2024年 8月 1日
此文件在_____收到，城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。
This document is received on - 1 AUG 2024.
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 請在適當的方格內上加上「✔」號

2401819 2317 By Hand

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/ST/1030
	Date Received 收到日期	-1 AUG 2024

1. 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。

2. 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 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. 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。

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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)

The Hong Kong Housing Authority

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)

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）	Junction of Tsuen Nam Road and Chik Luk Lane, Tai Wai, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	Gross Site Area: 3,700 ☑Site area 地盤面積 Net Site Area: 3,700 sq.m 平方米 ☑About 約 ☑Gross floor area 總樓面面積 (Public Vehicle Park) 6,000 sq.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）	3,700 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 Sha Tin Outline Zoning Plan No. S/ST/38
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Residential (Group A)"
(f)	Current use(s) 現時用途	Tai Wai Playground and Lay-by Area (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」#郵遞要求同意書&

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) 第(i)類	Change of use within existing building or part thereof 更改現有建築物或其部分內的用途
☐	Type (ii) 第(ii)類	Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 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) 第(iii)類	Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置
☐	Type (iv) 第(iv)類	Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制
☑	Type (v) 第(v)類	Use / development other than (i) to (iii) above 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所用途，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

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)

(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(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	Proposed Public Vehicle Park (excluding container vehicle) (PVP) at the Government Complex co-located with the Permitted Public Housing Development (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	6,000 (PVP) ..... sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	N/A	☐About 約
Proposed site coverage 擬議上蓋面積	N/A ..... %	☐About 約
Proposed no. of blocks 擬議座數	1	
Proposed no. of storeys of each block 每座建築物的擬議層數	4 storeys of PVP ..... 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 form part of the subject s.16 application)	Overall building not exceeding 175 mPD 米(主水平基準上) N/A ..... m 米	☐About 約 ☐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)

Public Vehicle Park (PVP)
About 6,000 sq.m.
.....

☐ 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]
1	6/F - 9/F (subject to detailed design)	PVP
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

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

N/A
.....
.....
.....
.....

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)

2031/32 (Tentative)

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	☑ 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)) Chik Fuk Street and Chik Luk Lane ☐ 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）
	No 否	☐
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	☑ (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) Private Car Parking Spaces 私家車車位 105 Motorcycle Parking Spaces 電單車車位 30 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) ____ ____ ____ ____ ____
	No 否	☐
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	☐ (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) 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) ____ ____ ____ ____ ____
	No 否	☑

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	☐ Please provide details 請提供詳情 ....
	No 否	☑
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	☐ (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/或範圍) ☐ 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
	No 否	☑

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？			
	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 ☑
	_____		
	_____		
	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 attached Planning Statement and technical assessments.		

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the attached Planning Statement and technical assessments.

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

Ms. YIU Kuk Hung, Portia — Name in Block Letters 姓名（請以正楷填寫）

Chief Planning Officer/2 — 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
Others 其他 .....

on behalf of 代表 The Hong Kong Housing Authority

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

HOUSING DEPARTMENT 房屋署

Date 日期 23/07/2024 (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	Junction of Tsuen Nam Road and Chik Luk Lane, Tai Wai, New Territories
Site area 地盤面積	3,700 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 3,700 sq. m 平方米 ☑ About 約)
Plan 圖則	Approved Sha Tin Outline Zoning Plan No. S/ST/38 沙田分區計劃大綱核准圖編號 S/ST/38
Zoning 地帶	"Residential (Group A)" 「住宅（甲類）」
Applied use/ development 申請用途/發展	Proposed Public Vehicle Park at the Government Complex co-located with the Permitted Public Housing Development 與准許的公營房屋發展同地的政府綜合大樓內擬議公眾停車場

			sq.m 平方米	Plot Ratio 地積比率
(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	6,000 ☑ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
(ii)	No. of blocks 幢數	Domestic 住用	N/A	
		Non-domestic 非住用	N/A	
		Composite 綜合用途	Overall: 1	

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
		N/A	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	m 米 ☐ (Not more than 不多於)
		N/A	mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) 4 storeys of PVP (☑*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)
			Overall building: 175 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	N/A	% ☐ About 約
(v)	No. of units 單位數目	N/A	
(vi)	Open space 休憩用地	Private 私人	N/A sq.m 平方米 ☐ Not less than 不少於
		Public 公眾	N/A 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 Private Car Parking Spaces 私家車車位 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) _____ _____	135 105 30
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 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 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____	

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）	☐	☑
Location Plan		
Site Plan		
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）	☐	☑
Visual Appraisal		
Broad-brush Tree Survey		

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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S16 PLANNING APPLICATION

Proposed Public Vehicle Park (Excluding Container Vehicle) at the Government Complex co-locating with the Permitted Public Housing Development at Tsuen Nam Road, Tai Wai

PLANNING STATEMENT

July 2024

香港房屋委員會
Hong Kong Housing Authority

Executive Summary

This Planning Application is submitted by the Hong Kong Housing Authority (HKHA) to seek approval from the Town Planning Board (TPB) under section 16 of the Town Planning Ordinance for a proposed 'Public Vehicle Park (excluding container vehicle)' use at the government complex co-locating with a permitted public housing development at Tsuen Nam Road, Tai Wai (the Application Site). According to the approved Sha Tin Outline Zoning Plan No. S/ST/38 (the OZP), the Application Site is zoned "Residential (Group A)" ("R(A)") with no restrictions on gross floor area (GFA) / plot ratio (PR) and building height (BH). According to the Notes of the OZP, the 'Public Vehicle Park (excluding container vehicle)' use is a Column 2 use in "R(A)" zone requiring planning permission from the TPB.

Having balanced the needs of various departments, the Transport Department (TD) agrees to provide 105 private car parking spaces and 30 motorcycle parking spaces in the proposed Public Vehicle Park (PVP) forming part of the government complex at the Application Site to address the keen local parking demand and alleviate the congestion situation due to on-street illegal parking. The proposed PVP will be four storeys with gross floor area (GFA) of about 6,000 m^2, subject to detailed design. Upon completion, the proposed PVP will be handed over to the Government.

Relevant technical assessments have indicated that the impact of traffic, visual and landscape aspects in terms of the proposed PVP will not be unacceptable.

The TPB is requested to approve this planning application for the proposed PVP at the Application Site.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有差異時，應以英文原文為準。)

香港房屋委員會（下稱「房委會」）現根據《城市規劃條例》第16條提交此規劃申請，要求城市規劃委員會（下稱「城規會」）准許位於大圍村南道（下稱「申請地盤」）提供擬議「公眾停車場」（貨櫃車除外）」用途。此用途將於申請地盤的政府綜合大樓內提供，與准許的公營房屋共同發展。根據《沙田分區計劃大綱核准圖編號 S/ST/38》，申請地盤為「住宅（甲類）」地帶，並沒有總樓面面積/地積比率和建築物高度限制。根據大綱核准圖的《註釋》，「公眾停車場（貨櫃車除外）」屬「住宅（甲類）」地帶第二欄所載的用途，須向城規會申請規劃許可。

經平衡了各部門需求，運輸署同意於申請地盤內政府綜合大樓部份的擬議公眾停車場提供105個私家車和30個電單車泊車位，以應付區內殷切的泊車需求，並紓緩因路旁違例泊車而引致的交通擠塞情況。視乎日後詳細設計，擬議公眾停車場共有四層，總樓面面積約為 6,000 平方米。 完工後，政府會接收擬議公眾停車場。

相關技術評估顯示擬議公眾停車場在交通、視覺及景觀方面不會造成不可接受的影響。

現向城規會要求批准此規劃申請以在申請地盤內提供擬議公眾停車場。

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Appendix 2 Visual Appraisal

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1. INTRODUCTION

1.1. This application intends to seek the Town Planning Board (TPB)'s permission under section 16 of the Town Planning Ordinance for a proposed 'Public Vehicle Park (excluding container vehicle)' use at the government complex co-locating with a permitted public housing development at Tsuen Nam Road, Tai Wai (the Application Site) (**Figure 1**). Having balanced the needs of various departments, the Transport Department (TD) agrees to provide 105 private car parking spaces and 30 motorcycle parking spaces in the public vehicle park (PVP) to address the keen local parking demand and alleviate the congestion situation due to on-street illegal parking.

2. SITE CONTEXT

Planning Context

2.1. With a land area of about 0.37 hectare (ha), the Application Site is located at the junction of Chik Luk Lane and Tsuen Nam Road, leaning on the western bank of Shing Mun River Channel. The Application Site is on government land currently occupied by Tai Wai Playground for a 7-a-side soccer pitch under the management of the Leisure and Cultural Services Department (LCSD) and a lay-by area (**Figure 2** refers).

2.2. According to the approved Sha Tin Outline Zoning Plan No. S/ST/38 (the OZP), the Application Site falls within an area zoned "Residential (Group A)" ("R(A)") with no restrictions on gross floor area (GFA) / plot ratio (PR) and building height (BH) (**Figure 1** refers).

2.3. According to the Notes of the OZP, land within "R(A)" zone is primarily intended for high-density residential development, and 'Flat', 'Library', 'Public Clinic', 'Social Welfare Facility' and 'Government Use (not elsewhere specified)' currently proposed under the development are Column 1 uses, which are always permitted. Whereas 'Public Vehicle Park (excluding container vehicle)' is a Column 2 use requiring planning permission from the TPB.

Surrounding Land Uses

2.4. As shown in **Figure 2**, the Application Site is immediately surrounded by cycle track along Shing Mun River Channel to the east, Tsuen Nam Road along railway and cycle track to its south, Tai Wai Village to its west across Chik Luk Lane / Chik Fuk Street, and the adjoining Tung Wah Group of Hospitals (T.W.G.Hs.) Sin Chu Wan Primary School to its north.

2.5. The surrounding land uses in the vicinity of the Application Site are predominantly a mix of low to high-rise residential developments, intermingled with Government, Institution and Community (GIC), recreational facilities and industrial developments. The surrounding is characterised by:

- To the northeast across Shing Wan Road is an industrial cluster which is physically separated by the Shing Mun River Channel and the Tai Wai Soccer Pitch atop the Shing Mun River Channel.
- To the south across Tsuen Nam Road and cycle track is Tai Wai MTR Station and a "Comprehensive Development Area" comprising a private high-rise residential development (namely The Pavilia Farm) atop a shopping mall, namely The Wai.
- To the west across Chik Luk Lane / Chik Fuk Street and further west across Tai Wai Road are residential clusters with a mixture of retail shops, clinics, restaurants/cafes, salons, car repair shops, pharmacies, etc.
- There are also public open spaces, namely Chik Fu Street Rest Garden and Chik Fuk Street Sitting-out Area, to the west and northwest.

Accessibility

2.6. The nearest Tai Wai MTR station is located at about 100 metres walking distance to the southwest of the Application Site across Tsuen Nam Road. Whilst the Application Site is well served by various public transport modes including bus and mini-bus stops at the nearby T.W.G.Hs. Sin Chu Wan Primary School and Tai Wai MTR Station Public Transport Interchange, there are limited on-street parking and public parking facilities in the vicinity.

3. INDICATIVE DEVELOPMENT PROPOSAL

3.1. The PVP is proposed to be accommodated in the government complex underneath a permitted public housing development at the Application Site. The indicative parameters of the overall development are provided in **Table 1** below for reference only. The design of the overall development is subject to change at a later stage. Only the PVP portion of government complex is under the current application.

Proposed PVP

3.2. The proposed PVP will consist of four storeys, at the lower levels at the Application Site. Subject to detailed design, the proposed PVP will accommodate 105 private car parking spaces and 30 motorcycle parking spaces to relieve parking demand in the community. The vehicular run-in/out as well as the GIC, General Out-patient Clinic (GOPC) and domestic block entrances will be provided at Chik Luk Lane. **Figures 3 to 5** show the Indicative Master Layout Plan, Indicative Typical Floor Plan of the PVP and Indicative Section Plan.

3.3. The indicative development parameters are summarised in **Table 1** below.

Table 1 Indicative Development Parameters

Overall Development (*NOT FORM PART* of the current application)	
Site Area * - **Gross Site Area** - **Net Site Area**	 About 0.37 ha About 0.37 ha
Plot Ratio (PR) @	Max. domestic PR of 9 or max. non-domestic PR of 15 under composite formula
Building Height (BH) # @	Not more than 175mPD
Permitted Uses/Facilities ☆	Flat (about 500 flats for design population of about 1,100 #), Library, Public Clinic, Social Welfare Facility and Government Use
Green Coverage (% of Gross Site Area)	At least 20%
PVP Portion of Government Complex (*UNDER* the current application)	
Gross Floor Area	About 6,000 m^2 (subject to detailed design)

No. of Block	1
No. of Storeys	4 storeys
No. of PVP ^	• Private car (PC) parking spaces : 105 • Motorcycle (MC) parking spaces : 30

* Subject to detailed survey.

@ No statutory restrictions on GFA / PR and BH under the prevailing OZP. The maximum PR is governed by Building (Planning) Regulation (B(P)R) under composite formula.

\# Subject to detailed design.

☆ Apart from flats, all other social welfare/community/government facilities have been agreed with relevant bureau/departments, including the Home Affairs Department, the Social Welfare Department, LCSD, the Health Bureau/Hospital Authority.

^ All parking provisions have been agreed with TD.

Implementation Programme

3.4. Subject to the approval of this planning application by the TPB, the overall development is targeted for completion in 2031/32 tentatively. Upon completion, the proposed PVP will be handed over to the Government.

4. PLANNING JUSTIFICATIONS

Relieving Outstanding Demand for Public Vehicle Park & In-line with Government's Policy for Combating Illegal Parking

4.1. In accordance with the 2017 Policy Address, the Government will implement a series of short- and medium- to long-term measures to increase parking spaces in various districts having regard to the local situation in order to combat illegal parking. One of the proposed measures includes the provision of PVPs in suitable new GIC facilities.

4.2. In response to the Government's policy, TD requests the provision of PVP at the proposed government complex after considering the current on-street illegal parking activities and a lack of public parking provision nearby. Taking account of the additional 390 private car parking spaces to the new mall 'The Wai' nearby, the proposed PVP with a provision of 105 private car parking spaces and 30 motorcycle parking spaces will increase the supply of public parking spaces in the area to address the keen local parking demand and alleviate the congestion situation due to on-street illegal parking. A Traffic Impact Assessment (TIA) is enclosed at **Appendix 1** for details.

Optimising Land Resources

4.3. The proposed PVP under this current application will be located at a lower zone of the government complex, and will be tolerated whilst optimising the utilisation of precious land resources to cater for the community needs at this prime location. With the small size of the Application Site and the existing underground utilities, aboveground PVP is proposed for inclusion of all requested parking spaces taking account of the cost-effectiveness, development programme and availability of underground space.

Conforming to the Planning Intention of the "R(A)" Zone

4.4. The overall development as a composite building will jointly accommodate the domestic portion and other uses including the PVP. A balance between domestic use and non-domestic uses has been made through careful design and close liaison

with the relevant government departments with support of relevant technical assessments in terms of traffic, visual and landscape aspects in an effort to cater for the community needs. As such, the overall development will still conform to the planning intention of the "R(A)" zone.

Incorporating Compatible Building Height and Sensible Building Design

4.5. The proposed four-storey PVP within this compact Application Site will inevitably increase the building height of the podium, though no building height restriction is imposed under the "R(A)" zone. Nonetheless, due consideration is given to the disposition of the building block facing the Tsuen Nam Road and Chik Luk Lane. Full-height building setback of about 10m from Tsuen Nam Road (**Figure 3** refers) and landscaping at different levels, including ground level, will help reduce the blockage of air ventilation and enhance visual amenity along the streets at pedestrian level. The overall design layout is hence optimised as far as possible whilst taking the existing site constraints into account.

Planning Gains to the Community

4.6. Apart from providing more public parking spaces for the local area, the incorporation of the proposed PVP also bring benefits to the users of the permitted GIC facilities within the Application Site. On 21 March 2024, the relevant government departments consulted the Sha Tin District Council, the members had no objection to the PVP provision in principle.

No Adverse Technical Implications

4.7. It is emphasised that this planning application is submitted under Section 16 of Town Planning Ordinance to seek planning permission from the Board to allow for the PVP use. The assessment findings are briefly summarised in the ensuing paragraphs.

Traffic Aspect

4.8. A TIA was conducted to examine the latest traffic conditions and to assess traffic forecast arising from the overall development including the proposed PVP. The

TIA concludes that the proposed development will not induce adverse traffic impact on the surrounding road network with the implementation of traffic improvement works including road junction improvement at Tsuen Nam Road / Chik Luk Lane and Shing Ho Road / Chik Chuen Street, and additional traffic lane at Chik Fuk Street. It is anticipated that there would be no insurmountable problem to the adjacent road network due to the traffic demand arising from the proposed PVP. Please refer to the TIA at **Appendix 1** for details.

Visual Aspect

4.9. A Visual Appraisal (**Appendix 2** refers) has been conducted and concluded that the overall building height of not more than 175mPD with the proposed PVP is considered compatible with the existing and the future residential developments nearby, including The Riverpark (about 149mpD – 155mPD) to the east, The Pavilia Farm (about 170mpD – 200mPD) to the south and the Festival City (about 164mpD – 182mPD) to the southwest. The overall development including the proposed PVP with at least 10m full-height building setback from Tsuen Nam Road will be acceptable as assessed from the four identified viewpoints at public open space or areas, and visually compatible with the surrounding developments.

Landscape Aspect

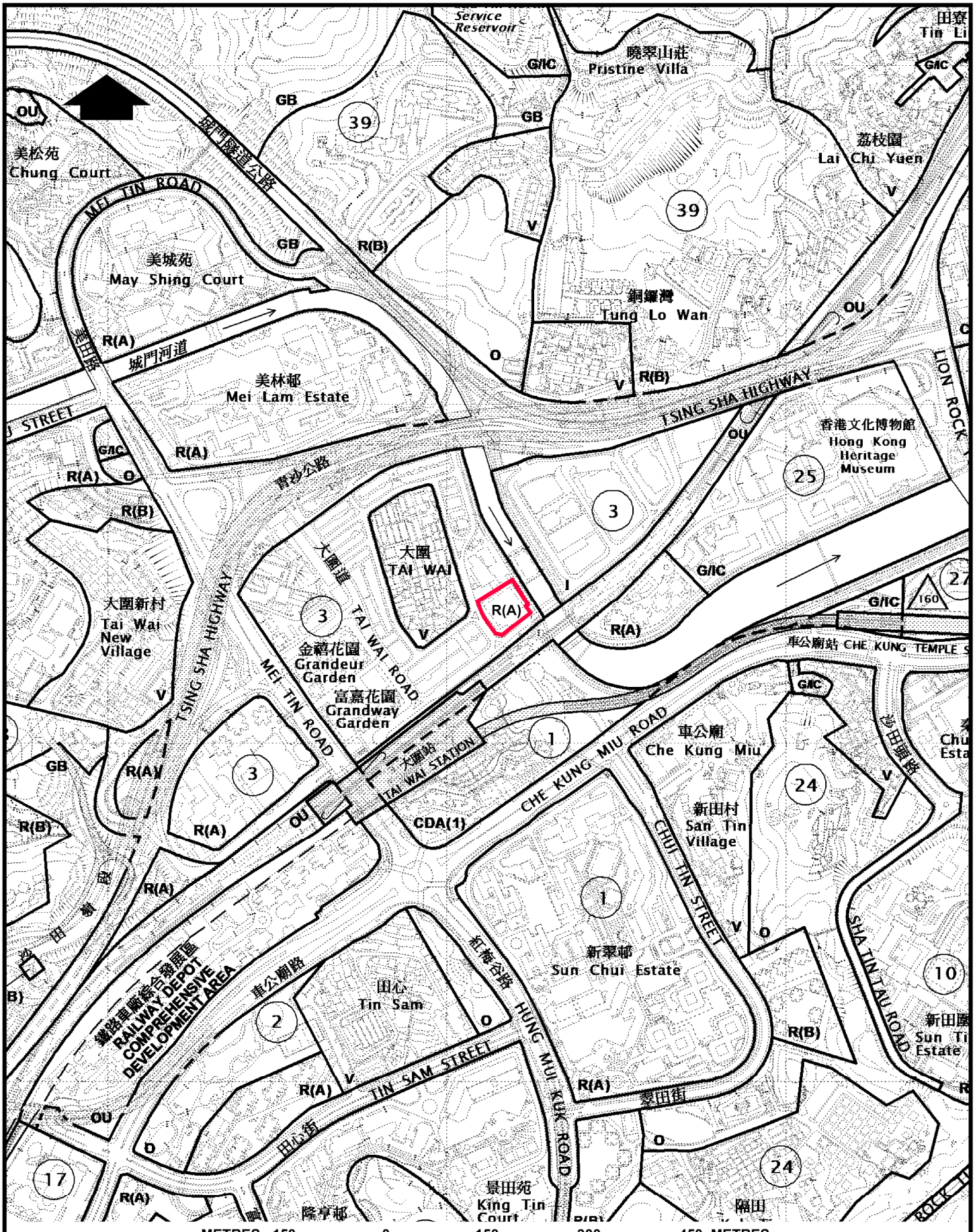
4.10. A broad-brush tree survey has been conducted, and 39 trees of common species with no old and valuable tree are recorded. Due to severe site constraints with limited buildable area of the Application Site as well as underground utility works and provision of aboveground parking spaces at the southern portion of the Application Site, those trees will be felled for the overall development (**Appendix 3** refers). Compensatory tree planting will be proposed in accordance with the DEVB TC(W) No. 4/2020. Other greening measures, for example vertical greening and landscaping at different podium levels, are proposed to provide more greenery and to soften the building mass, subject to detailed design. In accordance with the requirement of HKPSG, a minimum green coverage of 20% and local open space (i.e. 1 m^2 per 1 person) will be provided within the Application Site. The Conceptual Landscape Plans shown in **Appendix 4** are for reference and illustration purpose only.

5. CONCLUSIONS

5.1. This Application is submitted under section 16 of the Town Planning Ordinance for the proposed PVP use at the government complex co-locating with the permitted public housing development at Tsuen Nam Road, Tai Wai. The proposed PVP will provide 105 private car parking spaces and 30 motorcycle parking spaces as agreed by TD at the Application Site.

5.2. As demonstrated in the technical assessments, the overall development including the proposed PVP will have no insurmountable impacts on traffic, visual and landscape aspects. The proposed PVP will be a planning gain by increasing the supply of public parking spaces in the area whilst also serving the whole development at the Application Site.

5.3. In view of the above, the TPB is requested to approve this planning application for the proposed PVP at the Application Site.



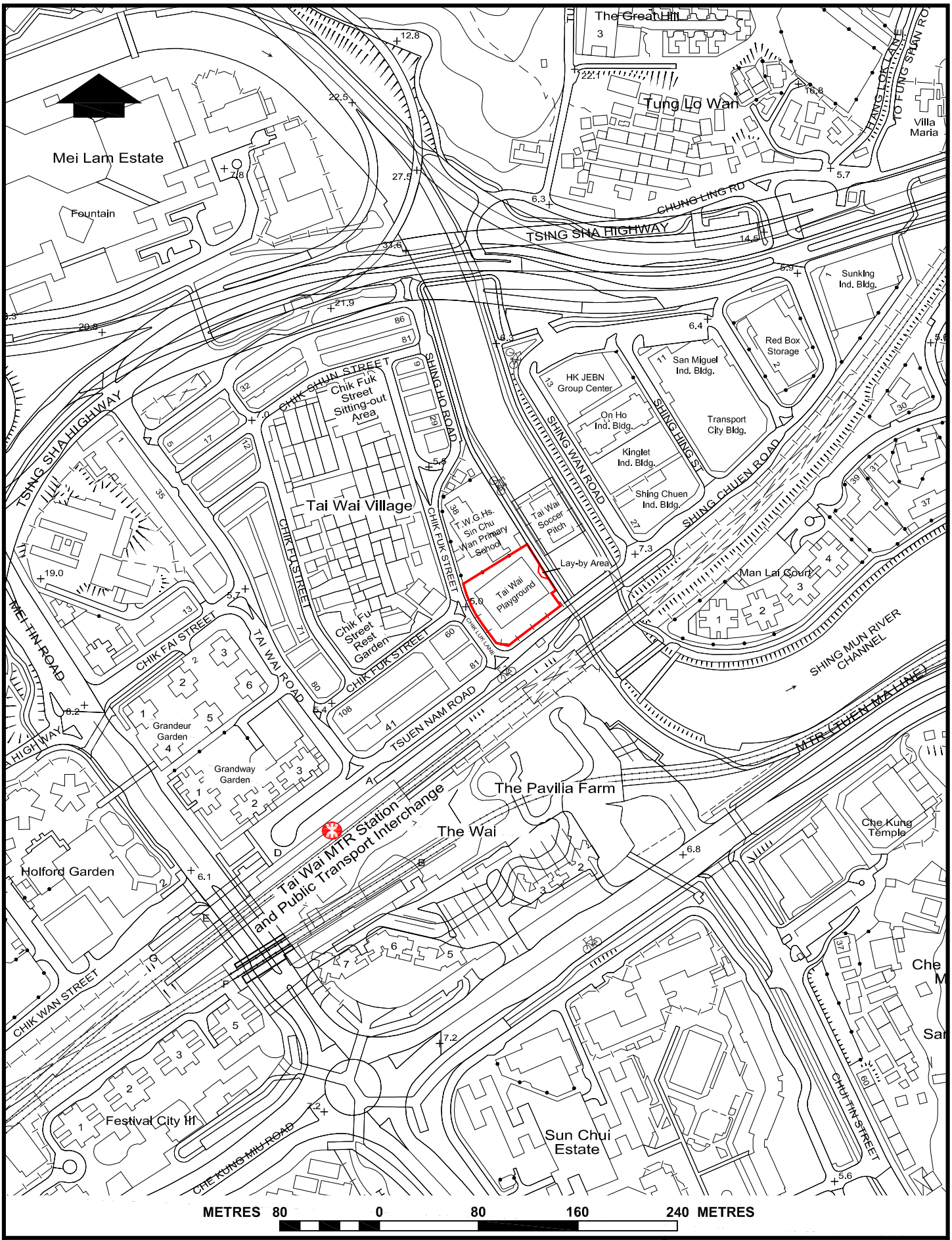
LOCATION PLAN
APPLICATION SITE
TSUEN NAM ROAD, TAI WAI

HOUSING DEPARTMENT
PLANNING SECTIONS

Figure 1

DATE :
12. 7. 2024

BASE EXTRACTED FROM OZP No. S/ST/38



SITE PLAN
APPLICATION SITE
TSUEN NAM ROAD, TAI WAI

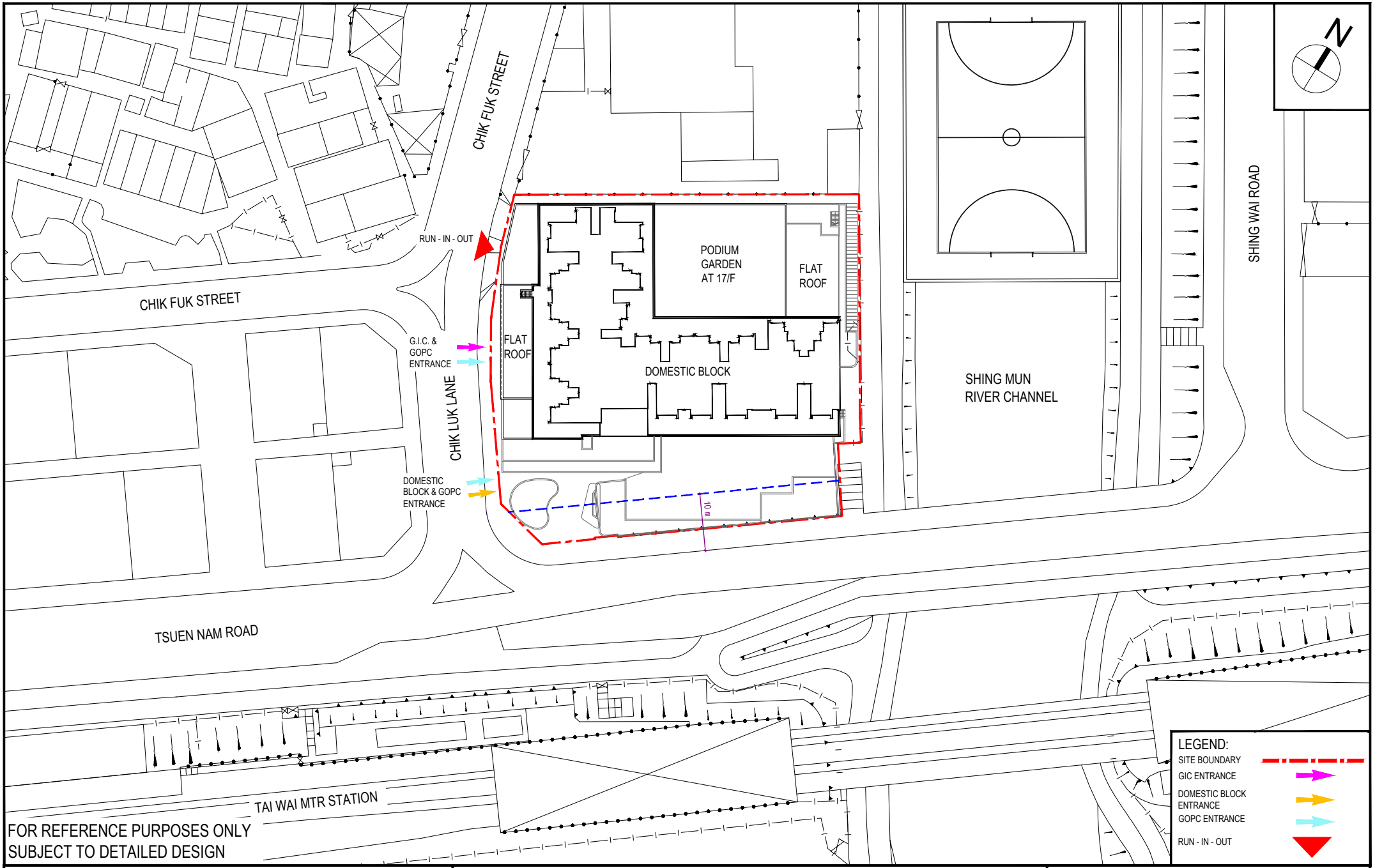
HOUSING DEPARTMENT
PLANNING SECTIONS

Figure 2

DATE :
17. 7. 2024

BASE EXTRACTED FROM SHT. No. 7-SW-D

24_0557ST_Figure2



FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

DRAWING TITLE

INDICATIVE MASTER LAYOUT PLAN

SCALE 1:300 (A1) 1:600 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.
FIGURE 3

日期 DATE:
APR 2024

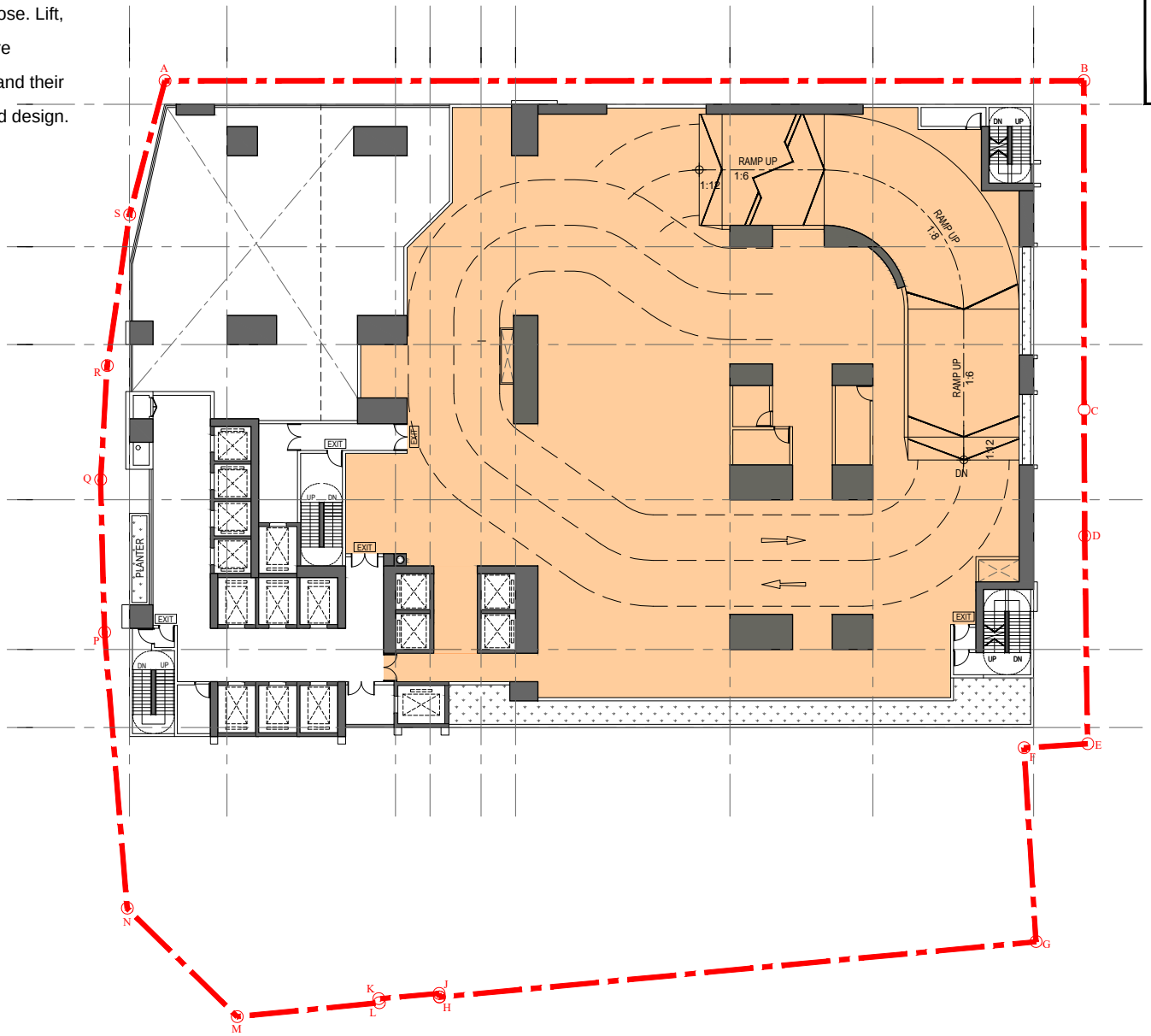
SUBJECT TO DETAILED DESIGN

This typical layout is for illustrative purpose. Lift, E&M and other ancillary facilities, etc. are **NOT PART OF** the current application, and their location are subject to change in detailed design.

LEGEND:

SITE BOUNDARY

PVP PORTION (UNDER CURRENT APPLICATION)



FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

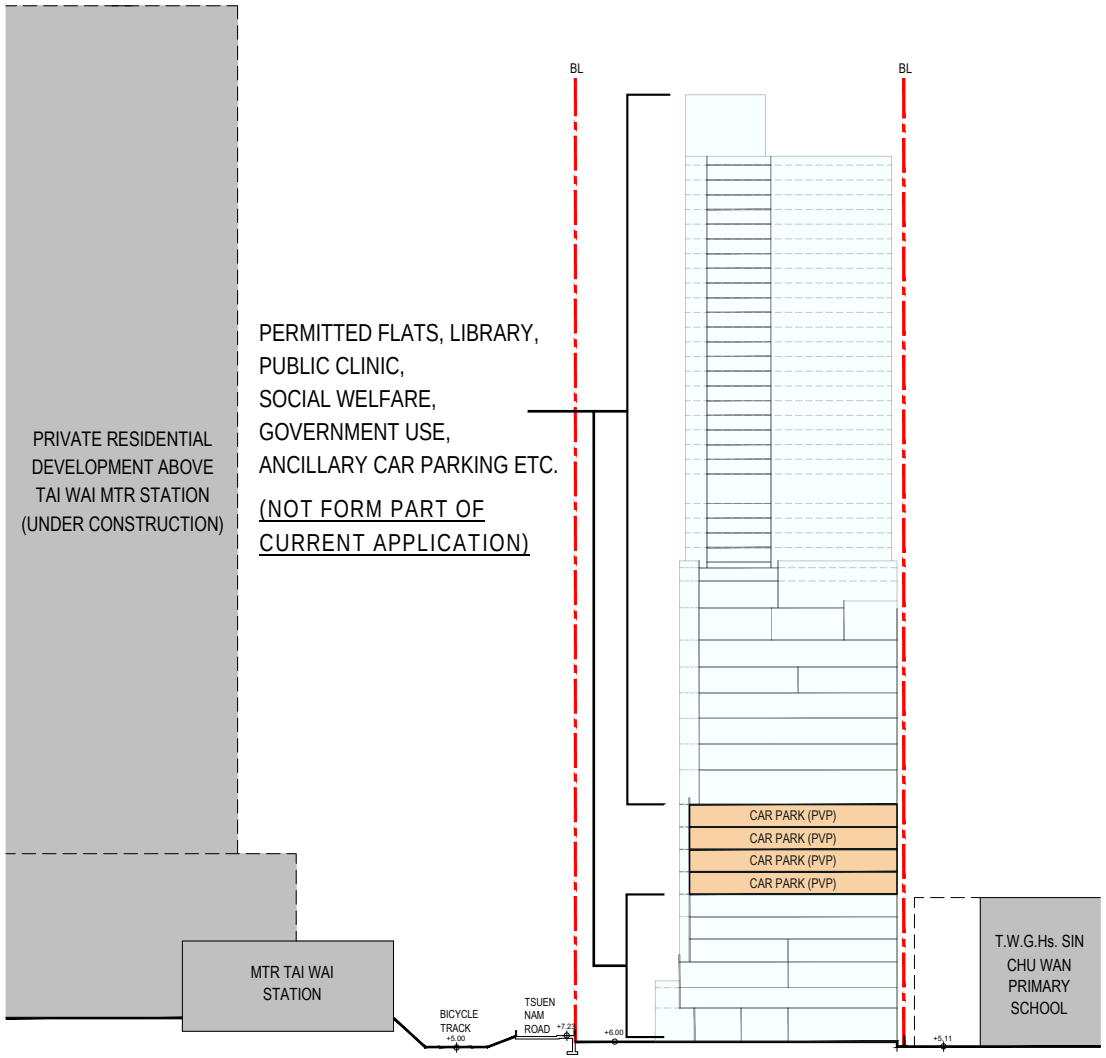
DRAWING TITLE

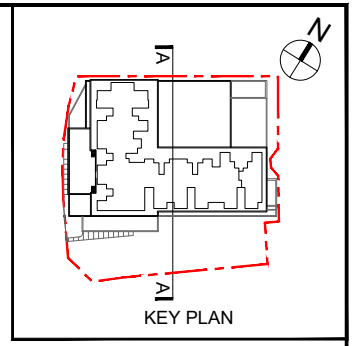
INDICATIVE TYPICAL LAYOUT PLAN – PUBLIC VEHICLE PARK

SCALE 1:150 (A1) 1:300 (A3)

房 屋 署
HOUSING DEPARTMENT

FIGURE 4 | APR 2024





LEGEND

PROPOSED PVP
(UNDER CURRENT APPLICATION)

FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

DRAWING TITLE

INDICATIVE SECTION PLAN

SCALE 1:150 (A1) 1:300 (A3)

房 屋 署
HOUSING DEPARTMENT

FIGURE 5 | APR 2024

Appendix 1

Traffic Impact Assessment

Hong Kong Housing Authority

Agreement No. CB20210424

Term Traffic and Environmental Consultancy Services 2021-2024

for New Territories East Region

Instruction No. W07

Proposed Tai Wai Government Complex Co-located with Public Housing Development at Tsuen Nam Road, Tai Wai

Traffic Impact Assessment (TIA) Report (Rev. 6)

June 2024

wsp

REPORT

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W07/TIA/201	Location Plan
W07/TIA/202	Development Traffic Routings
W07/TIA/203	Proposed Vehicular Access Arrangement and Associated Traffic Designs
W07/TIA/203A	Proposed Traffic Enhancement On Chik Fuk Street Southbound for PVP at Subject Site
W07/TIA/203A-SP	Swept Path Analyses for Subject Site's Vehicular Access and Traffic Enhancement on Chik Fuk Street
W07/TIA/301	Existing Public Transport Servicing Points
W07/TIA/302	Year 2023 Observed Traffic Flows
W07/TIA/401	Year 2032 Reference Traffic Flows
W07/TIA/402	Year 2035 Reference Traffic Flows
W07/TIA/403	Year 2032 Design Traffic Flows
W07/TIA/404	Year 2035 Design Traffic Flows
W07/TIA/501	Proposed Junction Improvement Scheme at Tsuen Nam Road / Chik Luk Lane (J5)
W07/TIA/502	Proposed Junction Improvement Scheme at Shing Ho Road / Chik Chuen Street (J17)
W07/TIA/503	Swept Path Analyses for Proposed Junction Improvement Scheme at Shing Ho Road / Chik Chuen Street (J17)

LIST OF APPENDICES

Appendix A Location Plan for Proposed Development
Appendix B Junction Calculation Sheets
Appendix C Planned Junction Improvement Scheme at J10 by Others
Appendix D Ground Floor Layout Plan of Subject Development

LIST OF ABBREVIATIONS

Abbreviation	Full title
ArchSD	Architectural Services Department
AADT	Annual Average Daily Traffic
ATC	Annual Traffic Census
ATT	Attraction
BDTM	Base District Traffic Model
DFC	Design Flow / Capacity
EB	Eastbound
G/IC	Government, Institution or Community
GEN	Generation
GMB	Green minibus
GOPC	General Out-patient Clinic
HAD	Home Affairs Department
HAEC	Home Affairs Enquiry Centre
HCM 2000	Highway Capacity Manual 2000
HGV	Heavy Goods Vehicle
HKHA	Hong Kong Housing Authority
HKPSG	Hong Kong Planning Standards and Guidelines
HZMB	Hong Kong - Zhuhai - Macao Bridge
LGV	Light Goods Vehicle
LOS	Level-of-service
MGV	Medium Goods Vehicle
MTR	Mass Transit Railway
NB	Northbound
NOFA	Net Operating Floor Area
pcu/hr	Passenger Car Unit per hour
PH	Public Housing
PlanD	Planning Department
PTI	Public Transport Interchange
PVP	Public Vehicle Park
RC	Reserve Capacity
SB	Southbound
TD	Transport Department
TIA	Traffic Impact Assessment
TPDM	Transport Planning and Design Manual
TPEDM	Territorial Population and Employment Data Matrix

TTM	Temporary Traffic Management
UOW	Community College of City University of Hong Kong
veh/hr	Vehicle per hour
V/C	Volume to Capacity Ratio
WB	Westbound
WSP	WSP (Asia) Limited

1. INTRODUCTION

1.1 Background

1.1.1 WSP (Asia) Ltd (WSP) had been commissioned by HKHA, under Term Traffic and Environmental Consultancy Services for New Territories East Region (2021-2024), to carry out the civil engineering consultancy services in respect of the TIA for the proposed Tai Wai Government Complex co-located with public housing development at Tsuen Nam Road, Tai Wai (hereafter referred to as "the TIA Study") under instruction no. W07.

