	1200	465	845	145
			Logistic	545	1030	330	915	105
			PM	680	1075	345	515	175
Qc	=	Circulating flow across entry (pcu/hr)	AM	605	815	1800	1995	1725
			Logistic	685	680	1565	1670	1645
			PM	330	900	1785	1815	710

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4	Arm 5	
S	=	Sharpness of flare = 1.6*(E-V)/L	0.36	0.50	0.29	0.20	0.64	
K	=	1-0.00347*(A-30)-0.978*(1/R-0.05)	1.04	1.04	1.04	0.97	0.98	
X2	=	V+((E-V)/(1+2*S))	8.17	10.41	6.76	11.74	8.75	
M	=	Exp((D-60)/10)	54.60	54.60	54.60	54.60	54.60	
F	=	303*X2	2475	3155	2050	3557	2653	
Td	=	1+(0.5/(1+M))	1.01	1.01	1.01	1.01	1.01	
Fc	=	0.21*Td*(1+0.2*X2)	0.56	0.65	0.50	0.71	0.58	
Qe	=	Capacity = K*(F-Fc*Qc)	AM	2221	2723	1204	2075	1606
			Logistic	2175	2815	1326	2298	1652
			PM	2381	2665	1211	2199	2183
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.28	0.44	0.39	0.41	0.09
			Logistic	0.25	0.37	0.25	0.40	0.06
			PM	0.29	0.40	0.28	0.23	0.08

DFC of Critical Approach	=	AM	0.44
		Logistic	0.40
		PM	0.40

Roundabout Junction Calculation

Junction :	(RA6) Tsing King Road / Fung Shue Wo Road	Job No.:	26011HK
Scenario :	2031 Design Traffic Flow		

Arm 4 Tsing King Road

70	5	710	80
<45>	<5>	<510>	<55>
(115)	(5)	(515)	(75)

Arm 1 Fung Shue Wo Road WB

0	<0>	(0)
35	<20>	(20)
100	<70>	(105)
250	<165>	(170)

Arm 3 Fung Shue Wo Road EB

1150	<915>	(1080)	
380	555	135	355
<305>	<450>	<110>	<290>
(435)	(505)	(295)	(145)

Arm 2 Tsing Yi Heung Sze Wui Road

210	<140>	(760)	
380	555	135	355
<305>	<450>	<110>	<290>
(435)	(505)	(295)	(145)

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	6.7	7.3	7.3	6.9
E	=	Entry width (m)	9.7	10	9.2	8.9
L	=	Effective length of flare (m)	16	20	14	16
R	=	Entry radius	55	71	60	62
D	=	Inscribed circle diameter (m)	100	100	100	100
A	=	Entry angle (degree)	36	30	18	25
Q	=	Entry flow (pcu/hr)	385	1425	645	865
		AM	385	1425	645	865
		Logistic	255	1155	460	615
		PM	295	1380	420	710
Qc	=	Circulating flow across entry (pcu/hr)	1585	210	1150	1100
		AM	1585	210	1150	1100
		Logistic	1170	140	915	835
		PM	1035	760	1080	860

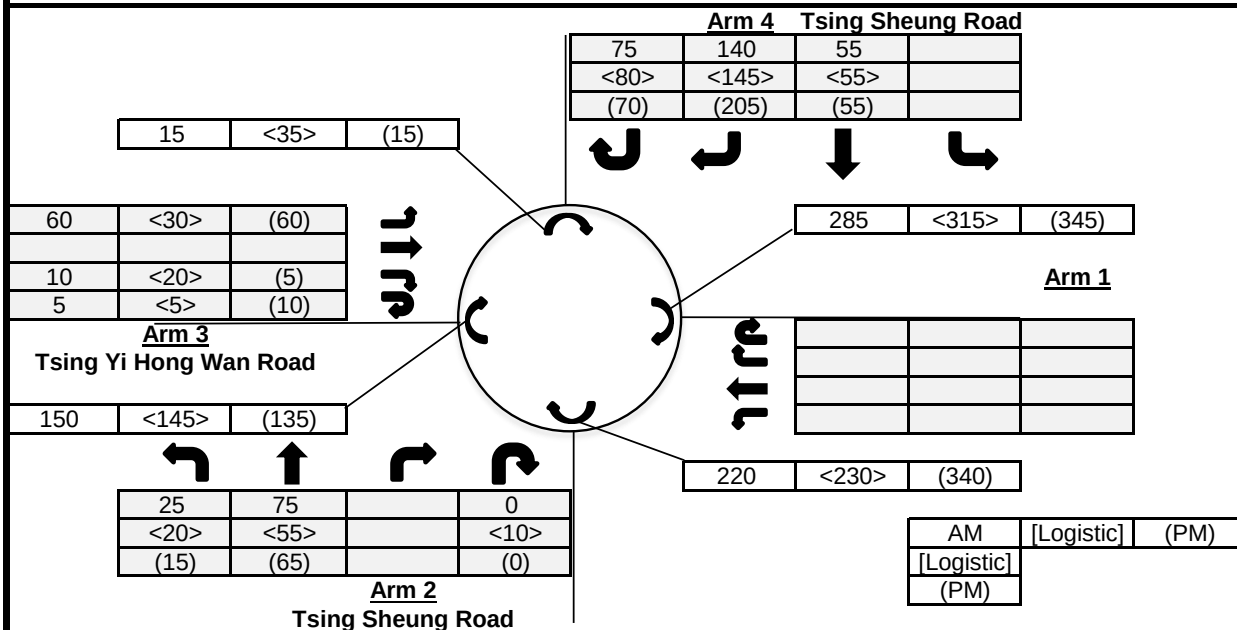
Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6*(E-V)/L	0.30	0.22	0.22	0.20
K	=	1-0.00347*(A-30)-0.978*(1/R-0.05)	1.01	1.04	1.07	1.05
X2	=	V+((E-V)/(1+2*S))	8.58	9.19	8.62	8.33
M	=	Exp((D-60)/10)	54.60	54.60	54.60	54.60
F	=	303*X2	2598	2783	2613	2524
Td	=	1+(0.5/(1+M))	1.01	1.01	1.01	1.01
Fc	=	0.21*Td*(1+0.2*X2)	0.58	0.60	0.58	0.56
Qe	=	Capacity = K*(F-Fc*Qc)	1704	2750	2094	1998
		AM	1704	2750	2094	1998
		Logistic	1945	2794	2240	2155
		PM	2023	2408	2137	2141
DFC	=	Entry Flow/Capacity = Q/Qe	0.23	0.52	0.31	0.43
		AM	0.23	0.52	0.31	0.43
		Logistic	0.13	0.41	0.21	0.29
		PM	0.15	0.57	0.20	0.33

DFC of Critical Approach	=	AM	0.52		
		Logistic	0.41		
		PM	0.57		

Roundabout Junction Calculation

Junction : (RA7) Tsing Yi Hong Wan Road / Tsing Sheung Road Job No.: 26011HK

Scenario : 2031 Design Traffic Flow



Input Parameters

			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		5.2	3	6.7
E	=	Entry width (m)		9	8.4	12
L	=	Effective length of flare (m)		25	15	23
R	=	Entry radius		63	55	11.6
D	=	Inscribed circle diameter (m)		53	53	53
A	=	Entry angle (degree)		33	48	38
Q	=	Entry flow (pcu/hr)		100	75	270
		AM		85	55	280
		Logistic		80	75	330
		PM		220	150	15
Qc	=	Circulating flow across entry (pcu/hr)		230	145	35
		AM		340	135	15
		Logistic				
		PM				

Output Parameters

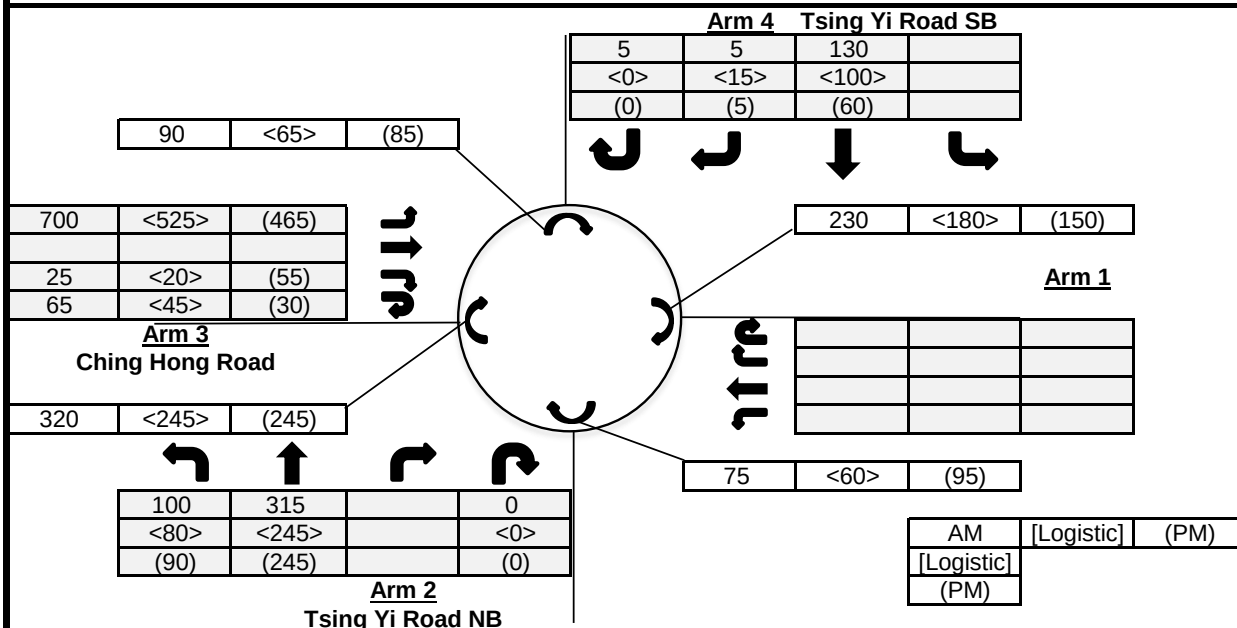
			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E - V) / L$		0.24	0.58	0.37
K	=	$1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$		1.02	0.97	0.94
X2	=	$V + ((E - V) / (1 + 2 \cdot S))$		7.76	5.51	9.75
M	=	$\text{Exp}((D - 60) / 10)$		0.50	0.50	0.50
F	=	$303 \cdot X2$		2350	1669	2954
Td	=	$1 + (0.5 / (1 + M))$		1.33	1.33	1.33
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$		0.71	0.59	0.83
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$		2243	1531	2756
		AM		2236	1534	2741
		Logistic		2156	1540	2756
		PM		0.04	0.05	0.10
DFC	=	Entry Flow/Capacity = Q / Qe		0.04	0.04	0.10
		AM		0.04	0.05	0.12
		Logistic				
		PM				

DFC of Critical Approach = AM 0.10
Logistic 0.10
PM 0.12

Roundabout Junction Calculation

Junction : (RA8) Tsing Yi Road / Ching Hong Road Job No.: 26011HK

Scenario : 2031 Design Traffic Flow



Input Parameters

			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		4.5	7.3	7
E	=	Entry width (m)		9	8.5	8.5
L	=	Effective length of flare (m)		25	4	16
R	=	Entry radius		24.5	30	100
D	=	Inscribed circle diameter (m)		30	30	30
A	=	Entry angle (degree)		44	40	27
Q	=	Entry flow (pcu/hr)	AM	415	790	140
			Logistic	325	590	115
			PM	335	550	65
Qc	=	Circulating flow across entry (pcu/hr)	AM	75	320	90
			Logistic	60	245	65
			PM	95	245	85