1.1.2 The subject site of the TIA study is located in Tai Wai area of the Shatin District. The subject site is bounded by Chik Fuk Street and Chik Luk Lane to the west and Tsuen Nam Road on the south. The location of the subject site is shown in **Appendix A**.

1.1.3 This Report is to present the consolidated results and recommendations of the TIA study of updating the Traffic Review Report (Final) from the project of 'Contract No. CPM303_01/20 - Traffic Review for the Proposed Tai Wai Government Complex, Tai Wai' by the Architectural Services Department (ArchSD) / Atkins (hereafter referred to as "ArchSD/Atkins' study").

1.2 Objective

1.2.1 The objectives of this assessment are to update the previous findings by the ArchSD/Atkins' study:

(a) Conduct surveys to collect latest existing traffic flows in vicinity;

(b) Update traffic forecast of future vehicular traffic demands in the vicinity to account for worst case scenarios during operational stage of the subject development with most updated government data, latest assumptions on planned / committed adjacent developments and revised commissioning year of the subject site;

(c) Review the operational traffic of the subject site in view of updated development parameters in particular the partial provision of the Public Vehicle Park (PVP) deliberated in ArchSD/Atkins' study;

(d) Carry out traffic impact assessments, including junction and road link capacity assessments in future design year(s) during the operational stage of the project adopting the worst-case scenario; and

(e) Verify anticipated traffic issues and review the proposed traffic mitigation measures to ensure adequate alleviations of the traffic impacts in association with the operational traffic generated by the subject site in future design years.

1.3 Structure of this Report

1.3.1 This report contains the following sections in further to this introduction:

Section 2 Describes the methodology, assumptions and design parameters for the TIA;

Section 3 Presents the traffic forecasts and assessment results of the adopted design year(s); and

Section 4 Summarizes the results and conclusions of this report.

2. METHODOLOGY AND DESIGN PARAMETERS

2.1 Methodology

2.1.1 As this TIA Study aims at updating the findings from the ArchSD/Atkins' Traffic Review, their approach shall be adopted fully for consistency, i.e. adoption of annual growth rate approach to derive traffic forecast in future design years.

2.1.2 The following approach and methodology had been adopted in this study:

- Update the base set of existing traffic flows with latest traffic survey under post-COVID situation;
- Update traffic forecast in future years in view of revised design years, latest government data including the 2019-based Base District Traffic Model (BDTM) & latest planning data and updated considerations on adjacent planned / committed developments;
- Update the traffic assessments in future design years considering the latest junction improvement schemes by others; and
- Verify the necessity of the traffic improvement schemes proposed by ArchSD/Atkins and formulate updated solutions for way forward.

2.2 Site Location

2.2.1 The subject site is located on the east side of Chik Fuk Street and Chik Luk Lane in Tai Wai, Shatin near MTR Tai Wai Station, where the vehicular ingress and egress for both domestic and non-domestic demands would be via Chik Fuk Street and Chik Luk Lane respectively. Refer to **Appendix A** for location of the subject site.

2.3 Design Parameters and Assumptions

2.3.1 The development complex including the housing units is anticipated to be ready by year 2032, i.e. 2 years later than the findings of ArchSD/Atkins' Traffic Review. The proposed development schedule is summarized in **Table 2.1**.

Table 2.1 – Tentative Development Parameters at the Subject Site

Component	Parameter
Public Housing	500 nos. of flats (1) (2)
Government Complex	Small Library with Students' Study Room (Approx. 1,205m^2 NOFA)
	General Out-patient Clinic (GOPC) (Approx. 2,800m^2 NOFA)
	Integrated Family Service Centre (591m^2 NOFA)
	Neighborhood Elderly Centre (303m^2 NOFA)
	Child Care Centre (530m^2 NOFA)

Component	Parameter
	Social Security Field Unit (509m^2 NOFA)
	HAD's Sub-Office cum Home Affairs Enquiry Centre (HAEC) (about 320m^2 NOFA)
	HAD's Conference Room and Multi-Purpose Room (about 510m^2 NOFA)
Public Vehicle Park (PVP)	105 nos. private car 30 nos. motorcycle
Remarks: *(1) For assessment purpose, 10% variation had been assumed in the proposed flat numbers to allow design flexibility.* *(2) The percentage of one person/two person flats is about 25%.*	

2.3.2 Hence, the design years for this TIA study would be updated as years 2032 and 2035.

2.3.3 The required ancillary parking and loading / unloading facilities provision for the Development as per the requirement of the Hong Kong Planning Standards and Guidelines (HKPSG) and various user departments are summarized in **Table 2.2**.

Table 2.2 – Ancillary Parking and Loading/Unloading Facilities for the Subject Site (1)

Component	Vehicle Type	Dimensions (L x W)	Proposed Provision
Public Housing	Private Car Parking Space	5m x 2.5m	42
	Visitor's Car Parking Space (can be shared by van-type LGVs and taxis)	5m x 2.5m	5
	Motorcycle Parking Space	2.4m x 1m	4
	LGV Parking Space (can be shared by private light bus)	8m x 3.5m	2
	Loading / Unloading Bay (can be shared by coaches/buses and MGV/HGV L//UL bays for overnight parking, subject to due consideration of site constraint and local situation)	12m x 3.5m	2
	Bicycle Parking Space	1.9m x 0.6m	34
	Refuse Collection Vehicle Parking Space	12m x 5m	1 (2)
Welfare Facilities	Ambulance Lay-by	9m x 3m	1 (3)
HAD Facilities	Private Car Parking Space	5m x 2.5m	1
	Private Car Loading / Unloading Space	5m x 2.5m	2
	Coach/MGV/HGV Loading / Unloading Bay	12m x 3.5m	1
	LGV Lay-by	7m x 3.5m	1
	Ambulance Lay-by	9m x 3m	1
Small Library with Students' Study Room	LGV Lay-by	7m x 3.5m	1 (3)
	MGV/HGV/Coach Lay-by	12m x 3.5m	1 (3)
GOPC	Private Car Parking Space	5m x 2.5m	30
	Ambulance Lay-by	9m x 3m	1
	Taxi Lay-by	5m x 2.5m	1
	LGV Lay-by	7m x 3.5m	1
	MGV/HGV Lay-by	11m x 3.5m	1
Remarks: *1) Provisions are basing on the 'Traffic Review Report (Final)' under the ArchSD/Atkins' study with contract no. CPM 303_01/20 dated 3*			

September 2021, the endorsed Planning Brief for the site dated August 2022 and the Addendum to the Approved Planning Brief dated May 2024.

2) To be shared with the requirement under GOPC.

3) To be shared with the provisions under HAD.

2.3.4 The trip generation of the subject site is summarized in **Table 2.3**.

Table 2.3 – Traffic Generation of the Subject Site

Component	Parameter	Trip Generation Rates (pcu/hr/flat or pcu/hr/space) (2)(3)(4)				Traffic Generation (pcu/hr)			
		AM Peak		PM Peak		AM Peak		PM Peak	
		GEN	ATT	GEN	ATT	GEN	ATT	GEN	ATT
Public Housing (PH)	500 flats (1)	0.0242	0.0226	0.0177	0.0201	14	13	10	12
PVP	135 spaces	0.0945	0.0448	0.0572	0.0676	13	7	8	10
GOPC	2,800m^2 NOFA	-	-	-	-	20	20	15	15
Social welfare & community facilities	~2,800m^2 NOFA	-	-	-	-	15	15	15	15
Small Library (with Students' Study Room)	1,205m^2 NOFA	-	-	-	-	10	10	10	10
					Total	72	65	58	62

Remarks:

(1) For assessment purpose, 10% variation had been assumed in the proposed flat numbers to allow design flexibility, which is the same development parameter assumption as with Table 4.6 Remark no. 1 under ArchSD/Atkins' 'Traffic Review Report (Final)' dated 3 September 2021 for the subject site under contract no. CPM 303_01/20.

(2) Traffic generation rates for public housing are referred to 'Traffic Rates for Residential/Non-Residential Developments at 95% Confidence Level' adopted in the Transport Planning and Design Manual (TPDM).

(3) Rates of traffic generations and attractions for the PVP are based on Table 4.5 of the 'Traffic Review Report (Final)' under the ArchSD/Atkins' study with contract no. CPM 303_01/20 dated 3 September 2021; PVP provision of 105 nos. private car parking spaces and 30 nos. motorcycle parking spaces are the updated inventory as per latest design development for the subject site.

(4) Trip nos. adopted for G/IC facilities for items of GOPC, social welfare & community facilities and Small Library with Student's Study Room) are based on Table 4.6 of the 'Traffic Review Report (Final)' under the ArchSD/Atkins' study with contract no. CPM 303_01/20 dated 3 September 2021.

2.3.1 As shown in **Table 2.3**, the subject site will generate in total 137 and 120 pcu/hr (2-way) during the AM and PM peak hours respectively in future design years when in operation.

Adopted Vehicular Access Arrangement

2.3.2 Further to findings from the ArchSD/Atkins study, it was recommended to adopt the vehicular access arrangement of Option 1, i.e. all vehicular traffic of subject site to access via Chik Fuk Street southbound and exit via Chik Luk Lane southbound. Refer to **Figure nos. W07/TIA/203** and **202** for details of the design of the vehicular access and the development traffic routings for the subject site respectively.

2.4 Data Collection

2.4.1 Manual classified traffic count surveys were conducted to identify the existing traffic flows during the peak hour periods from 07:15 to 09:15 and 17:30 to 19:30 with extent similar to the ArchSD/Atkins' Traffic Review study on typical weekdays of 7 and 9 February 2023. The peak hours were found to be 07:30 to 08:30 and 18:00 to 19:00 for the AM and PM peak respectively.

2.4.2 Key junctions / corresponding survey dates are shown in **Table 2.4** below and their locations illustrated in **Figure no. W07/TIA/201**:

Table 2.4 – Identified Key Junctions Summary

Index (1)	Junction	Junction Type	Survey Date
J1	Mei Tin Road / Tai Wai Road	Signalized	9 February 2023
J2	Tai Po Road - Tai Wai / Tai Wai Road	Signalized	9 February 2023
J3	Tai Po Road - Tai Wai / Shing Ho Road	Priority	7 February 2023
J4	Tai Po Road - Tai Wai / Shing Chuen Road	Signalized	7 February 2023
J5	Tsuen Nam Road / Chik Luk Lane	Priority	7 February 2023
J6	Tai Wai Road / Tsuen Nam Road	Signalized	7 February 2023
J7	Tai Wai Road / Chik Fai Street	Signalized	9 February 2023
J8	Mei Tin Road / Chik Fai Street	Signalized	9 February 2023
J9	Mei Tin Road / Chik Wan Street	Signalized	9 February 2023
J10	Che Kung Miu Road / Hung Mui Kuk Road / Mei Tin Road	Roundabout	9 February 2023
J11	Tsuen Nam Road / Shing Wan Road / Shing Chuen Road	Priority	7 February 2023
J12	Shing Chuen Road / Shing Hing Street	Priority	7 February 2023
J13	Chik Luk Lane / Chik Fuk Street	Freeflow	7 February 2023
J14	Mei Tin Road / Tsing Sha Highway	Signalized	9 February 2023
J15	Mei Tin Road / Heung Fan Liu Street	Signalized	9 February 2023
J16	Tai Wai Road / Chik Chuen Street	Priority	9 February 2023
J17	Shing Ho Road / Chik Chuen Street	Priority	7 February 2023

Remarks:
*(1) Location of key junctions are shown in Figure no. **W07/TIA/201**.*

2.4.3 The surveyed traffic flows of Year 2023 are presented in **Figure no. W07/TIA/302**. **Table 2.5** tabulates the results for junction performance of existing case in year 2023. Corresponding calculation sheets are under **Appendix B**.

Table 2.5 – Existing Junction Performance (Year 2023)

Index (1)	Junction	Junction Type	Year 2023 RC (2) / DFC (3)	
			AM Peak	PM Peak
J1	Mei Tin Road / Tai Wai Road	Signalized	94%	>100%
J2	Tai Po Road - Tai Wai / Tai Wai Road	Signalized	>100%	>100%
J3	Tai Po Road - Tai Wai / Shing Ho Road	Priority	0.08	0.08
J4	Tai Po Road - Tai Wai / Shing Chuen Road	Signalized	33%	>100%
J5	Tsuen Nam Road / Chik Luk Lane	Priority	0.66	0.75
J6	Tai Wai Road / Tsuen Nam Road	Signalized	>100%	99%
J7	Tai Wai Road / Chik Fai Street	Signalized	>100%	>100%
J8	Mei Tin Road / Chik Fai Street	Signalized	82%	63%

Index (1)	Junction	Junction Type	Year 2023 RC (2) / DFC (3)	
			AM Peak	PM Peak
J9	Mei Tin Road / Chik Wan Street	Signalized	100%	>100%
J10	Che Kung Miu Road / Hung Mui Kuk Road / Mei Tin Road	Roundabout	0.56	0.54
J11	Tsuen Nam Road / Shing Wan Road / Shing Chuen Road	Priority	0.10	0.08
J12	Shing Chuen Road / Shing Hing Street	Priority	0.04	0.06
J14	Mei Tin Road / Tsing Sha Highway	Signalized	>100%	>100%
J15	Mei Tin Road / Heung Fan Liu Street	Signalized	73%	>100%
J16	Tai Wai Road / Chik Chuen Street	Priority	0.25	0.30
J17	Shing Ho Road / Chik Chuen Street	Priority	0.62	0.82

Remarks:

*(1) Location of key junctions are shown in Figure no. **W07/TIA/201**.*

(2) Figures shown represent Reserve Capacity (RC) for the signal-controlled junctions. Negative RC indicates overload conditions; RC of <15% indicates marginal performance; and RC of =/>15% indicates satisfactory performance.

(3) Figures shown represent Design Flow / Capacity (DFC) for the priority junctions and roundabouts. DFC of >1.00 indicates overload conditions; and DFC of </=0.85 indicates satisfactory performance.

2.4.4 From **Table 2.5**, it was found that all the concerned key junctions would operate satisfactorily during AM and PM peak hours in existing case.

2.5 Existing Public Transport Services

2.5.1 The subject site is served by a good mix of public transports including railway, franchised buses, green mini-buses (GMB) and taxi stands. There is a Public Transport Interchange (PTI) at MTR Tai Wai Station, which is less than 200m away from the subject site, with several franchised bus and GMB service points. The service details are tabulated in **Table 2.6** and indicated in **Figure no. W07/TIA/301**:

Table 2.6 - Existing Public Transport Services

Route No.	Origin & Destination	Remarks
MTR Tai Wai Station - East Rail Line; and - Tuen Ma Line.		
Bus		
46P	Mei Tin ↔ MTR Kwai Fong Station	AM and PM peak, Mon-Sat except PH, Circular
46R	MTR Tai Wai Station ↔ Ngong Shuen Chau Barracks	Specific Day only
46S	Hin Keng → Tsuen Wan (Nina Tower)	AM peak, Mon-Fri, except PH
	Tsuen Wan (Nina Tower) → Hin Keng	PM peak, Mon-Fri, except PH
46X	Hin Keng ↔ Mei Foo	Daily
72	Tai Po (Tai Wo) ↔ Cheung Sha Wan	Daily
72A	MTR Tai Wai Station ↔ Tai Po Industrial Estate	Daily
80	Mei Lam ↔ Kwun Tong Ferry	Daily
80A	Mei Lam → Kwun Tong Ferry	AM peak, Mon-Fri, except PH
80K	Sun Chui ↔ Yu Chui Court	Daily
81	Wo Che ↔ Jordan (West Kowloon Station)	Daily

Route No.	Origin & Destination	Remarks
81C	Yiu On ↔ Tsim Sha Tsui East (Mody Road)	Daily
81S	Mei Tin → Nathan Road (Public Square Street)	AM peak, Mon-Fri, except PH
82B	MTR Tai Wai Station → Mei Chung Court	AM peak, Mon-Fri, except PH
82D	Pak Shek Kok ↔ MTR Tai Wai Station	AM & PM peak, Daily
82K	Mei Lam ↔ Wong Nai Tau	Daily
85	Fo Tan (Chun Yeung Estate) ↔ Kowloon City Ferry	Daily
85B	Chun Shek → Kowloon City Ferry	AM peak, Mon-Fri, except PH
	Kowloon City Ferry → Chun Shek	PM peak, Mon-Fri, except PH
86A	Shatin Wai ↔ Cheung Sha Wan (Kom Tsun Street)	Daily from late morning onward
87B	Sun Tin Wai ↔ Island Harbourview	Daily
88	MTR Tai Wai Station ↔ Sau Mau Ping (Central)	Daily
88K	Hin Keng ↔ Royal Ascot	Daily
89B	Shatin Wai ↔ Ngau Tau Kok	Daily
170	MTR Shatin Station ↔ Wah Fu (Central)	Daily
182	Yu Chui Court ↔ Central (Macau Ferry)	Daily
182X	Central (Macau Ferry) → Yu Chui Court	PM peak, Mon-Fri, except PH
249X	Pok Hong ↔ MTR Tsing Yi Station	Daily
281	Sun Tin Wai ↔ MTR Tai Wai Station	Daily, Circular
281B	Shek Mun Estate → Tsim Sha Tsui East	AM Peak, Mon-Sat, except PH
281M	Sun Tin Wai → MTR Kowloon Tong Station	AM peak, Mon-Fri, except PH
	MTR Kowloon Tong Station → Sun Tin Wai	PM peak, Mon-Fri, except PH
283	Shatin Central ↔ Mei Chung Court	Daily, Circular
286A	Shatin Wai ↔ Cheung Sha Wan (Circular)	Daily, early mornings only
286P	Mei Chung Court → Cheung Sha Wan	AM peak, Mon-Fri, except PH
286X	Hin Keng ↔ Sham Shui Po	Daily, Circular
287P	Shui Chuen O → Yau Ma Tei	AM peak, Mon-Fri, except PH
287R	Jordan → MTR Wu Kai Sha Station	Special Events Only
287X	Shui Chuen O ↔ Jordan	Daily, Circular
288C	Shui Chuen O → Hin Keng	AM peak, Mon-Fri, except PH
	Hin Keng → Shui Chuen O (Upper)	AM peak, Mon-Fri, except PH
798P	MTR Tai Wai Station ↔ Tseung Kwan O Industrial Estate	AM peak, Mon-Fri, except PH
982X	Yu Chui Court / Shui Chuen O → Wan Chai (Fleming Road)	AM peak, Mon-Sat, except PH
	MTR Admiralty Station (East) → Yu Chui Court	PM peak, Mon-Fri, except PH

Route No.	Origin & Destination	Remarks
985	Mei Tin (Mei Chi House) → Wan Chai	AM peak, Sat, except PH
	MTR Admiralty Station (East) → Mei Tin	PM peak, Mon-Fri, except PH
985A	Mei Tin Estate (Mei Chi House) → Wan Chai	AM peak, Mon-Fri, except PH
986	Sha Tin Wai →Sai Wai Ho (Tai On Street)	AM peak, Mon-Fri, except PH
	Sai Wai Ho (Tai Hong Street) → Sha Tin Wai	PM peak, Mon-Fri, except PH
989	Fo Tan (Chun Yeung Estate) → Sai Wai Ho (Tai On Street)	AM peak, Mon-Fri, except PH
	Sai Wai Ho (Tai Hong Street) → Fo Tan (Chun Yeung Estate)	PM peak, Mon-Fri, except PH
A41	Shek Mun Estate ↔ Airport (Ground Transportation Centre)	Daily
A42	Wong Nai Tau ↔ Airport (Ground Transportation Centre)	Daily
A46	Fo Tan (Royal Ascot) ↔ Airport (Ground Transportation Centre)	Daily
B8	MTR Tai Wai Station ↔ Heung Yuen Wai Port	Daily (limited hours on weekdays)
E42	Pok Hong ↔ Airport (Ground Transportation Centre)	Daily
E42C	Pok Hong → Airport (Aircraft Maintenance Area)	AM peak, Daily
	Airport (Aircraft Maintenance Area) → Pok Hong	PM peak, Daily
E42P	Tung Chung (Yat Tung) → Fo Tan (Shan Mei Street)	AM peak, Mon-Sat, except PH
	Fo Tan (Shan Mei Street) → Tung Chung (Yat Tung)	PM peak, Mon-Sat, except PH
N42	MTR Tung Chung Station → Yiu On Bus Terminus	Daily, after midnight only
	Yiu On Bus Terminus → MTR Tung Chung Station	Daily, early morning only
N170	Shatin Central ↔ Wah Fu (Central)	Daily Overnight
N182	Kwong Yuen ↔ Central (Macau Ferry)	Daily Overnight
N281	Kam Ying Court ↔ MTR Hung Hom Station	Daily Overnight
N283	Tsim Sha Tsui East (Mody Road) → Wong Nai Tau	Few trips after midnight
NA41	HZMB Hong Kong Port →Shui Chuen O	Daily, after midnight only
	Shui Chuen O → HZMB Hong Kong Port	Daily, after midnight only
R40	Disneyland → MTR Wu Kai Sha Station	Specific Day only
R42	MTR Tai Wai Station → Disneyland	Sun and PH mornings only
	Disneyland → MTR Tai Wai Station	Sat, Sun and PH evenings only
R283	Wong Nai Tau → Tsim Sha Tsui East (Mody Road)	Specific Day only
X47	AsiaWorld Expo Bus Terminus → Tai Po (Fu Heng)	Specific Day only
GMB		
61M	Worldwide Garden ↔ MTR Tai Wai Station PTI	Daily
63A	Mei Chung Court ↔ MTR Tai Wai Station (Tsuen Nam Road)	Daily, Circular
63B	Granville Garden ↔ MTR Tai Wai Station (Tsuen Nam Road)	Daily, Circular
63K	Mei Tin Estate PTI ↔ MTR Tai Wai Station (Tsuen Nam Road)	Daily, Circular
63S	Mei Tin Estate PTI ↔ Mong Kok	Daily Overnight, Circular
64A	MTR Tai Wai Station (Tsuen Nam Road) ↔ Pui Kiu College	AM & PM peak, School days, Circular

Route No.	Origin & Destination	Remarks
64K	Fu Shan ↔ MTR Tai Wai Station (Tsuen Nam Road)	Daily
68K	MTR Sha Tin Station (Pai Tau Street) ↔ Julimount Garden	Daily
403X	MTR Tai Wai Station Public Transport Interchange ↔ Shek Li	Daily, Circular
481B	Tsuen Wan (Tsuen Wan Market Street) ↔ Tung Lo Wan Hill Road, Tai Wai	Daily
482	Tsuen Wan (Tsuen Wan Market Street) ↔ Shatin Central	Daily Overnight
803	Hin Keng ↔ Lee On Estate	Daily
803K	Hin Keng ↔ MTR Tai Wai Station Public Transport Interchange	Daily
804	Kwong Yuen ↔ Hin Keng	Daily
812	Shui Chuen O ↔ Hin Keng (Che Kung Miu Road)	Daily

2.5.2 As shown in **Table 2.6**, the proposed housing development will be well served by the existing abundant public transport facilities / services provided in the vicinity.

3. TRAFFIC IMPACT ASSESSMENT

3.1 Development Traffic Routing

3.1.1 As per the traffic review study conducted by the ArchSD/Atkins, their assumptions on traffic routings of the subject development as shown in **Figure nos. W07/TIA/201** and **202** will be adopted directly.

3.1.2 Traffic generations by the subject development would be manually superimposed onto the road network accordingly on top of the design years' Reference Cases traffic forecast to form the 'Design Cases' in years 2032 and 2035 – refer to **Figure nos. W07/TIA 403** and **404** for details of the traffic flows.

3.2 Annual Growth Rate

3.2.1 In this study of update to ArchSD/Atkins' Traffic Review project, it is crucial to verify the previously adopted annual growth rates to ensure reasonable assessment in this traffic review update.

3.2.2 Besides, as mentioned in **Section 2.3**, the commissioning of the subject site would be in year 2032. Hence, years 2032 and 2035 would be the design years adopted for this TIA study for updating the traffic review (further to their adopted design years of 2029 and 2032 assuming commissioning date in year 2029).

3.2.3 For the future road network, it is assumed that there will have no major changes to the existing road network connecting the concerned key junctions in our study area except the project of Trunk Road T4 (further elaborated in **Section 3.3.2**). Therefore, it is considered to carry forward the adoption of annual growth rate practice to deduce the traffic forecast of future design years in this traffic review update which is consistent to the previous study by the ArchSD/Atkins.

3.2.4 Hence, traffic forecast for the two design years were projected by applying an appropriate growth rate to the observed traffic flows for the appropriate design horizons. The appropriate annual growth rates were determined with reference to the latest Annual Traffic Census (ATC) reports published by the Transport Department (TD) and the most updated 2019-based Base District Traffic Models (BDTM) published by the TD and the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by the Planning Department (PlanD).

Annual Traffic Census (ATC)

3.2.5 The historical traffic growth trend of the major roads in the vicinity of the Subject Development was reviewed making reference to the ATC reports. The Annual Average Daily Traffic (AADT) data from year 2016 to 2021 were extracted and the average annual growth rate of +1.09% p.a. had been derived as given in **Table 3.1**.

Table 3.1 – Traffic Growth Rate from ATC

Stn. No.	Road Name	AADT					
		2016	2017	2018	2019	2020	2021
5212	Hung Mui Kuk Road	28,300*	28,370*	32,110	31,140	29,370*	31,210*
5214	Tai Po Road Tai Wai	10,410*	10,440*	9,000	9,430	8,900*	9,460*
5448	Tsuen Nam Road	9,420*	9,360*	9,510*	8,070	7,910	8,280*
5617	Mei Tin Road	28,760	28,840*	28,940*	28,910*	26,890	29,120
5844	Che Kung Miu Road	21,010	20,460	20,800*	20,650*	19,860*	20,640
6012	Hung Mui Kuk Road	31,480*	32,240	33,620	33,590*	31,680*	33,670*
6615	Shing Wan Road	1,370	1,500	1,410	1,520	1,360	1,450
Total		130,750	28,300	28,370	32,110	31,140	29,370
Growth Rate (p.a.)		**1.09%**					

Remarks: *AADT estimated by growth factor and are not included in the assessment.

Base District Traffic Model (BDTM)

3.2.6 The growth rate was determined with reference to the latest 2019-based BDTM. The AM and PM peak hours traffic flows of the key road links in the Tai Wai area from year 2021 to 2031 were reviewed and the corresponding growth rates of +1.82% and -0.86% p.a. for the periods of year 2023-2026 and 2026-2031 had been derived as summarized in **Table 3.2** below.

Table 3.2 – Traffic Growth Rates from 2019-based BDTM

Road Name	Traffic Demand (pcu/hr)					
	AM			PM		
	2021	2026	2031	2021	2026	2031
Mei Tin Road	2,460	2,912	2,403	2,510	2,333	2,342
Chik Wan Street	726	801	736	774	752	809
Che Kung Miu Riad	2,624	3,154	2,947	2,222	2,508	2,259
Tai Po Road – Tai Wai	1,808	2,054	1,765	2,007	2,036	1,948
Tai Wai Road	660	738	793	460	525	411
Chik Fai Street	577	617	531	615	483	506
Chik Chuen Street	238	257	256	237	202	206
Chik Fuk Street	182	193	197	206	175	178
Chik Luk Lane	439	442	469	433	397	419
Tsuen Nam Road	646	666	758	434	442	355
Man Lam Road	458	433	411	951	841	806
Growth rate (2021-2026)	**1.82%**					
Growth rate (2026-2031)	**-0.86%**					

Territorial Population and Employment Data Matrices (TPEDM)

3.2.7 With reference to the latest 2019-based TPEDM (open version) published on the PlanD's website from year 2019 to year 2031 in the Sha Tin area, the average annual growth rates in terms of population and employment planning data were found to be <0% per annual (negative growth).

Table 3.3 – 2019-based TPEDM [(1)] for the Study Area

Planning Data District	Population and Employment			Average Annual Growth	
	2019	2026	2031	2019-2026	2026-2031
Sha Tin	683,050	680,000	640,500	-0.06%	-1.19%

Remarks:
(1) The reference of latest open version 2019-based TPEDM is extracted from the Planning Department official website: https://www.pland.gov.hk/pland_en/info_serv/statistic/tpedm19.html

Adopted Annual Growth Rates

3.2.8 After reviewing the latest available data from ATC, BDTM and TPEDM, to make a reasonable assessment, it is proposed to adopt +1.82% & +1% as the annual growth rates for the periods of year 2023 to 2026 and year 2026 to 2035 respectively in order not to overestimate the future traffic in design years 2032 and 2035. Traffic forecast for the design years were projected by the adopted growth rates to the observed traffic flows for the purpose of this update of ArchSD/Atkins' Final Traffic Review.

3.3 Adjustments for Interfacing Projects / Others' Junction Improvements

Planned junction improvements / highway infrastructure by others

3.3.1 As per communication with the Transport Department, it was understood that there shall be junction improvement works at key junction J10 (Che Kung Miu Road / Hung Mui Kuk Road) by year 2030. Refer to **Appendix C** for the schematic layout of the improvement measures by others.

3.3.2 It was also noted that there would be provision of Trunk Road T4 and associated road improvement works in future. From the latest information of this project in public domain, it is anticipated that the proposed roadworks would alleviate the junction performances in the area including our key junction J4 (Tai Po Road - Tai Wai / Shing Chuen Road). However, as the precise implementation schedule of Trunk Road T4 is still unknown at the time of writing this report and the degree of alleviation is uncertain, it would not be considered in this TIA quantitatively from conservative approach.

Planned / committed adjacent developments

3.3.3 There are few planned and committed developments in the adjacent area to the subject site which will induce traffic impacts to the Study Area in future design years 2032 and 2035 which would be necessary to be considered in this update to ArchSD/Atkins' Traffic Review and they are summarized in **Table 3.4** below:

Table 3.4 – Assumptions for Adjacent Planned / Committed Developments

Development	Parameters	Year of Completion	Considered in Design Year	
			2032	2035
Pavilia Farm (Private Housing Development Project) [(1)]	Phase 2 - 1,415 flats	2023 Q1	Y	Y
	Phase 3 - 892 flats	2025	Y	Y
	The Wai (Shopping Centre) - ~60,000sqm GFA	2023 Q2	Y	Y

Development	Parameters	Year of Completion	Considered in Design Year	
			2032	2035
	Community College of City University of Hong Kong (UOW)	2023/2024	Y	Y
Mei Tin Estate Phase 4 (Public Housing Development Project)	450 flats (2) G/IC facilities including: - Day Care Centre for the Elderly - Home Care Services for Frail Elderly Persons	2028	Y	Y
Residential Development at Heung Fan Liu (Private)	1,325 flats	By 2030	Y	Y
Residential Development at Tung Lo Wan Hill Road (Private)	160 flats	By 2030	Y	Y

Remarks:
1) *The Pavilia Farm Phase 1 had been commissioned in late 2022 which had been well captured in the traffic survey conducted in this study.*
2) *For assessment purpose, 10% variation had been assumed in the proposed flat numbers to allow design flexibility.*

3.3.4 Hence, these planned / committed adjacent developments will all be in place in our future design years 2032 and 2035.

3.3.5 The volumes of trip generations for the abovementioned planned / committed adjacent developments are summarized in **Table 3.5** below:

Table 3.5 – Traffic Generations for the Adjacent Planned / Committed Developments

Development	Component	Parameter	Trip Generation Rates (pcu/hr/flat) (2)				Traffic Generation (pcu/hr) (3)(4)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			GEN	ATT	GEN	ATT	GEN	ATT	GEN	ATT
Pavilia Farm	Private Housing H-D/R(A), average flat size ~80m^2	1,415 flats	0.1058	0.0605	0.0426	0.0590	150	86	60	83
	Private Housing H-D/R(A), average flat size ~100m^2	892 flats	0.1887	0.0942	0.0862	0.1214	94	54	38	53
	Shopping Complex 'The Wai'	60,387m^2	0.3307	0.3342	0.3839	0.4504	200	202	232	272
	UOW	30 classrooms	-	-	-	-	53	57	37	17
						Subtotal	497	399	367	425
Mei Tin Estate Phase 4	Public Housing, average flat size ~40m^2	450 flats (1)	0.0539	0.0439	0.0278	0.0339	30	25	16	19
	G/IC Facilities	~763m^2 NOFA	-	-	-	-	30	30	30	30
						Subtotal	60	55	46	49

Development	Component	Parameter	Trip Generation Rates (pcu/hr/flat) (2)				Traffic Generation (pcu/hr) (3)(4)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			GEN	ATT	GEN	ATT	GEN	ATT	GEN	ATT
Residential Development in Heung Fan Liu	Private Housing, average flat size <50m^2	1,325 flats	0.0718	0.0425	0.0286	0.0370	95	56	38	49
Residential Development at Tung Lo Wan Hill Road	Private Housing M-D/R(B), average flat size <100m^2	160 flats	0.1961	0.1116	0.0955	0.1321	31	18	15	21
						Total (by year 2032)	**683**	**528**	**466**	**544**

Remarks:

(1) For assessment purpose, 10% variation had been assumed in the proposed flat numbers to allow design flexibility.

(2) Traffic generation rates for private housing, public housing, and retail/shopping complex are based on 'Traffic Rates for Residential/Non-Residential Developments at 95% Confidence Level' adopted in the Transport Planning and Design Manual (TPDM).

(3) Trip generation rates for college are based on inhouse database for similar facilities at the Hong Kong Institute of Vocational Education (Tsing Yi) which is considered less accessible comparatively and hence conservative enough for the UOW considered in this study.

(4) Vehicular trip generations / attractions of G/IC facilities had been assumed as 30 pcu/hr.

3.3.1 As these planned / committed adjacent developments will all be in place by year 2030, their associated trips as summarized in **Table 3.5** above had been superimposed onto the road network in the Study Area manually in the traffic forecast for the 2 design years to form the Year 2032 and 2035 Reference Cases accordingly.

3.4 Traffic Forecast

3.4.1 The background traffic forecasts for the design years 2032 and 2035 were projected by applying the appropriate annual growth factors (as elaborated in **Section 3.2**) to the observed traffic flows obtained from traffic surveys for the respective timeframes also considering the traffic generations to/from the adjacent planned / committed developments (as elaborated in **Section 3.3**) to form the Years 2032 and 2035 Reference Cases.

3.4.2 The corresponding traffic forecasts are presented in **Figure nos. W07/TIA/401** and **402**.

3.5 Traffic Impact Assessment

3.5.1 To update the junction performances during operational phase of the subject site, the development traffic flows as elaborated in **Section 2.3** would be manually assigned to the design year Reference Cases traffic flows basing on the development traffic routings adopted in ArchSD/Atkins' study, i.e. Year 2032 and 2035 Reference Case traffic flows, to form the Year 2032 and 2035 Design Case traffic flows to assess the future performances of the key junctions. The corresponding traffic flows are presented in **Figure nos. W07/TIA/401** to **404**.

3.5.2 The results of the junction performances in design years 2032 and 2035 are presented in **Tables 3.6** and **3.7** below respectively. Corresponding calculation sheets are under **Appendix B**.

Table 3.6 – Year 2032 Junction Performance (Reference and Design Cases)

Index (1)	Junction	Junction Type	Year 2032 Reference Case RC (2) / DFC (3)		Year 2032 Design Case RC (2) / DFC (3)	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Mei Tin Road / Tai Wai Road	Signalized	66%	78%	66%	78%
J2	Tai Po Road - Tai Wai / Tai Wai Road	Signalized	83%	78%	77%	72%
J3	Tai Po Road - Tai Wai / Shing Ho Road	Priority	0.09	0.09	0.09	0.09
J4	Tai Po Road - Tai Wai / Shing Chuen Road	Signalized	17%	87%	17%	84%
J5	Tsuen Nam Road / Chik Luk Lane	Priority	0.74	0.85	0.84	**0.93**
J6	Tai Wai Road / Tsuen Nam Road	Signalized	>100%	77%	83%	65%
J7	Tai Wai Road / Chik Fai Street	Signalized	>100%	>100%	>100%	98%
J8	Mei Tin Road / Chik Fai Street	Signalized	59%	43%	50%	39%
J9	Mei Tin Road / Chik Wan Street	Signalized	72%	99%	71%	98%
J10	Che Kung Miu Road / Hung Mui Kuk Road / Mei Tin Road	Roundabout	0.82	0.76	0.83	0.76
J11	Tsuen Nam Road / Shing Wan Road / Shing Chuen Road	Priority	0.11	0.09	0.11	0.09
J12	Shing Chuen Road / Shing Hing Street	Priority	0.04	0.07	0.04	0.07
J14	Mei Tin Road / Tsing Sha Highway	Signalized	>100%	90%	96%	85%
J15	Mei Tin Road / Heung Fan Liu Street	Signalized	25%	60%	25%	60%
J16	Tai Wai Road / Chik Chuen Street	Priority	0.28	0.34	0.32	0.38
J17	Shing Ho Road / Chik Chuen Street	Priority	0.70	**0.93**	0.79	**1.01**

Remarks:
*(1) Location of key junctions are shown in Figure no. **W07/TIA/201**.*
(2) Figures shown represent Reserve Capacity (RC) for the signal-controlled junctions. Negative RC indicates overload conditions; RC of <15% indicates marginal performance; and RC of =/>15% indicates satisfactory performance.
(3) Figures shown represent Design Flow / Capacity (DFC) for the priority junctions and roundabouts. DFC of >1.00 indicates overload conditions; and DFC of </=0.85 indicates satisfactory performance.

Table 3.7 – Year 2035 Junction Performance (Reference and Design Cases)

Index (1)	Junction	Junction Type	Year 2035 Reference Case RC (2) / DFC (3)		Year 2035 Design Case RC (2) / DFC (3)	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Mei Tin Road / Tai Wai Road	Signalized	61%	73%	61%	73%
J2	Tai Po Road - Tai Wai / Tai Wai Road	Signalized	78%	73%	72%	68%
J3	Tai Po Road - Tai Wai / Shing Ho Road	Priority	0.09	0.09	0.09	0.09
J4	Tai Po Road - Tai Wai / Shing Chuen Road	Signalized	**14%**	82%	**13%**	79%
J5	Tsuen Nam Road / Chik Luk Lane	Priority	0.76	**0.87**	**0.87**	**0.96**
J6	Tai Wai Road / Tsuen Nam Road	Signalized	95%	72%	79%	60%
J7	Tai Wai Road / Chik Fai Street	Signalized	>100%	>100%	>100%	92%
J8	Mei Tin Road / Chik Fai Street	Signalized	54%	39%	46%	35%
J9	Mei Tin Road / Chik Wan Street	Signalized	67%	93%	66%	92%
J10	Che Kung Miu Road / Hung Mui Kuk Road / Mei Tin Road	Roundabout	**0.87**	0.79	**0.87**	0.79
J11	Tsuen Nam Road / Shing Wan Road / Shing Chuen Road	Priority	0.11	0.10	0.11	0.10
J12	Shing Chuen Road / Shing Hing Street	Priority	0.04	0.07	0.04	0.07
J14	Mei Tin Road / Tsing Sha Highway	Signalized	96%	85%	91%	79%
J15	Mei Tin Road / Heung Fan Liu Street	Signalized	22%	56%	22%	56%
J16	Tai Wai Road / Chik Chuen Street	Priority	0.29	0.35	0.33	0.39
J17	Shing Ho Road / Chik Chuen Street	Priority	0.72	**0.96**	0.81	**1.04**

Remarks:
*(1) Location of key junctions are shown in Figure no. **W07/TIA/201**.*
(2) Figures shown represent Reserve Capacity (RC) for the signal-controlled junctions. Negative RC indicates overload conditions; RC of <15% indicates marginal performance; and RC of =/>15% indicates satisfactory performance.
(3) Figures shown represent Design Flow / Capacity (DFC) for the priority junctions and roundabouts. DFC of >1.00 indicates overload conditions; and DFC of </=0.85 indicates satisfactory performance.

3.5.3 As shown in **Tables 3.6** and **3.7**, the concerned key junctions in the Study Area would be operating satisfactorily in Reference and Design Cases in Years 2032 and 2035, except for key junctions J4, J5, J10 and J17 which will be operating with marginal capacities / above-capacity situations in Years 2032 and/or 2035 Reference and/or Design Cases – junctions J5 and J17 shall be further reviewed in terms of impacts arising from illegal parking for more accurate assessments (refer to **Section 3.6** for details); while elaborations for junctions J4 and J10 are as follows.

3.5.4 For the proposal by ArchSD/Atkins in their Final Traffic Review report to lengthen the cycle time of key junction J4 (Tai Po Road - Tai Wai / Shing Chuen Road), as the junction will still perform marginally satisfactory (~13% RC) even in Year 2035 Design Case AM peak (as shown in **Table 3.7** above), plus the future highway infrastructure project of 'Trunk Road T4' will offload at-grade traffic passing J4 alleviating the junction performance of J4 back to >15% RC, necessity of the ArchSD/Atkins' junction improvement scheme would be further reviewed.

3.5.5 For critical junction J10 (Che Kung Miu Road / Hung Mui Kuk Road / Mei Tin Road), as the performances in both Reference and Design cases in year 2035 are marginally satisfactory (DFC of near 0.85) with local improvement scheme by others considered, while the traffic impacts of the subject development would be negligible, i.e. no delta in DFC values between Reference and Design cases, detailed holistic assessment of this critical junction would be subject to other projects including the 'Trunk Road T4' project offloading at-grade traffic between Sha Tin Road and Tsing Sha Highway / Shing Mun Tunnel Road via Mei Tin Road / Hung Mui Kuk Road.

3.6 Sensitivity Test for Illegal Parking / Kerbside Activities

3.6.1 ArchSD/Atkins' traffic review study also looked at the traffic impacts arising from illegal parking and significant kerbside activities at key junctions J2 (Tai Po Road - Tai Wai / Tai Wai Road), J5 (Tsuen Nam Road / Chik Luk Lane), J6 (Tai Wai Road / Tsuen Nam Road) and J7 (Tai Wai Road / Chik Fai Street) in the form of sensitivity test. **Table 3.8** below summarized the junction performances of these concerned junctions in existing case and worst scenario of year 2035 Reference Case (no subject site scenario):

Table 3.8 – Year 2023 and 2035 Junction Performances (Existing and Reference Cases) – Sensitivity for Illegal Parking / Kerbside Activities

Index (1)	Junction	Junction Type	Year 2023 Existing Case Sensitivity RC (2) / DFC (3)		Year 2035 Reference Case Sensitivity RC (2) / DFC (3)	
			AM Peak	PM Peak	AM Peak	PM Peak
J2	Tai Po Road - Tai Wai / Tai Wai Road	Signalized	73%	65%	46%	40%
J5	Tsuen Nam Road / Chik Luk Lane	Priority	0.79	**0.90**	**0.92**	**1.05**
J6	Tai Wai Road / Tsuen Nam Road	Signalized	65%	45%	43%	25%
J7	Tai Wai Road / Chik Fai Street	Signalized	78%	27%	53%	**10%**
J16	Tai Wai Road / Chik Chuen Street	Priority	0.26	0.32	0.31	0.38
J17	Shing Ho Road / Chik Chuen Street	Priority	0.65	0.86	0.76	**1.00**

Remarks:
*(1) Location of key junctions are shown in Figure no. **W07/TIA/201**.*
(2) Figures shown represent Reserve Capacity (RC) for the signal-controlled junctions. Negative RC indicates overload conditions; RC of <15% indicates marginal performance; and RC of =/>15% indicates satisfactory performance.
(3) Figures shown represent Design Flow / Capacity (DFC) for the priority junctions and roundabouts. DFC of >1.00 indicates overload conditions; and DFC of </=0.85 indicates satisfactory performance.

3.6.2 From **Table 3.8**, it was found that the 3 of the 6 concerned key junctions will have capacity concerns in year 2035 Reference Case sensitivity test, namely junctions J5 (Tsuen Nam Road / Chik Luk Lane), J7 (Tai Wai Road / Chik Fai Street) and J17 (Shing Ho Road / Chik Chuen Street). Hence, it is also necessary to review the potential alleviation of the illegal parking situation brought about by the provision of PVP at the subject site as below.

3.6.3 Basing on ArchSD/Atkins' findings on the partial provision of the PVP at the subject site in their Traffic Review Report (Final) dated September 2021, the illegal parking situation will be alleviated to certain extent, i.e. illegal parking within 50m of 'critical intersections' would be mitigated as elaborated in para. 6.8.21 of Atkins' report. Hence, the resultant junction performances under sensitivity test for these concerned junctions would be relatively better in 2035 Design Case as compared to the 2035 Reference Case as summarized in **Table 3.9** below:

Table 3.9 – Year 2035 Junction Performances (Reference and Design Cases) - Sensitivity for Illegal Parking / Kerbside Activities

Index (1)	Junction	Junction Type	Reference Case Sensitivity RC (2) / DFC (3)		Design Case Sensitivity RC (2) / DFC (3)	
			AM Peak	PM Peak	AM Peak	PM Peak
J2	Tai Po Road - Tai Wai / Tai Wai Road	Signalized	46%	40%	55%	50%
J5	Tsuen Nam Road / Chik Luk Lane	Priority	**0.92**	**1.05**	**0.87**	**0.96**
J6	Tai Wai Road / Tsuen Nam Road	Signalized	43%	25%	43%	28%
J7	Tai Wai Road / Chik Fai Street	Signalized	53%	**10%**	37%	15%

Index (1)	Junction	Junction Type	Reference Case Sensitivity RC (2) / DFC (3)		Design Case Sensitivity RC (2) / DFC (3)	
			AM Peak	PM Peak	AM Peak	PM Peak
J16	Tai Wai Road / Chik Chuen Street	Priority	0.31	0.38	0.33	0.39
J17	Shing Ho Road / Chik Chuen Street	Priority	0.76	**1.00**	0.81	**1.04**

Remarks:
*(1) Location of key junctions are shown in Figure no. **W07/TIA/201**.*
(2) Figures shown represent Reserve Capacity (RC) for the signal-controlled junctions. Negative RC indicates overload conditions; RC of <15% indicates marginal performance; and RC of =/>15% indicates satisfactory performance.
(3) Figures shown represent Design Flow / Capacity (DFC) for the priority junctions and roundabouts. DFC of >1.00 indicates overload conditions; and DFC of </=0.85 indicates satisfactory performance.

3.6.4 From **Table 3.9**, it was found that only 2 of the 6 concerned key junctions with illegal parking situations will still have capacity concerns in year 2035 Design Case sensitivity test, namely J5 (Tsuen Nam Road / Chik Luk Lane) and J17 (Shing Ho Road / Chik Chuen Street).

3.6.5 Critical junction J5 shall have improvement scheme as per previous proposal by ArchSD/Atkins – refer to paragraphs 3.7.1 to 2 for details.

3.6.6 For critical junction J17, refer to paragraphs 3.7.4 to 8 for details on way forward.

3.7 Junction Improvement Schemes for Critical Junctions J5 and J17

Improvement Scheme for Critical Junction J5

3.7.1 As elaborated in para. 3.6.5, same conclusion had been deduced in this traffic review update. Chik Luk Lane southbound, which is currently the minor arm, is observed with higher traffic flows than that of Tsuen Nam Road westbound. Similar pattern will exist in future design years plus the traffic impacts induced by the subject site. To optimize the junction performance in Design Case, it is considered preferable to switch the minor and major arm assignment at this priority junction. Therefore, it is proposed to carry forward the improvement scheme from the previous study by ArchSD/Atkins.

3.7.2 To optimize the junction performance, priority shall be given to Chik Luk Lane southbound with greater traffic demands. The proposed improvement scheme is illustrated in **Figure no. W07/TIA/501**. The junction performances of the abovementioned proposed improvement scheme are assessed and the results including the due considerations on illegal parking are summarized in **Table 3.10**. The calculation sheets are attached in **Appendix B**.

Table 3.10 – Critical Junction J5 Performance (With and Without Proposed Improvement Scheme) in Year 2035 Normal & Sensitivity Cases

Scenario	Junction (1)	Junction Type	DFC for No Improvement Scheme (2)		DFC for With Proposed Improvement Scheme (2)	
			AM Peak	PM Peak	AM Peak	PM Peak
Reference Case – Normal	Tsuen Nam Road / Chik Luk Lane	Priority	0.76	**0.87**	-	-
Reference Case – Sensitivity			**0.92**	**1.05**	-	-
Design Case – Normal			**0.87**	**0.96**	0.44	0.38

Scenario	Junction (1)	Junction Type	DFC for No Improvement Scheme (2)		DFC for With Proposed Improvement Scheme (2)	
			AM Peak	PM Peak	AM Peak	PM Peak
Design Case – Sensitivity			**0.87**	**0.96**	0.45	0.39

Remarks:
*(1) Location of key junctions are shown in Figure no. **W07/TIA/201**.*
(2) Figures shown represent Design Flow / Capacity (DFC) for the priority junctions and roundabouts. DFC of >1.00 indicates overload conditions; and DFC of </=0.85 indicates satisfactory performance.

3.7.3 The results show that the critical junction J5 (Tsuen Nam Road / Chik Luk Lane) would operate satisfactorily, i.e. DFC of <0.85 even in worst case of year 2035 Design Case with the implementation of the proposed junction improvement scheme for both normal and sensitivity (illegal parking consideration) scenarios.

Improvement Scheme for Critical Junction J17

3.7.4 It was found that the traffic forecast on Chik Chuen Street eastbound would be much larger than Shing Ho Road southbound in future years 2032 and 2035. Hence, it was initially proposed to switch the major and minor arm of this priority junction to tackle the anticipated performance issues.

3.7.5 This proposal is possible as traffic forecast on Shing Ho Road southbound will be about 200 pcu/hr, i.e. <4 pcu/min. The upstream lane is a dedicated left turn lane on Tai Po Road – Tai Wai westbound with more than 40m length adequate to stack this waiting traffic of <4 pcu/min without encroaching onto straight ahead lanes on Tai Po Road – Tai Wai westbound. With the switching of major and minor arm, it is anticipated that the impact to junction capacity due to illegal parking would be insignificant.

3.7.6 Refer to **Table 3.11** for the junction performances with the said improvement scheme and **Appendix B** for the corresponding junction calculation sheets.

Table 3.11 – Critical Junction J17 Performance (With and Without Proposed Improvement Scheme) in Year 2035 Cases

Index (1)	Junction	Junction Type	Design Case Sensitivity – No Improvement DFC (2)		Design Case – With Improvement DFC (3)	
			AM Peak	PM Peak	AM Peak	PM Peak
J17	Shing Ho Road / Chik Chuen Street	Priority	0.81	**1.04**	0.30	0.27

Remarks:
*(1) Location of key junctions are shown in Figure no. **W07/TIA/201**.*
(2) Figures shown represent Design Flow / Capacity (DFC) for the priority junctions and roundabouts. DFC of >1.00 indicates overload conditions; and DFC of </=0.85 indicates satisfactory performance.

3.7.7 From **Table 3.11** above, the results show that the critical junction J17 (Chik Chuen Street / Shing Ho Road) would operate desirably, i.e. DFC of <0.50 even in peak hours in worst case of year 2035 Design Case with the implementation of the proposed junction improvement scheme.

3.7.8 However, as per further dialogue with the TD, it was understood that there would be concerns for traffic queuing on Shing Ho Road southbound if a priority junction is

created, resulting in possible tailing back to the key traffic corridor of Tai Po Road – Tai Wai westbound, hence the adoption of an alternative scheme to remove this priority junction and provide two exclusive lanes for the two traffic bounds at this intersection to minimize potential delays. Refer to **Figure no. W07/TIA/502** for details – corresponding swept paths as illustrated in **Figure no. W07/TIA/503**.

Implementation Party for the Junction Improvement Schemes

3.7.9 These abovementioned junction improvement schemes as illustrated in **Figure nos. W07/TIA/501** and **502** will be implemented by contractors of the HKHA building contract and make ready upon commissioning of the subject development.

3.8 Development Vehicular Access

Design of the Development Run-in

3.8.1 As mentioned in para. 2.3.6 above, Option 1 of ArchSD/Atkins' design had been adopted. The vehicular ingress and egress at the site will be limited to left-in left-out movements only. The proposed traffic arrangement is illustrated in **Figure no. W07/TIA/203**.

Traffic Conditions in the vicinity

3.8.2 ArchSD/Atkins' traffic review study had conducted a queuing analysis at the subject site's vehicular run-in/out location. As PVP provision is updated, the overall vehicular trips for the subject site had also been updated and summarized in **Table 2.3**.

3.8.3 As illustrated in **Table 2.3**, the peak vehicular arrival rate at the dropped gate of the subject site would be 65 pcu/hr, i.e. around 1.1 pcu/min (~1 veh/min). Sufficient spacing had been allowed between the dropped gate of the development access and the site boundary (building edge) – around 17m length which is enough for about 3 private cars / 1 HGV and 1 private car to queue up for access without encroaching onto the footpath outside the site.

3.8.4 Hence, it is anticipated there would not be back queuing of vehicles onto Chik Fuk Street southbound even with more than 1 vehicles arriving simultaneously even during peak hours in future design years.

3.8.5 Moreover, in year 2035 Design Case, the traffic forecast would be 537 pcu/hr in busier evening peak (including the 62 pcu/hr turning into the subject development). That is equivalent to about 10 pcu/min, i.e. 1 pcu (vehicle) in every 6 seconds. That means there would be buffer timings for vehicles to pull into the site without causing significant delays to traffic along Chik Fuk Street southbound. Traffic from site can also pull out easily while another vehicle pulls into the site simultaneously.

Traffic Enhancement Measures on Chik Fuk Street southbound

3.8.6 To further enhance traffic conditions on Chik Fuk Street southbound, it is proposed to i) replace existing centre line road marking (RM1104) with double white line (RM1001); ii) shorten the existing 24-hour no-stopping restriction (RM1040) at south

end of Shing Ho Road to before diverging point toward Chik Fuk Street northbound; iii) set back the existing traffic islands at south end of Shing Ho Road and south end of Chik Fuk Street to enable the slow lane on Chik Fuk Street southbound as queuing area of PVP at subject site in case of full PVP occupation (as further elaborated in para. 3.8.8 to 3.8.12 below); and iv) provide a direction sign at south end of Shing Ho Road southbound indicating that nearside lane of Chik Fuk Street southbound is for the PVP. Refer to **Figure nos. W07/TIA/203** and **203A** for details.

Safety Enhancement Measures at the Subject Site's Vehicular Run-in/out

3.8.7 To enhance the potential conflicting point between pedestrians and egressing vehicles from the subject site, the following safety enhancement measures can be provided subject to further review:

- Amber revolving lantern with audible alerts for pedestrians upon vehicles egressing from site;
- Provision of convex mirror for northbound pedestrians to see the traffic conditions behind the 90-degree intersection;
- Distinctive paving for the dropped kerb extent;
- LED light modules projecting bright colors / image projection of warning signs on ground before the run-in/out to increase pedestrian awareness; and
- Road hump to slow motorists egressing from site before entering the footpath area.

Likelihood for Full PVP Occupation

3.8.8 As per ArchSD/Atkins' study on review of partial provision of PVP at 105 nos. of spaces (~50% of ultimate provision of 240 nos. private car parking spaces), it was concluded that the 'shortfall' would still reduce the illegal parking situation in the local area to adequately mitigate traffic impacts to the 6 critical intersections identified.

3.8.9 Moreover, an additional 390 nos. of private car parking spaces had been introduced to the vicinity of the subject site in view of the commissioning of new mall 'The Wai' next to MTR Tai Wai Station – less than 200m from the subject site of this study. Utilizations of parking under 'The Wai' had also been reviewed and average occupancies over different periods were recorded. The overall parking supply and demand assessment for the vicinity of subject site is shown in **Table 3.12** below:

Table 3.12 – Adequacy of Parking Provision in the Vicinity of Subject Site (Year 2035)

Period	Supply from existing local area in Tai Wai (1)	Supply from Subject Site PVP	Average Supply from The Wai (2)	Total Supply	Total Demand (3)	V/C
Weekday morning	245	105	195 (~50% vacant)	545	~385	0.71
Weekday afternoon	245		290 (~75% vacant)	640	~460	0.72
Weekday nighttime	325		359 (~92% vacant)	789	~520	0.66
Weekend afternoon	245		90 (~23% vacant)	440	~475 (4)	**1.08**

Remarks:
*(1) Figures adopted from **Table 6.5** of the Traffic Review Report (Final) dated September 2021 of ArchSD/Atkins' precedent study.*
(2) Real time occupancy data had been taken during corresponding time periods in April and May 2024 from the website of 'The Wai': https://www.thewaimall.com/en/parking .
*(3) Figures are rounded up to nearest 5, basing on the year 2032 figures presented in **Table 6.5** of the Traffic Review Report (Final) dated September 2021 of ArchSD/Atkins' precedent study with consistent annual growth rate to deduce the parking demands in year 2035.*
(4) A deficit of ~35 nos. of parking provision in the weekend afternoon period, i.e. 475 – 440 = 35.

3.8.10 As shown in **Table 3.12**, it is anticipated that full PVP occupation should be adequately alleviated in future design year on typical weekdays basing on latest holistic car parking supply review for the vicinity of subject site except weekend afternoon periods.

3.8.11 For weekend afternoons, as the car parking at 'The Wai' would be heavily utilized (>75% occupied) resulting in very limited car parking surplus to the area, illegal parking may still occur in the vicinity of the subject site due to full occupancy of the subject site's PVP. Nonetheless, the shortfall would be greatly reduced from the previous value of 118 nos. (conclusion stated in ArchSD/Atkins' traffic review study – para. 7.1.21 in the Traffic Review Report (Final), replacement sheets) to 35 nos. as shown in **Table 3.12**, meaning the illegal parking at adjacent local road network would be significantly reduced nonetheless. It is anticipated that the resultant 35 nos. of illegally parked private cars in the vicinity, which is equivalent to ~210m length of kerbline, would not constitute to adverse traffic impacts to nearby key junctions in weekends.

3.8.12 Nonetheless, queue of motorists waiting to enter the PVP during weekend afternoon periods would be able to make use of the additional on-street queuing zone of the PVP at nearside lane of Chik Fuk Street southbound outside the TWGHs Sin Chu Wan Primary school between Chik Luk Lane and Shing Ho Road as elaborated in para. 3.8.6 and shown in **Figure nos. W07/TIA/203** and **203A**. With the proposed modifications to existing traffic layout, an additional queuing zone of up to 80m would be made available, allowing up to 13 private vehicles to stack on-street on top of the queuing zone allowed within the subject site; traffic along Chik Fuk Street southbound between Shing Ho Road and Chik Luk Lane would be unhindered with the queuing of private cars at slow lane toward run-in of subject site. This will be timely implemented by HKHA's contractor prior to the commissioning of the subject site.

3.8.13 Moreover, other measures should be exercised to ensure smooth traffic along Chik Fuk Street southbound as elaborated below.

Other Measures to Tackle Potential Issues upon Full PVP Occupation

3.8.14 To ensure no blockages on Chik Fuk Street southbound by motorists queuing to enter the proposed PVP, staffs of the building management staff shall keep close monitoring of traffic conditions on upstream of Chik Fuk Street southbound and urge any motorists waiting on carriageway of Chik Fuk Street southbound to leave immediately.

3.8.15 With the PVP at subject site in place, enforcement measures would be strengthened to deter illegal parking at the loading/unloading bay outside the primary school across the day to ensure smooth traffic along Chik Fuk Street southbound.

3.9 Pedestrian Assessment

3.9.1 ArchSD/Atkins' traffic review study had conducted pedestrian assessment for their existing case (year 2021) and future year design case in 2032.

3.9.2 The method to assess the width of footpath for pedestrian movements is the Level-of-Service (LOS) in the Highway Capacity Manual 2000 (HCM 2000) / TPDM Volume 6 Chapter 10.5.2.2 item (viii)(c). Definition of the LOS conditions are shown in **Table 3.13** below. As stipulated in TPDM Volume 6 Annex E, footpath should be designed to achieve Level-of-Service (LOS) C or above for satisfactory performance.

Table 3.13 – Definition of LOS

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

LOS	Ped. Flow Rate (ped/min/m)	Description
F	>75	Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross-and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams.

3.9.3 Existing pedestrian conditions of key footpaths around the subject site had been verified and the performance of key footpaths are summarized below in **Table 3.14**:

Table 3.14 – Existing Performance of Key Footpaths (Year 2023)

Index *(1)*	Location	Peak 15-min Flow (ped/15min) *(2)*	Clear Width (m)	Effective Width (m) / Area (sqm)	Flow Rate (ppm/m)	LOS / V/C
W1	Chik Luk Lane eastern footpath	275	2.6	1.6m	11.5	A
W2	Tsuen Nam Road northern footpath	120	3.2	2.2m	3.6	A
W7	Refuge island between Chik Luk Lane and Tsuen Nam Road	395	-	~30sqm	-	<0.2 (3)

Remarks:
*(1) Refer to Figure no. **W07/TIA/201**.*
(2) Figures are rounded up to nearest 5.
(3) Peak minute flow at refuge island is 27 ped/min. Assuming the peak minute pedestrian loading all stuck at refuge island, and assuming average pedestrian area occupancy of 0.2 sqm/person as per TPDM Vol. 4 Chapter 3.2.6.2, the required area would be 5.4 sqm.

3.9.1 From **Table 3.14** above, it was found that evening during the busier morning peak period, the key footpaths outside the subject site would be operating with desirable LOS "A" in existing case.

3.9.2 To forecast the pedestrian demands in design year 2035, i.e. 3 years after completion of the subject development, a 1% annual growth rate had been applied to the year 2032 Reference Case pedestrian forecast to form the Year 2035 Reference Case pedestrian forecast (conservative approach as adopting a larger annual growth rate as compared to the ArchSD/Atkins' study) except for key footpath W2 which had been updated in view of survey data from year 2023.

3.9.3 The year 2035 Reference Case performances of key footpaths during the busier morning peak are summarized in **Table 3.15** below.

Table 3.15 – Performance of Key Footpaths (Year 2035 Reference Case)

Index *(1)*	Location	Peak 15-min Flow (ped/15min) *(2)*	Clear Width (m)	Effective Width (m)	Flow Rate (ppm/m)	LOS
W1	Chik Luk Lane eastern footpath	425	2.6	1.6	17.7	B
W2	Tsuen Nam Road northern footpath	135 *(3)*	3.2	2.2	4.1	A
W3	Tsuen Nam Road southern footpath	595	3.5	1.5 *(4)*	26.4	C
W4	Chik Luk Lane western footpath	25	2.4	1.4	1.2	A
W5	Chik Fuk Street eastern footpath	645	2.6	1.4	31.7	C
W6	Chik Fuk Street western footpath	30	1.7	0.7	2.9	A
W7	Refuge island between Chik Luk Lane and Tsuen Nam Road	440	-	~37sqm (concrete pavement extent)	6sqm (required area) *(5)*	<0.2

Remarks:
*(1) Refer to Figure no. **W07/TIA/201**.*
(2) Figures are rounded up to nearest 5.
(3) Basing on year 2023 survey data and applied with 1% annual growth rate to form the year 2035 Reference flow.
(4) Assume that footpath is partially occupied by passengers waiting at the GMB stand.
(5) Assume average pedestrian area occupancy of 0.2 sqm/person; and assume the minute flow pedestrians will all wait at the refuge island from conservative approach.

3.9.4 As shown in **Table 3.15**, all key footpaths near the subject site would be operating with desirable LOS "C" or above during the busier morning peak in year 2035 without the subject development.

3.9.5 The estimated pedestrian demands of PVP had also been updated based on the change in PVP provision. The pedestrian trips due to the PVP had been derived as per **Table 3.16** below:

Table 3.16 – Pedestrian Generations / Attractions of PVP

Development Components	Traffic Generation / Attraction (pcu/hr) (1)		Pedestrian Generation / Attraction (pph) (1)	
	AM Peak		AM Peak	
	Generation	Attraction	Generation	Attraction
PVP (1)	13	7	26	14

Remarks:
(1) Refer to Table 2.3 of this report.
(2) Carrying forward the assumption of 2 nos. of pedestrians would be generated from 1 pcu for conservative approach as per ArchSD/Atkins' Traffic Review Report (Final) under contract no. CPM 303_01/20 dated 3 September 2021.

3.9.6 The estimated pedestrian generations / attractions of the proposed development are summarised in **Table 3.17**.

Table 3.17 – Pedestrian Generations / Attractions of the Subject Development

Development Components	Pedestrian Generation / Attraction (pph)	
	AM Peak	
	Generation	Attraction
PH (1)	219	31
PVP	26	14
Total	**245 ped/hr (equivalent to 62 ped/ 15mins)**	**45 ped/hr (equivalent to 12 ped/ 15mins)**

Remarks:
(1) Pedestrian generations are based on Table 5.6 of the 'Traffic Review Report (Final)' under the ArchSD/Atkins' study under contract no. CPM 303_01/20 dated 3 September 2021.

3.9.7 Based on the latest ground floor layout of the development (refer to plan under **Appendix D**), the pedestrian access for the proposed public housing development will be at the corner of intersection of Chik Fuk Street and Tsuen Nam Road. It is anticipated that most pedestrians will use the footpath along Tsuen Nam Road to travel to/from the MTR Tai Wai Station and its PTI for rail and road-based public transport services. The key pedestrian desire lines to/from the subject site are illustrated in **Figure no. W07/TIA/301**.

3.9.8 Adopting ArchSD/Atkins' assumptions on pedestrian routings and directional splits, it is anticipated that 65%, 25% and 10% of pedestrians would use key footpaths W3, W1 and W2 respectively to/from the subject site.

3.9.9 The adopted pedestrian generations /attractions of the subject development were assigned onto the concerned footpaths and superimposed onto the year 2035 Reference Case pedestrian flows to derive the Design Case pedestrian forecast. The performances of the concerned footpaths in Year 2035 Design Case are summarised in **Table 3.18** below.

Table 3.18 – Performance of Key Footpaths (Year 2035 Design Case)

Index (1)	Location	Peak 15-min Flow (ped/15min) (2)	Clear Width (m)	Effective Width (m)	Flow Rate (ppm/m)	LOS
W1	Chik Luk Lane eastern footpath	445	2.6	1.6	18.5	B
W2	Tsuen Nam Road northern footpath	145 (3)	3.2	2.2	4.4	A
W3	Tsuen Nam Road southern footpath	645	3.5	1.5 (4)	28.7	C
W4	Chik Luk Lane western footpath	25	2.4	1.4	1.2	A
W5	Chik Fuk Street eastern footpath	665	2.4	1.4	31.7	C
W6	Chik Fuk Street western footpath	30	1.7	0.7	2.9	A
W7	Refuge island between Chik Luk Lane and Tsuen Nam Road	490	-	~37m^2 (concrete pavement extent)	6.6m^2 (required area) (5)	<0.2

Remarks:
*(1) Refer to Figure no. **W07/TIA/201**.*
(2) Figures are rounded up to nearest 5.
(3) Updated as elaborated in Table 3.15.
(4) Assume that footpath is partially occupied by passengers waiting at the GMB stand.
(5) Assume average pedestrian area occupancy of 0.2 sqm/person; and assume the minute flow pedestrians will all be waiting at the refuge island from conservative approach.

3.9.10 As shown in **Table 3.18**, all key footpaths near the subject site would operate with desirable LOS "C" or above during the busier morning peak in year 2035 Design Case even with presence of the subject development; the refuge island at priority junction outside the subject site would also be operating with a V/C of <0.2 which is considered desirable.

4. CONCLUSION

4.1.1 This study aims at updating the ArchSD/Atkins' Final Traffic Review (their report dated September 2021) of the subject site at Tsuen Nam Road to examine the latest existing traffic conditions and appropriate traffic forecast to reasonably assess the situations in future design years.

4.1.2 The updated government data including the latest 2019-based BDTM and planning data and the revised commissioning year of 2032 had been considered in the traffic forecast in this update on ArchSD/Atkins' traffic review. The latest adjacent planned/ committed developments and junction improvement schemes affecting the concerned key junctions had also been accounted for holistically. The provision of Public Vehicle Park at the subject site had also been considered.

4.1.3 It had been revealed that the performances of the key junctions will be satisfactory in future design years 2032 and 2035 Design Cases except for critical junctions J5 (Tsuen Nam Road / Chik Luk Lane) which is similar to ArchSD/Atkins' findings and J17 (Shing Ho Road / Chik Chuen Street) which is further away from subject site and will be operating beyond its capacity before commissioning of the subject site in year 2030.

4.1.4 Hence, the improvement scheme by ArchSD/Atkins for key junction J5 had been carried forward accordingly to effectively alleviate the anticipated traffic impacts at this junction upon commissioning of the subject site by HKHA's contractor.

4.1.5 For J17, a junction improvement scheme had been proposed as per the Transport Department's comment to tackle the anticipated junction performance issues in future design years 2032 and 2035 with a scheme for two exclusive lanes for this critical junction.

4.1.6 For key junction J4 (Tai Po Road - Tai Wai / Shing Chuen Road), necessity of the junction improvement measure proposed under ArchSD/Atkins' traffic review shall be further reviewed in view of marginally satisfactory junction performance in year 2035 Design Case and the expected alleviations to be provided by future 'Trunk Road T4'.

4.1.7 For key junction J10 (Hung Mui Kuk Road / Mei Tin Road / Che Kung Mui Road), although a slightly marginal performance is anticipated in future design year 2035, similar to J4, it is expected that the future 'Trunk Road T4' will also help alleviate the traffic conditions at this location.

4.1.8 To address potential queuing on Chik Fuk Street southbound arisen from full occupation of PVP at the subject site, traffic enhancement measures are proposed along the southbound carriageway between Shing Ho Road and Chik Luk Lane to provide additional on-street stacking spaces such that through passing traffic on Chik Fuk Street southbound would be unhindered.

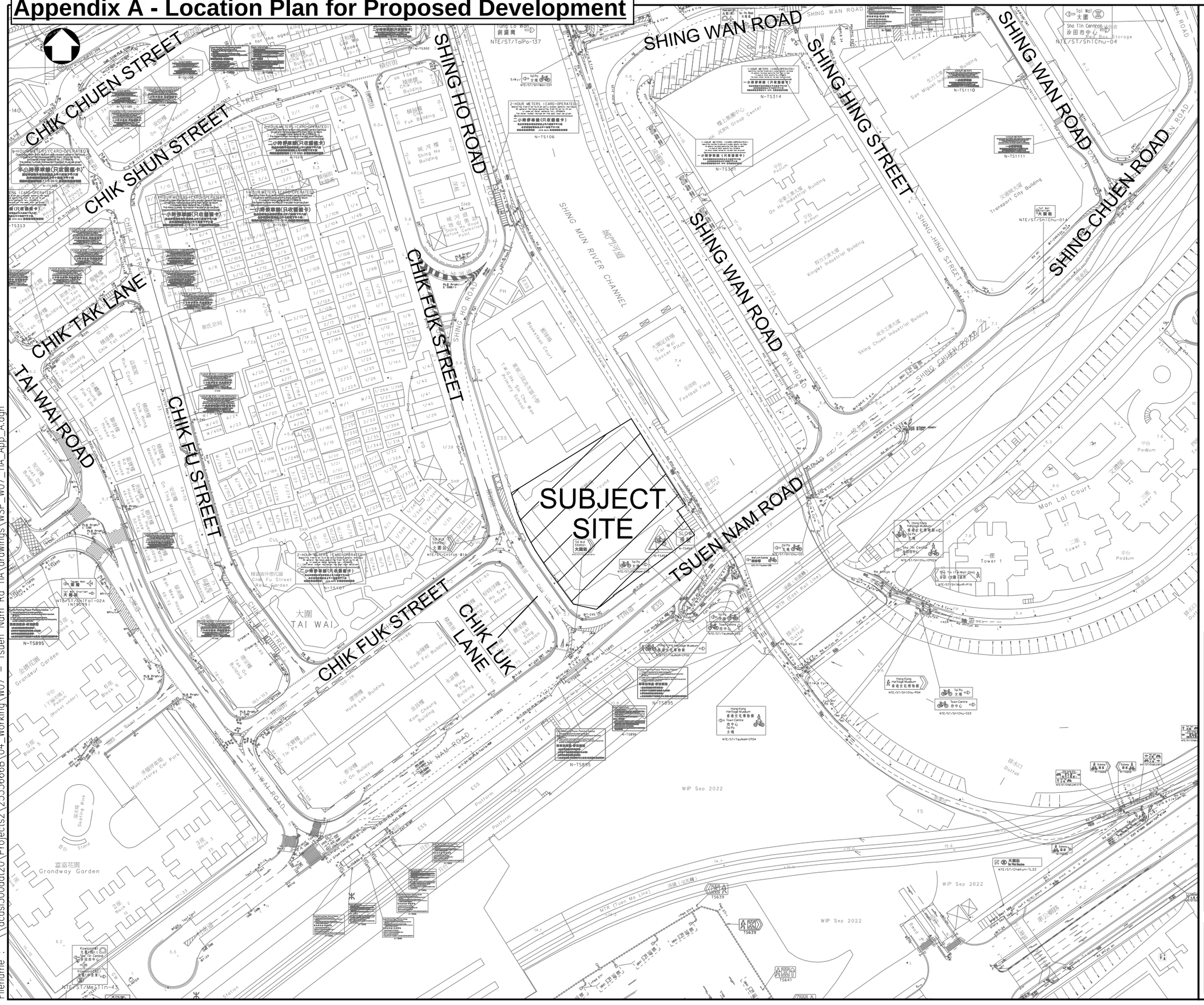
4.1.9 In general, the proposed Tai Wai Government Complex co-located with public housing development at Tsuen Nam Road, Tai Wai would not cause adverse traffic impacts to the adjacent road network after implementation of the road junction

improvement schemes at critical junctions J5 (Tsuen Nam Road / Chik Luk Lane) and J17 (Chik Chuen Street / Shing Ho Road) by the HKHA to be ready upon commissioning of the subject site in year 2032.

APPENDIX A

Location Plan for Proposed Development

Appendix A - Location Plan for Proposed Development



LEGEND :

SUBJECT SITE

Rev	Description	By	Date

Consultant

wsp

Project title

AGREEMENT NO. CB202104 24 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title

LOCATION PLAN FOR PROPOSED DEVELOPMENT

Drawing no.	Rev.
—	—

Drawn	Date	Checked	Approved
JY	JUN 2024	AP	AP

Scale	Status
NTS	-

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香港房屋委員會
HONG KONG HOUSING AUTHORITY

Date : 11/6/2024
Filename : \\dcasi300dat20\Projects2\2535666B\04_Working\W07 - Tsuen Nam Rd TIA\drawings\WSP_W07_TIA_App_A.dgn

APPENDIX B

Junction Calculation Sheets

TRAFFIC SIGNALS CALCULATION SHEET

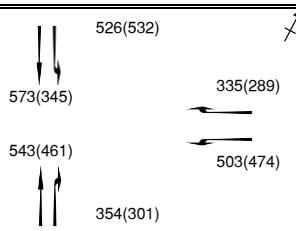
Junction: Mei Tin Road / Tai Wai Road Junction No.: J01

Scenario: Observe Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road NB																
↑	B	1	3.0						2055	2055	181	0.09		154	0.07	
↑	B	1	3.0						2055	2055	181	0.09		153	0.07	
↑	B	1	3.0						2055	2055	181	0.09		154	0.07	
↱	B	1	3.0		25				1940	1940	178	0.09		152	0.08	0.08
↱	B	1	3.0		20				1910	1910	176	0.09	0.09	149	0.08	
Mei Tin Road SB																
↰	D	2,3	5.5	30					2060	2060	526	0.26		532	0.26	
↑	A	2	3.3						2085	2085	191	0.09		115	0.06	
↑	A	2	3.3						2085	2085	191	0.09		115	0.06	
↑	A	2	3.3						2085	2085	191	0.09		115	0.06	
Tai Wai Road WB																
↰	C	3	3.5	15					1250	1250	240	0.19	0.19	226	0.18	
↰	C	3	3.5	20					1370	1370	263	0.19		248	0.18	0.18
↱	C	3	3.5		20				1960	1960	169	0.09		146	0.07	
↱	C	3	3.5		15				1915	1915	166	0.09		143	0.07	
Pedestrian Crossing																
	Ep	2	MIN GREEN + FLASH =			16	+	14	=	30			*			*
	Fp	1	MIN GREEN + FLASH =			5	+	7	=	12						
	Gp	1,3	MIN GREEN + FLASH =			5	+	9	=	14						
	Hp	2	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

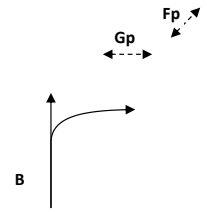
Flow: (pcu/hr)



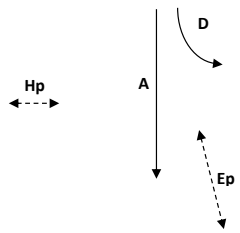
Group		B,Ep,C	Group		B,Ep,C
Sum of Critical *y* ***Y***		0.28	Sum of Critical *y*		0.26
Lost Time ***L*** (sec)		45	Lost Time ***L*** (sec)		45
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.55	Practical *Y* ***Ypr***		0.54
Reserve Capacity ***RC***		94%	Reserve Capacity ***RC***		>100%

Stage / Phase Diagrams

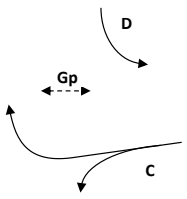
1.



2.



3.



4.

5.

I/G= 6		I/G= 9	30	I/G= 2		I/G=		I/G=	
I/G= 6		I/G= 9	30	I/G= 2		I/G=		I/G=	

wsp

Junction: Mei Tin Road / Tai Wai Road

Junction No.: J01

TRAFFIC SIGNALS CALCULATION SHEET

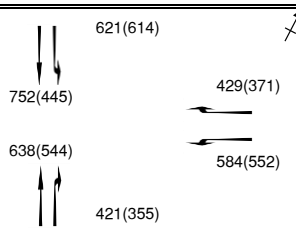
Junction: Mei Tin Road / Tai Wai Road Junction No.: J01

Scenario: Reference Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road NB																
↑	B	1	3.0						2055	2055	213	0.10		181	0.09	
↑	B	1	3.0						2055	2055	212	0.10		182	0.09	
↑	B	1	3.0						2055	2055	213	0.10		181	0.09	
↱	B	1	3.0		25				1940	1940	212	0.11		179	0.09	0.09
↱	B	1	3.0		20				1910	1910	209	0.11	0.11	176	0.09	
Mei Tin Road SB																
↰	D	2,3	5.5	30					2060	2060	621	0.30		614	0.30	
↑	A	2	3.3						2085	2085	251	0.12		148	0.07	
↑	A	2	3.3						2085	2085	250	0.12		149	0.07	
↑	A	2	3.3						2085	2085	251	0.12		148	0.07	
Tai Wai Road WB																
↰	C	3	3.5	15					1250	1250	279	0.22	0.22	263	0.21	
↰	C	3	3.5	20					1370	1370	305	0.22		289	0.21	0.21
↱	C	3	3.5		20				1960	1960	217	0.11		188	0.10	
↱	C	3	3.5		15				1915	1915	212	0.11		183	0.10	
Pedestrian Crossing																
	Ep	2	MIN GREEN + FLASH =			16	+	14	=	30			*			*
	Fp	1	MIN GREEN + FLASH =			5	+	7	=	12						
	Gp	1,3	MIN GREEN + FLASH =			5	+	9	=	14						
	Hp	2	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

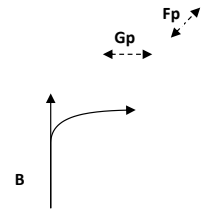
Flow: (pcu/hr)



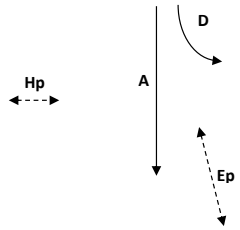
Group		B,Ep,C	Group		B,Ep,C
Sum of Critical *y* ***Y***		0.33	Sum of Critical *y*		0.30
Lost Time ***L*** (sec)		45	Lost Time ***L*** (sec)		45
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.55	Practical *Y* ***Ypr***		0.54
Reserve Capacity ***RC***		66%	Reserve Capacity ***RC***		78%

Stage / Phase Diagrams

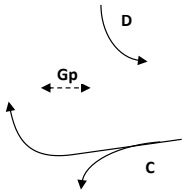
1.



2.



3.



4.

5.