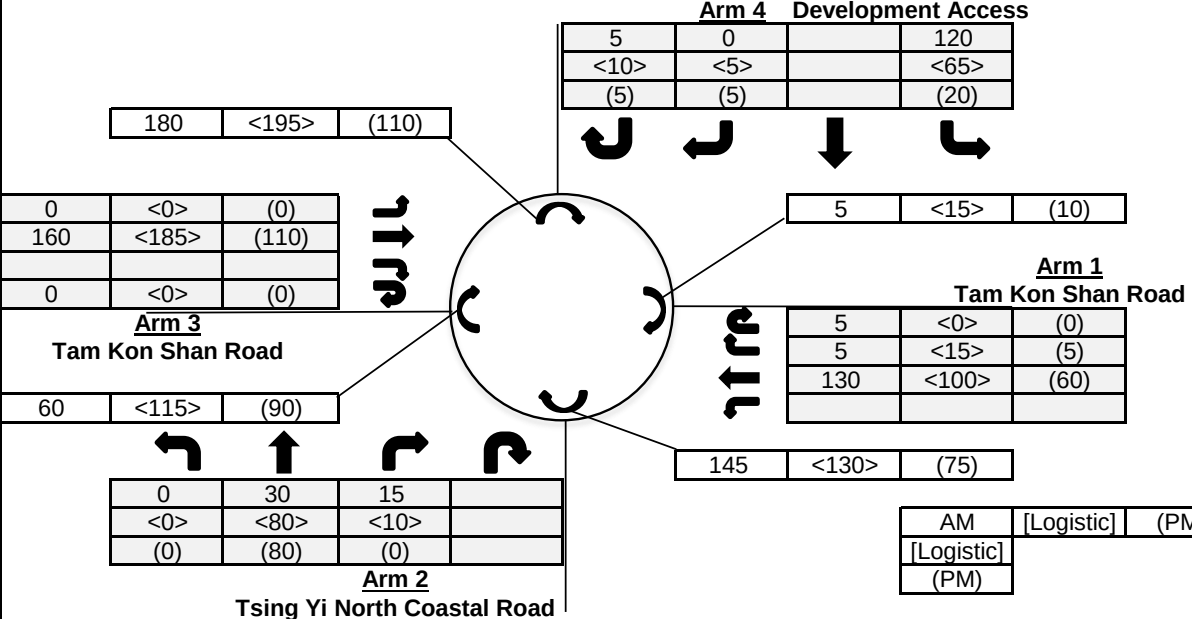
Output Parameters

			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6 \cdot (E - V) / L$		0.29	0.48	0.15
K	=	$1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1 / R - 0.05)$		0.96	0.98	1.05
X2	=	$V + ((E - V) / (1 + 2 \cdot S))$		7.36	7.91	8.15
M	=	$\text{Exp}((D - 60) / 10)$		0.05	0.05	0.05
F	=	$303 \cdot X2$		2229	2397	2471
Td	=	$1 + (0.5 / (1 + M))$		1.48	1.48	1.48
Fc	=	$0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$		0.77	0.80	0.82
Qe	=	Capacity = $K \cdot (F - Fc \cdot Qc)$	AM	2085	2102	2516
			Logistic	2096	2161	2537
			PM	2071	2161	2520
DFC	=	Entry Flow/Capacity = Q / Qe	AM	0.20	0.38	0.06
			Logistic	0.16	0.27	0.05
			PM	0.16	0.25	0.03

DFC of Critical Approach = AM 0.38
Logistic 0.27
PM 0.25

Roundabout Junction Calculation

Junction :	(RA9) Tam Kon Shan Road	Job No.:	26011HK
Scenario :	2031 Design Traffic Flow		



Input Parameters		Arm 1	Arm 2	Arm 3	Arm 4
V	= Approach half width (m)	3.3	4	3.4	4.2
E	= Entry width (m)	6.7	4.9	5.8	5.4
L	= Effective length of flare (m)	10	10	10	10
R	= Entry radius	32	97	52	34
D	= Inscribed circle diameter (m)	30	30	30	30
A	= Entry angle (degree)	34	32	31	46
Q	= Entry flow (pcu/hr)	140	45	160	125
		Logistic	115	90	185
		PM	65	80	110
Qc	= Circulating flow across entry (pcu/hr)	AM	5	145	60
		Logistic	15	130	115
		PM	10	75	90

Output Parameters		Arm 1	Arm 2	Arm 3	Arm 4
S	= Sharpness of flare = $1.6 \cdot (E - V) / L$	0.54	0.14	0.38	0.19
K	= $1 - 0.00347 \cdot (A - 30) - 0.978 \cdot (1/R - 0.05)$	1.00	1.03	1.03	0.96
X2	= $V + ((E - V) / (1 + 2 \cdot S))$	4.93	4.70	4.76	5.07
M	= $\text{Exp}((D - 60) / 10)$	0.05	0.05	0.05	0.05
F	= $303 \cdot X2$	1493	1424	1442	1535
Td	= $1 + (0.5 / (1 + M))$	1.48	1.48	1.48	1.48
Fc	= $0.21 \cdot Td \cdot (1 + 0.2 \cdot X2)$	0.62	0.60	0.61	0.62
Qe	= Capacity = $K \cdot (F - Fc \cdot Qc)$	AM	1497	1379	1443
		Logistic	1491	1388	1408
		PM	1494	1423	1415
DFC	= Entry Flow/Capacity = Q/Qe	AM	0.09	0.03	0.11
		Logistic	0.08	0.06	0.13
		PM	0.04	0.06	0.08

DFC of Critical Approach	=	AM	0.11	Logistic	0.13	PM	0.08
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Roundabout Junction Calculation

Junction :	(RA10) Tsing Sheung Road / Tsing Ko Road	Job No.:	26011HK
Scenario :	2031 Design Traffic Flow		

Arm 4 Tsing Ko Road

15	110	30
<15>	<85>	<30>
(5)	(65)	(15)

Arm 1 Tsing Sheung Road WB

10	<0>	(0)
85	<115>	(90)
65	<40>	(115)

Arm 3 Tsing Sheung Road EB

240	<195>	(270)
45	<15>	(20)
15	<75>	(25)

Arm 2

70	<90>	(45)
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		AM	[Logistic]	(PM)
		[Logistic]		
		(PM)		

Input Parameters			Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)	6.6		5.6	6.4
E	=	Entry width (m)	12.9		5.1	11.6
L	=	Effective length of flare (m)	18		30	30
R	=	Entry radius	47		67.3	75
D	=	Inscribed circle diameter (m)	50		50	50
A	=	Entry angle (degree)	41		22	46
Q	=	Entry flow (pcu/hr)	160		300	155
		AM	160		300	155
		Logistic	155		285	130
		PM	205		315	85
Qc	=	Circulating flow across entry (pcu/hr)	140		110	70
		AM	140		110	70
		Logistic	175		130	90
		PM	95		95	45

Output Parameters			Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = $1.6*(E-V)/L$	0.56		-0.03	0.28
K	=	$1-0.00347*(A-30)-0.978*(1/R-0.05)$	0.99		1.06	0.98
X2	=	$V+((E-V)/(1+2*S))$	9.57		5.07	9.74
M	=	$Exp((D-60)/10)$	0.37		0.37	0.37
F	=	$303*X2$	2900		1537	2953
Td	=	$1+(0.5/(1+M))$	1.37		1.37	1.37
Fc	=	$0.21*Td*(1+0.2*X2)$	0.84		0.58	0.85
Qe	=	Capacity = $K*(F-Fc*Qc)$	2755		1565	2837
		AM	2755		1565	2837
		Logistic	2726		1552	2820
		PM	2792		1574	2857
DFC	=	Entry Flow/Capacity = Q/Qe	0.06		0.19	0.05
		AM	0.06		0.19	0.05
		Logistic	0.06		0.18	0.05
		PM	0.07		0.20	0.03

DFC of Critical Approach	=	AM	0.19
		Logistic	0.18
		PM	0.20



Appendix 2

Tsing Yi School Schedules

保良局陳百強伉儷青衣學校
二零二五至二零二六年度學校校曆表

2025年6月23日編訂

	週次	日	一	二	三	四	五	六	摘 要
九 月	1		1	2	3	4	5	6	
	2		7	8	9	10	11	12	
	3		14	15	16	17	18	19	
	4		21	22	23	24	25	26	
	5		28	29	30				
十 月	6				△	2	3	4	1/10 國慶日，放假1天 6/10 學校自決假期，放假1天 7/10 中秋節翌日，放假1天 10/10 教職發展日，學生不用上課 16/10 學校資訊日 29/10 重陽節，放假1天 31/10 保良局特殊學校聯校運動會
	7		5	6	△	8	9	△	
	8		12	13	14	15	16	17	
	9		19	20	21	22	23	24	
	10		26	27	28	△	30	31	
十一 月	11							1	
	12		2	3	4	5	6	7	
	13		9	10	11	12	13	14	
	14		16	17	18	19	20	21	
	15		23	24	25	26	27	28	
十二 月	16			1	2	3	4	5	8/12 立法會換屆選舉翌日，放假1天 12/12 教職發展日，學生不用上課 24/12-31/1 聖誕節及新年假期，放假11天
	17		7	△	8	9	10	△	
	18		14	15	16	17	18	19	
	19		21	22	23	△	△	△	
	20		28	△	△	△	△	△	
一 月	21					△	△	△	
	22		4	5	6	7	8	9	
	23		11	12	13	14	15	16	
	24		18	19	20	21	22	23	
	25		25	26	27	28	29	30	
二 月	26		1	2	3	4	5	6	13/2-24/2 農曆新年假期，放假12天
	27		8	9	10	11	12	△	
	28		△	△	△	△	△	△	
	29		△	△	△	△	△	△	
	30		△	△	△	△	△	△	

	週次	日	一	二	三	四	五	六	摘 要
三 月	27		1	2	3	4	5	6	13/3 學校自決假期，放假1天
	28		8	9	10	11	12	△	
	29		15	16	17	18	19	20	
	30		22	23	24	25	26	27	
	31		29	30	31				
四 月	32				1	△	△	△	2/4-14/4 清明節及復活節假期，放假13天
	33		△	△	△	△	△	△	
	34		12	13	14	15	16	17	
	35		19	20	21	22	23	24	
	36		26	27	28	29	30		
五 月	37						△	2	1/5 勞動節，放假1天 25/5 佛誕翌日，放假1天
	38		3	4	5	6	7	8	
	39		10	11	12	13	14	15	
	40		17	18	19	20	21	22	
	41		24	△	26	27	28	29	
六 月	42		31						5/6 保良局特殊學校聯校畢業禮(首選) 12/6 保良局特殊學校聯校畢業禮(次選) 19/6 端午節，放假1天 24/6 學校教學成果日 26/6 學校自決假期，放假1天
	43			1	2	3	4	5	
	44		7	8	9	10	11	12	
	45		14	15	16	17	18	△	
	46		21	22	23	24	25	△	
七 月	47		28	29	30				1/7 香港特區成立紀念日，放假1天 16/7-31/8 暑假，放假47天
	48					△	2	3	
	49		5	6	7	8	9	10	
	50		12	13	14	15	△	△	
	51		△	△	△	△	△	△	
八 月	52		19	20	21	22	23	24	
	53		26	27	28	29	30	31	
	54								
	55		△	△	△	△	△	△	
	56		△	△	△	△	△	△	

公眾假期 學校自決假期 △教職發展日 ×學校假期
 學生全年上課日：190日 本學年擬訂學校假期合計：94日（包括3日學校自決假期）
 教職發展日，學生不用上課：2日

東華三院黃士心小學 2025/2026 年度校曆表
下學期

[illegible]

二零二五至二零二六年度校曆

二零二五至二零二六年度校曆

月份	日	一	二	三	四	五	六	周次	假期	學術周/學科活動	訓育主題	學校活動
三月	1	2	3	[4]	(5)	6	7	15	13/3 陸運會後假期	音樂科學術周(2-4/3)	崇德淬鍊・迸發 LSTLCW 梁中人光彩 遵章守紀 博施濟眾 輔導組 德育、公民及國民教育組	2-17/3 中六級試卷評講 5,12/3 陸運會初賽及決賽 16-17/3 誓師大會 17-19/3 下學期統測(中一及中二級) 17-20/3 下學期統測(中三級) 23-26/3 關愛共融周
	8	9	10	11	(12)	<u>13</u>	14	16				
	15	16	17	[18]	19	20	21	17				
	22	23	24	25	26	[27]	28					
	29	<u>30</u>	<u>31</u>					30/3-7/4 復活節假期		地理科學術周(24-26/3)		
四月				<u>1</u>	<u>2</u>	* <u>3</u>	* <u>4</u>		6/4 清明節翌日	圖書館科活動：下學期作家講座	崇德淬鍊・迸發 LSTLCW 梁中人光彩 遵章守紀 博施濟眾 輔導組 德育、公民及國民教育組	8/4 香港中學文憑考試第一科開考 13-14/4 社際排球比賽(初級組) 24/4 中一級家長晚會 28 或 29/4 中三級全港性系統評估：說話部分
	<u>5</u>	* <u>6</u>	* <u>7</u>	8	9	10	11	18				
	12	#13	#14	15	[16]	17	18					
	19	20	21	22	23	24	25	19				
	26	[27]	28	29	30							
五月						* <u>1</u>	2		1/5 勞動節 25/5 佛誕翌日	物理、化學、生物及科學科學術周(4-7/5) 科技教育學習領域學術周(11-14/5) 英文日(21/5)	崇德淬鍊・迸發 LSTLCW 梁中人光彩 昂揚奮進 釋放潛能 活動組	12/5 社際戲劇比賽 23/5 中六級畢業典禮 29/5 下學期活動完結
	3	4	5	6	[7]	8	9	20				
	10	11	#12	13	14	15	16	21				
	17	[18]	19	20	21	22	23	22				
	24	* <u>25</u>	26	27	[28]	29	30	31				
六月		1	2	3	4	5	6		19/6 端午節		崇德淬鍊・迸發 LSTLCW 梁中人光彩 昂揚奮進 釋放潛能 活動組	2-4/6 考試前特別上課時間表(2:30 p.m.放學) 3/6 下學期三好學生獎勵計劃暨進步獎頒獎典禮 4-18/6 期終考試(中三級) 5-18/6 期終考試(中一、二、四、五級) 17-18/6 中三級全港性系統評估：紙筆部分 22-24/6 評講考試表現 25/6 升留級會議 25/6-9/7 試後活動及上課 社際音樂比賽
	7	8	9	10	11	12	13					
	14	15	16	17	18	* <u>19</u>	20					
	21	22	23	24	25	26	27					
	28	29	30									
七月				* <u>1</u>	2	3	4		1/7 香港特別行政區成立紀念日 13/7-31/8 暑假			6/7 中六級放榜前輔導日 8-10/7 派發成績表 10/7 結業頒獎禮 15/7 香港中學文憑考試放榜
	5	6	7	8	9	10	11					
	12	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>					
	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>	<u>24</u>	<u>25</u>					
	<u>26</u>	<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>	<u>31</u>						
八月							<u>1</u>					19/8 第一次校務會議 1/9/2026(星期二)開學禮
	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>					
	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	[<u>14</u>]	<u>15</u>					
	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>					
	<u>23</u>	<u>24</u>	<u>25</u>	<u>26</u>	<u>27</u>	<u>28</u>	<u>29</u>					
	<u>30</u>	<u>31</u>										
說明： [] 循環周第一天 * 公眾假期 — 學校假期 () 學校活動日 # 社際比賽 @ 班際比賽												

2023-2024 學生行事曆 (3-7 月)

郭怡雅神父
紀念學校

月份	循環週次	月訓	日	一	二	三	四	五	六	假期	評估 / 注意事項
三 月		堅毅						① DS	2	26/3-6/4 清明節及復活節假期 25/3 教師發展日	5-6/3 試後活動暨全方位活動日 16/3 家教會會員大會 18/3 主保瞻禮日暨校慶日 19/3-23/3 姊妹學校跨境交流 20-22/3 小六教育營 21/3-22/3 小四內地考察團
	3		3	④ DS	⑤ DS	⑥ DS	7 D1	8 D2	9		
	4		10	11 D3	12 D4	13 D5	14 D6	15 D1	16		
			17	⑱ DS	19 D2	20 D3	21 D4	22 D5	23		
			24	25	26	27	28	29	30		
			31								
四 月		誠信		1	2	3	4	5	6		12/4 全民國家安全教育日活動暨升旗禮 12/4 小六升中選校家長會 20/4 小一至小五家長日 20/4 小五呈分考試家長會 20/4 小六升中選校家長面談 23/4 閱讀嘉年華 26/4 校運會
	5		7	8 D6	9 D1	10 D2	11 D3	12 D4	13		
	6		14	15 D5	16 D6	17 D1	18 D2	19 D3	20		
			21	22 D4	⑳ DS	24 D5	25 D6	⑳ DS	27		
	7		28	29 D1	30 D2						
五 月		孝順				1	2 D3	3 D4	4	1/5 勞動節 15/5 佛誕	24/5 課外活動最後一課 31/5 輔導課最後一課
	8		5	6 D5	7 D6	8 D1	9 D2	10 D3	11		
	9		12	13 D4	14 D5	15	16 D6	17 D1	18		
			19	20 D2	21 D3	22 D4	23 D5	24 D6	25		
	10		26	27 D1	28 D2	29 D3	30 D4	31 D5			
六 月		關愛							1	10/6 端午節	4-7/6 P.1-P.4 第三次考試 P.5 呈分試 P.6 畢業評估 24/6-15/7 試後活動 28/6 特區成立紀念日升旗禮
			2	3 D6	④ DS	⑤ DS	⑥ DS	⑦ DS	8		
	11		9	10	11 D1	⑫ DS	⑬ DS	14 D2	15		
	12		16	17 D3	18 D4	19 D5	20 D6	21 D1	22		
			23	⑭ DS	⑮ DS	⑯ DS	⑰ DS	⑱ DS	29		
			30								
七 月		感恩珍惜		1	② DS	③ DS	④ DS	⑤ DS	6	1/7 特區成立紀念日 16/7-31/8 暑假開始	5/7 畢業綵排 6/7 畢業禮(13/7 後備) 6/7 校友會會員大會 9/7 升中放榜 11/7 結業頒獎禮 11-12/7 升中註冊 12/7 才藝繽紛 Show 16/7 中一入學前香港學科測驗
			7	⑧ DS	⑨ DS	⑩ DS	⑪ DS	⑫ DS	13		
			14	⑮ DS	16	17	18	19	20		
			21	22	23	24	25	26	27		
			28	29	30	31					



學校假期



學校自決假期



教師發展日

① 半天上課：12：30 放學

DS: 特別日子，上課內容另有安排

青衣商會小學
Tsing Yi Trade Association Primary School
2025-2026
2nd Term School Calendar 下學期校曆表

月份 Month	週次 Week	日 Sun	一 Mon	二 Tue	三 Wed	四 Thu	五 Fri	六 Sat	月訓 Monthly Focus	事項	Events
一月 JAN	一 1st	25	26	27	28	29	30	31	堅毅 Perseverance	26/1 下學期開始， 下午 12:30 放學	26/1 Start of the Second Term 12:30pm dismiss
二月 FEB	二 2nd	1	2	3	4	5	6	7	和平友愛 Peace & Kindliness	13/2 中華文化日-2 及 盆菜宴,下午 2:00 放學 16/2-28/2 農曆新年假期	13/2 Chinese Cultural Day-2 & Poon Choi Feast 2:00pm dismiss 16/2-28/2 Lunar New Year Holidays
	三 3rd	8	9	10	11	12	13	14			
	四 4th	15	16	17	18	19	20	21			
	五 5th	22	23	24	25	26	27	28			
三月 MAR	六 6th	1	2	3	4	5	6	7	團結 Unity	12/3-13/3 及 16/3-17/3 P.1 第一次考試、P.2-P.6 第二次 考試	12/3-13/3 & 16/3-17/3 P.1 First Exam, P.2-P.6 Second Exam
	七 7th	8	9	10	11	12	13	14			
	八 8th	15	16	17	18	19	20	21			
	九 9th	22	23	24	25	26	27	28			
	十 10th	29	30	31							
四月 APR	十一 11th	5	6	7	8	9	10	11	承擔 Commitment	1/4-8/4 復活節及清明節假期 5/4 清明節 24/4 家長日	1/4-8/4 Easter and Ching Ming Holidays 5/4 Ching Ming Festival 24/4 Parents' Day
	十二 12th	12	13	14	15	16	17	18			
	十三 13th	19	20	21	22	23	24	25			
	十四 14th	26	27	28	29	30					
							1	2			
五月 MAY	十五 15th	3	4	5	6	7	8	9	孝親 Filial Piety	1/5 勞動節 6/5 或 7/5 小三 TSA 說話及視訊 評估 24/5 佛誕 25/5 佛誕翌日	1/5 Labour Day 6/5 或 7/5 TSA Oral and Audio- visual Assessment (Primary 3) 24/5 The Birthday of the Buddha 25/5 The day following the Birthday of the Buddha
	十六 16th	10	11	12	13	14	15	16			
	十七 17th	17	18	19	20	21	22	23			
	十八 18th	24	25	26	27	28	29	30			
	十九 19th	31									
六月 JUN			1	2	3	4	5	6	尊重他人 Respect for Others	1/6-4/6 小一第二次考試；小二 至小六第三次考試 15/6-16/6 小三 TSA 筆試評估 19/6 端午節 22/6-10/7 半天課 24/6 聯校畢業典禮	1/6-4/6 P.1 Second Exam, P.2-P.6 Third Exam 15/6-16/6 TSA Written Assessment (Primary 3) 19/6 Tuen Ng Festival 22/6-10/7 Half-day School 24/6 Joint Schools Graduation Ceremony
	二十 20th	7	8	9	10	11	12	13			
	廿一 21st	14	15	16	17	18	19	20			
	廿二 22nd	21	22	23	24	25	26	27			
	廿三 23rd	28	29	30							
七月 JUL					1	2	3	4	善用餘暇 Delight in Leisure	1/7 香港特別行政區成立紀念日 3/7 P6 畢業禮暨 P1-P5 結業禮 7/7 公布中學學位分配結果 9/7-10/7 向中學註冊 14/7 中一入學前香港學科測驗 (教育局暫定) 13/7-31/8 暑假	1/7 Hong Kong Special Administrative Region Establishment Day 3/7 P6 Graduation Ceremony P1-P5 Year End Ceremony 7/7 Release of Secondary One places allocation results 9/7-10/7 Secondary One Admission Registration 14/7 Pre-Secondary One Hong Kong Attainment Test (TBC by EDB) 13/7-31/8 Summer Holidays
	廿四 24th	5	6	7	8	9	10	11			
	廿五 25th	12	13	14	15	16	17	18			
	廿六 26th	19	20	21	22	23	24	25			
	廿七 27th	26	27	28	29	30	31				

註：紅色日子為假期，不用上課。著黃色底日子為考試日。 半天課日子，學生於下午 12:30 放學。

Remarks: The holidays are in red, no school on these days. The exam days are marked in yellow grids.

Students dismiss at 12:30 pm on the days of half-day school.

Appendix III
Traffic Management Plan

**S16 Planning Application for Renewal of Temporary
Concrete Batching Plant at Tsing Yi Town Lot 98,
Nos. 14-18 Tsing Tim Street, Tsing Yi
For a Period of 5 Years**

Transport Management Plan

June 2026



CTA Consultants Limited

志達顧問有限公司



1. INTRODUCTION

1.1 Background

- 1.1.1 The concrete batching plant of the captioned Planning Approval is located at Tsing Yi Town Lot No. 98, Nos. 14-18 Tsing Tim Street, Tsing Yi and shown in **Figure 1.1**.
- 1.1.2 All the approval conditions of the previous planning applications have been complied with. No complaints received and no adverse impact was induced to the surrounding area since its commencement of operation.
- 1.1.3 The last captioned Planning Approval (Planning Application No. A/TY/145) was granted in 2021 and will expire on 15 October 2026. The Applicant would like to submit a renewal planning application for another 5 years.

1.2 Objectives

- 1.2.1 The objective of this paper is to prepare the transport management plan, contingency plan and associated mitigation measures at traffic facilities, collectively named “Transport Plan”.
- 1.2.2 The main scope of this Transport Plan are as follows:
- ◆ Based on the machinery and equipment requirements, and the layout arrangement of the plant, to identify the internal transport routing of the concrete trucks;
 - ◆ Develop a Transport Management Plan based on the operation time for each activity and the expected number of concrete trucks under this planning application; and
 - ◆ Formulate a Contingency Plan based on the information under this planning application.