I/G= 6		I/G= 9	30	I/G= 2		I/G=		I/G=	
I/G= 6		I/G= 9	30	I/G= 2		I/G=		I/G=	

Junction: Mei Tin Road / Tai Wai Road

Junction No.: J01

TRAFFIC SIGNALS CALCULATION SHEET

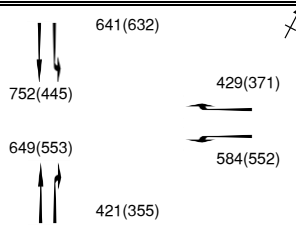
Junction: Mei Tin Road / Tai Wai Road Junction No.: J01

Scenario: Design Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road NB																
↑	B	1	3.0						2055	2055	216	0.11		184	0.09	
↑	B	1	3.0						2055	2055	217	0.11		185	0.09	
↑	B	1	3.0						2055	2055	216	0.11		184	0.09	
↱	B	1	3.0		25				1940	1940	212	0.11		179	0.09	0.09
↱	B	1	3.0		20				1910	1910	209	0.11	0.11	176	0.09	
Mei Tin Road SB																
↰	D	2,3	5.5	30					2060	2060	641	0.31		632	0.31	
↑	A	2	3.3						2085	2085	251	0.12		148	0.07	
↑	A	2	3.3						2085	2085	250	0.12		149	0.07	
↑	A	2	3.3						2085	2085	251	0.12		148	0.07	
Tai Wai Road WB																
↰	C	3	3.5	15					1250	1250	279	0.22	0.22	263	0.21	
↰	C	3	3.5	20					1370	1370	305	0.22		289	0.21	0.21
↱	C	3	3.5		20				1960	1960	217	0.11		188	0.10	
↱	C	3	3.5		15				1915	1915	212	0.11		183	0.10	
Pedestrian Crossing																
	Ep	2	MIN GREEN + FLASH =			16	+	14	=	30			*			*
	Fp	1	MIN GREEN + FLASH =			5	+	7	=	12						
	Gp	1,3	MIN GREEN + FLASH =			5	+	9	=	14						
	Hp	2	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

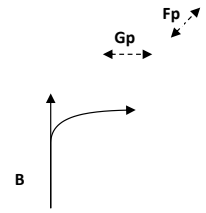
Flow: (pcu/hr)



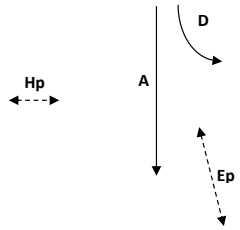
Group		B,Ep,C	Group		B,Ep,C
Sum of Critical *y* ***Y***		0.33	Sum of Critical *y*		0.30
Lost Time ***L*** (sec)		45	Lost Time ***L*** (sec)		45
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.55	Practical *Y* ***Ypr***		0.54
Reserve Capacity ***RC***		66%	Reserve Capacity ***RC***		78%

Stage / Phase Diagrams

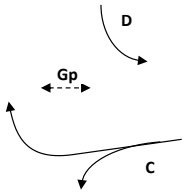
1.



2.



3.



4.

5.

I/G= 6		I/G= 9	30	I/G= 2		I/G=		I/G=	
I/G= 6		I/G= 9	30	I/G= 2		I/G=		I/G=	

Junction: Mei Tin Road / Tai Wai Road

Junction No.: J01

TRAFFIC SIGNALS CALCULATION SHEET

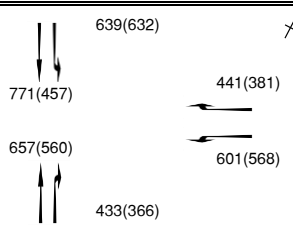
Junction: Mei Tin Road / Tai Wai Road Junction No.: J01

Scenario: Reference Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road NB																
↑	B	1	3.0						2055	2055	219	0.11		187	0.09	
↑	B	1	3.0						2055	2055	219	0.11		186	0.09	
↑	B	1	3.0						2055	2055	219	0.11		187	0.09	
↱	B	1	3.0		25				1940	1940	218	0.11		184	0.09	
↱	B	1	3.0		20				1910	1910	215	0.11	0.11	182	0.10	0.10
Mei Tin Road SB																
↰	D	2,3	5.5	30					2060	2060	639	0.31		632	0.31	
↑	A	2	3.3						2085	2085	257	0.12		152	0.07	
↑	A	2	3.3						2085	2085	257	0.12		153	0.07	
↑	A	2	3.3						2085	2085	257	0.12		152	0.07	
Tai Wai Road WB																
↰	C	3	3.5	15					1250	1250	287	0.23	0.23	271	0.22	0.22
↰	C	3	3.5	20					1370	1370	314	0.23		297	0.22	
↱	C	3	3.5		20				1960	1960	223	0.11		193	0.10	
↱	C	3	3.5		15				1915	1915	218	0.11		188	0.10	
Pedestrian Crossing																
	Ep	2	MIN GREEN + FLASH =			16	+	14	=	30			*			*
	Fp	1	MIN GREEN + FLASH =			5	+	7	=	12						
	Gp	1,3	MIN GREEN + FLASH =			5	+	9	=	14						
	Hp	2	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

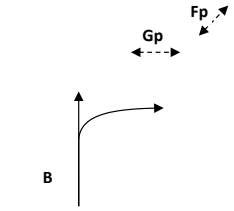
Flow: (pcu/hr)



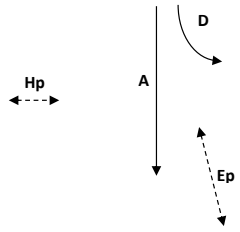
Group		B,Ep,C	Group		B,Ep,C
Sum of Critical *y* ***Y***		0.34	Sum of Critical *y*		0.31
Lost Time ***L*** (sec)		45	Lost Time ***L*** (sec)		45
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.55	Practical *Y* ***Ypr***		0.54
Reserve Capacity ***RC***		61%	Reserve Capacity ***RC***		73%

Stage / Phase Diagrams

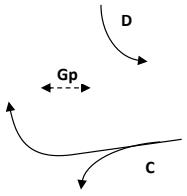
1.



2.



3.



4.

5.

I/G= 6		I/G= 9	30	I/G= 2		I/G=		I/G=	
I/G= 6		I/G= 9	30	I/G= 2		I/G=		I/G=	

Junction: Mei Tin Road / Tai Wai Road

Junction No.: J01

TRAFFIC SIGNALS CALCULATION SHEET

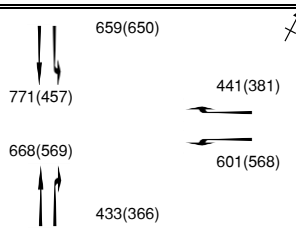
Junction: Mei Tin Road / Tai Wai Road Junction No.: J01

Scenario: Design Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road NB																
↑	B	1	3.0						2055	2055	223	0.11		190	0.09	
↑	B	1	3.0						2055	2055	222	0.11		189	0.09	
↑	B	1	3.0						2055	2055	223	0.11		190	0.09	
↱	B	1	3.0		25				1940	1940	218	0.11		184	0.09	
↱	B	1	3.0		20				1910	1910	215	0.11	0.11	182	0.10	0.10
Mei Tin Road SB																
↰	D	2,3	5.5	30					2060	2060	659	0.32		650	0.32	
↑	A	2	3.3						2085	2085	257	0.12		152	0.07	
↑	A	2	3.3						2085	2085	257	0.12		153	0.07	
↑	A	2	3.3						2085	2085	257	0.12		152	0.07	
Tai Wai Road WB																
↰	C	3	3.5	15					1250	1250	287	0.23	0.23	271	0.22	0.22
↰	C	3	3.5	20					1370	1370	314	0.23		297	0.22	
↱	C	3	3.5		20				1960	1960	223	0.11		193	0.10	
↱	C	3	3.5		15				1915	1915	218	0.11		188	0.10	
Pedestrian Crossing																
	Ep	2	MIN GREEN + FLASH =			16	+	14	=	30			*			*
	Fp	1	MIN GREEN + FLASH =			5	+	7	=	12						
	Gp	1,3	MIN GREEN + FLASH =			5	+	9	=	14						
	Hp	2	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

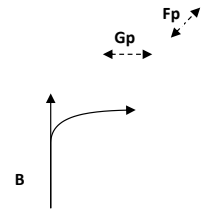
Flow: (pcu/hr)



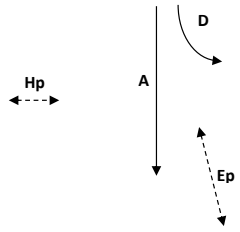
Group		B,Ep,C	Group		B,Ep,C
Sum of Critical *y* ***Y***		0.34	Sum of Critical *y*		0.31
Lost Time ***L*** (sec)		45	Lost Time ***L*** (sec)		45
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.55	Practical *Y* ***Ypr***		0.54
Reserve Capacity ***RC***		61%	Reserve Capacity ***RC***		73%

Stage / Phase Diagrams

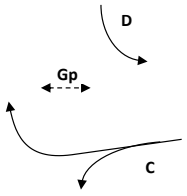
1.



2.



3.



4.

5.

I/G= 6		I/G= 9	30	I/G= 2		I/G=		I/G=	
I/G= 6		I/G= 9	30	I/G= 2		I/G=		I/G=	

Junction: Mei Tin Road / Tai Wai Road

Junction No.: J01

TRAFFIC SIGNALS CALCULATION SHEET

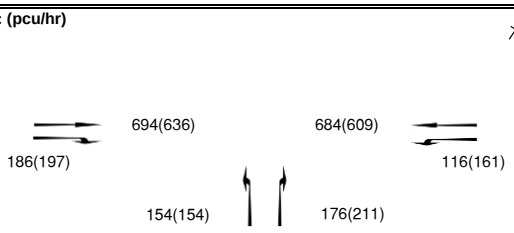
Junction: Tai Po Road / Tai Wai Road Junction No.: J02

Scenario: Observe Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road EB																
↑	D	1,2	3.3						1945	1945	266	0.14		244	0.13	
↑	D	1,2	3.3						2085	2085	285	0.14		261	0.13	
↑	D	1,2	3.3						1045	1045	143	0.14		131	0.13	
↱	B	2	4.0		25				2035	2035	186	0.09	0.09	197	0.10	0.10
Tai Wai Road NB																
↰	C	4	3.3	10					845	845	98	0.12		108	0.13	
↑	C	4	3.3	15	50		24% / 76%	18% / 82%	1990	2000	232	0.12	0.12	257	0.13	0.13
Tai Po Road WB																
↰	A	1	3.7	10					1850	1850	116	0.06		161	0.09	
↑	A	1	3.7						2125	2125	228	0.11	0.11	203	0.10	0.10
↑	A	1	3.7						2125	2125	228	0.11		203	0.10	
↑	A	1	3.7						2125	2125	228	0.11		203	0.10	
Pedestrian Crossing																
	Ep	1,2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	2,3	MIN GREEN + FLASH =			10	+	14	=	24						
	Gp	1,3,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Hp	3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	3,4	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:

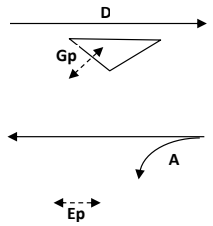
Flow: (pcu/hr)



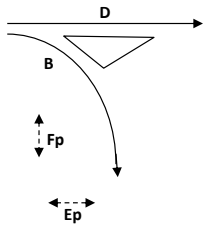
Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.32	Sum of Critical *y*		0.32
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		>100%	Reserve Capacity		>100%

Stage / Phase Diagrams

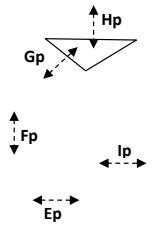
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2.

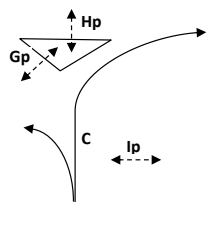


3.



4.

5.



I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	
I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	

Junction: Tai Po Road / Tai Wai Road

Junction No.: J02

TRAFFIC SIGNALS CALCULATION SHEET

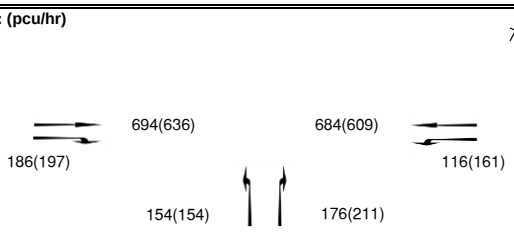
Junction: Tai Po Road / Tai Wai Road Junction No.: J02

Scenario: Observe (With Illegal Parking Impact) Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road EB																
	D	1,2	3.3						1945	1945	266	0.14		244	0.13	
	D	1,2	3.3						2085	2085	285	0.14		261	0.13	
	D	1,2	3.3						1045	1045	143	0.14		131	0.13	
	B	2	4.0		25				2035	2035	186	0.09	0.09	197	0.10	0.10
Tai Wai Road NB																
	C	4	3.3	15	50		47% / 53%	42% / 58%	1765	1770	330	0.19	0.19	365	0.21	0.21
Tai Po Road WB																
	A	1	3.7	10					1850	1850	116	0.06		161	0.09	
	A	1	3.7						2125	2125	228	0.11	0.11	203	0.10	0.10
	A	1	3.7						2125	2125	228	0.11		203	0.10	
	A	1	3.7						2125	2125	228	0.11		203	0.10	
Pedestrian Crossing																
	Ep	1,2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	2,3	MIN GREEN + FLASH =			10	+	14	=	24						
	Gp	1,3,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Hp	3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	3,4	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:
It is assumed that Tai Wai Road N/B is limited to 1 traffic lane due to illegal parking

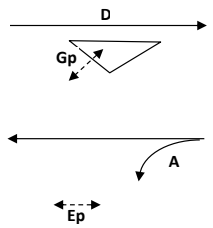
Flow: (pcu/hr)



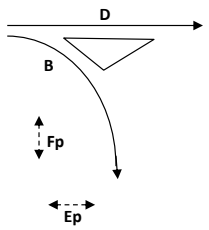
Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.39	Sum of Critical *y*		0.40
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		73%	Reserve Capacity		65%

Stage / Phase Diagrams

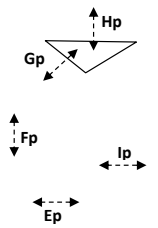
1.



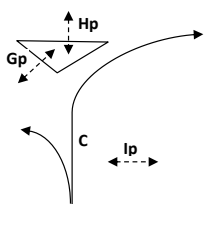
2.



3.



4.



5.

I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	
I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	

Junction: Tai Po Road / Tai Wai Road

Junction No.: J02

TRAFFIC SIGNALS CALCULATION SHEET

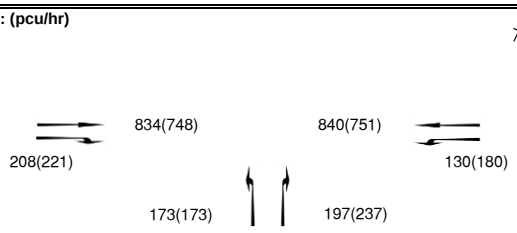
Junction: Tai Po Road / Tai Wai Road Junction No.: J02

Scenario: Reference Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road EB																
↑	D	1,2	3.3						1945	1945	320	0.16		287	0.15	
↑	D	1,2	3.3						2085	2085	342	0.16		307	0.15	
↑	D	1,2	3.3						1045	1045	172	0.16		154	0.15	
↱	B	2	4.0		25				2035	2035	208	0.10	0.10	221	0.11	0.11
Tai Wai Road NB																
↰	C	4	3.3	10					845	845	110	0.13		122	0.14	0.14
↑	C	4	3.3	15	50		24% / 76%	18% / 82%	1990	2000	260	0.13	0.13	288	0.14	
Tai Po Road WB																
↰	A	1	3.7	10					1850	1850	130	0.07		180	0.10	
↑	A	1	3.7						2125	2125	280	0.13	0.13	250	0.12	
↑	A	1	3.7						2125	2125	280	0.13		251	0.12	0.12
↑	A	1	3.7						2125	2125	280	0.13		250	0.12	
Pedestrian Crossing																
	Ep	1,2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	2,3	MIN GREEN + FLASH =			10	+	14	=	24						
	Gp	1,3,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Hp	3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	3,4	MIN GREEN + FLASH =			5	+	9	=	14						

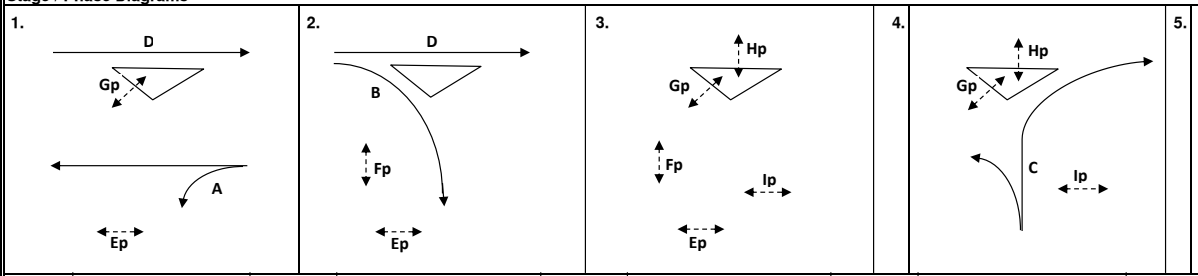
NOTES:

Flow: (pcu/hr)



Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.36	Sum of Critical *y*		0.37
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		83%	Reserve Capacity		78%

Stage / Phase Diagrams



I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	
I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	

wsp

Junction: Tai Po Road / Tai Wai Road

Junction No.: J02

TRAFFIC SIGNALS CALCULATION SHEET

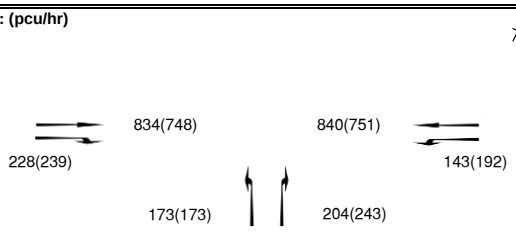
Junction: Tai Po Road / Tai Wai Road Junction No.: J02

Scenario: Design Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road EB																
↑	D	1,2	3.3						1945	1945	320	0.16		287	0.15	
↑	D	1,2	3.3						2085	2085	342	0.16		307	0.15	
↑	D	1,2	3.3						1045	1045	172	0.16		154	0.15	
↱	B	2	4.0		25				2035	2035	228	0.11	0.11	239	0.12	0.12
Tai Wai Road NB																
↰	C	4	3.3	10					845	845	112	0.13		124	0.15	0.15
↑	C	4	3.3	15	50		23% / 77%	17% / 83%	1995	2000	265	0.13	0.13	292	0.15	
Tai Po Road WB																
↰	A	1	3.7	10					1850	1850	143	0.08		192	0.10	
↑	A	1	3.7						2125	2125	280	0.13	0.13	250	0.12	
↑	A	1	3.7						2125	2125	280	0.13		251	0.12	0.12
↑	A	1	3.7						2125	2125	280	0.13		250	0.12	
Pedestrian Crossing																
	Ep	1,2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	2,3	MIN GREEN + FLASH =			10	+	14	=	24						
	Gp	1,3,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Hp	3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	3,4	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:

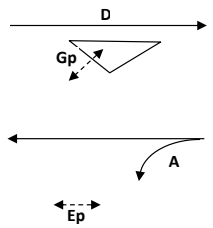
Flow: (pcu/hr)



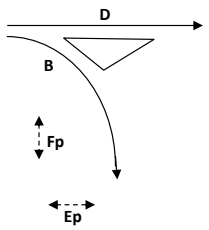
Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.38	Sum of Critical *y*		0.38
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		77%	Reserve Capacity		72%

Stage / Phase Diagrams

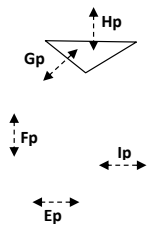
1.



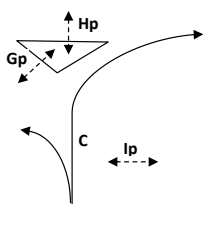
2.



3.



4.



5.

I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	
I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	

wsp

Junction: Tai Po Road / Tai Wai Road

Junction No.: J02

TRAFFIC SIGNALS CALCULATION SHEET

Junction: Tai Po Road / Tai Wai Road Junction No.: J02

Scenario: Reference Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road EB																
↑	D	1,2	3.3						1945	1945	329	0.17		295	0.15	
↑	D	1,2	3.3						2085	2085	352	0.17		316	0.15	
↑	D	1,2	3.3						1045	1045	177	0.17		158	0.15	
↱	B	2	4.0		25				2035	2035	214	0.11	0.11	228	0.11	0.11
Tai Wai Road NB																
↰	C	4	3.3	10					845	845	113	0.13		125	0.15	
↑	C	4	3.3	15	50		24% / 76%	18% / 82%	1990	2000	268	0.13	0.13	297	0.15	0.15
Tai Po Road WB																
↰	A	1	3.7	10					1850	1850	134	0.07		185	0.10	
↑	A	1	3.7						2125	2125	288	0.14	0.14	257	0.12	
↑	A	1	3.7						2125	2125	287	0.14		258	0.12	0.12
↑	A	1	3.7						2125	2125	288	0.14		257	0.12	
Pedestrian Crossing																
	Ep	1,2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	2,3	MIN GREEN + FLASH =			10	+	14	=	24						
	Gp	1,3,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Hp	3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	3,4	MIN GREEN + FLASH =			5	+	9	=	14						

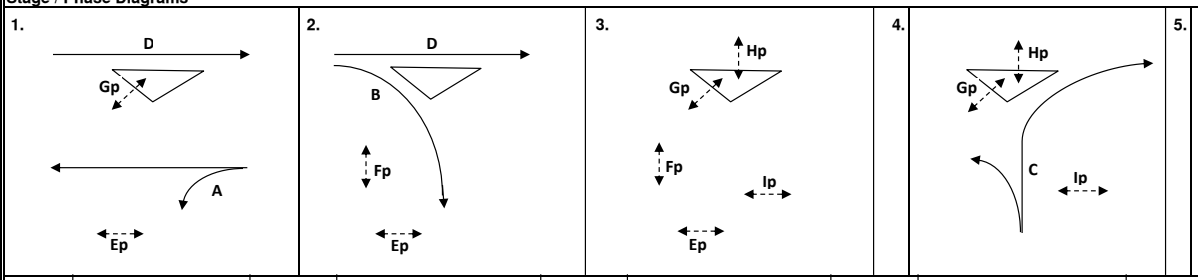
NOTES:

Flow: (pcu/hr)



Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.38	Sum of Critical *y*		0.38
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		78%	Reserve Capacity		73%

Stage / Phase Diagrams



I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	
I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	

Junction: Tai Po Road / Tai Wai Road

Junction No.: J02

TRAFFIC SIGNALS CALCULATION SHEET

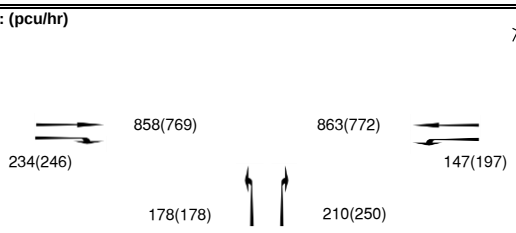
Junction: Tai Po Road / Tai Wai Road Junction No.: J02

Scenario: Design Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road EB																
↑	D	1,2	3.3						1945	1945	329	0.17		295	0.15	
↑	D	1,2	3.3						2085	2085	352	0.17		316	0.15	
↑	D	1,2	3.3						1045	1045	177	0.17		158	0.15	
↱	B	2	4.0		25				2035	2035	234	0.11	0.11	246	0.12	0.12
Tai Wai Road NB																
↰	C	4	3.3	10					845	845	116	0.14	0.14	127	0.15	
↑	C	4	3.3	15	50		23% / 77%	17% / 83%	1995	2000	272	0.14		301	0.15	0.15
Tai Po Road WB																
↰	A	1	3.7	10					1850	1850	147	0.08		197	0.11	
↑	A	1	3.7						2125	2125	288	0.14	0.14	257	0.12	
↑	A	1	3.7						2125	2125	287	0.14		258	0.12	0.12
↑	A	1	3.7						2125	2125	288	0.14		257	0.12	
Pedestrian Crossing																
	Ep	1,2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	2,3	MIN GREEN + FLASH =			10	+	14	=	24						
	Gp	1,3,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Hp	3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	3,4	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:

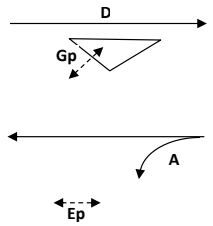
Flow: (pcu/hr)



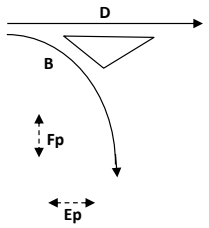
Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.39	Sum of Critical *y*		0.39
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		72%	Reserve Capacity		68%

Stage / Phase Diagrams

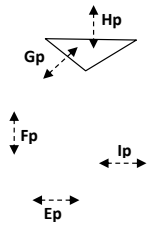
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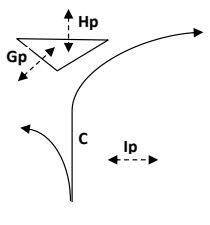
2.



3.



4.



5.

I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	
I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	

wsp

Junction: Tai Po Road / Tai Wai Road

Junction No.: J02

TRAFFIC SIGNALS CALCULATION SHEET

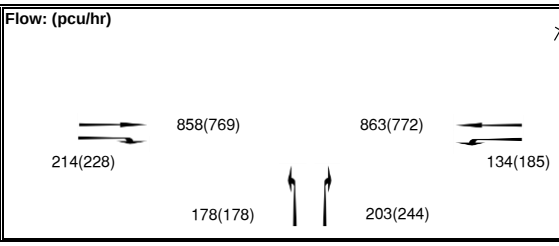
Junction: Tai Po Road / Tai Wai Road — Junction No.: J02

Scenario: Reference (Sensitivity for Illegal Parking Impact) — Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road EB																
↑	D	1,2	3.3						1945	1945	329	0.17		295	0.15	
↑	D	1,2	3.3						2085	2085	352	0.17		316	0.15	
↑	D	1,2	3.3						1045	1045	177	0.17		158	0.15	
↱	B	2	4.0		25				2035	2035	214	0.11	0.11	228	0.11	0.11
Tai Wai Road NB																
↑↓	C	4	3.3	15	50		47% / 53%	42% / 58%	1765	1770	381	0.22	0.22	422	0.24	0.24
Tai Po Road WB																
↰	A	1	3.7	10					1850	1850	134	0.07		185	0.10	
↑	A	1	3.7						2125	2125	288	0.14	0.14	257	0.12	
↑	A	1	3.7						2125	2125	287	0.14		258	0.12	0.12
↑	A	1	3.7						2125	2125	288	0.14		257	0.12	
Pedestrian Crossing																
	Ep	1,2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	2,3	MIN GREEN + FLASH =			10	+	14	=	24						
	Gp	1,3,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Hp	3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	3,4	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:
It is assumed that Tai Wai Road N/B is limited to 1 traffic lane due to illegal parking

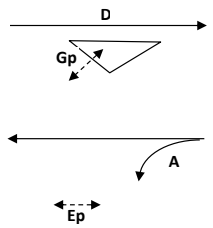
Flow: (pcu/hr)



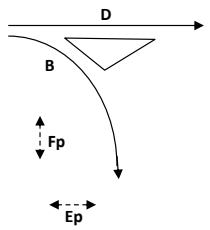
Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.46	Sum of Critical *y*		0.47
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		46%	Reserve Capacity		40%

Stage / Phase Diagrams

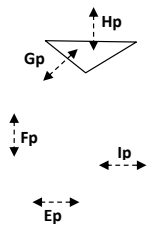
1.



2.

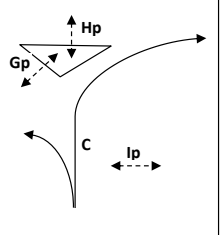


3.



4.

5.



I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	
I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	

wsp

Junction: Tai Po Road / Tai Wai Road

Junction No.: J02

TRAFFIC SIGNALS CALCULATION SHEET

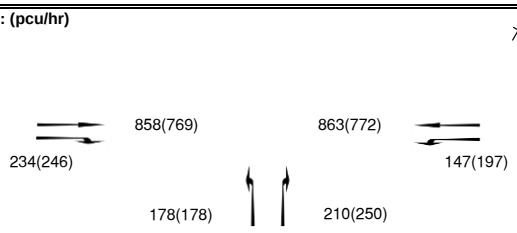
Junction: Tai Po Road / Tai Wai Road Junction No.: J02

Scenario: Design (Sensitivity for Illegal Parking Impact) Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road EB																
↑	D	1,2	3.3						1945	1945	329	0.17		295	0.15	
↑	D	1,2	3.3						2085	2085	352	0.17		316	0.15	
↑	D	1,2	3.3						1045	1045	177	0.17		158	0.15	
↱	B	2	4.0		25				2035	2035	234	0.11	0.11	246	0.12	0.12
Tai Wai Road NB																
↑↓	C	4	3.3	15	50		46% / 54%	42% / 58%	2160	2165	388	0.18	0.18	428	0.20	0.20
Tai Po Road WB																
↑	A	1	3.7	10					1850	1850	147	0.08		197	0.11	
↑	A	1	3.7						2125	2125	288	0.14	0.14	257	0.12	
↑	A	1	3.7						2125	2125	287	0.14		258	0.12	0.12
↑	A	1	3.7						2125	2125	288	0.14		257	0.12	
Pedestrian Crossing																
	Ep	1,2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	2,3	MIN GREEN + FLASH =			10	+	14	=	24						
	Gp	1,3,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Hp	3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	3,4	MIN GREEN + FLASH =			5	+	9	=	14						

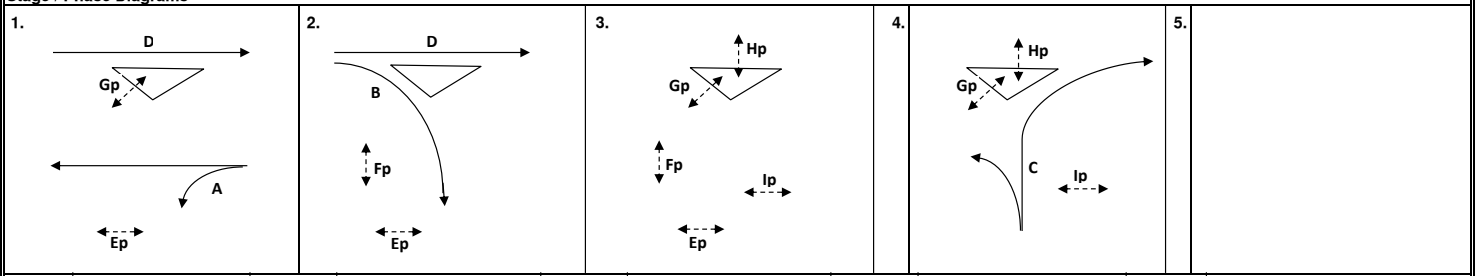
NOTES:
It is assumed that Tai Wai Road N/B is limited to 1 traffic lane due to illegal parking - though the situation will be further away from the intersection point resulting in higher saturation flow of the remaining N/B lane.

Flow: (pcu/hr)



Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.43	Sum of Critical *y*		0.44
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		55%	Reserve Capacity		50%

Stage / Phase Diagrams



I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	
I/G= 7		I/G= 5		I/G= 19		I/G= 2		I/G=	

wsp

Junction: Tai Po Road / Tai Wai Road

Junction No.: J02

Priority Junction Capacity Calculation

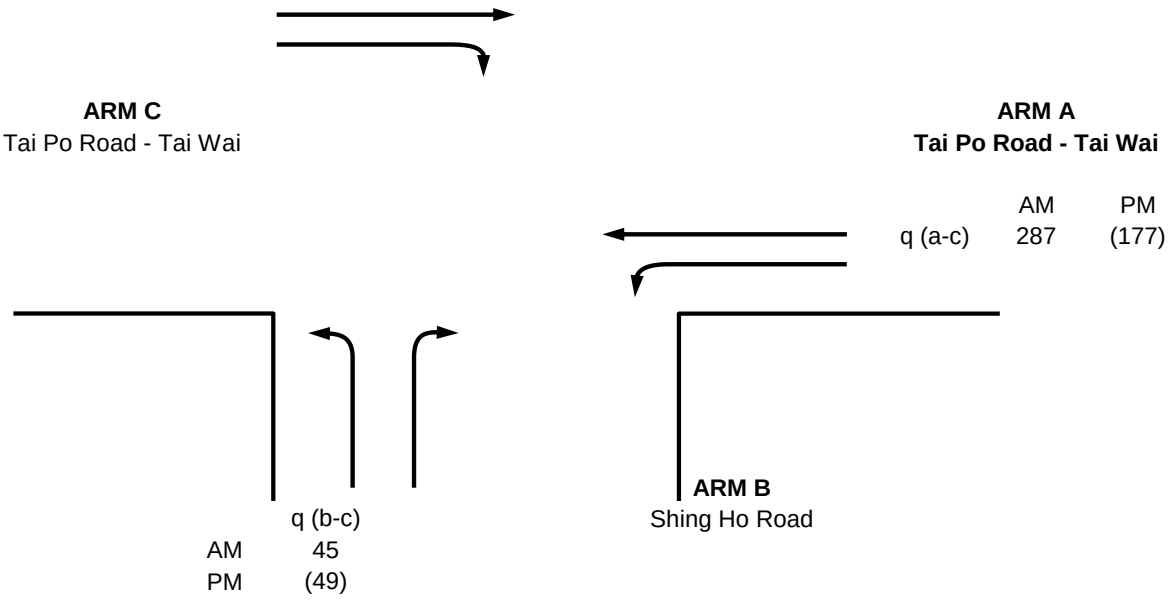
Junction : Tai Po Road / Shing Ho Road

Junction No. : J03

Scenario : Observe

Design Year : 2023

ARM A	Tai Po Road - Tai Wai
ARM B	Shing Ho Road
ARM C	Tai Po Road - Tai Wai



Geometry			Analysis						
Major Road Width	W	8.4	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			0		0
Residual Width	Wr(c-a)	0.0		q(c-b)			0		0
Lane Width	w(b-a)	3.3		q(a-b)			0		0
	w(b-c)	3.3		q(a-c)			287		177
	w(c-b)	0.0		q(b-a)			0		0
Visibilities				q(b-c)			45		49
	Vr(b-a)	27		f			1.00		1.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	27		Q(b-a)			444		466
	Vr(c-b)	0		Q(b-c)			592		617
Geometric Parameter				Q(c-b)			393		410
	D	0.802		Q(b-ac)			592		617
	E	0.882		Q(c-a)			1800		1800
	F	0.586	DFC's						
	Y	0.710		b-a			0.00		0.00
				b-ac			0.08		0.08
				c-b			0.00		0.00
				c-a			0.00		0.00
			Critical DFC				0.08		0.08

Priority Junction Capacity Calculation

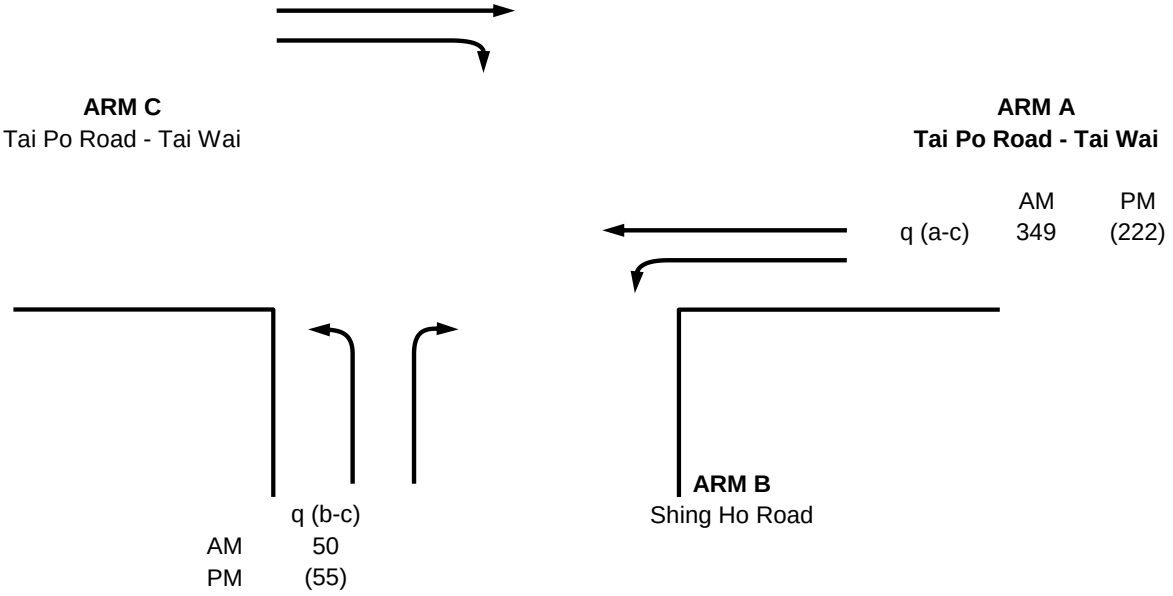
Junction : Tai Po Road / Shing Ho Road

Junction No. : J03

Scenario : Reference

Design Year : 2032

ARM A	Tai Po Road - Tai Wai
ARM B	Shing Ho Road
ARM C	Tai Po Road - Tai Wai



Geometry			Analysis						
Major Road Width	W	8.4	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			0		0
Residual Width	Wr(c-a)	0.0		q(c-b)			0		0
Lane Width	w(b-a)	3.3		q(a-b)			0		0
	w(b-c)	3.3		q(a-c)			349		222
	w(c-b)	0.0		q(b-a)			0		0
Visibilities				q(b-c)			50		55
	Vr(b-a)	27		f			1.00		1.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	27		Q(b-a)			431		457
	Vr(c-b)	0		Q(b-c)			577		606
Geometric Parameter				Q(c-b)			384		403
	D	0.802		Q(b-ac)			577		606
	E	0.882		Q(c-a)			1800		1800
	F	0.586	DFC's						
	Y	0.710		b-a			0.00		0.00
				b-ac			0.09		0.09
				c-b			0.00		0.00
				c-a			0.00		0.00
			Critical DFC				0.09		0.09

Priority Junction Capacity Calculation

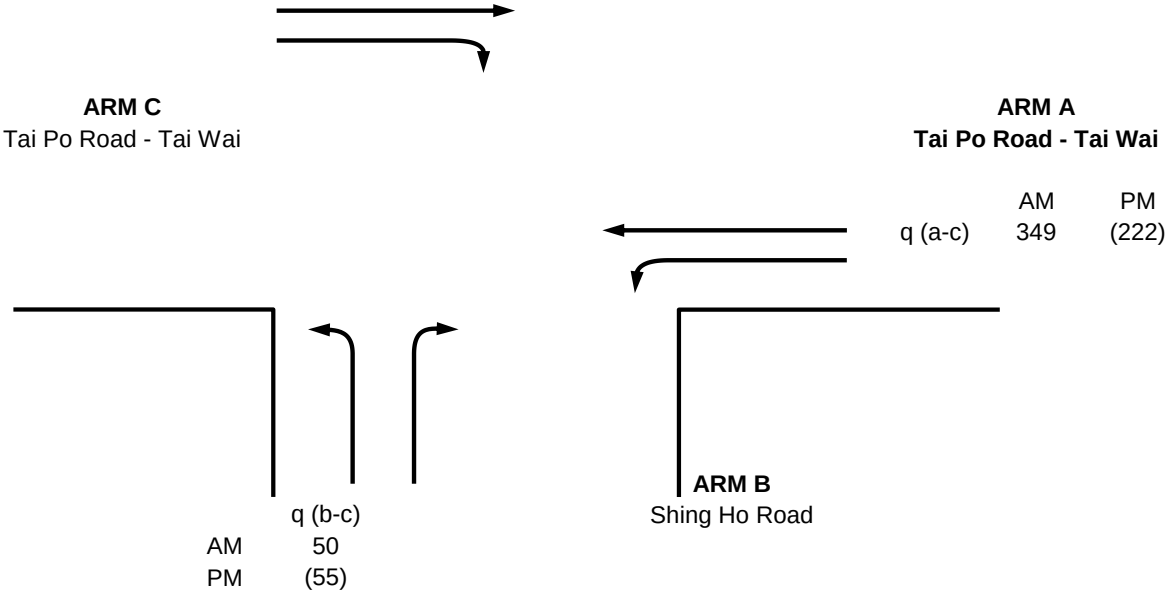
Junction : Tai Po Road / Shing Ho Road

Junction No. : J03

Scenario : Design

Design Year : 2032

ARM A	Tai Po Road - Tai Wai
ARM B	Shing Ho Road
ARM C	Tai Po Road - Tai Wai



Geometry			Analysis						
Major Road Width	W	8.4	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			0		0
Residual Width	Wr(c-a)	0.0		q(c-b)			0		0
Lane Width	w(b-a)	3.3		q(a-b)			0		0
	w(b-c)	3.3		q(a-c)			349		222
	w(c-b)	0.0		q(b-a)			0		0
Visibilities				q(b-c)			50		55
	Vr(b-a)	27		f			1.00		1.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	27		Q(b-a)			431		457
	Vr(c-b)	0		Q(b-c)			577		606
Geometric Parameter				Q(c-b)			384		403
	D	0.802		Q(b-ac)			577		606
	E	0.882		Q(c-a)			1800		1800
	F	0.586	DFC's						
	Y	0.710		b-a			0.00		0.00
				b-ac			0.09		0.09
				c-b			0.00		0.00
				c-a			0.00		0.00
			Critical DFC				0.09		0.09

Priority Junction Capacity Calculation

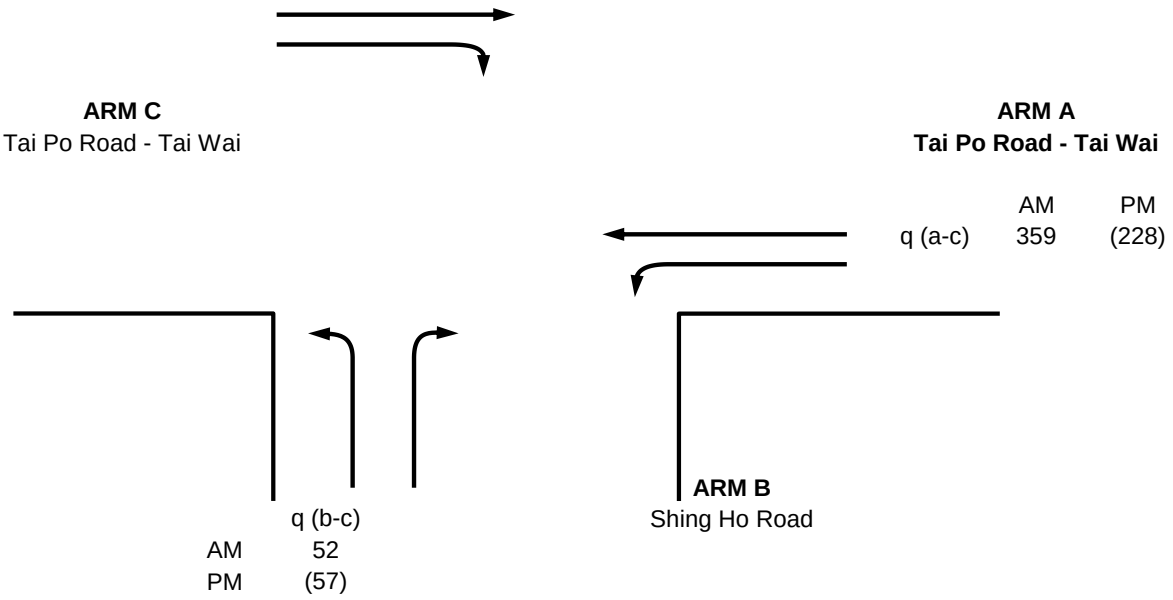
Junction : Tai Po Road / Shing Ho Road

Junction No. : J03

Scenario : Reference

Design Year : 2035

ARM A	Tai Po Road - Tai Wai
ARM B	Shing Ho Road
ARM C	Tai Po Road - Tai Wai



Geometry			Analysis						
Major Road Width	W	8.4	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			0		0
Residual Width	Wr(c-a)	0.0		q(c-b)			0		0
Lane Width	w(b-a)	3.3		q(a-b)			0		0
	w(b-c)	3.3		q(a-c)			359		228
	w(c-b)	0.0		q(b-a)			0		0
Visibilities				q(b-c)			52		57
	Vr(b-a)	27		f			1.00		1.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	27		Q(b-a)			429		456
	Vr(c-b)	0		Q(b-c)			575		605
Geometric Parameter				Q(c-b)			382		402
	D	0.802		Q(b-ac)			575		605
	E	0.882		Q(c-a)			1800		1800
	F	0.586	DFC's						
	Y	0.710		b-a			0.00		0.00
				b-ac			0.09		0.09
				c-b			0.00		0.00
				c-a			0.00		0.00
			Critical DFC				0.09		0.09

Priority Junction Capacity Calculation

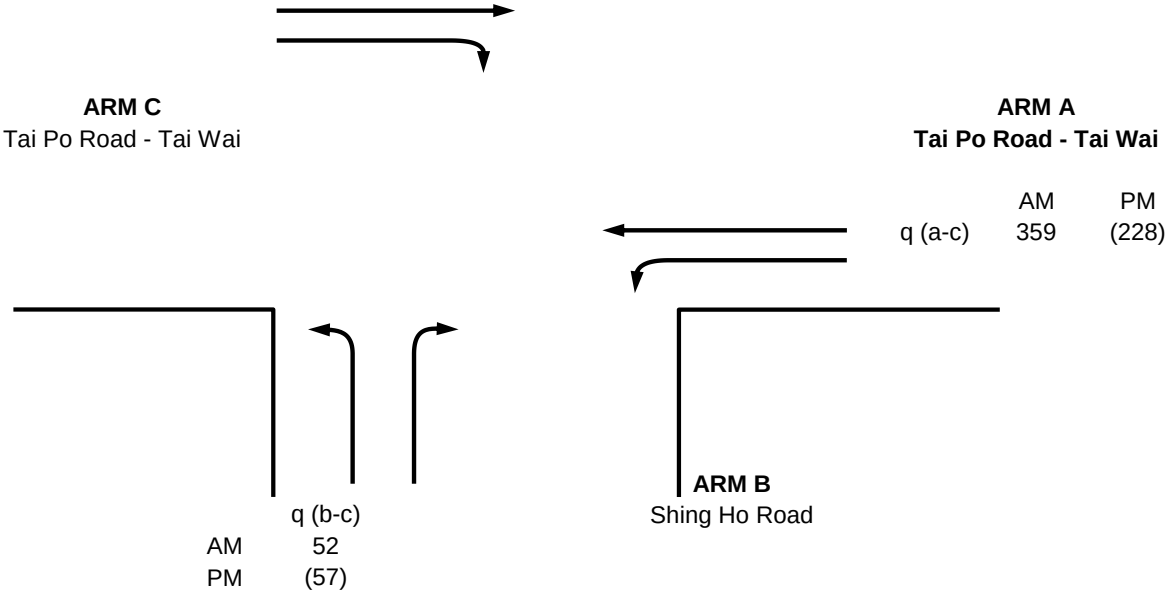
Junction : Tai Po Road / Shing Ho Road

Junction No. : J03

Scenario : Design

Design Year : 2035

ARM A	Tai Po Road - Tai Wai
ARM B	Shing Ho Road
ARM C	Tai Po Road - Tai Wai



Geometry			Analysis						
Major Road Width	W	8.4	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			0		0
Residual Width	Wr(c-a)	0.0		q(c-b)			0		0
Lane Width	w(b-a)	3.3		q(a-b)			0		0
	w(b-c)	3.3		q(a-c)			359		228
	w(c-b)	0.0		q(b-a)			0		0
Visibilities				q(b-c)			52		57
	Vr(b-a)	27		f			1.00		1.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	27		Q(b-a)			429		456
	Vr(c-b)	0		Q(b-c)			575		605
Geometric Parameter				Q(c-b)			382		402
	D	0.802		Q(b-ac)			575		605
	E	0.882		Q(c-a)			1800		1800
	F	0.586	DFC's						
	Y	0.710		b-a			0.00		0.00
				b-ac			0.09		0.09
				c-b			0.00		0.00
				c-a			0.00		0.00
			Critical DFC				0.09		0.09

TRAFFIC SIGNALS CALCULATION SHEET

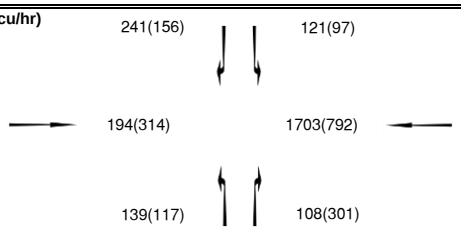
Junction: Tai Po Road / Shing Chuen Road Junction No.: J04

Scenario: Observe Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road - Tai Wai EB																
↑	B	1	3.4						2095	2095	97	0.05		157	0.07	
↑	B	1	3.4						2095	2095	97	0.05		157	0.07	
Shing Chuen Road NB																
↰	D	3	3.6	20					1285	1285	67	0.05	0.05	56	0.04	
↰	D	3	3.6	25					1395	1395	72	0.05		61	0.04	
↱	D	3	3.6		25				1595	1595	48	0.03		135	0.08	0.08
↱	D	3	3.6		20				1965	1965	60	0.03		166	0.08	
Tai Po Road - Tai Wai WB																
↑	A	1	3.4						2095	2095	852	0.41	0.41	396	0.19	0.19
↑	A	1	3.4						2095	2095	851	0.41		396	0.19	
Chung Ling Road SB																
↰	C	2	3.2	10					1180	1180	57	0.05		46	0.04	
↰	C	2	3.2	15					1320	1320	64	0.05		51	0.04	
↱	C	2	3.2		15				1510	1510	123	0.08		80	0.05	0.05
↱	C	2	3.2		10				1445	1445	118	0.08	0.08	76	0.05	
Pedestrian Crossing																
	Ep	1,3	MIN GREEN + FLASH =			5	+	17	=	22						
	Fp	1,2	MIN GREEN + FLASH =			5	+	18	=	23						

NOTES:

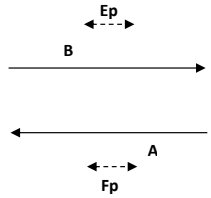
Flow: (pcu/hr)



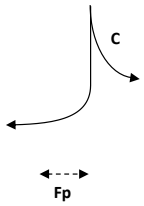
Group		A,C,D	Group		A,C,D
Sum of Critical *y*		0.54	Sum of Critical *y*		0.33
Lost Time ***L*** (sec)		20	Lost Time ***L*** (sec)		20
Cycle Time ***c*** (sec)		100	Cycle Time ***c*** (sec)		90
Practical *Y* ***Ypr***		0.72	Practical *Y* ***Ypr***		0.70
Reserve Capacity		33%	Reserve Capacity		>100%

Stage / Phase Diagrams

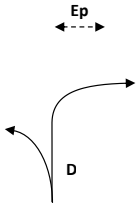
1.



2.



3.



4.

5.

I/G= 10		I/G= 6		I/G= 7		I/G=		I/G=	
I/G= 10		I/G= 6		I/G= 7		I/G=		I/G=	

Junction: Tai Po Road / Shing Chuen Road

Junction No.: J04

TRAFFIC SIGNALS CALCULATION SHEET

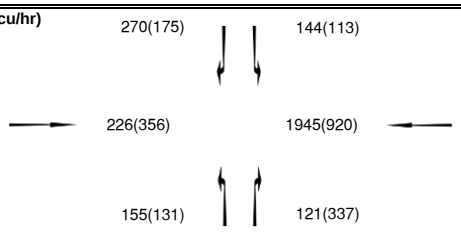
Junction: Tai Po Road / Shing Chuen Road Junction No.: J04

Scenario: Reference Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road - Tai Wai EB																
↑	B	1	3.4						2095	2095	113	0.05		178	0.08	
↑	B	1	3.4						2095	2095	113	0.05		178	0.08	
Shing Chuen Road NB																
↰	D	3	3.6	20					1285	1285	74	0.06		63	0.05	
↰	D	3	3.6	25					1395	1395	81	0.06	0.06	68	0.05	
↱	D	3	3.6		25				1595	1595	54	0.03		151	0.09	0.09
↱	D	3	3.6		20				1965	1965	67	0.03		186	0.09	
Tai Po Road - Tai Wai WB																
↑	A	1	3.4						2095	2095	973	0.46	0.46	460	0.22	0.22
↑	A	1	3.4						2095	2095	972	0.46		460	0.22	
Chung Ling Road SB																
↰	C	2	3.2	10					1180	1180	68	0.06		53	0.04	
↰	C	2	3.2	15					1320	1320	76	0.06		60	0.05	
↱	C	2	3.2		15				1510	1510	138	0.09	0.09	89	0.06	
↱	C	2	3.2		10				1445	1445	132	0.09		86	0.06	0.06
Pedestrian Crossing																
	Ep	1,3	MIN GREEN + FLASH =			5	+	17	=	22						
	Fp	1,2	MIN GREEN + FLASH =			5	+	18	=	23						

NOTES:

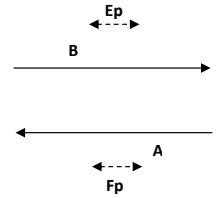
Flow: (pcu/hr)



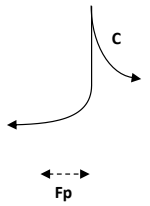
Group		A,C,D	Group		A,C,D
Sum of Critical *y*		0.61	Sum of Critical *y*		0.37
Lost Time ***L*** (sec)		20	Lost Time ***L*** (sec)		20
Cycle Time ***c*** (sec)		100	Cycle Time ***c*** (sec)		90
Practical *Y* ***Ypr***		0.72	Practical *Y* ***Ypr***		0.70
Reserve Capacity		17%	Reserve Capacity		87%

Stage / Phase Diagrams

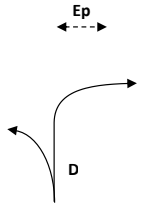
1.



2.



3.



4.

5.

I/G= 10		I/G= 6		I/G= 7		I/G=		I/G=	
I/G= 10		I/G= 6		I/G= 7		I/G=		I/G=	

Junction: Tai Po Road / Shing Chuen Road

Junction No.: J04

TRAFFIC SIGNALS CALCULATION SHEET

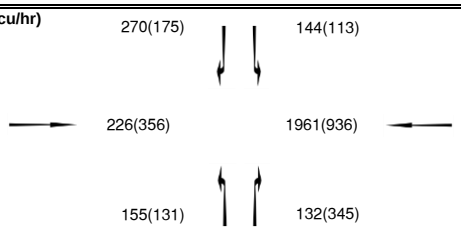
Junction: Tai Po Road / Shing Chuen Road Junction No.: J04

Scenario: Design Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road - Tai Wai EB																
↑	B	1	3.4						2095	2095	113	0.05		178	0.08	
↑	B	1	3.4						2095	2095	113	0.05		178	0.08	
Shing Chuen Road NB																
↰	D	3	3.6	20					1285	1285	74	0.06		63	0.05	
↰	D	3	3.6	25					1395	1395	81	0.06	0.06	68	0.05	
↱	D	3	3.6		25				1595	1595	59	0.04		155	0.10	0.10
↱	D	3	3.6		20				1965	1965	73	0.04		190	0.10	
Tai Po Road - Tai Wai WB																
↑	A	1	3.4						2095	2095	981	0.47	0.47	468	0.22	0.22
↑	A	1	3.4						2095	2095	980	0.47		468	0.22	
Chung Ling Road SB																
↰	C	2	3.2	10					1180	1180	68	0.06		53	0.04	
↰	C	2	3.2	15					1320	1320	76	0.06		60	0.05	
↱	C	2	3.2		15				1510	1510	138	0.09	0.09	89	0.06	
↱	C	2	3.2		10				1445	1445	132	0.09		86	0.06	0.06
Pedestrian Crossing																
	Ep	1,3	MIN GREEN + FLASH =			5	+	17	=	22						
	Fp	1,2	MIN GREEN + FLASH =			5	+	18	=	23						

NOTES:

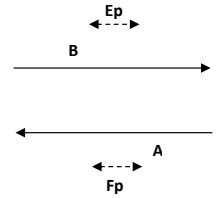
Flow: (pcu/hr)



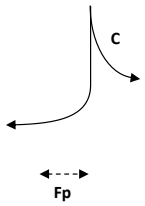
Group		A,C,D	Group		A,C,D
Sum of Critical *y*		0.62	Sum of Critical *y*		0.38
Lost Time ***L*** (sec)		20	Lost Time ***L*** (sec)		20
Cycle Time ***c*** (sec)		100	Cycle Time ***c*** (sec)		90
Practical *Y* ***Ypr***		0.72	Practical *Y* ***Ypr***		0.70
Reserve Capacity		17%	Reserve Capacity		84%

Stage / Phase Diagrams

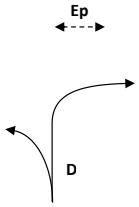
1.



2.



3.



4.

5.

I/G= 10		I/G= 6		I/G= 7		I/G=		I/G=	
I/G= 10		I/G= 6		I/G= 7		I/G=		I/G=	

Junction: Tai Po Road / Shing Chuen Road

Junction No.: J04

TRAFFIC SIGNALS CALCULATION SHEET

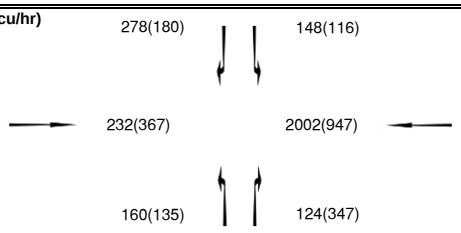
Junction: Tai Po Road / Shing Chuen Road Junction No.: J04

Scenario: Reference Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road - Tai Wai EB																
↑	B	1	3.4						2095	2095	116	0.06		184	0.09	
↑	B	1	3.4						2095	2095	116	0.06		183	0.09	
Shing Chuen Road NB																
↰	D	3	3.6	20					1285	1285	77	0.06	0.06	65	0.05	
↰	D	3	3.6	25					1395	1395	83	0.06		70	0.05	
↱	D	3	3.6		25				1595	1595	56	0.04		155	0.10	
↱	D	3	3.6		20				1965	1965	68	0.03		192	0.10	0.10
Tai Po Road - Tai Wai WB																
↑	A	1	3.4						2095	2095	1001	0.48	0.48	474	0.23	0.23
↑	A	1	3.4						2095	2095	1001	0.48		473	0.23	
Chung Ling Road SB																
↰	C	2	3.2	10					1180	1180	70	0.06		55	0.05	
↰	C	2	3.2	15					1320	1320	78	0.06		61	0.05	
↱	C	2	3.2		15				1510	1510	142	0.09		92	0.06	0.06
↱	C	2	3.2		10				1445	1445	136	0.09	0.09	88	0.06	
Pedestrian Crossing																
	Ep	1,3	MIN GREEN + FLASH =			5	+	17	=	22						
	Fp	1,2	MIN GREEN + FLASH =			5	+	18	=	23						

NOTES:

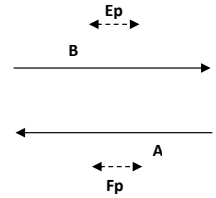
Flow: (pcu/hr)



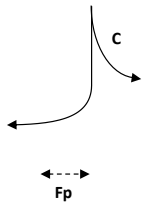
Group		A,C,D	Group		A,C,D
Sum of Critical *y*		0.63	Sum of Critical *y*		0.38
Lost Time ***L*** (sec)		20	Lost Time ***L*** (sec)		20
Cycle Time ***c*** (sec)		100	Cycle Time ***c*** (sec)		90
Practical *Y* ***Ypr***		0.72	Practical *Y* ***Ypr***		0.70
Reserve Capacity		14%	Reserve Capacity		82%

Stage / Phase Diagrams

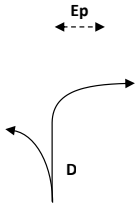
1.



2.



3.



4.

5.

I/G= 10		I/G= 6		I/G= 7		I/G=		I/G=	
I/G= 10		I/G= 6		I/G= 7		I/G=		I/G=	

Junction: Tai Po Road / Shing Chuen Road

Junction No.: J04

TRAFFIC SIGNALS CALCULATION SHEET

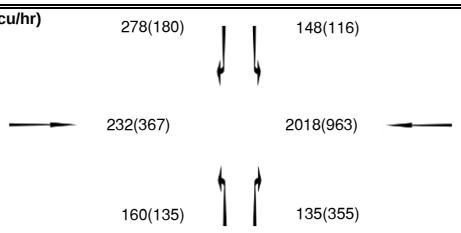
Junction: Tai Po Road / Shing Chuen Road Junction No.: J04

Scenario: Design Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tai Po Road - Tai Wai EB																
↑	B	1	3.4						2095	2095	116	0.06		184	0.09	
↑	B	1	3.4						2095	2095	116	0.06		183	0.09	
Shing Chuen Road NB																
↰	D	3	3.6	20					1285	1285	77	0.06	0.06	65	0.05	
↰	D	3	3.6	25					1395	1395	83	0.06		70	0.05	
↱	D	3	3.6		25				1595	1595	60	0.04		159	0.10	
↱	D	3	3.6		20				1965	1965	75	0.04		196	0.10	0.10
Tai Po Road - Tai Wai WB																
↑	A	1	3.4						2095	2095	1009	0.48	0.48	482	0.23	0.23
↑	A	1	3.4						2095	2095	1009	0.48		481	0.23	
Chung Ling Road SB																
↰	C	2	3.2	10					1180	1180	70	0.06		55	0.05	
↰	C	2	3.2	15					1320	1320	78	0.06		61	0.05	
↱	C	2	3.2		15				1510	1510	142	0.09		92	0.06	0.06
↱	C	2	3.2		10				1445	1445	136	0.09	0.09	88	0.06	
Pedestrian Crossing																
	Ep	1,3	MIN GREEN + FLASH =			5	+	17	=	22						
	Fp	1,2	MIN GREEN + FLASH =			5	+	18	=	23						

NOTES:

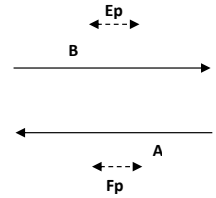
Flow: (pcu/hr)



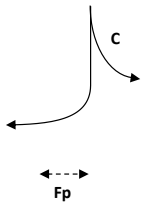
Group		A,C,D	Group		A,C,D
Sum of Critical *y*		0.64	Sum of Critical *y*		0.39
Lost Time ***L*** (sec)		20	Lost Time ***L*** (sec)		20
Cycle Time ***c*** (sec)		100	Cycle Time ***c*** (sec)		90
Practical *Y* ***Ypr***		0.72	Practical *Y* ***Ypr***		0.70
Reserve Capacity		13%	Reserve Capacity		79%

Stage / Phase Diagrams

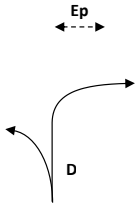
1.



2.



3.



4.

5.

I/G= 10		I/G= 6		I/G= 7		I/G=		I/G=	
I/G= 10		I/G= 6		I/G= 7		I/G=		I/G=	

Junction: Tai Po Road / Shing Chuen Road

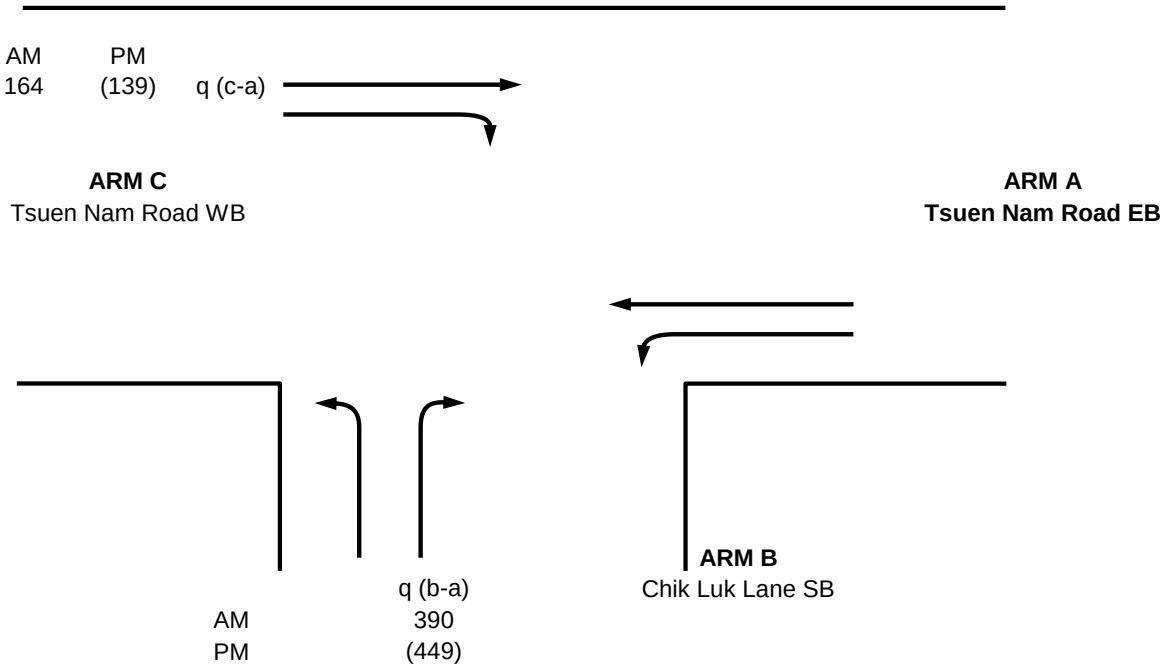
Junction No.: J04

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Chik Luk Lane Junction No. : J05

Scenario : Observe Design Year : 2023

ARM A	Tsuen Nam Road EB
ARM B	Chik Luk Lane SB
ARM C	Tsuen Nam Road WB



Geometry			Analysis					
Major Road Width	W	10.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		164		139
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	5.0		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		390		449
Visibilities				q(b-c)		0		0
	Vr(b-a)	30		f		0.00		0.00
	Vl(b-a)	70	Capacities					
	Vr(b-c)	30		Q(b-a)		594		598
	Vr(c-b)	200		Q(b-c)		450		450
Geometric Parameter				Q(c-b)		525		525
	D	0.986		Q(b-ac)		594		598
	E	0.604		Q(c-a)		1800		1800
	F	0.704	DFC's					
	Y	0.655		b-a		0.66		0.75
				b-c		0.00		0.00
				c-b		0.00		0.00
				c-a		0.09		0.08
			Critical DFC			0.66		0.75

Priority Junction Capacity Calculation

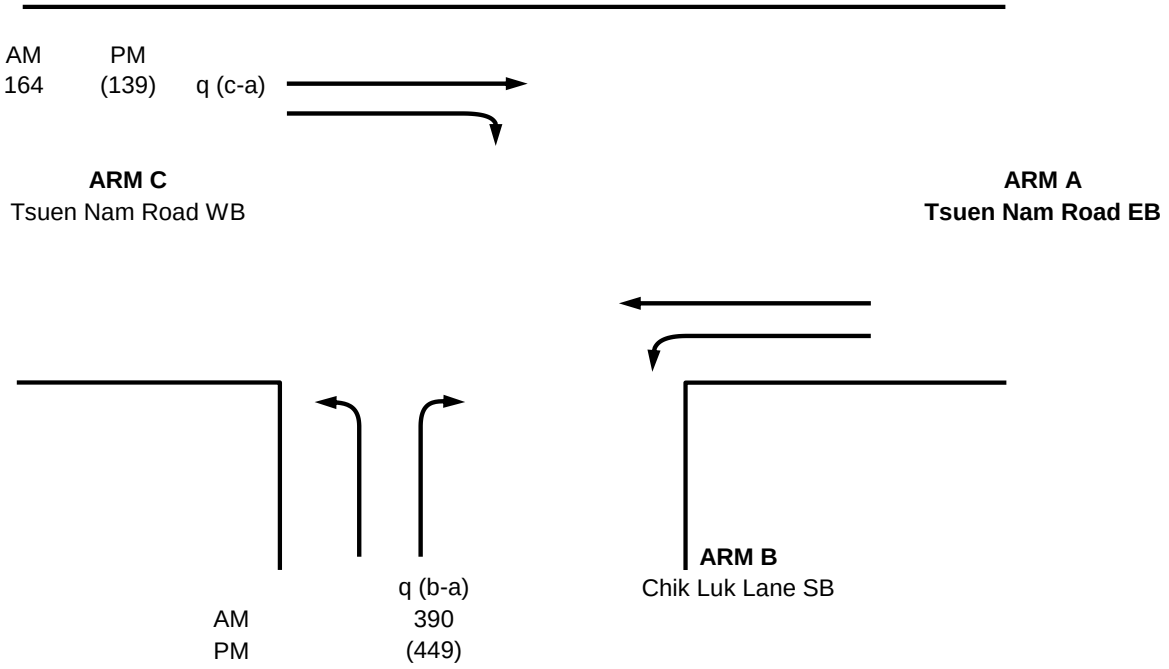
Junction : Tsuen Nam Road / Chik Luk Lane

Junction No. : J05

Scenario : Observe (With Illegal Parking Impact)

Design Year : 2023

ARM A	Tsuen Nam Road EB
ARM B	Chik Luk Lane SB
ARM C	Tsuen Nam Road WB



Geometry			Analysis					
Major Road Width	W	10.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		164		139
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	3.0		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		390		449
Visibilities				q(b-c)		0		0
	Vr(b-a)	30		f		0.00		0.00
	Vl(b-a)	70	Capacities					
	Vr(b-c)	30		Q(b-a)		495		498
	Vr(c-b)	200		Q(b-c)		450		450
Geometric Parameter				Q(c-b)		525		525
	D	0.821		Q(b-ac)		495		498
	E	0.604		Q(c-a)		1800		1800
	F	0.704	DFC's					
	Y	0.655		b-a		0.79		0.90
				b-c		0.00		0.00
				c-b		0.00		0.00
				c-a		0.09		0.08
			Critical DFC			0.79		0.90

Priority Junction Capacity Calculation

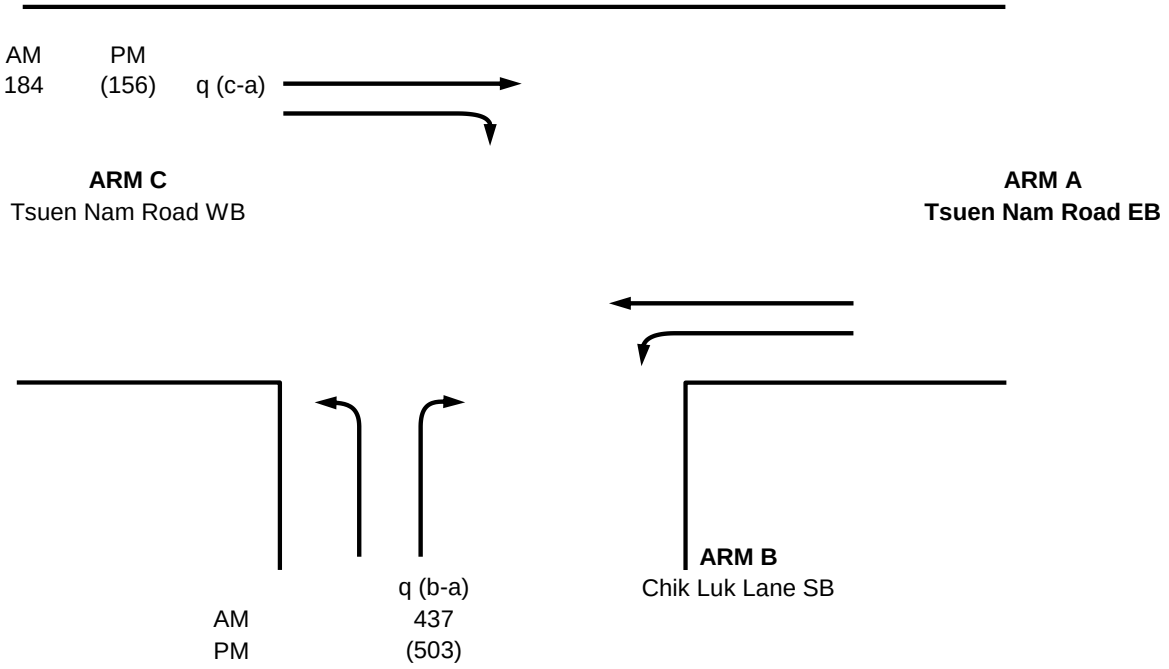
Junction : Tsuen Nam Road / Chik Luk Lane

Junction No. : J05

Scenario : Reference

Design Year : 2032

ARM A	Tsuen Nam Road EB
ARM B	Chik Luk Lane SB
ARM C	Tsuen Nam Road WB



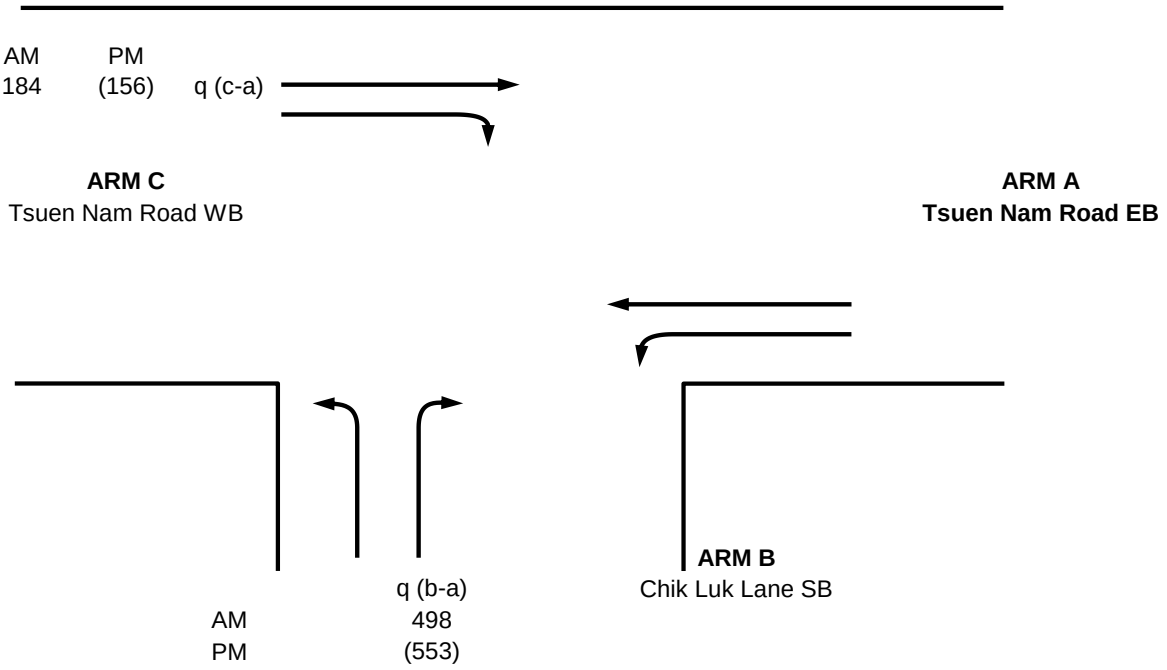
Geometry			Analysis					
Major Road Width	W	10.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		184		156
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	5.0		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		437		503
Visibilities				q(b-c)		0		0
	Vr(b-a)	30		f		0.00		0.00
	Vl(b-a)	70	Capacities					
	Vr(b-c)	30		Q(b-a)		591		595
	Vr(c-b)	200		Q(b-c)		450		450
Geometric Parameter				Q(c-b)		525		525
	D	0.986		Q(b-ac)		591		595
	E	0.604		Q(c-a)		1800		1800
	F	0.704	DFC's					
	Y	0.655		b-a		0.74		0.85
				b-c		0.00		0.00
				c-b		0.00		0.00
				c-a		0.10		0.09
			Critical DFC			0.74		0.85

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Chik Luk Lane Junction No. : J05

Scenario : Design Design Year : 2032

ARM A	Tsuen Nam Road EB
ARM B	Chik Luk Lane SB
ARM C	Tsuen Nam Road WB



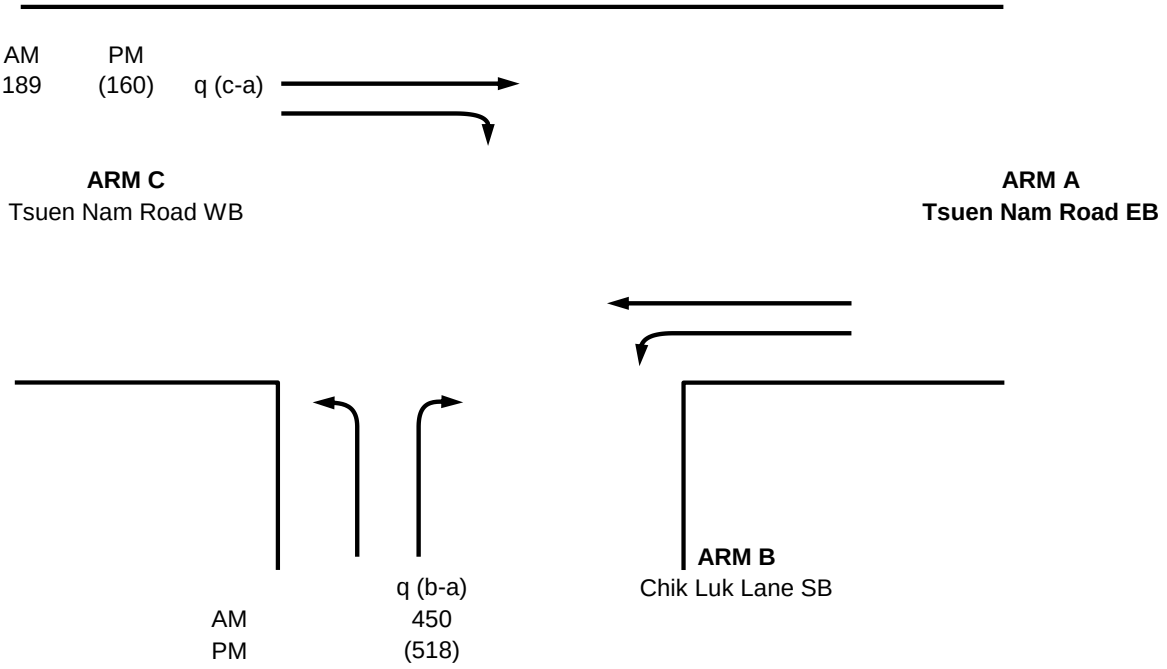
Geometry			Analysis						
Major Road Width	W	10.0	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			184		156
Residual Width	Wr(c-a)	0.0		q(c-b)			0		0
Lane Width	w(b-a)	5.0		q(a-b)			0		0
	w(b-c)	0.0		q(a-c)			0		0
	w(c-b)	0.0		q(b-a)			498		553
Visibilities				q(b-c)			0		0
	Vr(b-a)	30		f			0.00		0.00
	Vl(b-a)	70	Capacities						
	Vr(b-c)	30		Q(b-a)			591		595
	Vr(c-b)	200		Q(b-c)			450		450
Geometric Parameter				Q(c-b)			525		525
	D	0.986		Q(b-ac)			591		595
	E	0.604		Q(c-a)			1800		1800
	F	0.704	DFC's						
	Y	0.655		b-a			0.84		0.93
				b-c			0.00		0.00
				c-b			0.00		0.00
				c-a			0.10		0.09
			Critical DFC				0.84		0.93

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Chik Luk Lane Junction No. : J05

Scenario : Reference Design Year : 2035

ARM A	Tsuen Nam Road EB
ARM B	Chik Luk Lane SB
ARM C	Tsuen Nam Road WB



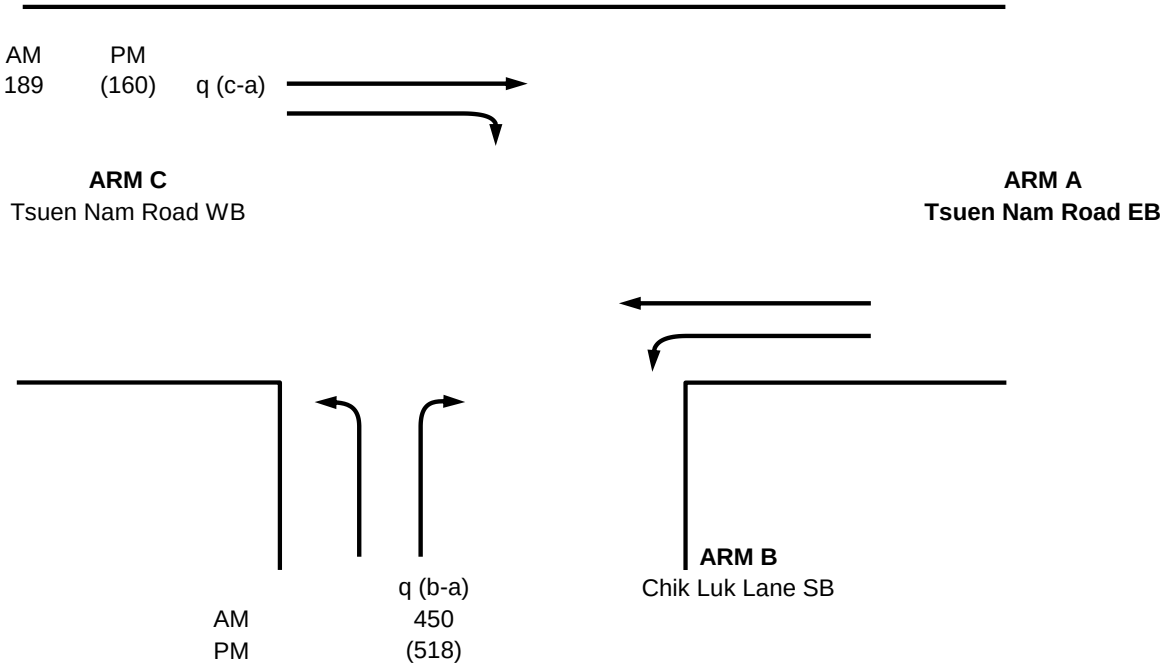
Geometry			Analysis			AM		PM
Major Road Width	W	10.0	Traffic flows					
Central Reserve Width	Wcr	0		q(c-a)		189		160
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	5.0		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		450		518
Visibilities				q(b-c)		0		0
	Vr(b-a)	30		f		0.00		0.00
	Vl(b-a)	70	Capacities					
	Vr(b-c)	30		Q(b-a)		590		595
	Vr(c-b)	200		Q(b-c)		450		450
Geometric Parameter				Q(c-b)		525		525
	D	0.986		Q(b-ac)		590		595
	E	0.604		Q(c-a)		1800		1800
	F	0.704	DFC's					
	Y	0.655		b-a		0.76		0.87
				b-c		0.00		0.00
				c-b		0.00		0.00
				c-a		0.11		0.09
			Critical DFC			0.76		0.87

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Chik Luk Lane Junction No. : J05