2 TRANSPORT MANAGEMENT PLAN

2.1 Parking and Loading/ Unloading Provision

2.1.1 Based on the planning submission, the following types of parking spaces will be provided within the plant to facilitate the operation of the proposed Concrete Batching Plant:

- ◆ 9 nos. of Private Car Parking Spaces;
- ◆ 1 no. of Trailer Parking Space;
- ◆ 6 nos. of Parking Spaces for concrete mixer trucks; and
- ◆ 3 nos. of Loading/ Unloading Spaces (including 2 under the production bays)

2.1.2 The layout showing the internal transport facilities of the plant is shown in **Figure 2.1**.

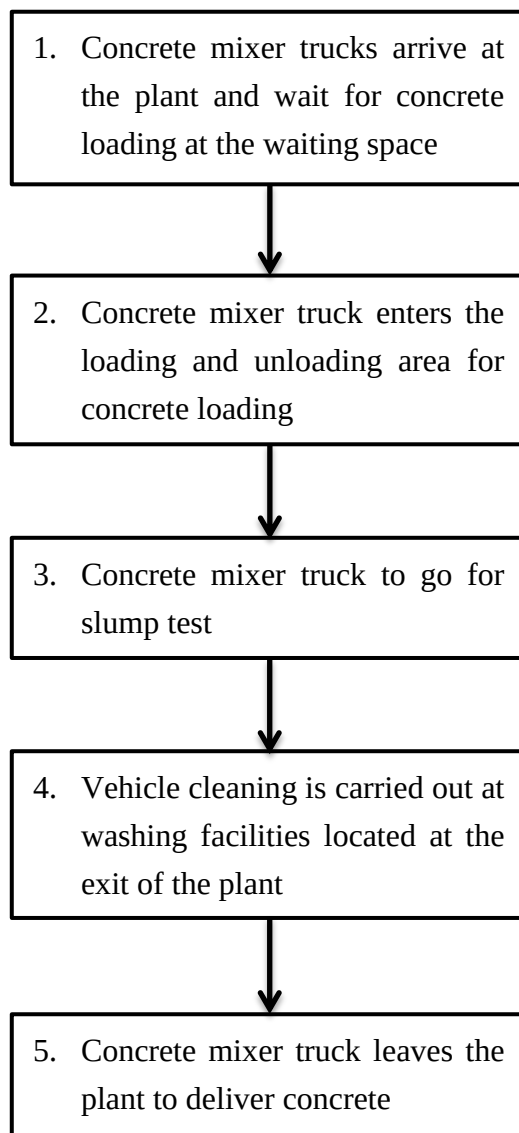
2.2 Internal Traffic Arrangement

2.2.1 **Figure 2.2** shows the proposed vehicular circulation arrangement and correspondent road markings/ traffic signs within the plant.

2.2.2 The key procedures of the loading/unloading activities for the proposed Concrete Batching Plant are listed below:

- Concrete mixer trucks arrive at the plant and wait for concrete loading at the waiting space by their assigned schedule/appointment in advance. They are all equipped with walkie-talkie system to ensure good communication between the management of the plant and drivers of concrete mixer trucks;
- Concrete mixer truck enters the loading and unloading area for concrete loading. Loading of concrete from the silo to concrete mixer truck at the loading/unloading space;
- Concrete mixer truck to go for slump test;
- Vehicle cleaning is carried out at washing facilities within the plant before leaving the plant;
- Concrete mixer trucks depart from the plant to deliver concrete to the construction sites.

2.2.3 The operating procedure is summarized in the flow chart below and presented in **Figure 2.3.**





3 CONTINGENCY PLAN

3.1 Introduction

3.1.1 In case of malfunction of the system in the plant, the production of the plant will be reduced and the trip generation of the concrete mixer trucks will be different. Therefore, 2 contingency plans are derived as follows:

3.1.2 The operation consists of 2 different scenarios:

- i) Normal Operation
- ii) Contingency Situation when the Plant is Suspended
 - (a) Scheduled Suspension
 - (b) Unscheduled Suspension

3.2 Normal Operation

2.1.2 Equating the maximum production rate and the capacity of the cartage truck, it will require 12 no. of trucks per hour

$$= 88.8 / 7.4 = 12 \text{ truck/hr}$$

2.1.3 For a round trip of 90 minutes, it will require a fleet size of 18 trucks for serving the maximum output of 240 m³ per hour.

$$= 12/60 \times 90 = 18 \text{ trucks}$$

2.1.4 As advised by the operator, the operator will direct own a **maximum 20 trucks** for this plant. Any shortage will be covered by hiring from other parties, which will not stack in the plant beyond the operation period.

2.1.5 As the truck will stay at the plant for 15 minutes, the queue space required for the dump truck for serving the maximum output will be 3 truck (= 18 / 90 x 15) waiting space.



2.1.6 The plant layout as shown in **Figure 2.1** will give 9 truck spaces which is more than sufficient to meet the operation need for vehicle operation. Therefore, no additional spaces outside the plant are required for meeting the operational need when running at the approved maximum production rate.

3.3 Proposed Plant Operation Under Contingency Plans

3.3.1 Scheduled Suspension

- (a) When the plant is under scheduled suspension (e.g. maintenance), there will not be any truck arranged to collect concrete.
- (b) Therefore, no gathering of vehicles is expected during scheduled suspension.

3.3.2 Unscheduled Suspension

- (a) When the plant is under unscheduled suspension (e.g. equipment failure), the Emergency Plan of the Concrete Batching Plant will then be activated.
- (b) The Emergency Plan
 - Trucks at the plant will be diverted to go to specified backup concrete batching plant(s) for obtaining the contracted concrete supply and deliver to the work sites. The backup plants are shown in **Figure 3.3**.
 - If the plant resumes operational within workable time frame, some trucks may be informed to return to the plant and some may not be, depending on the delivery schedule of the construction sites.
- (c) When all the production legs are suspended, the parking spaces within the plant site is able to accommodate **20 truck spaces** as shown in **Figure 3.2**.
- (d) In case of system failure, the production of the plant will be affected and the fleet size of concrete mixer trucks required will be different. The fleet size of concrete mixer truck required for different cases is shown below.



Case 1: Half Production of Concrete

- 3.3.3 In case if one loading/ unloading bay is malfunctioned within the plant, the production rate of concrete will be reduced by half.
- 3.3.4 The parking arrangement of the plant for half concrete production scenario is detailed as follows:
- 10 nos. of idled truck space;
 - 9 nos. of private car parking space;
 - 1 no. of trailer parking space;
 - 4 nos. of Parking Spaces for concrete mixer trucks; and
 - 2 nos. of loading/ unloading area (including 1 under the production bay).
- 3.3.5 The internal transport arrangement of the plant under half concrete production scenario is shown in **Figure 3.1**.

Case 2: Nil Production of Concrete

- 3.3.6 In case if two loading/ unloading bays are malfunctioned, the production rate of concrete will be reduced to 0. Under this circumstance, the plant will not operate and 20 idled trucks will stack in the plant during the malfunctioning period. The parking arrangement is detailed as follows:
- 20 nos. of idled truck space;
 - 9 nos. of private car parking space; and
 - 1 no. of trailer parking space.
- 3.3.7 The internal transport arrangement of the plant under no concrete production scenario is shown in **Figure 3.2**.



4 MITIGATION MEASURES

4.1 Incident Investigation

- i) Non-Conformance (NC) Report will be issued to investigate the case if the truck driver violated from the traffic management requirement. Control mechanism will be carried out if necessary. The NC record will be considered as one of the evaluation item in the next deliver contract.

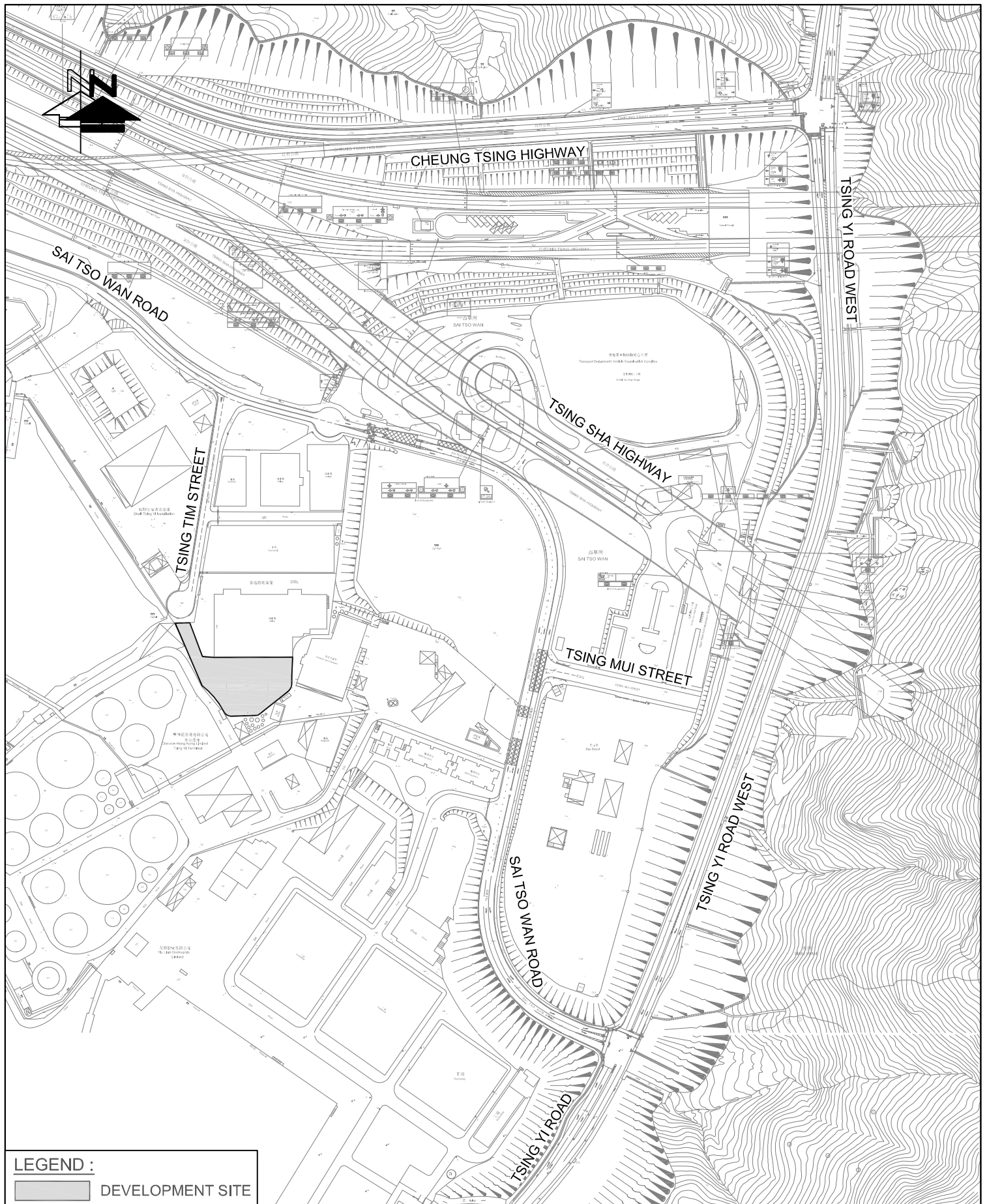


FIGURE NO.: 1.1		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	
PROJECT NO.: 26011HK		DRAWING TITLE: SITE LOCATION PLAN	
SCALE: 1:4000 @A4	DATE: 08 APR 2026		