Scenario : Reference (Sensitivity for Illegal Parking Impact) Design Year : 2035

ARM A	Tsuen Nam Road EB
ARM B	Chik Luk Lane SB
ARM C	Tsuen Nam Road WB



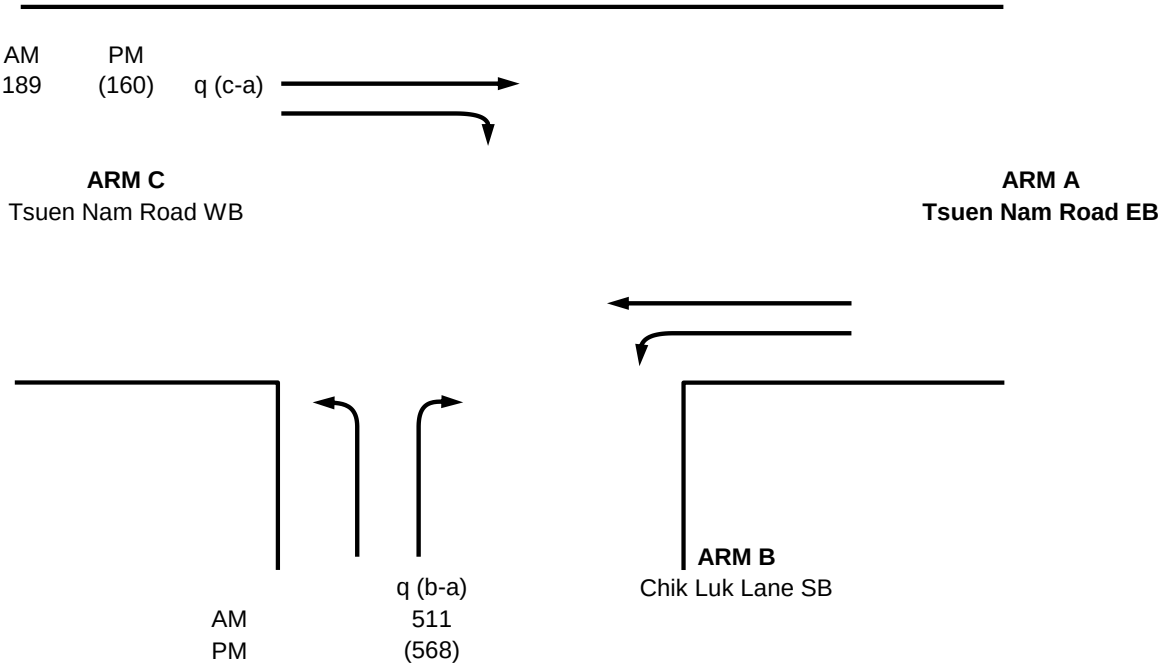
Geometry			Analysis					
Major Road Width	W	10.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		189		160
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	3.0		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		450		518
Visibilities				q(b-c)		0		0
	Vr(b-a)	30		f		0.00		0.00
	Vl(b-a)	70	Capacities					
	Vr(b-c)	30		Q(b-a)		492		495
	Vr(c-b)	200		Q(b-c)		450		450
Geometric Parameter				Q(c-b)		525		525
	D	0.821		Q(b-ac)		492		495
	E	0.604		Q(c-a)		1800		1800
	F	0.704	DFC's					
	Y	0.655		b-a		0.92		1.05
				b-c		0.00		0.00
				c-b		0.00		0.00
				c-a		0.11		0.09
			Critical DFC			0.92		1.05

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Chik Luk Lane Junction No. : J05

Scenario : Design Design Year : 2035

ARM A	Tsuen Nam Road EB
ARM B	Chik Luk Lane SB
ARM C	Tsuen Nam Road WB



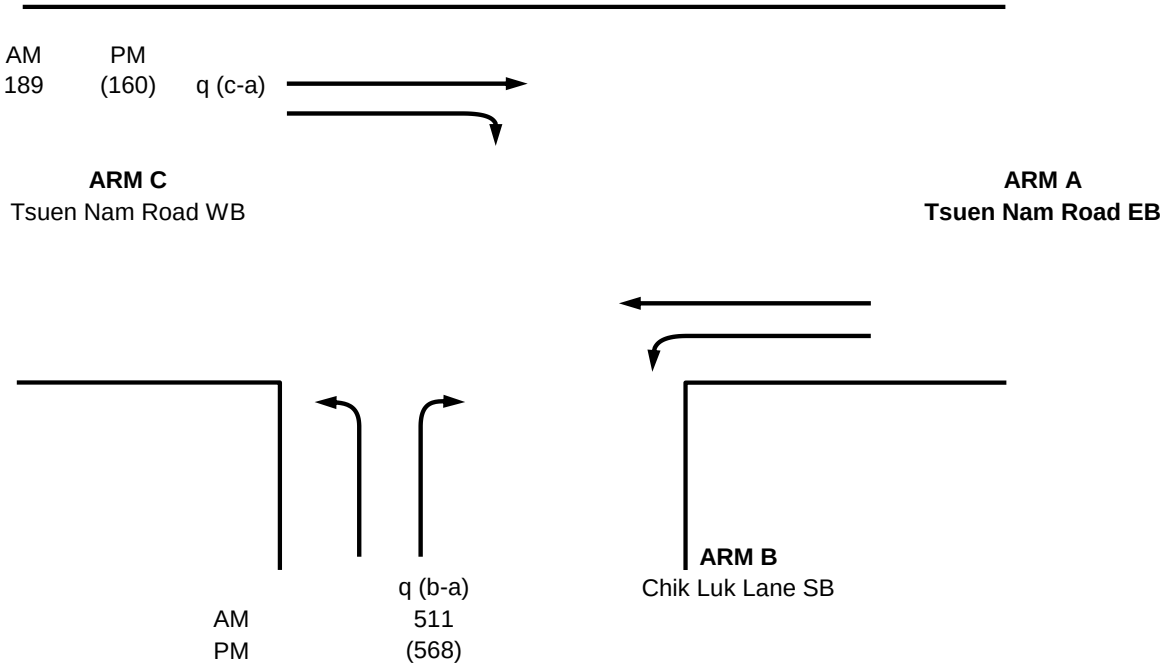
Geometry			Analysis					
Major Road Width	W	10.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		189		160
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	5.0		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		511		568
Visibilities				q(b-c)		0		0
	Vr(b-a)	30		f		0.00		0.00
	Vl(b-a)	70	Capacities					
	Vr(b-c)	30		Q(b-a)		590		595
	Vr(c-b)	200		Q(b-c)		450		450
Geometric Parameter				Q(c-b)		525		525
	D	0.986		Q(b-ac)		590		595
	E	0.604		Q(c-a)		1800		1800
	F	0.704	DFC's					
	Y	0.655		b-a		0.87		0.96
				b-c		0.00		0.00
				c-b		0.00		0.00
				c-a		0.11		0.09
			Critical DFC			0.87		0.96

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Chik Luk Lane Junction No. : J05

Scenario : Design (Sensitivity for Illegal Parking Impact) Design Year : 2035

ARM A	Tsuen Nam Road EB
ARM B	Chik Luk Lane SB
ARM C	Tsuen Nam Road WB



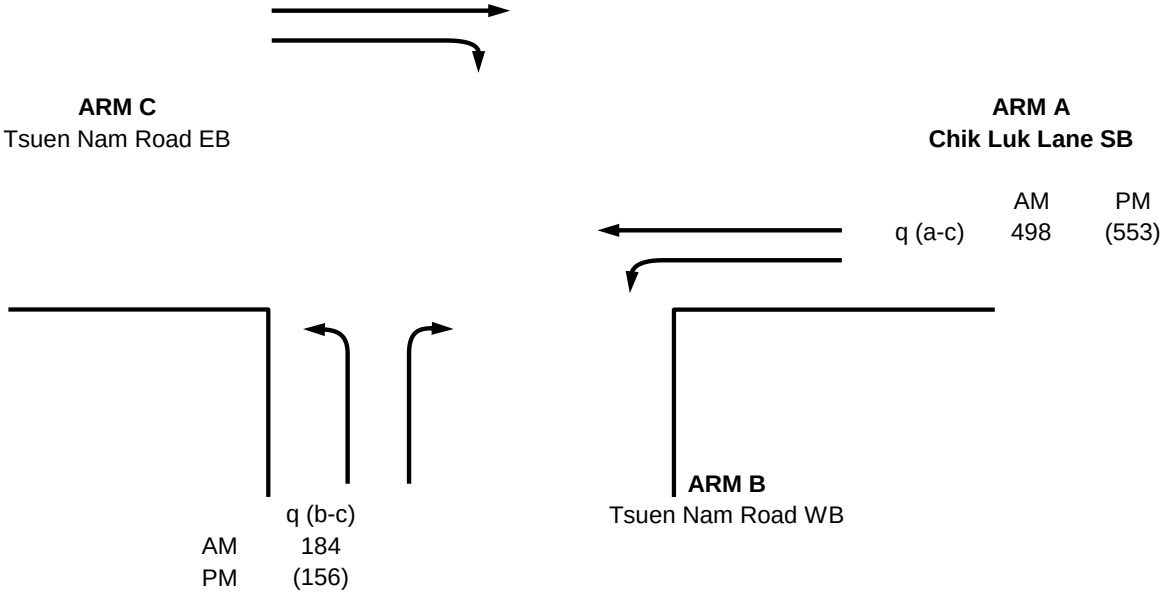
Geometry			Analysis					
Major Road Width	W	10.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		189		160
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	5.0		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		511		568
Visibilities				q(b-c)		0		0
	Vr(b-a)	30		f		0.00		0.00
	Vl(b-a)	70	Capacities					
	Vr(b-c)	30		Q(b-a)		590		595
	Vr(c-b)	200		Q(b-c)		450		450
Geometric Parameter				Q(c-b)		525		525
	D	0.986		Q(b-ac)		590		595
	E	0.604		Q(c-a)		1800		1800
	F	0.704	DFC's					
	Y	0.655		b-a		0.87		0.96
				b-c		0.00		0.00
				c-b		0.00		0.00
				c-a		0.11		0.09
			Critical DFC			0.87		0.96

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Chik Luk Lane Junction No. : J05

Scenario : With Proposed Improvement Scheme Design Year : 2032

ARM A	Chik Luk Lane SB
ARM B	Tsuen Nam Road WB
ARM C	Tsuen Nam Road EB



Geometry			Analysis						
Major Road Width	W	7.5	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			0		0
Residual Width	Wr(c-a)	0.0		q(c-b)			0		0
Lane Width	w(b-a)	5.0		q(a-b)			0		0
	w(b-c)	0.0		q(a-c)			498		553
	w(c-b)	0.0		q(b-a)			0		0
Visibilities				q(b-c)			184		156
	Vr(b-a)	50		f			1.00		1.00
	Vl(b-a)	200	Capacities						
	Vr(b-c)	200		Q(b-a)			536		520
	Vr(c-b)	200		Q(b-c)			430		420
Geometric Parameter				Q(c-b)			430		420
	D	1.088		Q(b-ac)			430		420
	E	0.704		Q(c-a)			1800		1800
	F	0.704	DFC's						
	Y	0.741		b-a			0.00		0.00
				b-ac			0.43		0.37
				c-b			0.00		0.00
				c-a			0.00		0.00
			Critical DFC				0.43		0.37

Priority Junction Capacity Calculation

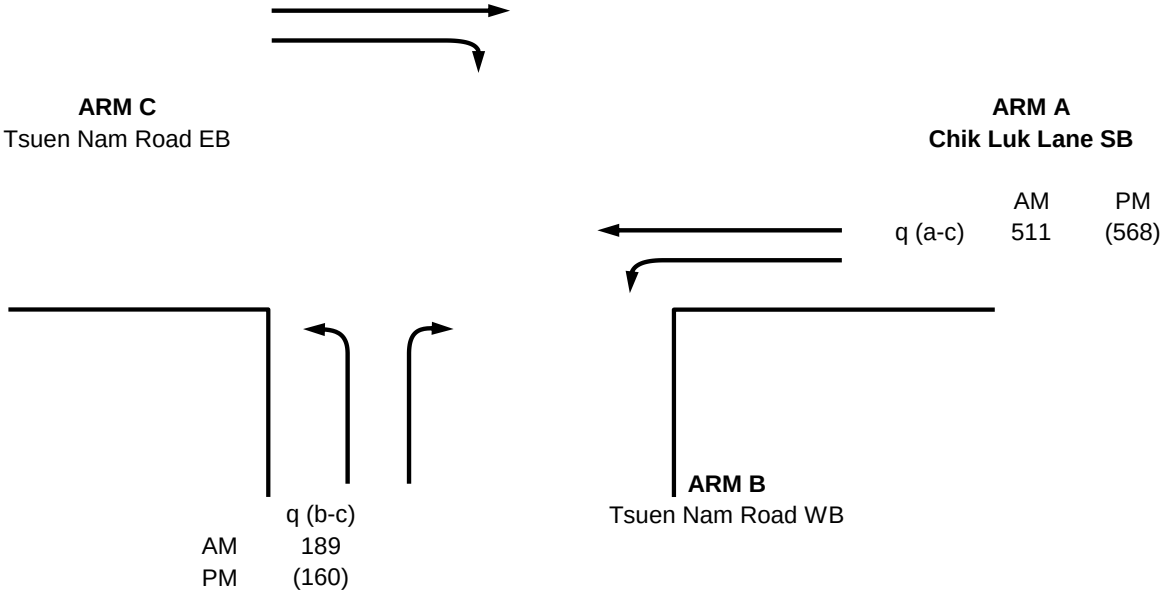
Junction : Tsuen Nam Road / Chik Luk Lane

Junction No. : J05

Scenario : With Proposed Improvement Scheme

Design Year : 2035

ARM A	Chik Luk Lane SB
ARM B	Tsuen Nam Road WB
ARM C	Tsuen Nam Road EB



Geometry			Analysis						
Major Road Width	W	7.5	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			0		0
Residual Width	Wr(c-a)	0.0		q(c-b)			0		0
Lane Width	w(b-a)	5.0		q(a-b)			0		0
	w(b-c)	0.0		q(a-c)			511		568
	w(c-b)	0.0		q(b-a)			0		0
Visibilities				q(b-c)			189		160
	Vr(b-a)	50		f			1.00		1.00
	Vl(b-a)	200	Capacities						
	Vr(b-c)	200		Q(b-a)			532		515
	Vr(c-b)	200		Q(b-c)			428		417
Geometric Parameter				Q(c-b)			428		417
	D	1.088		Q(b-ac)			428		417
	E	0.704		Q(c-a)			1800		1800
	F	0.704	DFC's						
	Y	0.741		b-a			0.00		0.00
				b-ac			0.44		0.38
				c-b			0.00		0.00
				c-a			0.00		0.00
			Critical DFC				0.44		0.38

Priority Junction Capacity Calculation

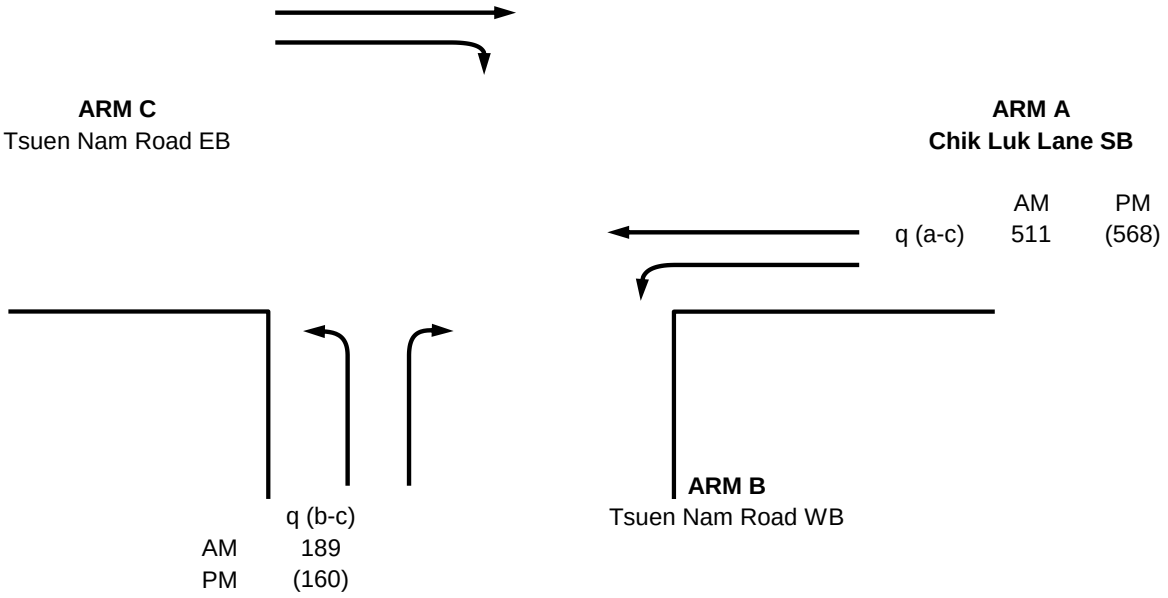
Junction : Tsuen Nam Road / Chik Luk Lane

Junction No. : J05

Scenario : With Proposed Improvement Scheme (Sensitivity for Illegal Parking Impact)

Design Year : 2035

ARM A	Chik Luk Lane SB
ARM B	Tsuen Nam Road WB
ARM C	Tsuen Nam Road EB



Geometry			Analysis						
Major Road Width	W	6.5	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			0		0
Residual Width	Wr(c-a)	0.0		q(c-b)			0		0
Lane Width	w(b-a)	5.0		q(a-b)			0		0
	w(b-c)	0.0		q(a-c)			511		568
	w(c-b)	0.0		q(b-a)			0		0
Visibilities				q(b-c)			189		160
	Vr(b-a)	50		f			1.00		1.00
	Vl(b-a)	200	Capacities						
	Vr(b-c)	200		Q(b-a)			525		507
	Vr(c-b)	200		Q(b-c)			423		412
Geometric Parameter				Q(c-b)			423		412
	D	1.088		Q(b-ac)			423		412
	E	0.704		Q(c-a)			1800		1800
	F	0.704	DFC's						
	Y	0.776		b-a			0.00		0.00
				b-ac			0.45		0.39
				c-b			0.00		0.00
				c-a			0.00		0.00
			Critical DFC				0.45		0.39

TRAFFIC SIGNALS CALCULATION SHEET

Junction: Tai Wai Road / Tsuen Nam Road Junction No.: J06

Scenario: Observe Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tsuen Nam Road EB																
↰	C	3	6.0	13					1985	1985	173	0.09	0.09	190	0.10	0.10
Tsuen Nam Road WB																
↑	A	1	4.0						2015	2015	157	0.08		167	0.08	
↱	A	1	5.0		15				2050	2050	382	0.19	0.19	409	0.20	0.20
Pedestrian Crossing																
	Dp	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Ep	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	1,2	MIN GREEN + FLASH =			5	+	6	=	11						

NOTES:

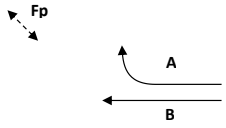
Flow: (pcu/hr)



Group		A,C	Group		A,C
Sum of Critical *y*		0.27	Sum of Critical *y*		0.30
Lost Time ***L*** (sec)		33	Lost Time ***L*** (sec)		33
Cycle Time ***c*** (sec)		105	Cycle Time ***c*** (sec)		95
Practical *Y* ***Ypr***		0.62	Practical *Y* ***Ypr***		0.59
Reserve Capacity		>100%	Reserve Capacity		99%

Stage / Phase Diagrams

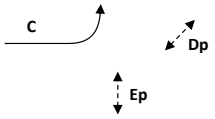
1.



2.



3.



4.

5.

I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	
I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	

Junction: Tai Wai Road / Tsuen Nam Road

Junction No.: J06

TRAFFIC SIGNALS CALCULATION SHEET

Junction: Tai Wai Road / Tsuen Nam Road Junction No.: J06

Scenario: Reference Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tsuen Nam Road EB																
↰	C	3	6.0	13					1985	1985	193	0.10	0.10	213	0.11	0.11
Tsuen Nam Road WB																
↑	A	1	4.0						2015	2015	175	0.09		187	0.09	
↱	A	1	5.0		15				2050	2050	430	0.21	0.21	461	0.22	0.22
Pedestrian Crossing																
	Dp	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Ep	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	1,2	MIN GREEN + FLASH =			5	+	6	=	11						

NOTES:

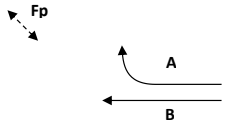
Flow: (pcu/hr)



Group		A,C	Group		A,C
Sum of Critical *y*		0.31	Sum of Critical *y*		0.33
Lost Time ***L*** (sec)		33	Lost Time ***L*** (sec)		33
Cycle Time ***c*** (sec)		105	Cycle Time ***c*** (sec)		95
Practical *Y* ***Ypr***		0.62	Practical *Y* ***Ypr***		0.59
Reserve Capacity		>100%	Reserve Capacity		77%

Stage / Phase Diagrams

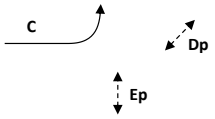
1.



2.



3.



4.

5.

I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	
I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	

wsp

Junction: Tai Wai Road / Tsuen Nam Road

Junction No.: J06

TRAFFIC SIGNALS CALCULATION SHEET

Junction: Tai Wai Road / Tsuen Nam Road Junction No.: J06

Scenario: Design Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tsuen Nam Road EB																
↰	C	3	6.0	13					1985	1985	193	0.10	0.10	213	0.11	0.11
Tsuen Nam Road WB																
↑	A	1	4.0						2015	2015	175	0.09		187	0.09	
↱	A	1	5.0		15				2050	2050	491	0.24	0.24	511	0.25	0.25
Pedestrian Crossing																
	Dp	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Ep	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	1,2	MIN GREEN + FLASH =			5	+	6	=	11						

NOTES:

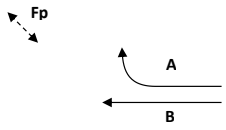
Flow: (pcu/hr)



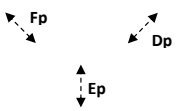
Group		A,C	Group		A,C
Sum of Critical *y*		0.34	Sum of Critical *y*		0.36
Lost Time ***L*** (sec)		33	Lost Time ***L*** (sec)		33
Cycle Time ***c*** (sec)		105	Cycle Time ***c*** (sec)		95
Practical *Y* ***Ypr***		0.62	Practical *Y* ***Ypr***		0.59
Reserve Capacity		83%	Reserve Capacity		65%

Stage / Phase Diagrams

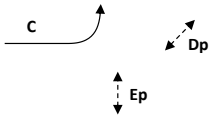
1.



2.



3.



4.

5.

I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	
I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	

TRAFFIC SIGNALS CALCULATION SHEET

Junction: Tai Wai Road / Tsuen Nam Road Junction No.: J06

Scenario: Reference Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tsuen Nam Road EB																
↰	C	3	6.0	13					1985	1985	199	0.10	0.10	219	0.11	0.11
Tsuen Nam Road WB																
↑	A	1	4.0						2015	2015	181	0.09		193	0.10	
↱	A	1	5.0		15				2050	2050	442	0.22	0.22	475	0.23	0.23
Pedestrian Crossing																
	Dp	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Ep	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	1,2	MIN GREEN + FLASH =			5	+	6	=	11						

NOTES:

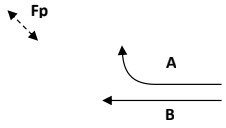
Flow: (pcu/hr)



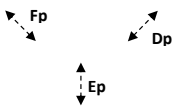
Group		A,C	Group		A,C
Sum of Critical *y*		0.32	Sum of Critical *y*		0.34
Lost Time ***L*** (sec)		33	Lost Time ***L*** (sec)		33
Cycle Time ***c*** (sec)		105	Cycle Time ***c*** (sec)		95
Practical *Y* ***Ypr***		0.62	Practical *Y* ***Ypr***		0.59
Reserve Capacity		95%	Reserve Capacity		72%

Stage / Phase Diagrams

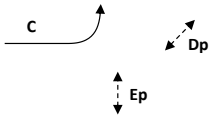
1.



2.



3.



4.

5.

I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	
I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	

wsp

Junction: Tai Wai Road / Tsuen Nam Road

Junction No.: J06

TRAFFIC SIGNALS CALCULATION SHEET

Junction: Tai Wai Road / Tsuen Nam Road Junction No.: J06

Scenario: Design Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tsuen Nam Road EB																
↰	C	3	6.0	13					1985	1985	199	0.10	0.10	219	0.11	0.11
Tsuen Nam Road WB																
↑	A	1	4.0						2015	2015	181	0.09		193	0.10	
↱	A	1	5.0		15				2050	2050	503	0.25	0.25	525	0.26	0.26
Pedestrian Crossing																
	Dp	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Ep	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	1,2	MIN GREEN + FLASH =			5	+	6	=	11						

NOTES:

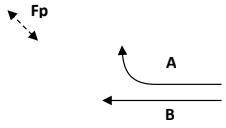
Flow: (pcu/hr)



Group		A,C	Group		A,C
Sum of Critical *y*		0.35	Sum of Critical *y*		0.37
Lost Time ***L*** (sec)		33	Lost Time ***L*** (sec)		33
Cycle Time ***c*** (sec)		105	Cycle Time ***c*** (sec)		95
Practical *Y* ***Ypr***		0.62	Practical *Y* ***Ypr***		0.59
Reserve Capacity		79%	Reserve Capacity		60%

Stage / Phase Diagrams

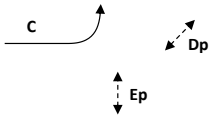
1.



2.



3.



4.

5.

I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	
I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	

wsp

Junction: Tai Wai Road / Tsuen Nam Road

Junction No.: J06

TRAFFIC SIGNALS CALCULATION SHEET

Junction: Tai Wai Road / Tsuen Nam Road Junction No.: J06

Scenario: Observe (With Illegal Parking Impact) Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tsuen Nam Road EB																
←	C	3	6.0	13					1985	1985	173	0.09	0.09	190	0.10	
Tsuen Nam Road WB																
↦	A	1	4.0		15		71%	71%	1880	1880	539	0.29	0.29	576	0.31	0.31
Pedestrian Crossing																
	Dp	2,3	MIN GREEN + FLASH =			5	+	7	=	12						*
	Ep	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	1,2	MIN GREEN + FLASH =			5	+	6	=	11						

NOTES:
It is assumed that Tsuen Nam Road right-turning lane is occupied by illegal parking

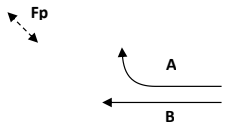
Flow: (pcu/hr)



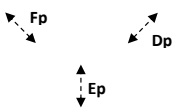
Group		A,C	Group		A,Dp
Sum of Critical *y*		0.37	Sum of Critical *y*		0.31
Lost Time ***L*** (sec)		33	Lost Time ***L*** (sec)		48
Cycle Time ***c*** (sec)		105	Cycle Time ***c*** (sec)		95
Practical *Y* ***Ypr***		0.62	Practical *Y* ***Ypr***		0.45
Reserve Capacity		65%	Reserve Capacity		45%

Stage / Phase Diagrams

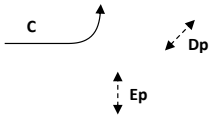
1.



2.



3.



4.

5.

I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	
I/G= 2		I/G= 5	12	I/G= 30		I/G=		I/G=	

wsp

Junction: Tai Wai Road / Tsuen Nam Road

Junction No.: J06

TRAFFIC SIGNALS CALCULATION SHEET

Junction: Tai Wai Road / Tsuen Nam Road Junction No.: J06

Scenario: Reference (Sensitivity for Illegal Parking Impact) Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tsuen Nam Road EB																
←	C	3	6.0	13					1985	1985	199	0.10	0.10	219	0.11	
Tsuen Nam Road WB																
↦	A	1	4.0		15		71%	71%	1880	1880	623	0.33	0.33	668	0.36	0.36
Pedestrian Crossing																
	Dp	2,3	MIN GREEN + FLASH =			5	+	7	=	12						*
	Ep	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	1,2	MIN GREEN + FLASH =			5	+	6	=	11						

NOTES:
It is assumed that Tsuen Nam Road W/B right-turning lane is occupied by illegal parking, hence 1 lane remaining toward intersection.

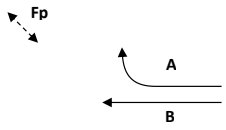
Flow: (pcu/hr)



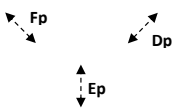
Group		A,C	Group		A,Dp
Sum of Critical *y*		0.43	Sum of Critical *y*		0.36
Lost Time ***L*** (sec)		33	Lost Time ***L*** (sec)		48
Cycle Time ***c*** (sec)		105	Cycle Time ***c*** (sec)		95
Practical *Y* ***Ypr***		0.62	Practical *Y* ***Ypr***		0.45
Reserve Capacity		43%	Reserve Capacity		25%

Stage / Phase Diagrams

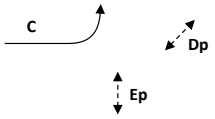
1.



2.



3.



4.

5.

I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	
I/G= 2		I/G= 5	12	I/G= 30		I/G=		I/G=	

wsp

Junction: Tai Wai Road / Tsuen Nam Road

Junction No.: J06

TRAFFIC SIGNALS CALCULATION SHEET

Junction: Tai Wai Road / Tsuen Nam Road Junction No.: J06

Scenario: Design (Sensitivity for Illegal Parking Impact) Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tsuen Nam Road EB																
←	C	3	6.0	13					1985	1985	199	0.10	0.10	219	0.11	
Tsuen Nam Road WB																
↑→	A	1	4.0		15		74%	73%	2065	2065	684	0.33	0.33	718	0.35	0.35
Pedestrian Crossing																
	Dp	2,3	MIN GREEN + FLASH =			5	+	7	=	12						*
	Ep	2,3	MIN GREEN + FLASH =			5	+	7	=	12						
	Fp	1,2	MIN GREEN + FLASH =			5	+	6	=	11						

NOTES:
It is assumed that Tsuen Nam Road W/B right-turning lane is occupied by illegal parking with less severe conditions, hence 1 lane remaining toward intersection with higher saturation flow.

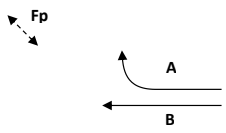
Flow: (pcu/hr)



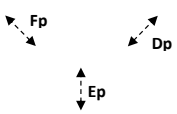
Group		A,C	Group		A,Dp
Sum of Critical *y*		0.43	Sum of Critical *y*		0.35
Lost Time ***L*** (sec)		33	Lost Time ***L*** (sec)		48
Cycle Time ***c*** (sec)		105	Cycle Time ***c*** (sec)		95
Practical *Y* ***Ypr***		0.62	Practical *Y* ***Ypr***		0.45
Reserve Capacity		43%	Reserve Capacity		28%

Stage / Phase Diagrams

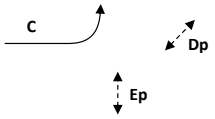
1.



2.



3.



4.

5.

I/G= 5		I/G= 28		I/G= 2		I/G=		I/G=	
I/G= 2		I/G= 5	12	I/G= 30		I/G=		I/G=	

wsp

Junction: Tai Wai Road / Tsuen Nam Road

Junction No.: J06

TRAFFIC SIGNALS CALCULATION SHEET

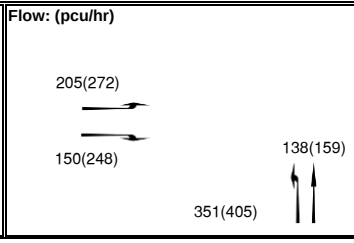
Junction: Tai Wai Road / Chik Fai Street Junction No.: J07

Scenario: Observe Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Chik Fai Street EB																
↰	A	1	3.6	15					1795	1795	205	0.11		272	0.15	0.15
↱	A	1	3.6		10				1840	1840	150	0.08		248	0.13	
Tai Wai Road NB																
↰	B	1,2	4.0	15					1830	1830	351	0.19	0.19	405	0.22	
↑	C	2	4.0						2155	2155	138	0.06		159	0.07	0.07
Pedestrian Crossing																
	Dp	3	MIN GREEN + FLASH =			5	+	9	=	14			*			*
	Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:

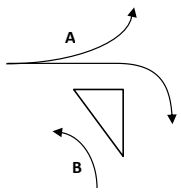
Flow: (pcu/hr)



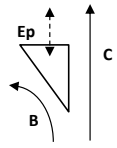
Group		B,Dp	Group		A,C,Dp
Sum of Critical *y*		0.19	Sum of Critical *y*		0.23
Lost Time ***L*** (sec)		42	Lost Time ***L*** (sec)		47
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.57	Practical *Y* ***Ypr***		0.52
Reserve Capacity		>100%	Reserve Capacity		>100%

Stage / Phase Diagrams

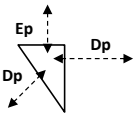
1.



2.



3.



4.

5.

I/G= 2		I/G=		I/G= 27	14	I/G=		I/G=	
I/G= 2		I/G= 6		I/G= 27	14	I/G=		I/G=	

wsp

Junction: Tai Wai Road / Chik Fai Street

Junction No.: J07

TRAFFIC SIGNALS CALCULATION SHEET

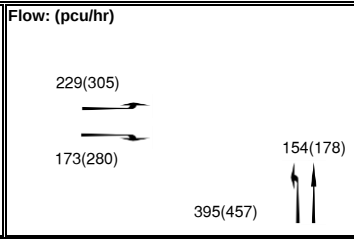
Junction: Tai Wai Road / Chik Fai Street Junction No.: J07

Scenario: Reference Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Chik Fai Street EB																
↰	A	1	3.6	15					1795	1795	229	0.13		305	0.17	0.17
↱	A	1	3.6		10				1840	1840	173	0.09		280	0.15	
Tai Wai Road NB																
↰	B	1,2	4.0	15					1830	1830	395	0.22	0.22	457	0.25	
↑	C	2	4.0						2155	2155	154	0.07		178	0.08	0.08
Pedestrian Crossing																
	Dp	3	MIN GREEN + FLASH =			5	+	9	=	14			*			*
	Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:

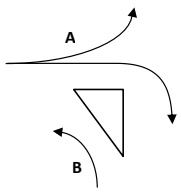
Flow: (pcu/hr)



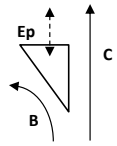
Group		B,Dp	Group		A,C,Dp
Sum of Critical *y*		0.22	Sum of Critical *y*		0.25
Lost Time ***L*** (sec)		42	Lost Time ***L*** (sec)		47
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.57	Practical *Y* ***Ypr***		0.52
Reserve Capacity		>100%	Reserve Capacity		>100%

Stage / Phase Diagrams

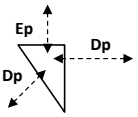
1.



2.



3.



4.

5.

I/G= 2		I/G=		I/G= 27	14	I/G=		I/G=	
I/G= 2		I/G= 6		I/G= 27	14	I/G=		I/G=	

wsp

Junction: Tai Wai Road / Chik Fai Street

Junction No.: J07

TRAFFIC SIGNALS CALCULATION SHEET

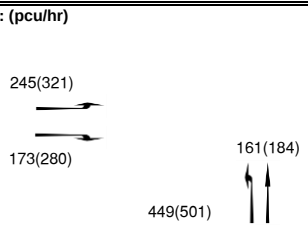
Junction: Tai Wai Road / Chik Fai Street — Junction No.: J07

Scenario: Design — Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Chik Fai Street EB																
↰	A	1	3.6	15					1795	1795	245	0.14		321	0.18	0.18
↱	A	1	3.6		10				1840	1840	173	0.09		280	0.15	
Tai Wai Road NB																
↰	B	1,2	4.0	15					1830	1830	449	0.25	0.25	501	0.27	
↑	C	2	4.0						2155	2155	161	0.07		184	0.09	0.09
Pedestrian Crossing																
	Dp	3	MIN GREEN + FLASH =			5	+	9	=	14			*			*
	Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:

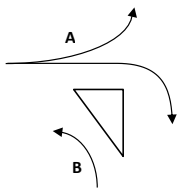
Flow: (pcu/hr)



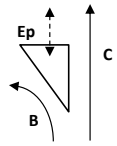
Group		B,Dp	Group		A,C,Dp
Sum of Critical *y*		0.25	Sum of Critical *y*		0.26
Lost Time ***L*** (sec)		42	Lost Time ***L*** (sec)		47
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.57	Practical *Y* ***Ypr***		0.52
Reserve Capacity		>100%	Reserve Capacity		98%

Stage / Phase Diagrams

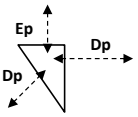
1.



2.



3.



4.

5.

I/G= 2		I/G=		I/G= 27	14	I/G=		I/G=	
I/G= 2		I/G= 6		I/G= 27	14	I/G=		I/G=	

wsp

Junction: Tai Wai Road / Chik Fai Street

Junction No.: J07

TRAFFIC SIGNALS CALCULATION SHEET

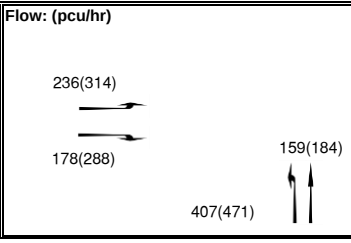
Junction: Tai Wai Road / Chik Fai Street Junction No.: J07

Scenario: Reference Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Chik Fai Street EB																
↰	A	1	3.6	15					1795	1795	236	0.13		314	0.17	0.17
↱	A	1	3.6		10				1840	1840	178	0.10		288	0.16	
Tai Wai Road NB																
↰	B	1,2	4.0	15					1830	1830	407	0.22	0.22	471	0.26	
↑	C	2	4.0						2155	2155	159	0.07		184	0.09	0.09
Pedestrian Crossing																
	Dp	3	MIN GREEN + FLASH =			5	+	9	=	14			*			*
	Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:

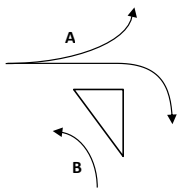
Flow: (pcu/hr)



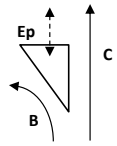
Group		B,Dp	Group		A,C,Dp
Sum of Critical *y*		0.22	Sum of Critical *y*		0.26
Lost Time ***L*** (sec)		42	Lost Time ***L*** (sec)		47
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.57	Practical *Y* ***Ypr***		0.52
Reserve Capacity		>100%	Reserve Capacity		>100%

Stage / Phase Diagrams

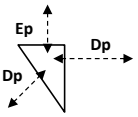
1.



2.



3.



4.

5.

I/G= 2		I/G=		I/G= 27	14	I/G=		I/G=	
I/G= 2		I/G= 6		I/G= 27	14	I/G=		I/G=	

wsp

Junction: Tai Wai Road / Chik Fai Street

Junction No.: J07

TRAFFIC SIGNALS CALCULATION SHEET

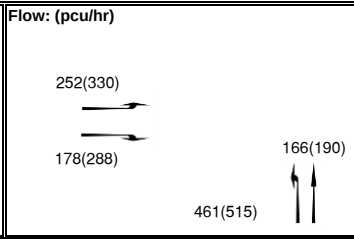
Junction: Tai Wai Road / Chik Fai Street Junction No.: J07

Scenario: Design Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Chik Fai Street EB																
↰	A	1	3.6	15					1795	1795	252	0.14		330	0.18	0.18
↱	A	1	3.6		10				1840	1840	178	0.10		288	0.16	
Tai Wai Road NB																
↰	B	1,2	4.0	15					1830	1830	461	0.25	0.25	515	0.28	
↑	C	2	4.0						2155	2155	166	0.08		190	0.09	0.09
Pedestrian Crossing																
	Dp	3	MIN GREEN + FLASH =			5	+	9	=	14			*			*
	Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:

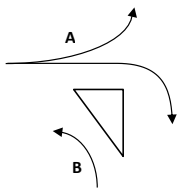
Flow: (pcu/hr)



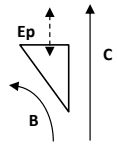
Group		B,Dp	Group		A,C,Dp
Sum of Critical *y*		0.25	Sum of Critical *y*		0.27
Lost Time ***L*** (sec)		42	Lost Time ***L*** (sec)		47
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.57	Practical *Y* ***Ypr***		0.52
Reserve Capacity		>100%	Reserve Capacity		92%

Stage / Phase Diagrams

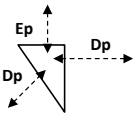
1.



2.



3.



4.

5.

I/G= 2		I/G=		I/G= 27	14	I/G=		I/G=	
I/G= 2		I/G= 6		I/G= 27	14	I/G=		I/G=	

wsp

Junction: Tai Wai Road / Chik Fai Street

Junction No.: J07

TRAFFIC SIGNALS CALCULATION SHEET

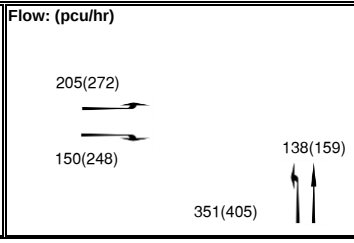
Junction: Tai Wai Road / Chik Fai Street Junction No.: J07

Scenario: Observe (With Illegal Parking Impact) Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Chik Fai Street EB																
←	A	1	3.6	15	10		58% / 42%	52% / 48%	1760	1755	355	0.20	0.20	520	0.30	0.30
Tai Wai Road NB																
←	B	1,2	4.0	15					1100	1100	351	0.32		405	0.37	
↑	C	2	4.0						1400	1400	138	0.10	0.10	159	0.11	0.11
Pedestrian Crossing																
	Dp	3	MIN GREEN + FLASH =			5	+	9	=	14			*			*
	Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:
It is assumed that Chik Fai Street E/B is limited to 1 traffic lane due to illegal parking.
Tai Wai Road N/B is applied with site factors to account for busy kerbside activities.