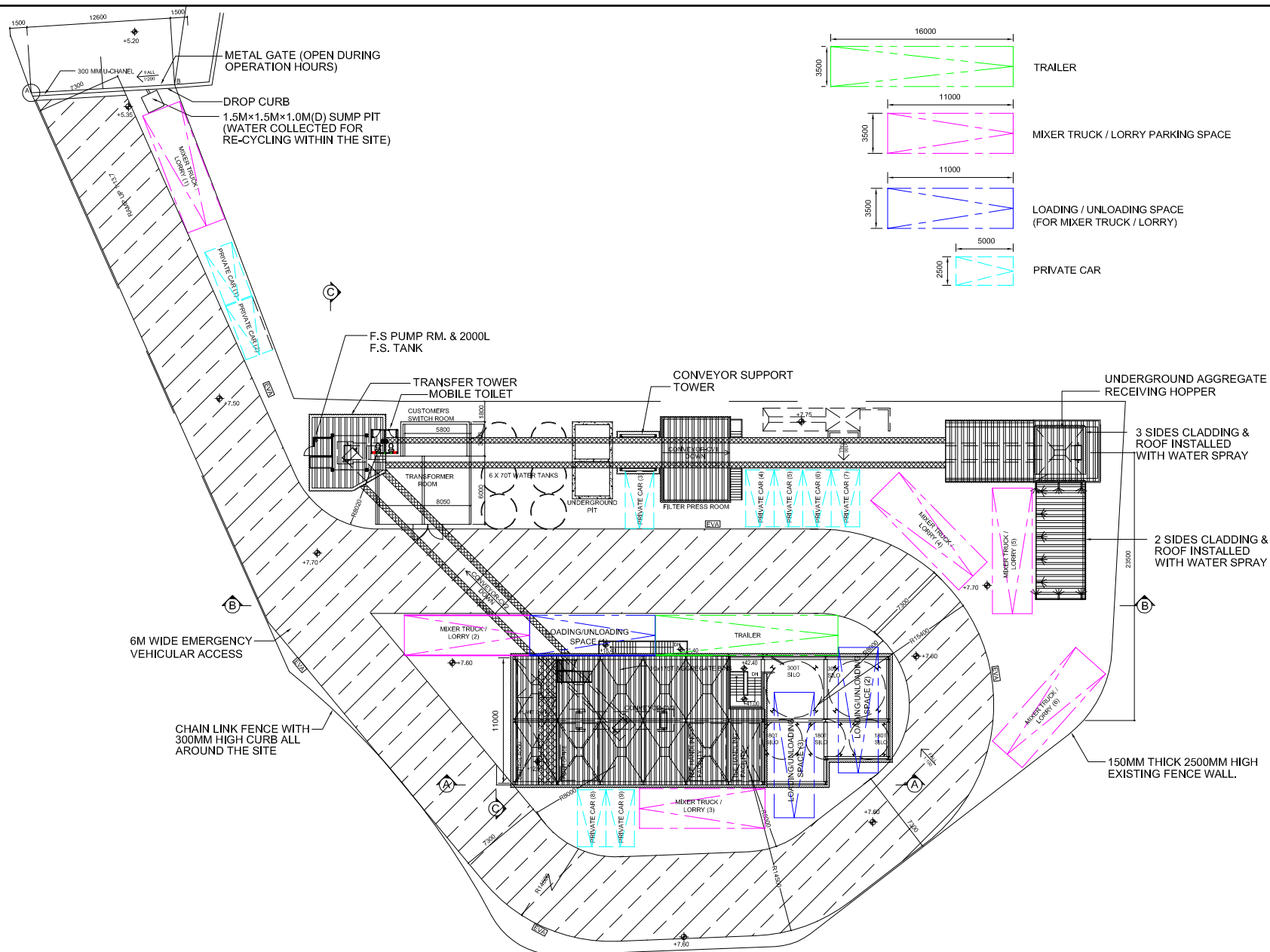
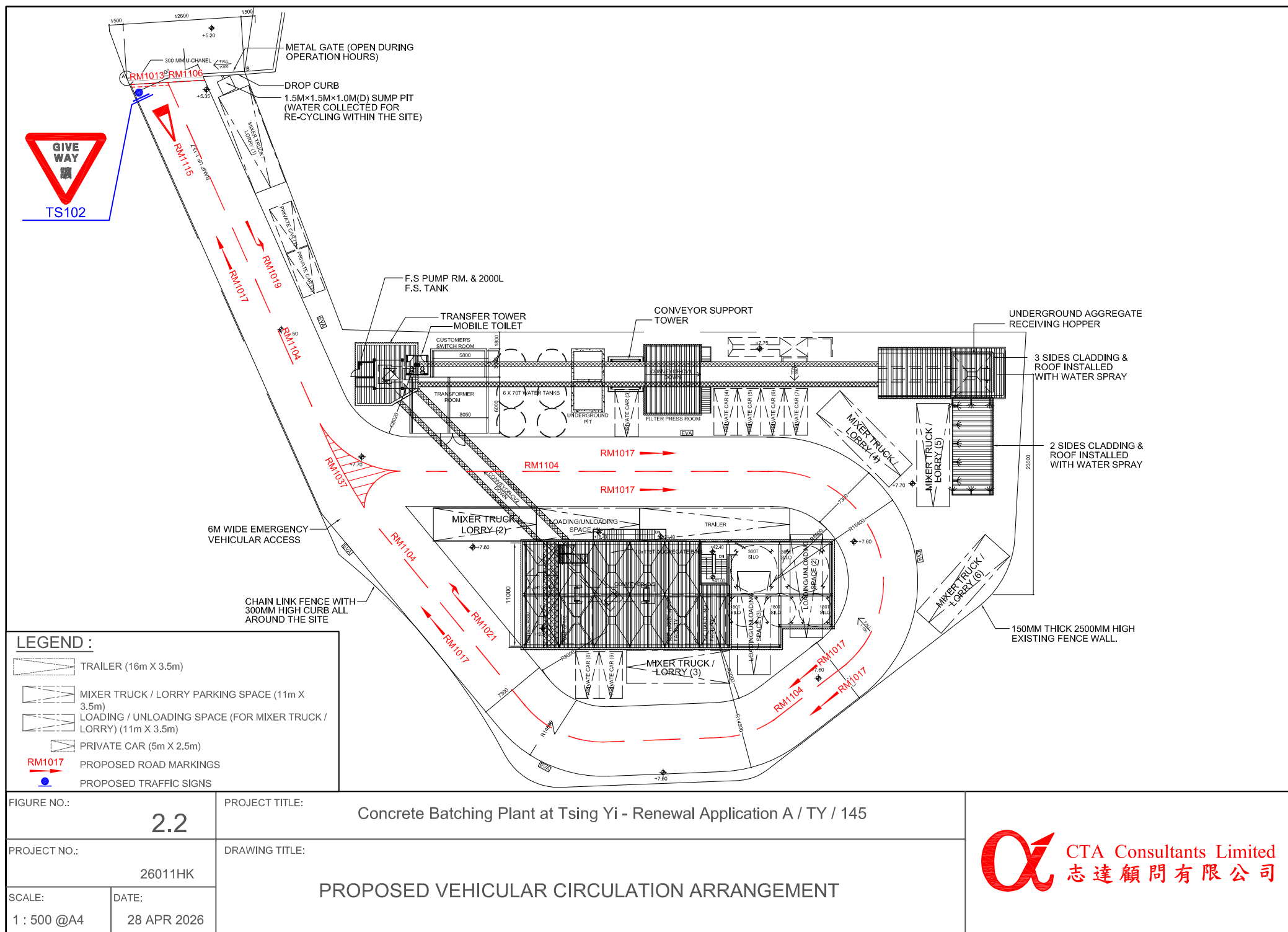
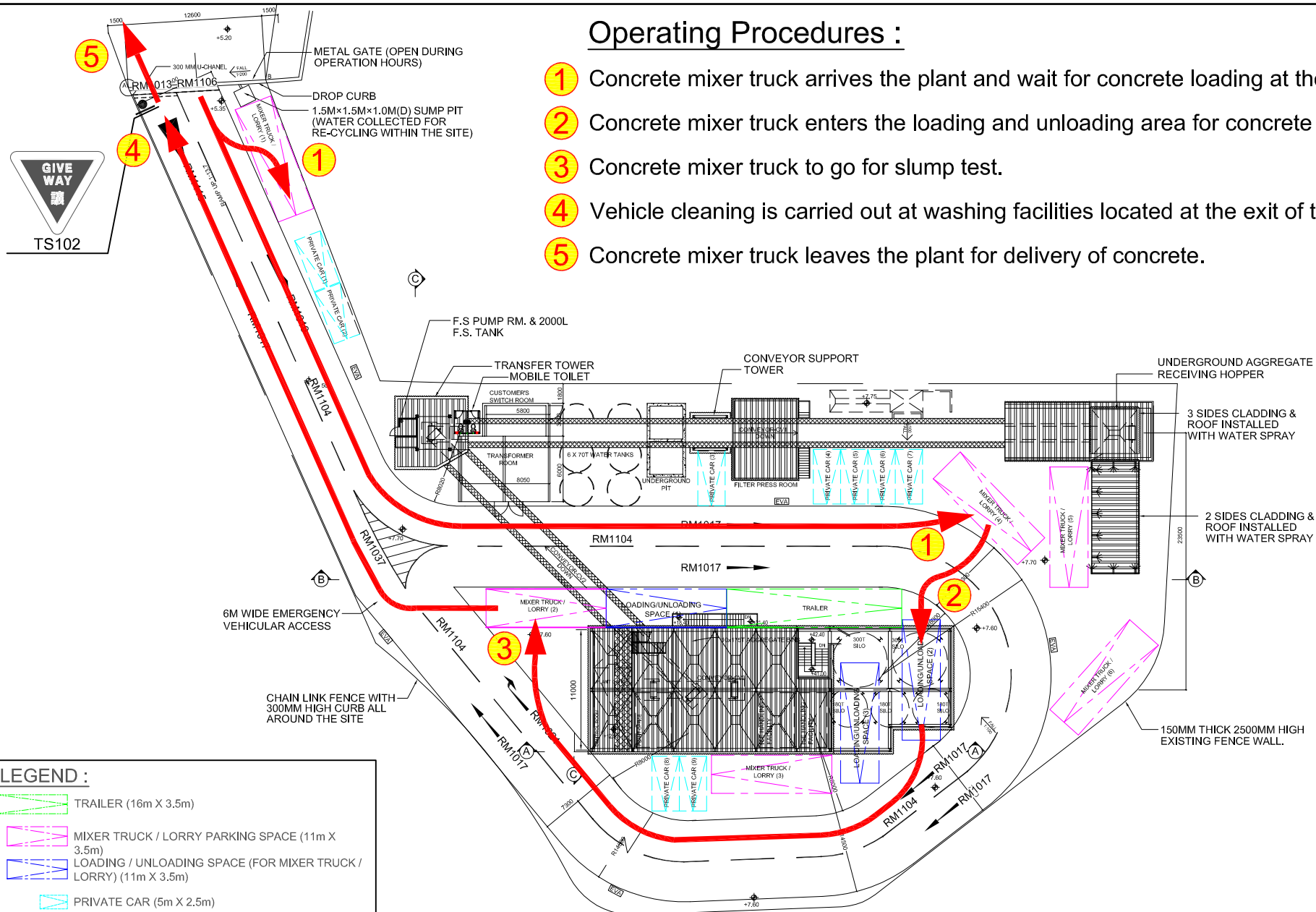


FIGURE NO.: 2.1	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: EXISTING LAYOUT OF THE CONCRETE BATCHING PLANT	
SCALE: 1 : 500 @A4	DATE: 28 APR 2026	



Operating Procedures :

- ① Concrete mixer truck arrives the plant and wait for concrete loading at the parking space.
- ② Concrete mixer truck enters the loading and unloading area for concrete loading.
- ③ Concrete mixer truck to go for slump test.
- ④ Vehicle cleaning is carried out at washing facilities located at the exit of the plant.
- ⑤ Concrete mixer truck leaves the plant for delivery of concrete.