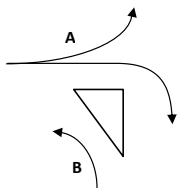
Flow: (pcu/hr)



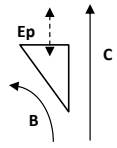
Group		A,C,Dp	Group		A,C,Dp
Sum of Critical *y*		0.30	Sum of Critical *y*		0.41
Lost Time ***L*** (sec)		47	Lost Time ***L*** (sec)		47
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.54	Practical *Y* ***Ypr***		0.52
Reserve Capacity		78%	Reserve Capacity		27%

Stage / Phase Diagrams

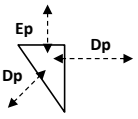
1.



2.



3.



4.

5.

I/G= 2		I/G= 6		I/G= 27	14	I/G=		I/G=	
I/G= 2		I/G= 6		I/G= 27	14	I/G=		I/G=	

wsp

Junction: Tai Wai Road / Chik Fai Street

Junction No.: J07

TRAFFIC SIGNALS CALCULATION SHEET

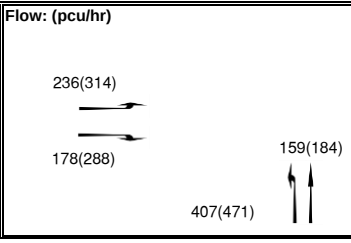
Junction: Tai Wai Road / Chik Fai Street Junction No.: J07

Scenario: Reference (Sensitivity for Illegal Parking Impact) Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Chik Fai Street EB																
↑↓	A	1	3.6	15	10		57% / 43%	52% / 48%	1760	1755	414	0.24	0.24	602	0.34	0.34
Tai Wai Road NB																
↑	B	1,2	4.0	15					1100	1100	407	0.37		471	0.43	
↑	C	2	4.0						1400	1400	159	0.11	0.11	184	0.13	0.13
Pedestrian Crossing																
	Dp	3	MIN GREEN + FLASH =			5	+	9	=	14			*			*
	Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:
It is assumed that Chik Fai Street E/B is limited to 1 traffic lane due to illegal parking.
Tai Wai Road N/B is applied with site factors to account for moderate kerbside activities.

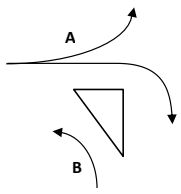
Flow: (pcu/hr)



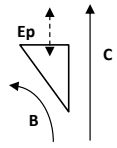
Group		A,C,Dp	Group		A,C,Dp
Sum of Critical *y*		0.35	Sum of Critical *y*		0.47
Lost Time ***L*** (sec)		47	Lost Time ***L*** (sec)		47
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.54	Practical *Y* ***Ypr***		0.52
Reserve Capacity		53%	Reserve Capacity		10%

Stage / Phase Diagrams

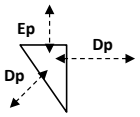
1.



2.



3.



4.

5.

I/G= 2		I/G= 6		I/G= 27	14	I/G=		I/G=	
I/G= 2		I/G= 6		I/G= 27	14	I/G=		I/G=	

wsp

Junction: Tai Wai Road / Chik Fai Street

Junction No.: J07

TRAFFIC SIGNALS CALCULATION SHEET

Junction: Tai Wai Road / Chik Fai Street Junction No.: J07

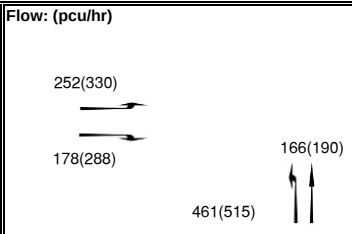
Scenario: Design (Sensitivity for Illegal Parking Impact) Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Chik Fai Street EB																
←	A	1	3.6	15	10		59% / 41%	53% / 47%	1940	1935	430	0.22		618	0.32	0.32
Tai Wai Road NB																
←	B	1,2	4.0	15					1100	1100	461	0.42	0.42	515	0.47	
↑	C	2	4.0						1400	1400	166	0.12		190	0.14	0.14
Pedestrian Crossing																
	Dp	3	MIN GREEN + FLASH =			5	+	9	=	14			*			*
	Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						

NOTES:
It is assumed that Chik Fai Street E/B is limited to 1 traffic lane due to illegal parking- though the situation will be further away from intersection point resulting in higher saturation flow of the remaining E/B lane.

Tai Wai Road N/B is applied with site factors to account for moderate kerbside activities.

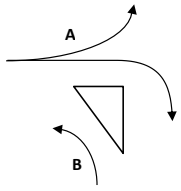
Flow: (pcu/hr)



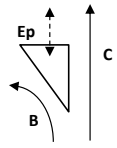
Group		B,Dp	Group		A,C,Dp
Sum of Critical *y*		0.42	Sum of Critical *y*		0.46
Lost Time ***L*** (sec)		42	Lost Time ***L*** (sec)		47
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.57	Practical *Y* ***Ypr***		0.52
Reserve Capacity		37%	Reserve Capacity		15%

Stage / Phase Diagrams

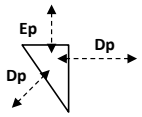
1.



2.



3.



4.

5.

I/G= 2		I/G=		I/G= 27	14	I/G=		I/G=	
I/G= 2		I/G= 6		I/G= 27	14	I/G=		I/G=	

wsp

Junction: Tai Wai Road / Chik Fai Street

Junction No.: J07

TRAFFIC SIGNALS CALCULATION SHEET

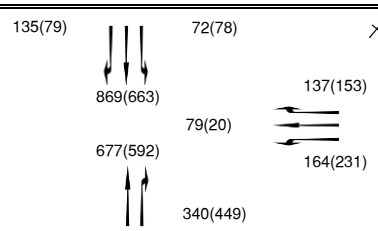
Junction: Mei Tin Road / Chik Fai Street Junction No.: J08

Scenario: Observe Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road NB																
	B	2	3.6						2115	2115	226	0.11		197	0.09	
	B	2	3.6						2115	2115	225	0.11		198	0.09	
	B	2	3.6						2115	2115	226	0.11		197	0.09	
	B	2	3.6		15				1925	1925	340	0.18	0.18	449	0.23	0.23
Chik Fai Street WB																
	C	3	3.5	14					1595	1595	164	0.10		231	0.14	0.14
	C	3	3.5		20		63%	88%	1810	1775	216	0.12	0.12	173	0.10	
Mei Tin Road SB																
	A	1	3.2	11					1705	1705	72	0.04		78	0.05	
	A	1	3.2						2075	2075	290	0.14	0.14	221	0.11	0.11
	A	1	3.2						2075	2075	289	0.14		221	0.11	
	A	1	3.2		18		0%	0%	2075	2075	290	0.14		221	0.11	
	A	1	3.2		16				1895	1895	135	0.07		79	0.04	
Pedestrian Crossing																
	Dp	1,2	MIN GREEN + FLASH =			5	+	7	=	12						
	Ep	3	MIN GREEN + FLASH =			5	+	7	=	12						

NOTES:

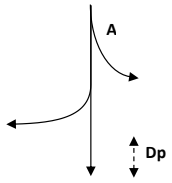
Flow: (pcu/hr)



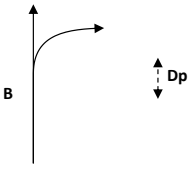
Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.44	Sum of Critical *y*		0.48
Lost Time ***L*** (sec)		14	Lost Time ***L*** (sec)		14
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.79	Practical *Y* ***Ypr***		0.79
Reserve Capacity		82%	Reserve Capacity		63%

Stage / Phase Diagrams

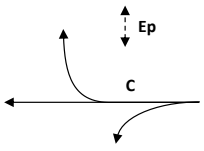
1.



2.



3.



4.

5.

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

wsp

Junction: Mei Tin Road / Chik Fai Street

Junction No.: J08

TRAFFIC SIGNALS CALCULATION SHEET

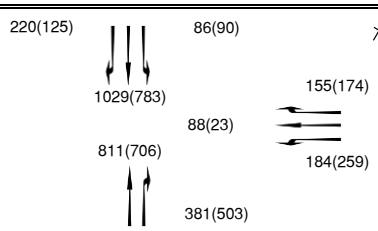
Junction: Mei Tin Road / Chik Fai Street Junction No.: J08

Scenario: Reference Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road NB																
↑	B	2	3.6						2115	2115	270	0.13		235	0.11	
↑	B	2	3.6						2115	2115	271	0.13		236	0.11	
↑	B	2	3.6						2115	2115	270	0.13		235	0.11	
↱	B	2	3.6		15				1925	1925	381	0.20	0.20	503	0.26	0.26
Chik Fai Street WB																
←	C	3	3.5	14					1595	1595	184	0.12		259	0.16	0.16
↱	C	3	3.5		20		64%	88%	1810	1775	243	0.13	0.13	197	0.11	
Mei Tin Road SB																
←	A	1	3.2	11					1705	1705	86	0.05		90	0.05	
↑	A	1	3.2						2075	2075	343	0.17	0.17	261	0.13	0.13
↑	A	1	3.2						2075	2075	343	0.17		261	0.13	
↱	A	1	3.2		18		0%	0%	2075	2075	343	0.17		261	0.13	
↱	A	1	3.2		16				1895	1895	220	0.12		125	0.07	
Pedestrian Crossing																
	Dp	1,2	MIN GREEN + FLASH =			5	+	7	=	12						
	Ep	3	MIN GREEN + FLASH =			5	+	7	=	12						

NOTES:

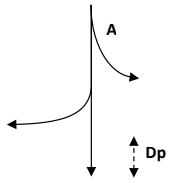
Flow: (pcu/hr)



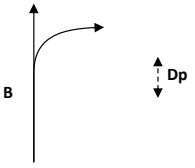
Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.50	Sum of Critical *y*		0.55
Lost Time ***L*** (sec)		14	Lost Time ***L*** (sec)		14
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.79	Practical *Y* ***Ypr***		0.79
Reserve Capacity		59%	Reserve Capacity		43%

Stage / Phase Diagrams

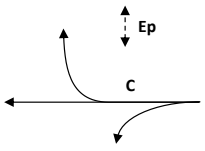
1.



2.



3.



4.

5.

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

wsp

Junction: Mei Tin Road / Chik Fai Street

Junction No.: J08

TRAFFIC SIGNALS CALCULATION SHEET

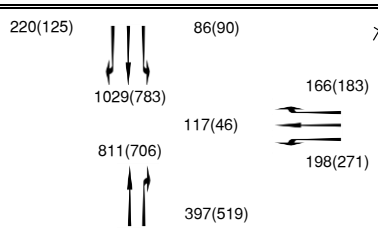
Junction: Mei Tin Road / Chik Fai Street Junction No.: J08

Scenario: Design Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road NB																
↑	B	2	3.6						2115	2115	270	0.13		235	0.11	
↑	B	2	3.6						2115	2115	271	0.13		236	0.11	
↑	B	2	3.6						2115	2115	270	0.13		235	0.11	
↱	B	2	3.6		15				1925	1925	397	0.21	0.21	519	0.27	0.27
Chik Fai Street WB																
↰	C	3	3.5	14					1595	1595	198	0.12		271	0.17	0.17
↱	C	3	3.5		20		59%	80%	1815	1785	283	0.16	0.16	229	0.13	
Mei Tin Road SB																
↰	A	1	3.2	11					1705	1705	86	0.05		90	0.05	
↑	A	1	3.2						2075	2075	343	0.17	0.17	261	0.13	0.13
↑	A	1	3.2						2075	2075	343	0.17		261	0.13	
↱	A	1	3.2		18		0%	0%	2075	2075	343	0.17		261	0.13	
↱	A	1	3.2		16				1895	1895	220	0.12		125	0.07	
Pedestrian Crossing																
	Dp	1,2	MIN GREEN + FLASH =			5	+	7	=	12						
	Ep	3	MIN GREEN + FLASH =			5	+	7	=	12						

NOTES:

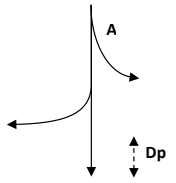
Flow: (pcu/hr)



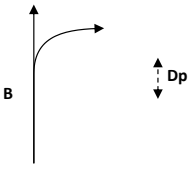
Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.53	Sum of Critical *y*		0.57
Lost Time ***L*** (sec)		14	Lost Time ***L*** (sec)		14
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.79	Practical *Y* ***Ypr***		0.79
Reserve Capacity		50%	Reserve Capacity		39%

Stage / Phase Diagrams

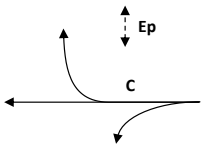
1.



2.



3.



4.

5.

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

TRAFFIC SIGNALS CALCULATION SHEET

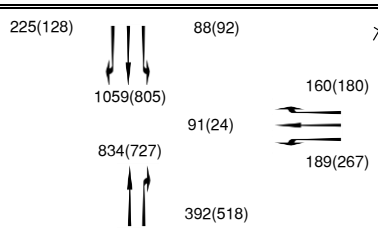
Junction: Mei Tin Road / Chik Fai Street Junction No.: J08

Scenario: Reference Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road NB																
↑	B	2	3.6						2115	2115	278	0.13		242	0.11	
↑	B	2	3.6						2115	2115	278	0.13		243	0.11	
↑	B	2	3.6						2115	2115	278	0.13		242	0.11	
↱	B	2	3.6		15				1925	1925	392	0.20	0.20	518	0.27	0.27
Chik Fai Street WB																
←	C	3	3.5	14					1595	1595	189	0.12		267	0.17	0.17
↱	C	3	3.5		20		64%	88%	1810	1775	251	0.14	0.14	204	0.11	
Mei Tin Road SB																
←	A	1	3.2	11					1705	1705	88	0.05		92	0.05	
↑	A	1	3.2						2075	2075	353	0.17	0.17	268	0.13	
↑	A	1	3.2						2075	2075	353	0.17		268	0.13	
↱	A	1	3.2		18		0%	0%	2075	2075	353	0.17		269	0.13	0.13
↱	A	1	3.2		16				1895	1895	225	0.12		128	0.07	
Pedestrian Crossing																
	Dp	1,2	MIN GREEN + FLASH =			5	+	7	=	12						
	Ep	3	MIN GREEN + FLASH =			5	+	7	=	12						

NOTES:

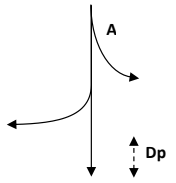
Flow: (pcu/hr)



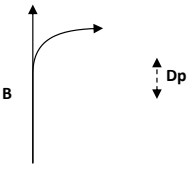
Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.51	Sum of Critical *y*		0.57
Lost Time ***L*** (sec)		14	Lost Time ***L*** (sec)		14
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.79	Practical *Y* ***Ypr***		0.79
Reserve Capacity		54%	Reserve Capacity		39%

Stage / Phase Diagrams

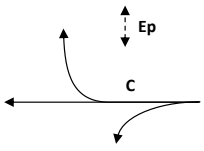
1.



2.



3.



4.

5.

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

wsp

Junction: Mei Tin Road / Chik Fai Street

Junction No.: J08

TRAFFIC SIGNALS CALCULATION SHEET

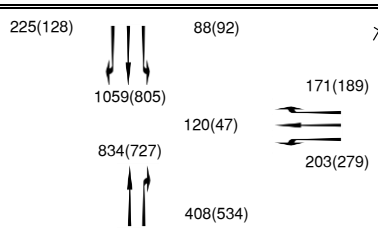
Junction: Mei Tin Road / Chik Fai Street Junction No.: J08

Scenario: Design Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road NB																
↑	B	2	3.6						2115	2115	278	0.13		242	0.11	
↑	B	2	3.6						2115	2115	278	0.13		243	0.11	
↑	B	2	3.6						2115	2115	278	0.13		242	0.11	
↱	B	2	3.6		15				1925	1925	408	0.21	0.21	534	0.28	0.28
Chik Fai Street WB																
↰	C	3	3.5	14					1595	1595	203	0.13		279	0.17	0.17
↱	C	3	3.5		20		59%	80%	1815	1785	291	0.16	0.16	236	0.13	
Mei Tin Road SB																
↰	A	1	3.2	11					1705	1705	88	0.05		92	0.05	
↑	A	1	3.2						2075	2075	353	0.17	0.17	268	0.13	
↑	A	1	3.2						2075	2075	353	0.17		268	0.13	
↱	A	1	3.2		18		0%	0%	2075	2075	353	0.17		269	0.13	0.13
↱	A	1	3.2		16				1895	1895	225	0.12		128	0.07	
Pedestrian Crossing																
	Dp	1,2	MIN GREEN + FLASH =			5	+	7	=	12						
	Ep	3	MIN GREEN + FLASH =			5	+	7	=	12						

NOTES:

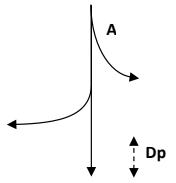
Flow: (pcu/hr)



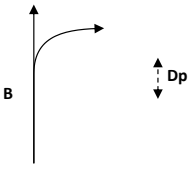
Group		A,B,C	Group		A,B,C
Sum of Critical *y*		0.54	Sum of Critical *y*		0.58
Lost Time ***L*** (sec)		14	Lost Time ***L*** (sec)		14
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.79	Practical *Y* ***Ypr***		0.79
Reserve Capacity		46%	Reserve Capacity		35%

Stage / Phase Diagrams

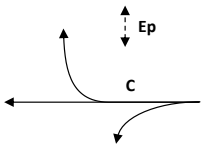
1.



2.



3.



4.

5.

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

TRAFFIC SIGNALS CALCULATION SHEET

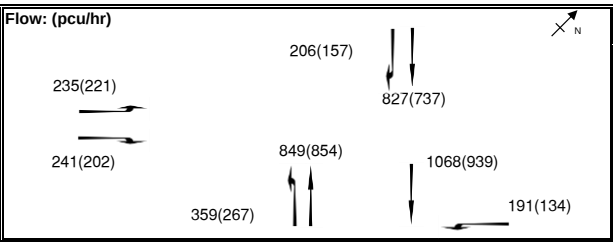
Junction: Mei Tin Road / Chik Wan Street Junction No.: J09

Scenario: Observe Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road SB																
↑	B	1,3	3.3						2085	2085	276	0.13		246	0.12	
↑	B	1,3	3.3						2085	2085	275	0.13		245	0.12	
↑	B	1,3	3.3						2085	2085	276	0.13		246	0.12	
↱	C	3	3.3		15				1895	1895	206	0.11	0.11	157	0.08	0.08
Chik Wan Street EB																
↰	E	2,3	3.3	10					1815	1815	235	0.13		221	0.12	
↱	D	2	3.3		20				1360	1360	101	0.07	0.07	84	0.06	
↱	D	2	3.3		15				1895	1895	140	0.07		118	0.06	0.06
Mei Tin Road NB																
↰	A	1	3.6	15			100%	79%	1795	1830	360	0.20	0.20	339	0.19	0.19
↑	A	1	3.6						2115	2115	424	0.20		391	0.18	
↑	A	1	3.6						2115	2115	424	0.20		391	0.18	
PTI Egress WB																
↰	G	2	3.7	20					1975	1975	95	0.05		66	0.03	
↰	G	2	3.7	25					2005	2005	96	0.05		68	0.03	
Mei Tin Road (outside PTI) SB																
↑	F	1,3	3.4						1955	1955	340	0.17		299	0.15	
↑	F	1,3	3.4						2095	2095	364	0.17		320	0.15	
↑	F	1,3	3.4						2095	2095	364	0.17		320	0.15	
Pedestrian Crossing																
	Hp	1,3	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

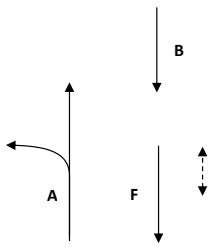
Flow: (pcu/hr)



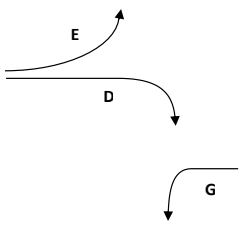
Group		A,D,C	Group		A,D,C
Sum of Critical *y*		0.38	Sum of Critical *y*		0.33
Lost Time ***L*** (sec)		17	Lost Time ***L*** (sec)		17
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.77	Practical *Y* ***Ypr***		0.76
Reserve Capacity		>100%	Reserve Capacity		>100%

Stage / Phase Diagrams

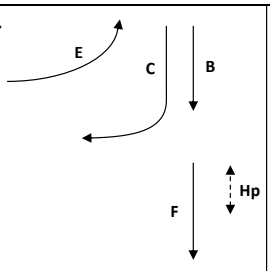
1.



2.



3.



4.

5.

I/G= 7		I/G= 7		I/G= 6		I/G=		I/G=	
I/G= 7		I/G= 7		I/G= 6		I/G=		I/G=	

wsp

Junction: Mei Tin Road / Chik Wan Street

Junction No.: J09

TRAFFIC SIGNALS CALCULATION SHEET

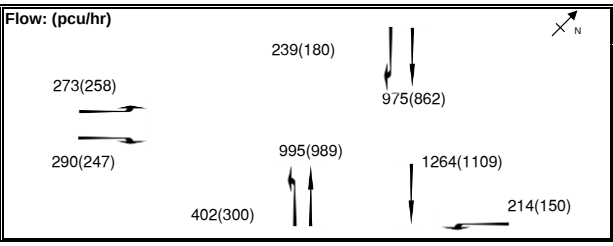
Junction: Mei Tin Road / Chik Wan Street Junction No.: J09

Scenario: Reference Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road SB																
↑	B	1,3	3.3						2085	2085	325	0.16		287	0.14	
↑	B	1,3	3.3						2085	2085	325	0.16		288	0.14	
↑	B	1,3	3.3						2085	2085	325	0.16		287	0.14	
↱	C	3	3.3		15				1895	1895	239	0.13	0.13	180	0.09	0.09
Chik Wan Street EB																
↰	E	2,3	3.3	10					1815	1815	273	0.15		258	0.14	
↱	D	2	3.3		20				1360	1360	121	0.09		103	0.08	
↱	D	2	3.3		15				1895	1895	169	0.09	0.09	144	0.08	0.08
Mei Tin Road NB																
←	A	1	3.6	15			96%	77%	1800	1835	417	0.23		390	0.21	
↑	A	1	3.6						2115	2115	490	0.23	0.23	450	0.21	0.21
↑	A	1	3.6						2115	2115	490	0.23		449	0.21	
PTI Egress WB																
↰	G	2	3.7	20					1975	1975	106	0.05		74	0.04	
↰	G	2	3.7	25					2005	2005	108	0.05		76	0.04	
Mei Tin Road (outside PTI) SB																
↑	F	1,3	3.4						1955	1955	402	0.21		353	0.18	
↑	F	1,3	3.4						2095	2095	431	0.21		378	0.18	
↑	F	1,3	3.4						2095	2095	431	0.21		378	0.18	
Pedestrian Crossing																
	Hp	1,3	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

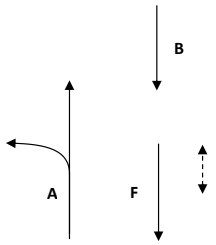
Flow: (pcu/hr)



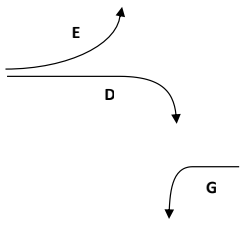
Group		A,D,C	Group		A,D,C
Sum of Critical *y*		0.45	Sum of Critical *y*		0.38
Lost Time ***L*** (sec)		17	Lost Time ***L*** (sec)		17
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.77	Practical *Y* ***Ypr***		0.76
Reserve Capacity		72%	Reserve Capacity		99%

Stage / Phase Diagrams

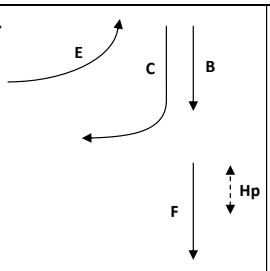
1.



2.



3.



4.

5.

I/G= 7		I/G= 7		I/G= 6		I/G=		I/G=	
I/G= 7		I/G= 7		I/G= 6		I/G=		I/G=	

wsp

Junction: Mei Tin Road / Chik Wan Street

Junction No.: J09

TRAFFIC SIGNALS CALCULATION SHEET

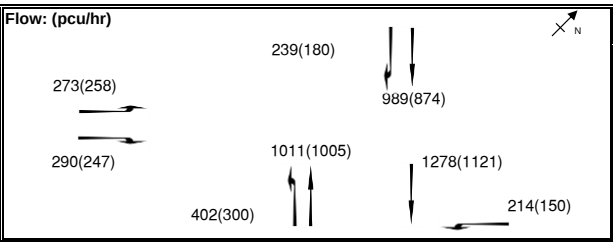
Junction: Mei Tin Road / Chik Wan Street Junction No.: J09

Scenario: Design Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road SB																
↑	B	1,3	3.3						2085	2085	330	0.16		291	0.14	
↑	B	1,3	3.3						2085	2085	329	0.16		292	0.14	
↑	B	1,3	3.3						2085	2085	330	0.16		291	0.14	
↱	C	3	3.3		15				1895	1895	239	0.13	0.13	180	0.09	0.09
Chik Wan Street EB																
↰	E	2,3	3.3	10					1815	1815	273	0.15		258	0.14	
↱	D	2	3.3		20				1360	1360	121	0.09		103	0.08	
↱	D	2	3.3		15				1895	1895	169	0.09	0.09	144	0.08	0.08
Mei Tin Road NB																
↰	A	1	3.6	15			95%	76%	1805	1835	422	0.23		395	0.22	0.22
↑	A	1	3.6						2115	2115	496	0.23	0.23	455	0.22	
↑	A	1	3.6						2115	2115	495	0.23		455	0.22	
PTI Egress WB																
↰	G	2	3.7	20					1975	1975	106	0.05		74	0.04	
↰	G	2	3.7	25					2005	2005	108	0.05		76	0.04	
Mei Tin Road (outside PTI) SB																
↑	F	1,3	3.4						1955	1955	407	0.21		357	0.18	
↑	F	1,3	3.4						2095	2095	435	0.21		382	0.18	
↑	F	1,3	3.4						2095	2095	436	0.21		382	0.18	
Pedestrian Crossing																
Hp	Hp	1,3	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

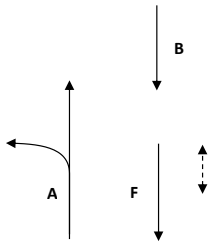
Flow: (pcu/hr)



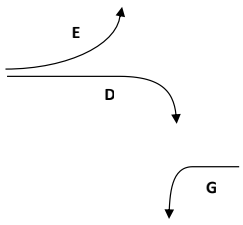
Group		A,D,C	Group		A,D,C
Sum of Critical *y*		0.45	Sum of Critical *y*		0.39
Lost Time ***L*** (sec)		17	Lost Time ***L*** (sec)		17
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.77	Practical *Y* ***Ypr***		0.76
Reserve Capacity		71%	Reserve Capacity		98%

Stage / Phase Diagrams

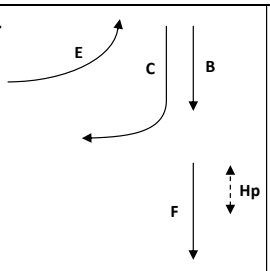
1.



2.



3.



4.

5.

I/G= 7		I/G= 7		I/G= 6		I/G=		I/G=	
I/G= 7		I/G= 7		I/G= 6		I/G=		I/G=	

wsp

Junction: Mei Tin Road / Chik Wan Street

Junction No.: J09

TRAFFIC SIGNALS CALCULATION SHEET

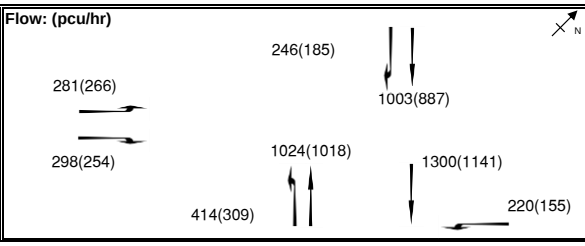
Junction: Mei Tin Road / Chik Wan Street Junction No.: J09

Scenario: Reference Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road SB																
↑	B	1,3	3.3						2085	2085	334	0.16		296	0.14	
↑	B	1,3	3.3						2085	2085	335	0.16		295	0.14	
↑	B	1,3	3.3						2085	2085	334	0.16		296	0.14	
↱	C	3	3.3		15				1895	1895	246	0.13	0.13	185	0.10	0.10
Chik Wan Street EB																
↰	E	2,3	3.3	10					1815	1815	281	0.15		266	0.15	
↱	D	2	3.3		20				1360	1360	125	0.09	0.09	106	0.08	
↱	D	2	3.3		15				1895	1895	173	0.09		148	0.08	0.08
Mei Tin Road NB																
↰	A	1	3.6	15			97%	77%	1800	1835	429	0.24		401	0.22	
↑	A	1	3.6						2115	2115	505	0.24	0.24	463	0.22	0.22
↑	A	1	3.6						2115	2115	504	0.24		463	0.22	
PTI Egress WB																
↰	G	2	3.7	20					1975	1975	109	0.06		77	0.04	
↰	G	2	3.7	25					2005	2005	111	0.06		78	0.04	
Mei Tin Road (outside PTI) SB																
↑	F	1,3	3.4						1955	1955	414	0.21		363	0.19	
↑	F	1,3	3.4						2095	2095	443	0.21		389	0.19	
↑	F	1,3	3.4						2095	2095	443	0.21		389	0.19	
Pedestrian Crossing																
	Hp	1,3	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

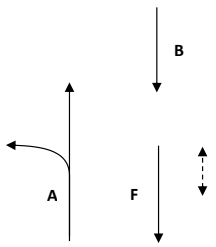
Flow: (pcu/hr)



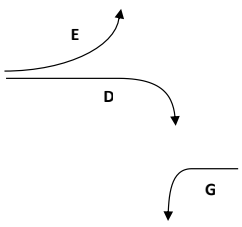
Group		A,D,C	Group		A,D,C
Sum of Critical *y*		0.46	Sum of Critical *y*		0.39
Lost Time ***L*** (sec)		17	Lost Time ***L*** (sec)		17
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.77	Practical *Y* ***Ypr***		0.76
Reserve Capacity		67%	Reserve Capacity		93%

Stage / Phase Diagrams

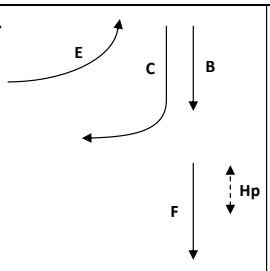
1.



2.



3.



4.

5.

I/G= 7		I/G= 7		I/G= 6		I/G=		I/G=	
I/G= 7		I/G= 7		I/G= 6		I/G=		I/G=	

wsp

Junction: Mei Tin Road / Chik Wan Street

Junction No.: J09

TRAFFIC SIGNALS CALCULATION SHEET

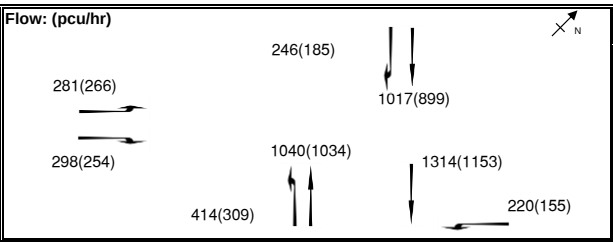
Junction: Mei Tin Road / Chik Wan Street Junction No.: J09

Scenario: Design Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road SB																
↑	B	1,3	3.3						2085	2085	339	0.16		300	0.14	
↑	B	1,3	3.3						2085	2085	339	0.16		299	0.14	
↑	B	1,3	3.3						2085	2085	339	0.16		300	0.14	
↱	C	3	3.3		15				1895	1895	246	0.13	0.13	185	0.10	0.10
Chik Wan Street EB																
↰	E	2,3	3.3	10					1815	1815	281	0.15		266	0.15	
↱	D	2	3.3		20				1360	1360	125	0.09	0.09	106	0.08	
↱	D	2	3.3		15				1895	1895	173	0.09		148	0.08	0.08
Mei Tin Road NB																
↰	A	1	3.6	15			95%	76%	1805	1835	435	0.24		406	0.22	
↑	A	1	3.6						2115	2115	510	0.24	0.24	469	0.22	0.22
↑	A	1	3.6						2115	2115	509	0.24		468	0.22	
PTI Egress WB																
↰	G	2	3.7	20					1975	1975	109	0.06		77	0.04	
↰	G	2	3.7	25					2005	2005	111	0.06		78	0.04	
Mei Tin Road (outside PTI) SB																
↑	F	1,3	3.4						1955	1955	418	0.21		367	0.19	
↑	F	1,3	3.4						2095	2095	448	0.21		393	0.19	
↑	F	1,3	3.4						2095	2095	448	0.21		393	0.19	
Pedestrian Crossing																
	Hp	1,3	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

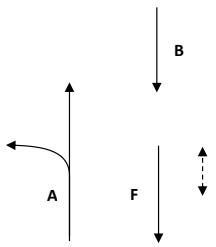
Flow: (pcu/hr)



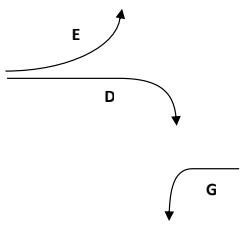
Group		A,D,C	Group		A,D,C
Sum of Critical *y*		0.46	Sum of Critical *y*		0.40
Lost Time ***L*** (sec)		17	Lost Time ***L*** (sec)		17
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.77	Practical *Y* ***Ypr***		0.76
Reserve Capacity		66%	Reserve Capacity		92%

Stage / Phase Diagrams

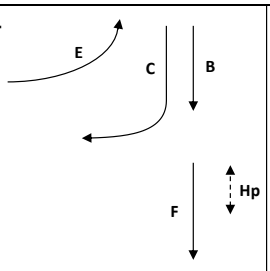
1.



2.



3.



4.

5.

I/G= 7		I/G= 7		I/G= 6		I/G=		I/G=	
I/G= 7		I/G= 7		I/G= 6		I/G=		I/G=	

wsp

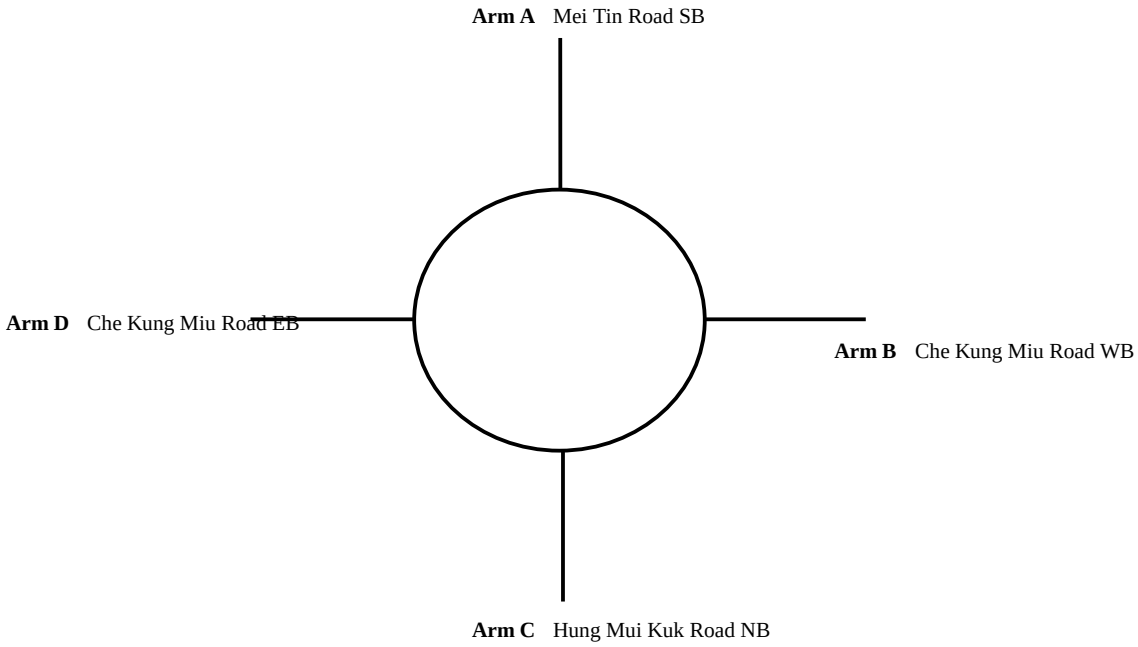
Junction: Mei Tin Road / Chik Wan Street

Junction No.: J09

Roundabout Junction Capacity Calculation

Junction : Che Kung Miu Road / Hung Mui Kuk Road / Mei Tin Road Junction No. : J10

Scenario : Observe Design Year : 2023



Geometry								Calculation				
	v	e	L	r	D	Phi	S		K	X_2	M	F
Arm A	10.0	13.0	16.0	30.0	76	22	0.30	Arm A	1.04	11.88	4.95	3598
Arm B	12.0	13.5	6.0	35.0	76	29	0.40	Arm B	1.02	12.83	4.95	3889
Arm C	10.5	13.5	8.0	50.0	76	20	0.60	Arm C	1.06	11.86	4.95	3595
Arm D	10.5	13.5	16.0	30.0	76	15	0.30	Arm D	1.07	12.38	4.95	3750

Flow						tD	fc	QE(AM)	QE(PM)
	Circ(AM)	Entry(AM)	Circ(PM)	Entry(PM)	Arm A	1.08	0.77	2668	2449
Arm A	1357	805	1630	549	Arm B	1.08	0.81	2446	2545
					Arm C	1.08	0.77	2506	2947
					Arm D	1.08	0.79	3016	3109

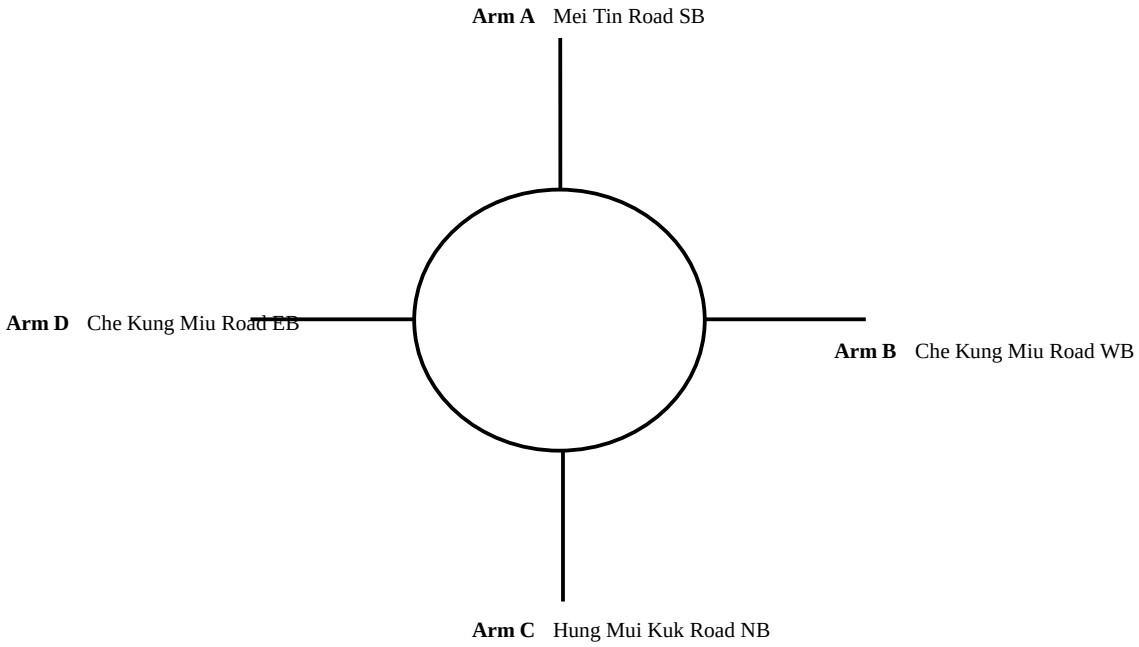
DFC		
	AM	PM
Arm A	0.30	0.22
Arm B	0.45	0.25
Arm C	0.56	0.38
Arm D	0.46	0.54
Crtical:	**Arm C**	**Arm D**
DFC:	**0.56**	**0.54**

Arm B	1849	1109	1730	645
Arm C	1614	1414	1075	1118
Arm D	1171	1395	1061	1691

Roundabout Junction Capacity Calculation

Junction : Che Kung Miu Road / Hung Mui Kuk Road / Mei Tin Road Junction No. : J10

Scenario : Reference Design Year : 2032



Geometry								Calculation				
	v	e	L	r	D	Phi	S		K	X_2	M	F
Arm A	7.0	9.0	16.0	65.0	76	20	0.20	Arm A	1.07	8.43	4.95	2554
Arm B	8.1	10.0	12.0	60.0	76	25	0.25	Arm B	1.05	9.36	4.95	2836
Arm C	6.8	9.3	15.0	60.0	76	20	0.27	Arm C	1.07	8.43	4.95	2554
Arm D	8.7	9.4	15.0	50.0	76	15	0.07	Arm D	1.08	9.31	4.95	2821

Flow						tD	fc	QE(AM)	QE(PM)
	Circ(AM)	Entry(AM)	Circ(PM)	Entry(PM)	Arm A	1.08	0.61	1565	1355
Arm A	1781	922	2103	626	Arm B	1.08	0.65	1542	1640
					Arm C	1.08	0.61	1380	1819
					Arm D	1.08	0.65	2046	2139