LEGEND :

- TRAILER (16m X 3.5m)
- MIXER TRUCK / LORRY PARKING SPACE (11m X 3.5m)
- LOADING / UNLOADING SPACE (FOR MIXER TRUCK / LORRY) (11m X 3.5m)
- PRIVATE CAR (5m X 2.5m)

FIGURE NO.: 2.3		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK		DRAWING TITLE: OPERATION OF THE TEMPORARY CONCRETE BATCHING PLANT	
SCALE: 1 : 500 @A4	DATE: 28 APR 2026		

Operating Procedures :

- ① Concrete mixer truck arrives the plant and wait for concrete loading at the parking space.
- ② Concrete mixer truck enters the loading and unloading area for concrete loading.
- ③ Concrete mixer truck to go for slump test.
- ④ Vehicle cleaning is carried out at washing facilities located at the exit of the plant.
- ⑤ Concrete mixer truck leaves the plant for delivery of concrete.

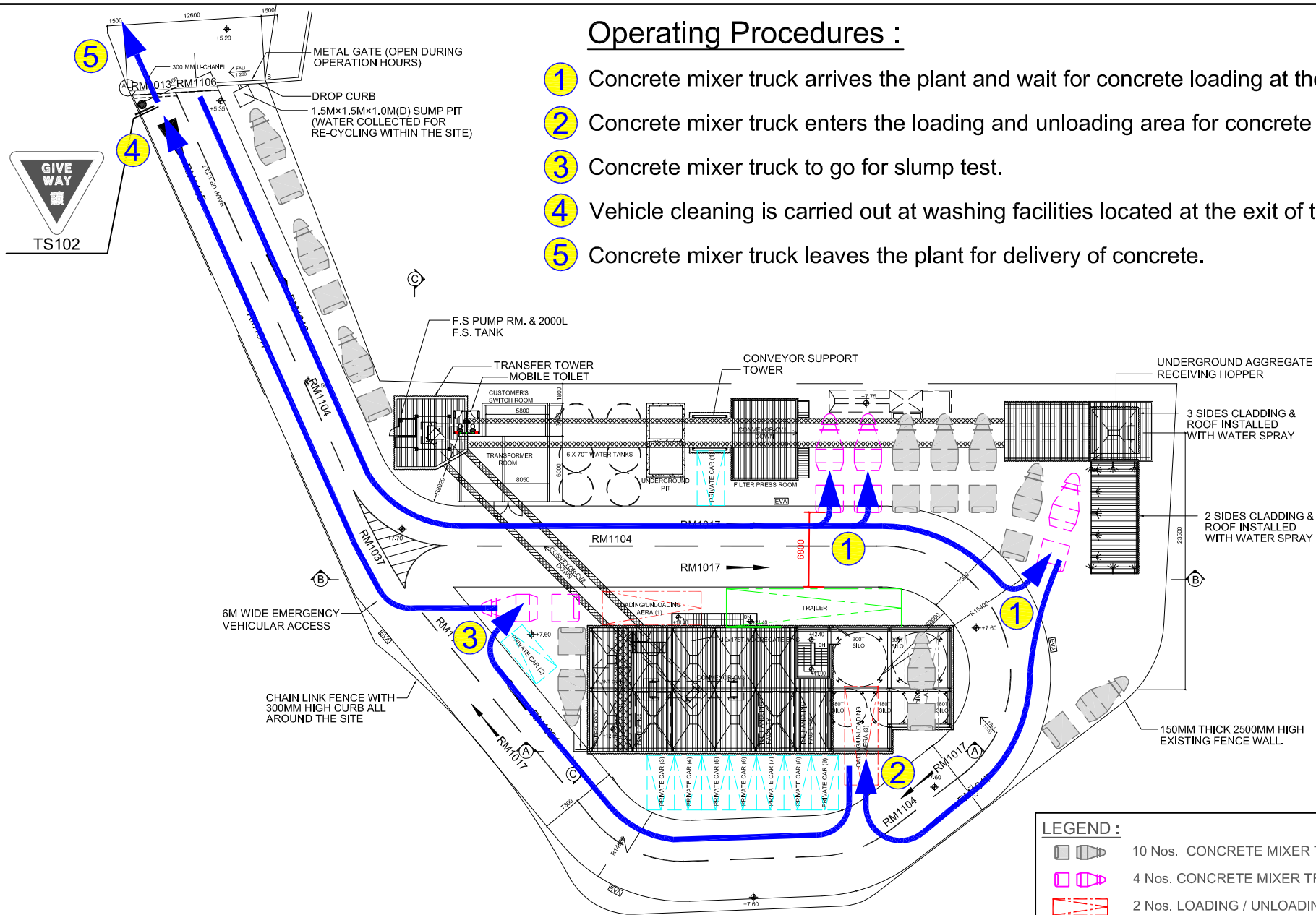


FIGURE NO.: 3.1	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: CONTINGENCY PLAN 1 : HALF PRODUCTION WITH 1 LOADING / UNLOADING BAY	
SCALE: 1 : 500 @A4	DATE: 28 APR 2026	

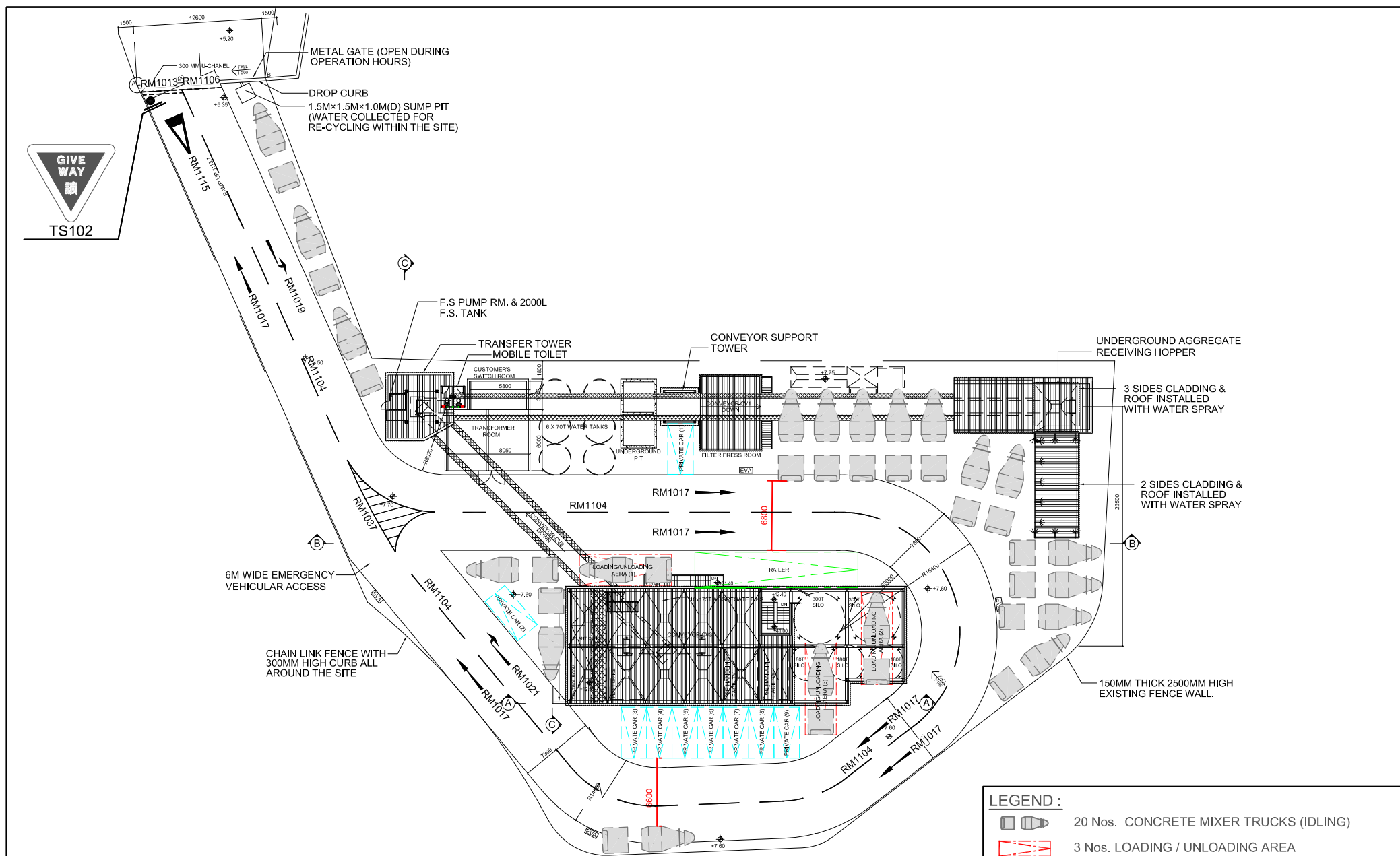


FIGURE NO.: 3.2	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26011HK	DRAWING TITLE: CONTINGENCY PLAN 2 : NIL PRODUCTION WITHOUT LOADING / UNLOADING BAY	
SCALE: 1 : 500 @A4	DATE: 28 APR 2026	

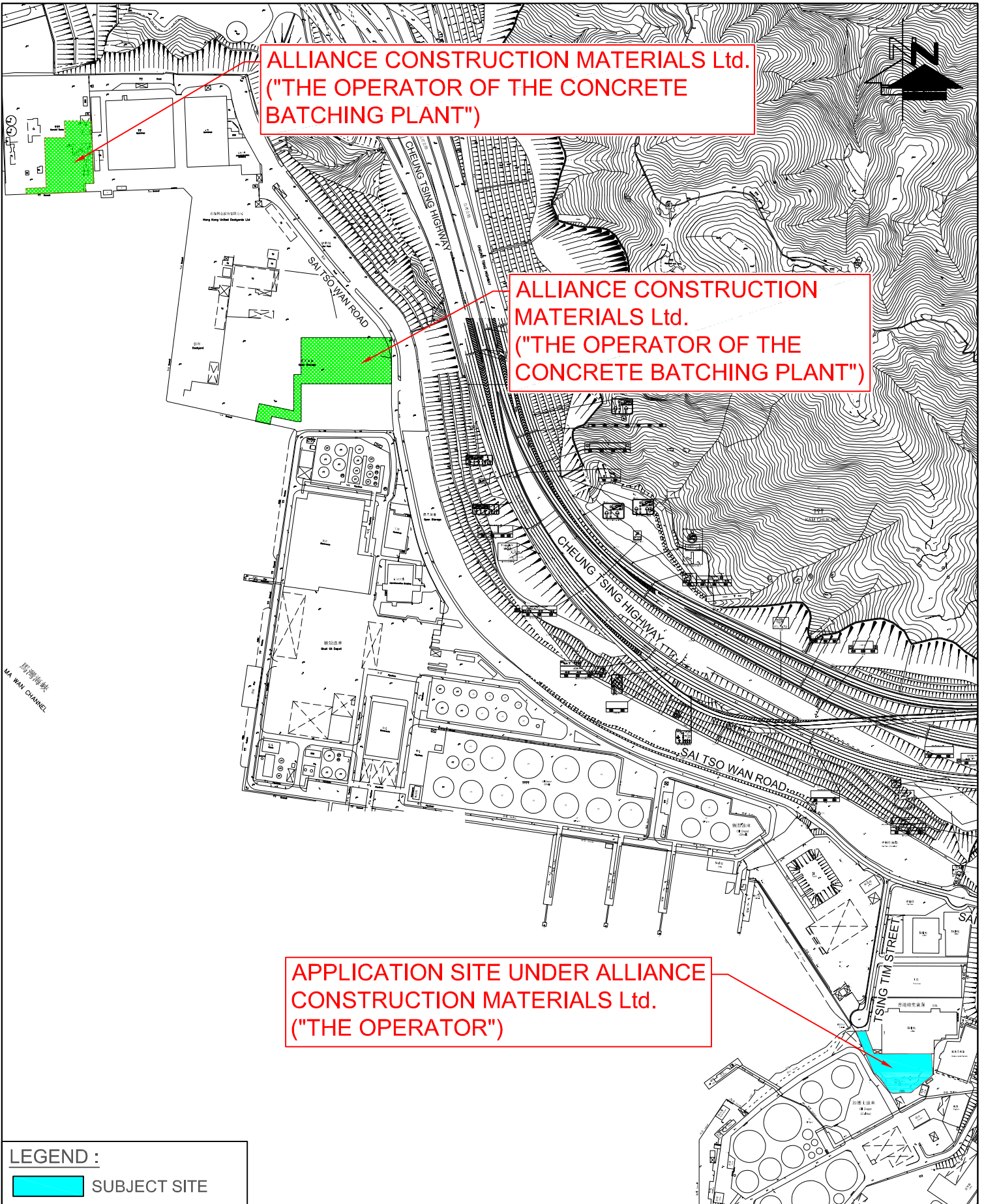


FIGURE NO.: 3.3		PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A / TY / 145	
PROJECT NO.: 26011HK		DRAWING TITLE: BACK-UP PLANTS	
SCALE: 1 : 6000@A4	DATE: 10 JUN 2026	 CTA Consultants Limited 志達顧問有限公司	

Appendix IV
Approval Letter of Planning Application
No. A/TY/145

城市規劃委員會

香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD

15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳 真 Fax: 2877 0245 / 2522 8426

電 話 Tel: 2231 4810

來函編號 Your Reference:

覆函請註明本會檔號

In reply please quote this ref.: TPB/A/TY/145

By Post & Fax

15 October 2021

Knight Frank Petty Ltd.
4/F, Shui On Centre
6-8 Harbour Road
Wanchai, Hong Kong

(Attn.: Tammy Tam)

Dear Sir/Madam,

**Renewal of Planning Approval for
Temporary Concrete Batching Plant for a Period of 5 Years in "Industrial"
Zone, Tsing Yi Town Lot 98, 14-18 Tsing Tim Street, Tsing Yi, New Territories**

I refer to my letter to you dated 13.9.2021.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid on a temporary basis for a period of five years from 15.10.2021 to 14.10.2026 and is subject to the following conditions:

- (a) no queuing on public roads in the vicinity of the site resulting from the operation of the concrete batching plant shall be allowed at any time during the planning approval period to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (b) the submission of a traffic management plan including contingency plan and associated mitigation measures and traffic facilities within six months from the date of commencement of the renewed planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 15.4.2022;
- (c) in relation to (b) above, the implementation of the approved traffic management plan during the operation period of the concrete batching plant to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (d) the existing fire service installations implemented at the site shall be properly maintained in efficient working order at all times during the planning approval period to the satisfaction of the Director of Fire Services or of the Town Planning Board;

- 2 -

- (e) if the above planning condition (a), (c) or (d) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice; and
- (f) if the above planning condition (b) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix VI of the TPB Paper.

This temporary permission will lapse on 15.10.2026. You may submit an application to the TPB for renewal of the temporary permission no less than two months and normally no more than four months before its expiry by completing an application form (Form No. S16-D). Application submitted more than four months before expiry of the temporary approval may only be considered based on the individual merits and exceptional circumstances of each case. For details, please refer to TPB Guidelines No. 34D. However, the TPB is under no obligation to renew the temporary permission.

For amendments to the approved development that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36B for details.

A copy of the TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) and the relevant extract of minutes of the TPB meeting held on 24.9.2021 are enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 5.11.2021). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

- 3 -

If you have any queries regarding this planning permission, please contact Mr. Stephen Chan of Tsuen Wan and West Kowloon District Planning Office at 2417 6251. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,



(Raymond KAN)
for Secretary, Town Planning Board

RK/CC/ql

List of Government Department Contacts

(Application No. A/TY/145)

部門 Department	辦事處 Office	聯絡人姓名 Name of Contact Person	電話號碼 Telephone No.	傳真號碼 Facsimile No.
消防處 Fire Services Department	消防安全總區 新建設課 Fire Safety Command New Projects Division (NP)	李建中先生 Mr. LEE Kin Chung	3971 4600	2722 6234
運輸署 Transport Department	新界分區辦事處 交通工程(新界西)部 NT Regional Office Traffic Engineering (NTW) Division	關德儀女士 Ms. KWAN Tak Yee, Florence	2399 2425	2381 3799

Appendix V
Approval Letter regarding Compliance
of Approval Condition (b) and (c)

規 劃 署

荃灣及西九龍規劃處
新界荃灣西樓角路 38 號
荃灣政府合署 27 樓

**Planning Department**

Tsuen Wan & West Kowloon
District Planning Office
27/E, Tsuen Wan Government Offices,
38 Sai Lau Kok Road,
Tsuen Wan, N.T.

本函編號	Your Reference	LAS/ADL/CK/JC/13-12462 (Task 5)	Post and By Fax
本署檔號	Our Reference	TPB A/TY/145	
電話號碼	Tel. No. :	2417 6256	
傳真機號碼	Fax No. :	2412 5435	

31 March 2022

Knight Frank
4/F Shui On Centre
6-8 Harbour Road, Wan Chai
Hong Kong

(Attn: Mr. Calvin KAN)

Dear Sir/Madam,

**Renewal of Planning Approval for Temporary Concrete Batching Plant
for a Period of 5 Years
at Tsing Yi Town Lot 98, Nos. 14-18 Tsing Tim Street, Tsing Yi, New Territories
(Planning Application No. A/TY/145 under s.16 of Town Planning Ordinance)**

Submission for Compliance with Approval Conditions (b) and (c)

Reference is made to your letter dated 4 January 2022 enclosing submission including traffic management plan and the subsequent letter dated 4 March 2022 enclosing a revised traffic management plan for compliance with the following approval conditions of planning application No. A/TY/145:

- (b) *"the submission of a traffic management plan including contingency plan and associated mitigation measures and traffic facilities within six months from the date of commencement of the renewed planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 15.4.2022"; and*
- (c) *"in relation to (b) above, the implementation of the approved traffic management plan during the operation period of the concrete batching plant to the satisfaction of the Commissioner for Transport or of the Town Planning Board".*

Your submission has been forwarded to the Commissioner for Transport (C for T) for comments. C for T has no further comments on the submission and advised that approval conditions (b) and (c) are considered complied with.

Should you have any enquiries, please contact Ms. Florence KWAN of the Transport Department at 2399 2425 or Mr. Cecil CHOW of our Tsuen Wan and West Kowloon District

我們的理想 - 「透過規劃工作,使香港成為世界知名的國際都市」
Our Vision - "We plan to make Hong Kong an international city of world prominence."



- 2 -

Planning Office at 2417 6657.

Yours faithfully,



(Derek TSE)
for and on behalf of
the Director of Planning

C.C.

Commissioner for Transport (Attn.: Ms. Florence KWAN) (Fax: 2381 3799)

Internal

Site Record

DT/SC/CC/PN/pn

[A_TY_145 Compliance Approval Condition (b) & (c), 20220338.docx]

Appendix VI
Certificate of FS 251

消防處檔號: _____
FSD Ref.

消防(裝置及設備)規例(第九條(1)款)消防裝置及設備證書
FIRE SERVICE (INSTALLATIONS AND EQUIPMENT) REGULATIONS
(REGULATION 9(1))
CERTIFICATE OF FIRE SERVICE INSTALLATION AND EQUIPMENT

序號 Serial Number
00000000764 260588

顧客姓名
Name of Client

Anderson Concrete Limited

樓宇地址
Address of Building

座
Block

樓宇名稱
Name of Building

A Concrete Batching Plant

屋邨/鄉村名稱
Name of Estate/Village

門牌號數及街道/地段
Number and Name of Street/Lot

No.14-18 Tsing Tim Street/TYTL 98

地區
District

Tsing Yi

☐ 香港
HK

☐ 九龍
K

☒ 新界
NT

持牌/註冊處所類型
(如適用)
Type of Licensed/
Registered Premises
(If applicable)

☐ 簡樸房 Basic Housing Unit

☐ 危險品倉 Dangerous Goods Store

☐ 食物業處所 Food Premises

☐ 校舍 School Premises

☐ 幼兒中心 Child Care Centre

☐ 酒店 Hotel

☐ 會社 Club

☐ 木料倉 Timber Store

☐ 電器廢物處置 E-waste Disposal

☐ 改建校舍 Non-designed School

☐ 私營骨灰安置所 Private Columbaria

☐ 賓館 Guesthouse

☐ 床位寓所 Bedspace Apartment

☐ 危險品車輛 Dangerous Good Vehicle

☐ 公眾娛樂場所 Place of Public Entertainment

☐ 安老院舍 Residential Care Home for the Elderly

☐ 殘疾院舍 Residential Care Home for Persons with

☐ 卡拉 OK 場所 Karaoke Establishment

請在合適空格內填上「✓」號
Please tick the appropriate "box"

第一部 只適用於年檢事項
Part 1 Annual Inspection ONLY

根據《消防(裝置及設備)規例》第八條(1)(b)款,擁有裝置在任何處所內的任何消防裝置或設備的人,須每12個月由一名註冊承辦商檢查該等消防裝置或設備至少一次。
In accordance with Regulation 8(1)(b) of Fire Service (Installations and Equipment) Regulations, the owner of any fire service installation or equipment which is installed in any premises shall have such fire service installation or equipment inspected by a registered contractor at least once in every 12 months.

編碼 Code (1-35)	裝置類型 Type of FSI	位置 Location(s)	狀況評述 Comment on Condition	完成日期 Completion Date (DD/MM/YYYY)	到期日 Due Date (DD/MM/YYYY)
24	手提滅火筒 5KG CO2滅火筒(19支)	G/F-1/F, 3/F-6/F	Conforms with FSD requirements	30/03/2026	29/03/2027
24	手提滅火筒 5KG CO2滅火筒(1支)	2/F	Conforms with FSD requirements	30/03/2026	01/01/2027
24	手提滅火筒 2KG乾粉滅火筒(3支)	G/F, 2/F	Conforms with FSD requirements	30/03/2026	29/03/2027

第二部 Part 2 裝置/保養/修理/檢查工作 Installation/Maintenance/Repair/Inspection work

編碼 Code (1-35)	裝置類型 Type of FSI	位置 Location(s)	完成之工作內容 Nature of Work Carried out	狀況評述 Comment on Condition	完成日期 Completion Date (DD/MM/YYYY)	消防裝置關閉/嚴重損壞/恢復通知書 消防處檔案編號 FSD serial number of Notification of FSI Shutdown/Major Defect/Resumption

第三部 Part 3 欠妥事項 Defects

編碼 Code (1-35)	裝置類型 Type of FSI	位置 Location(s)	欠妥事項 Defects (請以「*」註明主要系統嚴重損壞 Please indicate major defects in major system with a "*" sign)	欠妥事項評述 Comment on Defects	消防裝置關閉/嚴重損壞/恢復通知書 消防處檔案編號 FSD serial number of Notification of FSI Shutdown/Major Defect/Resumption

本人/我們謹此聲明,上述之消防裝置/設備經測試及/或檢查,其運作狀況符合消防處處長訂明適用於該建築物/處所的《最低限度之消防裝置及設備守則》中的規格/要求,以及最新的《裝置及設備之檢查、測試及保養守則》中的要求,以證明其性能良好,除在第三部分中詳列的裝置/設備欠妥事項(如有)。

I/We hereby declare that the above installations/equipment has/have been tested and/or inspected, with its/their working conditions certified in conformance with the specifications/requirements in the Code of Practice for Minimum Fire Service Installations and Equipment applicable to the building/premises and the requirements in the latest Code of Practice for Inspection, Testing and Maintenance of Installations and Equipment prescribed by the Director of Fire Services to be in efficient working order except defect(s) of the installations/equipment, if any, detailed in Part 3.

請將此證書張貼於大廈或處所當眼處以供消防處人員查核
Please display this certificate at a conspicuous place in the building
or premises for FSD's inspection.

獲授權簽署人簽署
Signature of Authorized Signatory

獲授權簽署人姓名
Name of Authorized Signatory

Chun Hung Wut, David

註冊編號
Registration No.

RC3/0764

註冊消防裝置承辦商名稱
Name of Registered Fire
Service Installation Contractor

Chan Hung Wut, David

聯絡電話
Telephone

電郵地址
Email address

thlfire@tunghinglung.com

日期
Date

01/04/2026

備註
Remark

編碼 Code	裝置類型 Type of FSI
1	聲響/視象警報系統 Audio/Visual Advisory System
2	自動啟動裝置 Automatic Actuating Device
3	不含水的滅火劑自動固定裝置 Automatic Fixed Installation other than Water
4	用水作滅火劑的自動固定裝置 Automatic Fixed Installation using Water
5	集水花灑系統 Deluge System
6	水簾系統 Drencher System
7	乾喉系統 Dry Riser System
8	塵埃偵測系統 Dust Detection System
9	機械式排煙系統 Dynamic Smoke Extraction System
10	應急發電機 Emergency Generator
11	應急照明系統 Emergency Lighting
12	出口指示牌 Exit Sign
13	火警警報系統 Fire Alarm System (MFA)
14	消防管制中心 Fire Control Centre
15	火警偵測系統 Fire Detection System
16	消防栓/喉轆系統 Fire Hydrant/Hose Reel System
17	防火捲閘 Fire Shutter
18	保留 Reserved
19	認可的自動操作固定器具 Fixed Automatically Operated Approved Appliance
20	固定泡沫系統 Fixed Foam System
21	氣體偵測系統 Gas Detection System
22	氣體排放系統 Gas Extraction System
23	消防喉轆 Hose Reel
24	手提滅火筒 Portable Fire Extinguisher
25	認可的人手操作手提器具 Portable Hand-operated Approved Appliance
26	樓梯增壓 Pressurization of Staircase
27	裝有固定水泵的環狀水管系統 Ring Main System with Fixed Pump(s)
28	花灑系統 Sprinkler System
29	靜態式排煙系統 Static Smoke Extraction System
30	供水缸 Supply Tank
31	通風/空氣調節控制系統 Ventilation/Air Conditioning Control System
32	噴水系統 Water Spray System
33	供水 Water Supply
34	街道消防栓系統 Street Fire Hydrant System
35	其他 Others_____

Appendix VII

**Response to Comments received during
the Pre-Submission Enquiry**

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)
RENEWAL OF PLANNING APPROVAL FOR TEMPORARY CONCRETE BATCHING PLANT
FOR A PERIOD OF 5 YEARS AT 14 – 18 TSING TIM STREET, TSING YI TOWN LOT NO. 98, TSING YI, NEW TERRITORIES
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32**

Response to Comments received during the Pre-Submission Enquiry

Comments	Response(s)
<u>Highways Department (HyD)</u> Received on 14 May 2026 Contact: Mr. Ivan Yim Tel: 2762 3995	
HyD has the following comments from highways maintenance point of view: (a) The access road from Sai Tso Wan Road to the subject site is not maintained by HyD and HyD will not take up the maintenance responsibility of the access; and (b) Adequate drainage measures shall be provided to prevent surface water running from the subject site to nearby public roads and drains.	Noted. Noted.
<u>Fire Services Department (FSD)</u> Received on 22 May 2026 Contact: Mr. Lam Ho Tel: 2739 8775	
Fire service installations (FSIs) to be provided to the satisfaction of the Director of Fire Services, the applicant should supplement the following information, for FSD's further consideration: (a) Full set of valid F.S. 251(s) covering all the FSIs implemented on the application site; and	(a) A full set of valid F.S. 251 covering all the FSIs implemented on the application site has been provided in Appendix VI of the Supporting Planning Statement.

Comments	Response(s)
(b) A statement/undertaking to confirm there is no change in the layout and proposed uses as compared with the previous application.	(b) The Applicant hereby confirms that there is no change in the layout and proposed uses as compared with the previous application.
<u>Environmental Protection Department (EPD)</u> Received on 22 May 2026 Contact: Ms. Tiffany Cheung Tel: 2835 1836	
EPD noted that the subject planning application is a renewal application for an existing concrete batching plant, which is required to operate under a Specified Process Licence in compliance with the requirements set out in the Best Practicable Means for Cement Works (Concrete Batching Plant) BPM 3/2. Please find EPD's comments below for the applicant's follow up: (a) As stated in the Planning Statement, there will be no change in the emission parameters of the existing concrete batching plant as compared with the previous approved planning application No. A/TY/145. Nevertheless, EPD noted that the total production capacity (i.e. 88.8 m³ per hour) stated in Section 4 (Page 8/12) of the Supporting Planning Statement seems inconsistent with that stated in previous applications No. A/TY/145 and No. A/TY/132 (i.e. 240 m³ per hour). Please also clarify the meaning of the statement "there are no major changes to the current development" (Page 11/12), or otherwise delete the word "major" from the statement. <u>Section 5.8</u> (b) Under Monitoring of Solid Waste in Hong Kong - Waste Statistics for 2024, waste concrete disposed of at landfills is 381 tons per day in Hong Kong. The daily 100 tons of non-reusable waste concrete to be disposed of at NENT stated in the supporting planning statement seems to be abnormally high for a single	(a) The total production capacity of the subject concrete batching plant has been capped at 88.8 m³ per hour due to traffic considerations since the previous Application No. A/TY/132, notwithstanding that the Specified Process (SP) licence permits a total production capacity of 240 m³ per hour, and that the environmental assessment under Application No. A/TY/132 was approved on the same basis. This production cap of 88.8 m³ per hour will continue to be adopted in the current renewal application. The Applicant hereby clarifies that there are no changes to the current development. The word "major" has been deleted from p.11 of the statement. (b) Non-reusable waste concrete is muckaway to Tuen Mun Area 38 (TM38) Fill Bank, accounting for around 30 tons per day.

Comments	Response(s)
concrete batching plant. Please critically review the figure with reference to the existing operation and disposal record. <u>Waste</u> (c) Please also supplement the outlet for “slurry” mentioned in the first sentence, or review if it should be read as “Only slurry / waste concrete that cannot be reused will be disposed of at the NENT landfill / Public Fill Reception Facilities, which accounts for approximately ?? tones per day.”	(c) Slurry that cannot be reused is muckaway to Tuen Mun Area 38 (TM38) landfill, accounting for around 15 tons per day.
<u>Buildings Department (BD)</u> Received on 22 May 2026 Contact: Mr. Lenco Chan Tel: 2152 2174	
BD has the following comments under the Buildings Ordinance (BO): (a) The development parameter should not exceed the limitation under the First Schedule of Building (Planning) Regulations [B(P)R]. (b) Before any new building works are carried out on land held under lease, prior approval and consent from the Building Authority (BA) should be obtained, otherwise they are unauthorized building works (UBW). AP must be appointed to coordinate all new building works in accordance with BO. (c) BD’s no objection to the renewal of planning approval should not be construed as acceptance of any UBW erected on land held under lease. Enforcement action may be taken by the BA to effect the removal of UBW in accordance with policy control of UBW in the future.	Noted. Noted. Noted.

Comments	Response(s)
<u>Lands Department (LandsD)</u> Received on 22 May 2026 Contact: Mr. Martin Wong Tel: 2402 1106	
District Lands Officer, Tsuen Wan and Kwai Tsing of Lands Department has the following comments: (a) Under the lease governing the subject lot, Tsing Yi Town Lot No. 98, is restricted for the purposes of industrial or godown or both excluding any offensive trades. No building(s) shall be erected on the lot except a factory or factories or a godown or godowns or both, ancillary offices and such canteen and other welfare facilities (but excluding residential quarters) for workmen employed on the lot and also such quarters as may be required for watchmen or caretakers. The maximum plot ratio of any building or buildings erected or to be erected on the lot shall not exceed 2.5 and the total site coverage of any building or buildings erected on the lot shall not exceed 60% of the area of the lot. (b) A temporary waiver dated 30.9.2020 (“the temporary waiver”) for a term of 3 years certain from 19.1.2018 and thereafter quarterly was granted to the owner of the subject lot to permit the parking, loading and unloading spaces (which are in infringement of the lease restriction on the prescribed dimension of such parking, loading and unloading spaces to be provided within the lot) for the existing development (i.e. a concrete batching plan). The temporary waiver remains effective up-today. However, pursuant to the relevant waiver condition, in the event that Town Planning Board’s approval for the concrete batching plant is revoked or expired, the Government may at his discretion terminate the waiver by 3 months’ notice.	Noted. Noted. Noted.

Comments	Response(s)
(c) According to the Layout Plan attached to the applicant's submission, the parking provisions comply with the relevant waiver conditions. In view of this, we have no adverse comment on the captioned pre-submission from lease point of view. (d) Attention should also be drawn that there is no guarantee that any renewal of the temporary waiver will be approved. Any renewal of the temporary waiver will be considered by Lands Department acting in the capacity as Landlord at its sole discretion. Any approval, if given, will be subject to such terms and conditions, inter alia, payment of waiver fee and administrative fee, as may be approved by Lands Department.	Noted.
<u>Planning Department (PlanD)</u> Received on 22 May 2026	
(a) The applicant should supplement on mitigation measures to (i) prevent concrete trucks from this site negatively impact road hygiene; and (ii) maintain the cleanliness in particular the public road to prevent wastewater to run off to the Tsing Tim Street. (b) The applicant should supplement on the steps or precautions taken by the operator of the concrete batching plant to prevent surface run-off from the plant to the public road as much as possible in the event of extreme weather events.	(a) There is an existing wheel washing machine with effective vehicle stoppering device within the concrete batching plant. Trucks will be washed and cleaned before leaving the plant to prevent the spread of dirt, debris, and potentially hazardous materials onto public roads. There is also a u-channel on the plant entrance to collect the waste water, preventing it to be brought along from the plant site to Tsing Tim Street. All spillage or deposits of materials on the plant facility will be cleaned up promptly as soon as practicable. The dusty waste will be conditioned with water for dust suppression immediately upon generated. (b) As mentioned in section 5.8 under subsection – “Water Quality” of the planning statement, “The existing concrete batching plant has been designed to retain all waster and surface runoff within the facility, with all water collected in pits for recycling; thus, no water is discharged from the plant.” There is an existing waste-water handling system inside the plant, with a filter press machine to treat waste water in daily operations and a water discharge

Comments	Response(s)
(c) The applicant should supplement on the waiting / marshalling spaces for concrete mixing trucks in nearby car park to prevent queue back from the Site to the Tsing Tim Street.	machine to neutralize filtered water and discharge water during raining season. (c) There is waiting/marshalling space for concrete mixer trucks to prevent queue back from the plant site to the Tsing Tim Street. 



**S16 Planning Application for Renewal of Temporary Concrete Batching Plant at Tsing Yi Town Lot 98, Nos. 14-18 Tsing Tim Street, Tsing Yi
For a Period of 5 Years**

Summary of 'Responses to Comments' (June 2026)

Comments of Transport Department Dated 13 May 2026		Our Responses
Traffic Impact Assessment		
1.	Para 2.2.4, please supplement the hourly maximum production capacity of the concrete batching plant	The hourly maximum production capacity of the concrete batching plant is 88.8m ³ /hr. It is supplemented in Para 2.2.4 of the TIA report.
2.	Please elaborate a section to specify the total GFA of the site and summarise internal transport facilities (i.e. the number of waiting/ parking spaces and loading/ unloading spaces) within the site	The total GFA of the site and summarized internal transport facilities are added in Section 2.3 of the TIA report.
3.	Table 3.1, please update the existing identified critical junctions as shown and their planned junction improvement schemes, if any, for assessment	Noted. The TIA was updated accordingly.
4.	Table 4.5, please breakdown traffic attraction and generation in various peaks, while private car in the types of vehicles appears missing. Afterwards, please summarise the daily max vehicle (PCU) per hour entering and exiting the site	The traffic attraction and generation were broken down in various peaks. Private car is included and shown in Table 5.1 of the TIA report. Daily maximum vehicle are 39 pcu/hr (Gen.) and 39 pcu/hr (Attr.)
5.	Please supplement with school schedules to verify whether the traffic survey date is a normal school day	School schedules of Ying Yi schools are added in Appendix B of the TIA report.
6.	Please provide drawing of ingress and egress route in the report	Ingress and egress route is shown in Figure 5.2 of the TIA the report
Traffic Management Plan		
1.	Section 3, please elaborate and compare "Normal Operation" and "Proposed Plant Operation Under Contingency Plans"	Noted and added in Section 3 .
2.	Please elaborate a section in the report for mitigation measures, particularly Incident investigation	mitigation measures is added in Chapter 4 of the Traffic Management Plan