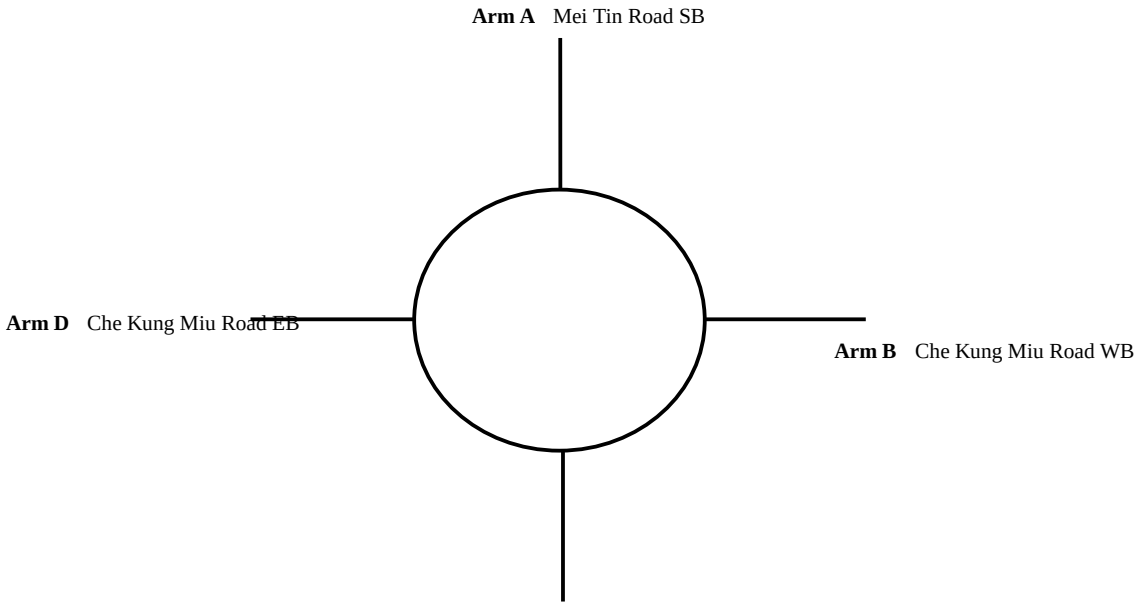
DFC		
	AM	PM
Arm A	0.59	0.46
Arm B	0.82	0.48
Arm C	0.81	0.49
Arm D	0.67	0.76
Crtical:	**Arm B**	**Arm D**
DFC:	**0.82**	**0.76**

Arm B	2092	1269	1949	788
Arm C	2063	1112	1391	898
Arm D	1425	1362	1294	1623

Roundabout Junction Capacity Calculation

Junction : Che Kung Miu Road / Hung Mui Kuk Road / Mei Tin Road Junction No. : J10

Scenario : Design Design Year : 2032



Geometry							
	v	e	L	r	D	Phi	S
Arm A	7.0	9.0	16.0	65.0	76	20	0.20
Arm B	8.1	10.0	12.0	60.0	76	25	0.25
Arm C	6.8	9.3	15.0	60.0	76	20	0.27
Arm D	8.7	9.4	15.0	50.0	76	15	0.07

Calculation				
	K	X_2	M	F
Arm A	1.07	8.43	4.95	2554
Arm B	1.05	9.36	4.95	2836
Arm C	1.07	8.43	4.95	2554
Arm D	1.08	9.31	4.95	2821

Flow				
	Circ(AM)	Entry(AM)	Circ(PM)	Entry(PM)
Arm A	1781	936	2103	638
Arm B	2106	1269	1961	788
Arm C	2063	1128	1391	914
Arm D	1441	1362	1310	1623

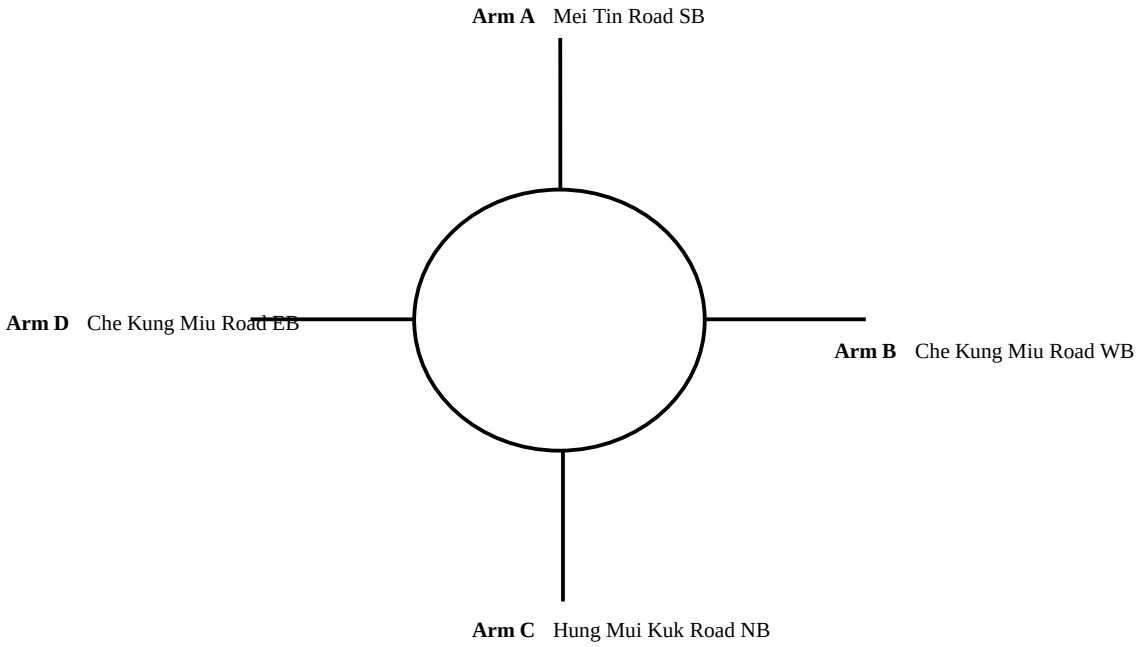
	tD	fc	QE(AM)	QE(PM)
Arm A	1.08	0.61	1565	1355
Arm B	1.08	0.65	1532	1632
Arm C	1.08	0.61	1380	1819
Arm D	1.08	0.65	2035	2127

DFC		
	AM	PM
Arm A	0.60	0.47
Arm B	0.83	0.48
Arm C	0.82	0.50
Arm D	0.67	0.76
Crtical:	**Arm B**	**Arm D**
DFC:	**0.83**	**0.76**

Roundabout Junction Capacity Calculation

Junction : Che Kung Miu Road / Hung Mui Kuk Road / Mei Tin Road Junction No. : J10

Scenario : Reference Design Year : 2035



Geometry								Calculation				
	v	e	L	r	D	Phi	S		K	X_2	M	F
Arm A	7.0	9.0	16.0	65.0	76	20	0.20	Arm A	1.07	8.43	4.95	2554
Arm B	8.1	10.0	12.0	60.0	76	25	0.25	Arm B	1.05	9.36	4.95	2836
Arm C	6.8	9.3	15.0	60.0	76	20	0.27	Arm C	1.07	8.43	4.95	2554
Arm D	8.7	9.4	15.0	50.0	76	15	0.07	Arm D	1.08	9.31	4.95	2821

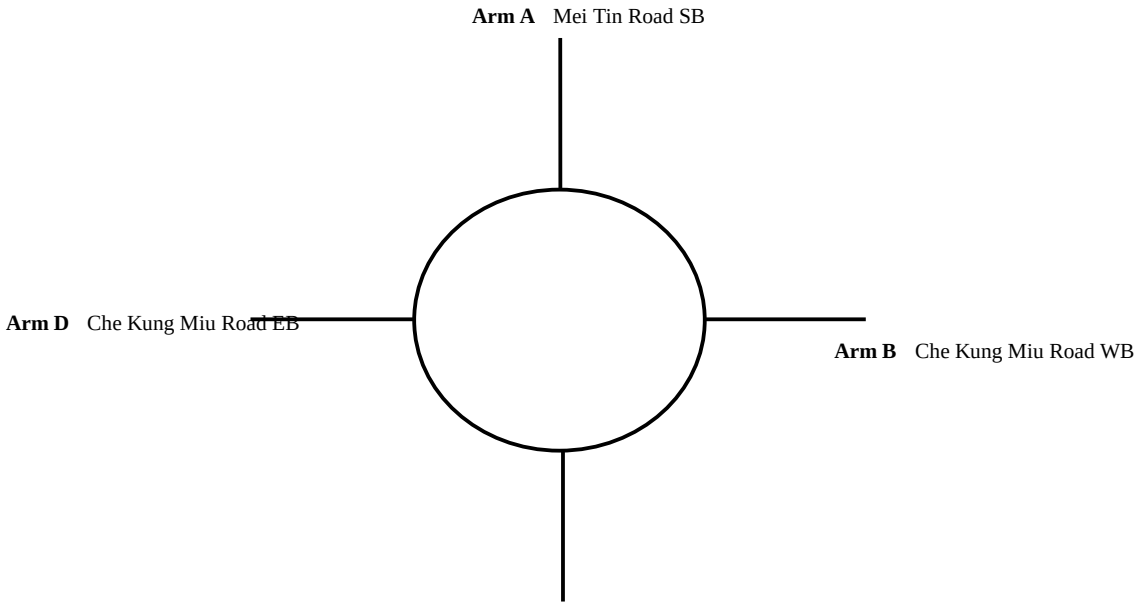
Flow						tD	fc	QE(AM)	QE(PM)
	Circ(AM)	Entry(AM)	Circ(PM)	Entry(PM)	Arm A	1.08	0.61	1535	1319
Arm A	1827	949	2158	644	Arm B	1.08	0.65	1499	1600
Arm B	2155	1297	2008	805	Arm C	1.08	0.61	1344	1795
Arm C	2118	1143	1427	923	Arm D	1.08	0.65	2019	2113
Arm D	1464	1398	1330	1666					

DFC		
	AM	PM
Arm A	0.62	0.49
Arm B	0.87	0.50
Arm C	0.85	0.51
Arm D	0.69	0.79
Crtical:	**Arm B**	**Arm D**
DFC:	**0.87**	**0.79**

Roundabout Junction Capacity Calculation

Junction : Che Kung Miu Road / Hung Mui Kuk Road / Mei Tin Road Junction No. : J10

Scenario : Design Design Year : 2035



Geometry							
	v	e	L	r	D	Phi	S
Arm A	7.0	9.0	16.0	65.0	76	20	0.20
Arm B	8.1	10.0	12.0	60.0	76	25	0.25
Arm C	6.8	9.3	15.0	60.0	76	20	0.27
Arm D	8.7	9.4	15.0	50.0	76	15	0.07

Calculation				
	K	X_2	M	F
Arm A	1.07	8.43	4.95	2554
Arm B	1.05	9.36	4.95	2836
Arm C	1.07	8.43	4.95	2554
Arm D	1.08	9.31	4.95	2821

Flow				
	Circ(AM)	Entry(AM)	Circ(PM)	Entry(PM)
Arm A	1827	963	2158	656
Arm B	2169	1297	2020	805
Arm C	2118	1159	1427	939
Arm D	1480	1398	1346	1666

	tD	fc	QE(AM)	QE(PM)
Arm A	1.08	0.61	1535	1319
Arm B	1.08	0.65	1489	1591
Arm C	1.08	0.61	1344	1795
Arm D	1.08	0.65	2008	2102

DFC

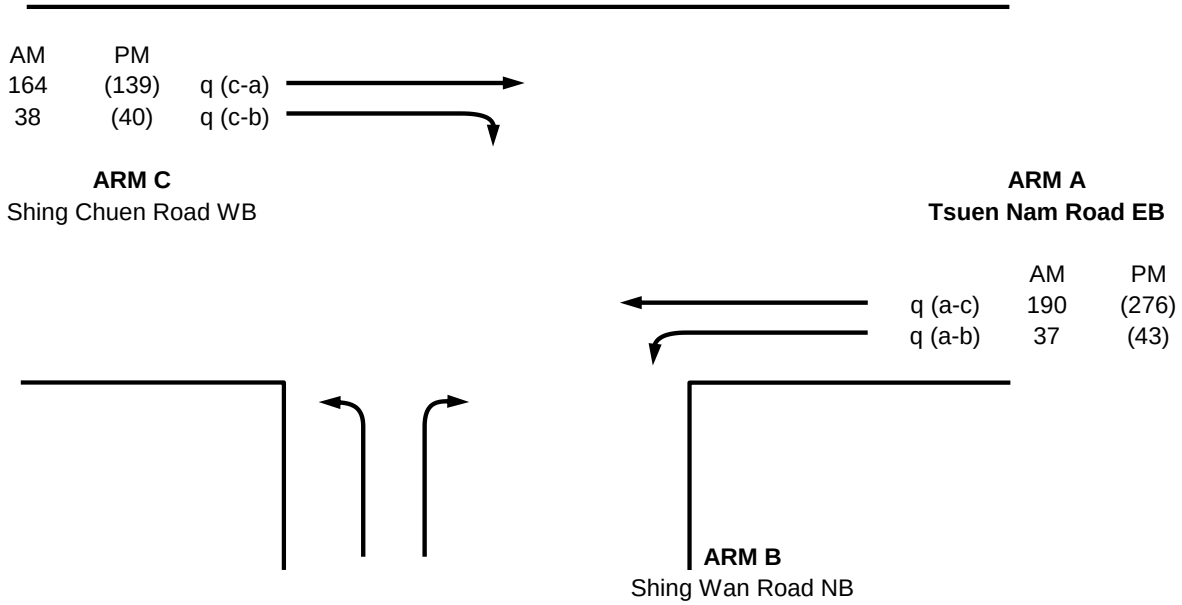
	AM	PM
Arm A	0.63	0.50
Arm B	0.87	0.51
Arm C	0.86	0.52
Arm D	0.70	0.79
Crtical:	**Arm B**	**Arm D**
DFC:	**0.87**	**0.79**

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Shing Wan Road / Shing Chuen Road Junction No. : J11

Scenario : Observe Design Year : 2023

ARM A	Tsuen Nam Road EB
ARM B	Shing Wan Road NB
ARM C	Shing Chuen Road WB



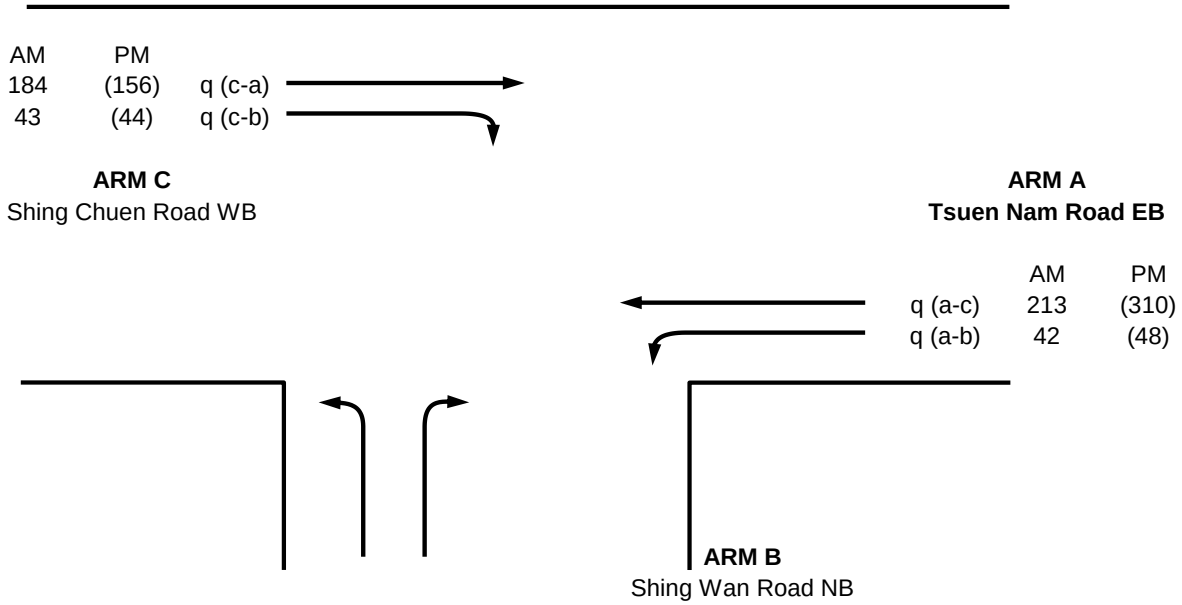
Geometry			Analysis						
Major Road Width	W	7.7	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			164		139
Residual Width	Wr(c-a)	2.1		q(c-b)			38		40
Lane Width	w(b-a)	0.0		q(a-b)			37		43
	w(b-c)	0.0		q(a-c)			190		276
	w(c-b)	3.0		q(b-a)			0		0
Visibilities				q(b-c)			0		0
	Vr(b-a)	0		f			0.00		0.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	0		Q(b-a)			283		272
	Vr(c-b)	150		Q(b-c)			404		391
Geometric Parameter				Q(c-b)			660		636
	D	0.533		Q(b-ac)			283		272
	E	0.586		Q(c-a)			1696		1687
	F	0.964	DFC's						
	Y	0.734		b-a			0.00		0.00
				b-ac			0.00		0.00
				c-b			0.06		0.06
				c-a			0.10		0.08
			Critical DFC				0.10		0.08

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Shing Wan Road / Shing Chuen Road Junction No. : J11

Scenario : Reference Design Year : 2032

ARM A	Tsuen Nam Road EB
ARM B	Shing Wan Road NB
ARM C	Shing Chuen Road WB



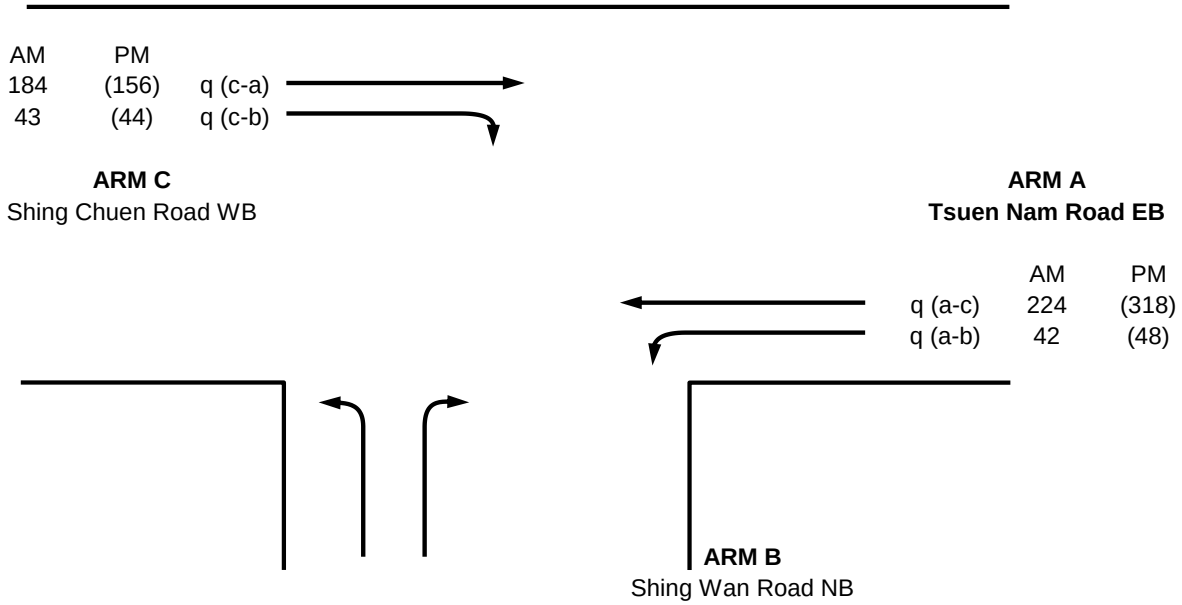
Geometry			Analysis						
Major Road Width	W	7.7	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			184		156
Residual Width	Wr(c-a)	2.1		q(c-b)			43		44
Lane Width	w(b-a)	0.0		q(a-b)			42		48
	w(b-c)	0.0		q(a-c)			213		310
	w(c-b)	3.0		q(b-a)			0		0
Visibilities				q(b-c)			0		0
	Vr(b-a)	0		f			0.00		0.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	0		Q(b-a)			276		264
	Vr(c-b)	150		Q(b-c)			401		385
Geometric Parameter				Q(c-b)			653		626
	D	0.533		Q(b-ac)			276		264
	E	0.586		Q(c-a)			1681		1674
	F	0.964	DFC's						
	Y	0.734		b-a			0.00		0.00
				b-ac			0.00		0.00
				c-b			0.07		0.07
				c-a			0.11		0.09
			Critical DFC				0.11		0.09

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Shing Wan Road / Shing Chuen Road Junction No. : J11

Scenario : Design Design Year : 2032

ARM A	Tsuen Nam Road EB
ARM B	Shing Wan Road NB
ARM C	Shing Chuen Road WB



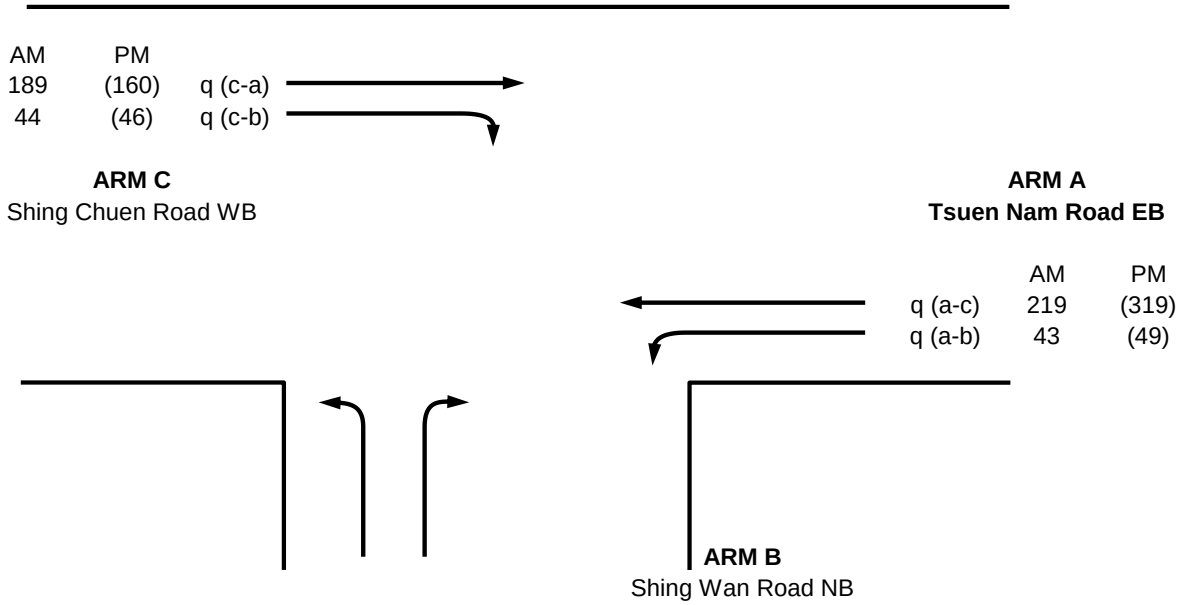
Geometry			Analysis						
Major Road Width	W	7.7	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			184		156
Residual Width	Wr(c-a)	2.1		q(c-b)			43		44
Lane Width	w(b-a)	0.0		q(a-b)			42		48
	w(b-c)	0.0		q(a-c)			224		318
	w(c-b)	3.0		q(b-a)			0		0
Visibilities				q(b-c)			0		0
	Vr(b-a)	0		f			0.00		0.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	0		Q(b-a)			275		263
	Vr(c-b)	150		Q(b-c)			399		384
Geometric Parameter				Q(c-b)			650		624
	D	0.533		Q(b-ac)			275		263
	E	0.586		Q(c-a)			1681		1673
	F	0.964	DFC's						
	Y	0.734		b-a			0.00		0.00
				b-ac			0.00		0.00
				c-b			0.07		0.07
				c-a			0.11		0.09
			Critical DFC				0.11		0.09

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Shing Wan Road / Shing Chuen Road Junction No. : J11

Scenario : Reference Design Year : 2035

ARM A	Tsuen Nam Road EB
ARM B	Shing Wan Road NB
ARM C	Shing Chuen Road WB



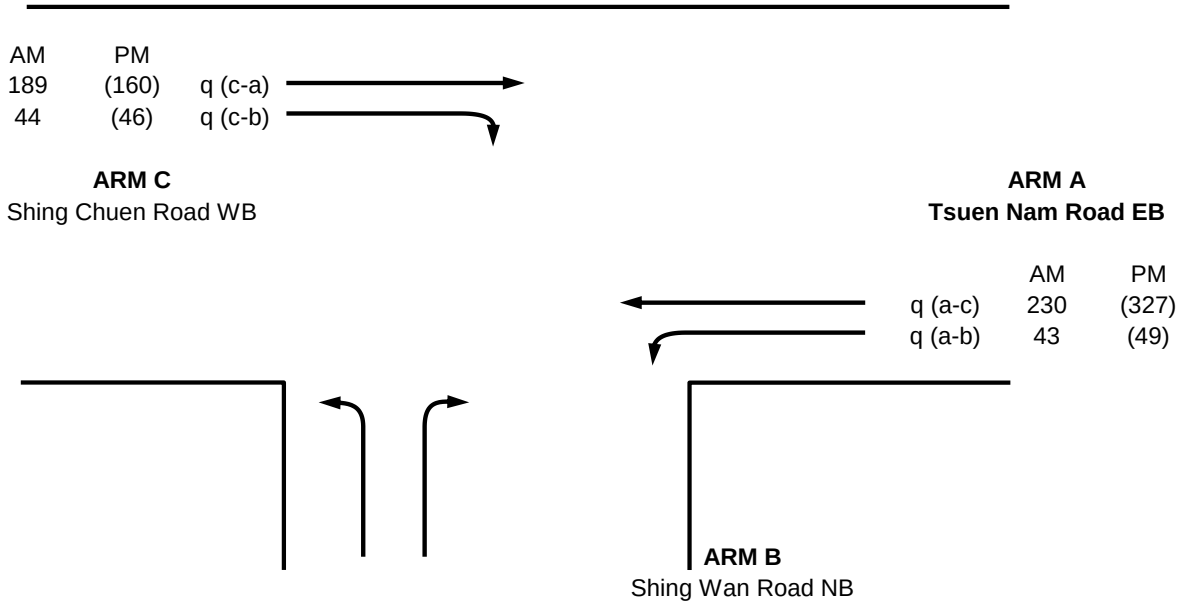
Geometry			Analysis					
Major Road Width	W	7.7	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		189		160
Residual Width	Wr(c-a)	2.1		q(c-b)		44		46
Lane Width	w(b-a)	0.0		q(a-b)		43		49
	w(b-c)	0.0		q(a-c)		219		319
	w(c-b)	3.0		q(b-a)		0		0
Visibilities				q(b-c)		0		0
	Vr(b-a)	0		f		0.00		0.00
	Vl(b-a)	0	Capacities					
	Vr(b-c)	0		Q(b-a)		275		262
	Vr(c-b)	150		Q(b-c)		400		384
Geometric Parameter				Q(c-b)		651		624
	D	0.533		Q(b-ac)		275		262
	E	0.586		Q(c-a)		1678		1667
	F	0.964	DFC's					
	Y	0.734		b-a		0.00		0.00
				b-ac		0.00		0.00
				c-b		0.07		0.07
				c-a		0.11		0.10
			Critical DFC			0.11		0.10

Priority Junction Capacity Calculation

Junction : Tsuen Nam Road / Shing Wan Road / Shing Chuen Road Junction No. : J11

Scenario : Design Design Year : 2035

ARM A	Tsuen Nam Road EB
ARM B	Shing Wan Road NB
ARM C	Shing Chuen Road WB



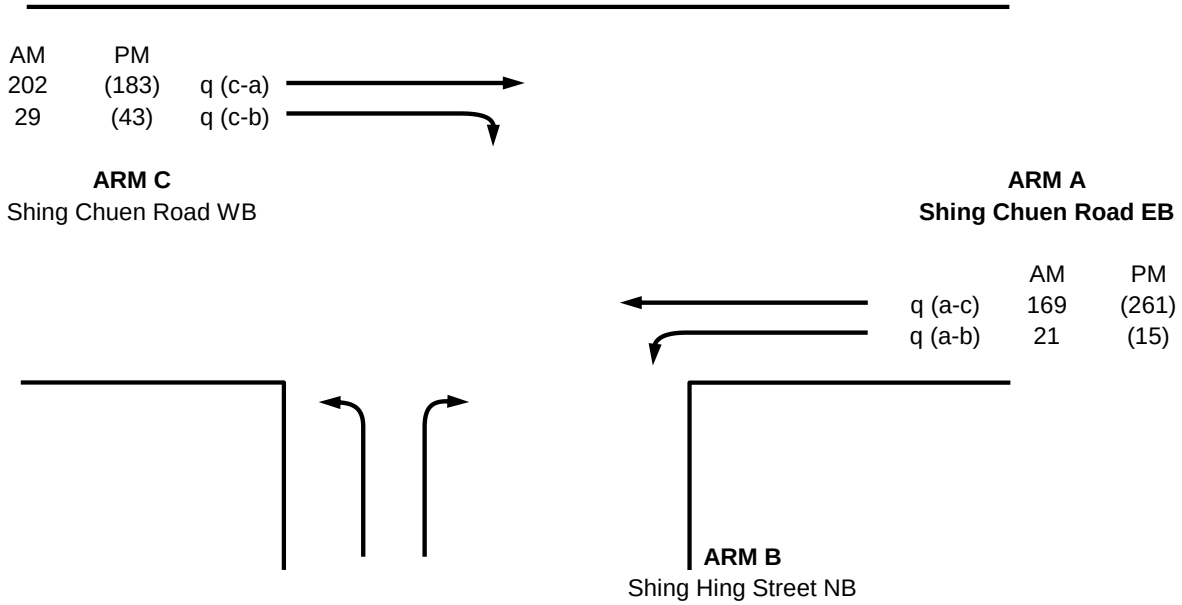
Geometry			Analysis						
Major Road Width	W	7.7	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			189		160
Residual Width	Wr(c-a)	2.1		q(c-b)			44		46
Lane Width	w(b-a)	0.0		q(a-b)			43		49
	w(b-c)	0.0		q(a-c)			230		327
	w(c-b)	3.0		q(b-a)			0		0
Visibilities				q(b-c)			0		0
	Vr(b-a)	0		f			0.00		0.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	0		Q(b-a)			273		261
	Vr(c-b)	150		Q(b-c)			398		382
Geometric Parameter				Q(c-b)			648		621
	D	0.533		Q(b-ac)			273		261
	E	0.586		Q(c-a)			1678		1667
	F	0.964	DFC's						
	Y	0.734		b-a			0.00		0.00
				b-ac			0.00		0.00
				c-b			0.07		0.07
				c-a			0.11		0.10
			Critical DFC				0.11		0.10

Priority Junction Capacity Calculation

Junction : Shing Chuen Road / Shing Hing Street Junction No. : J12

Scenario : Observe Design Year : 2023

ARM A	Shing Chuen Road EB
ARM B	Shing Hing Street NB
ARM C	Shing Chuen Road WB



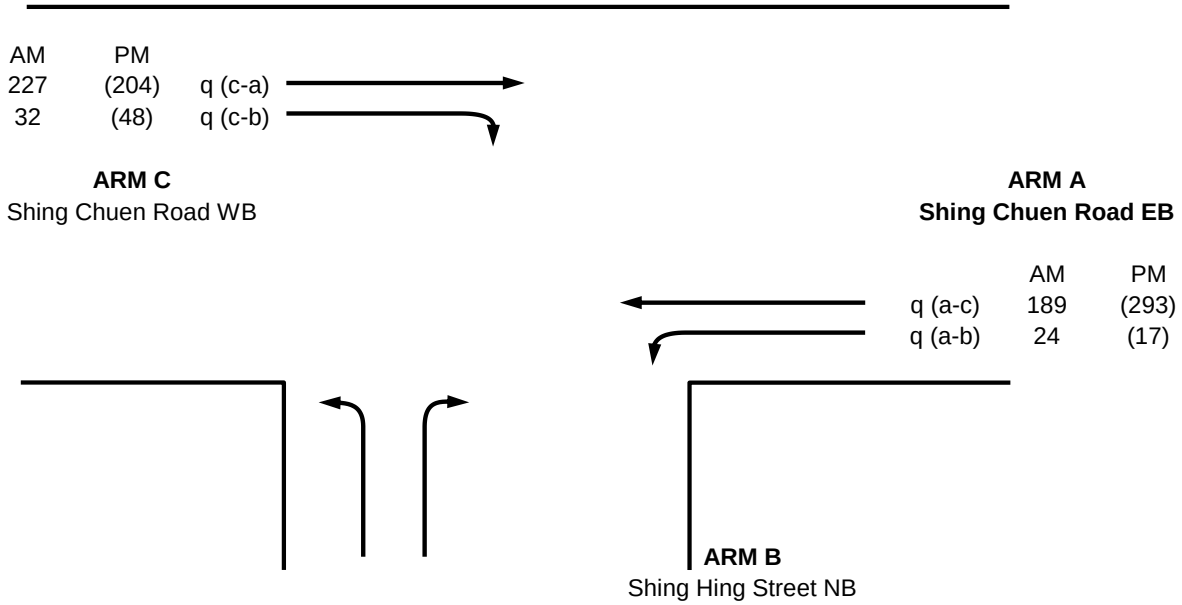
Geometry			Analysis						
Major Road Width	W	7.7	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			202		183
				q(c-b)			29		43
Lane Width	w(b-a)	0.0		q(a-b)			21		15
	w(b-c)	0.0		q(a-c)			169		261
	w(c-b)	3.5		q(b-a)			0		0
Visibilities				q(b-c)			0		0
	Vr(b-a)	0		f			0.00		0.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	0		Q(b-a)			285		271
	Vr(c-b)	250		Q(b-c)			409		395
Geometric Parameter				Q(c-b)			765		739
	D	0.533		Q(b-ac)			285		271
	E	0.586							
	F	1.101	DFC's						
	Y	0.734		b-a			0.00		0.00
				b-ac			0.00		0.00
				c-b			0.04		0.06
			Critical DFC				0.04		0.06

Priority Junction Capacity Calculation

Junction : Shing Chuen Road / Shing Hing Street Junction No. : J12

Scenario : Reference Design Year : 2032

ARM A	Shing Chuen Road EB
ARM B	Shing Hing Street NB
ARM C	Shing Chuen Road WB



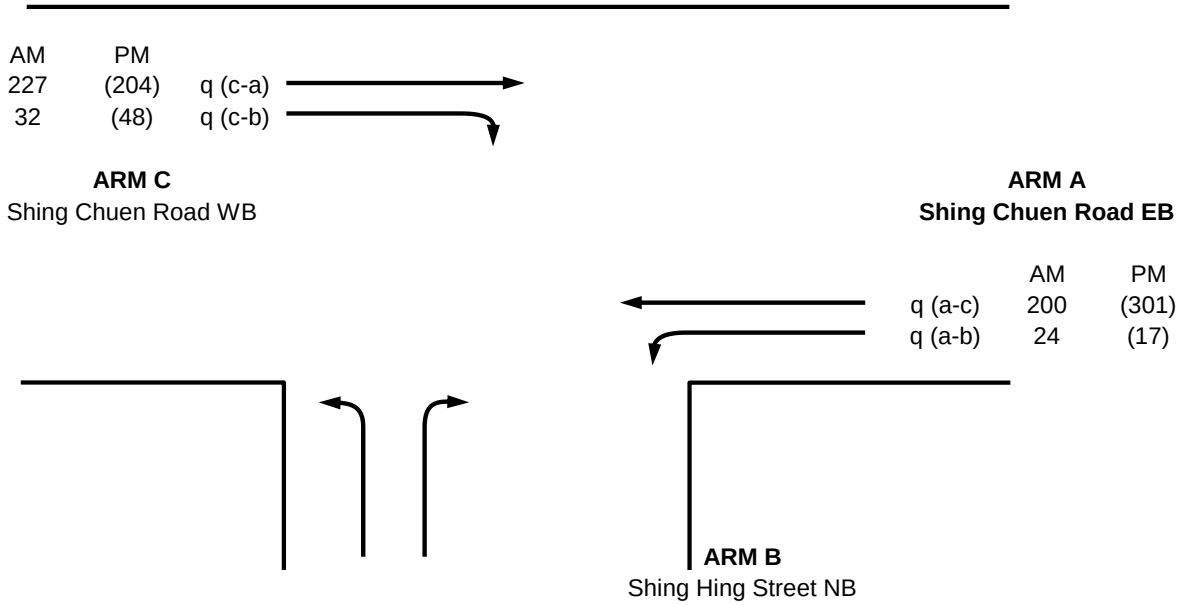
Geometry			Analysis						
Major Road Width	W	7.7	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			227		204
				q(c-b)			32		48
Lane Width	w(b-a)	0.0		q(a-b)			24		17
	w(b-c)	0.0		q(a-c)			189		293
	w(c-b)	3.5		q(b-a)			0		0
Visibilities				q(b-c)			0		0
	Vr(b-a)	0		f			0.00		0.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	0		Q(b-a)			279		264
	Vr(c-b)	250		Q(b-c)			405		390
Geometric Parameter				Q(c-b)			758		729
	D	0.533		Q(b-ac)			279		264
	E	0.586							
	F	1.101	DFC's						
	Y	0.734		b-a			0.00		0.00
				b-ac			0.00		0.00
				c-b			0.04		0.07
			Critical DFC				0.04		0.07

Priority Junction Capacity Calculation

Junction : Shing Chuen Road / Shing Hing Street Junction No. : J12

Scenario : Design Design Year : 2032

ARM A	Shing Chuen Road EB
ARM B	Shing Hing Street NB
ARM C	Shing Chuen Road WB



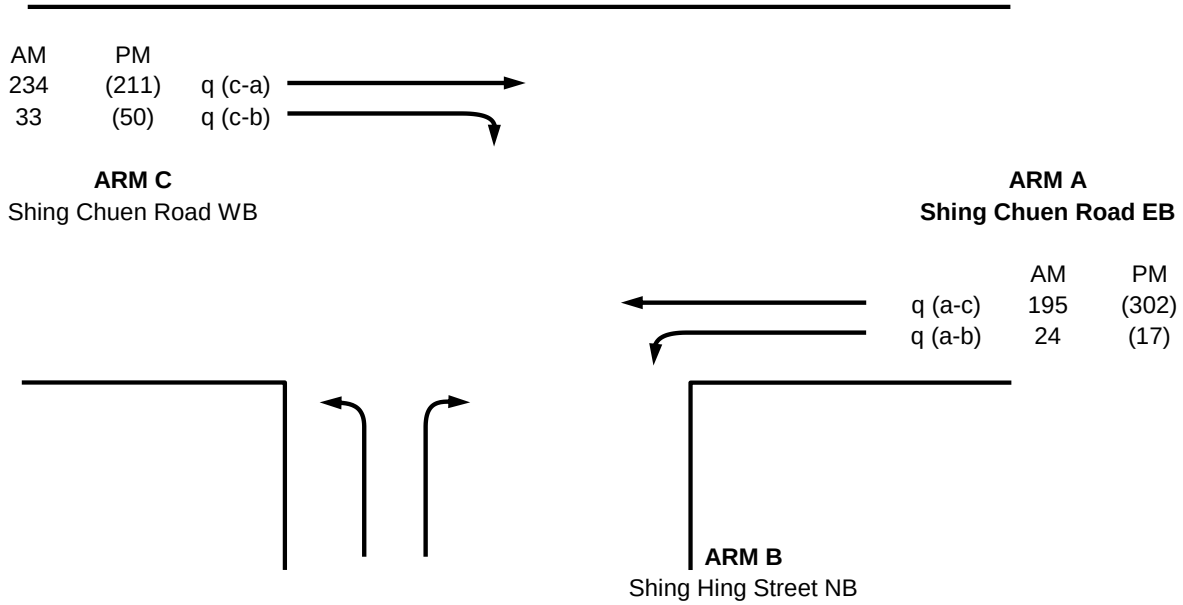
Geometry			Analysis						
Major Road Width	W	7.7	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			227		204
				q(c-b)			32		48
Lane Width	w(b-a)	0.0		q(a-b)			24		17
	w(b-c)	0.0		q(a-c)			200		301
	w(c-b)	3.5		q(b-a)			0		0
Visibilities				q(b-c)			0		0
	Vr(b-a)	0		f			0.00		0.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	0		Q(b-a)			278		262
	Vr(c-b)	250		Q(b-c)			404		388
Geometric Parameter				Q(c-b)			754		727
	D	0.533		Q(b-ac)			278		262
	E	0.586							
	F	1.101	DFC's						
	Y	0.734		b-a			0.00		0.00
				b-ac			0.00		0.00
				c-b			0.04		0.07
			Critical DFC				0.04		0.07

Priority Junction Capacity Calculation

Junction : Shing Chuen Road / Shing Hing Street Junction No. : J12

Scenario : Reference Design Year : 2035

ARM A	Shing Chuen Road EB
ARM B	Shing Hing Street NB
ARM C	Shing Chuen Road WB



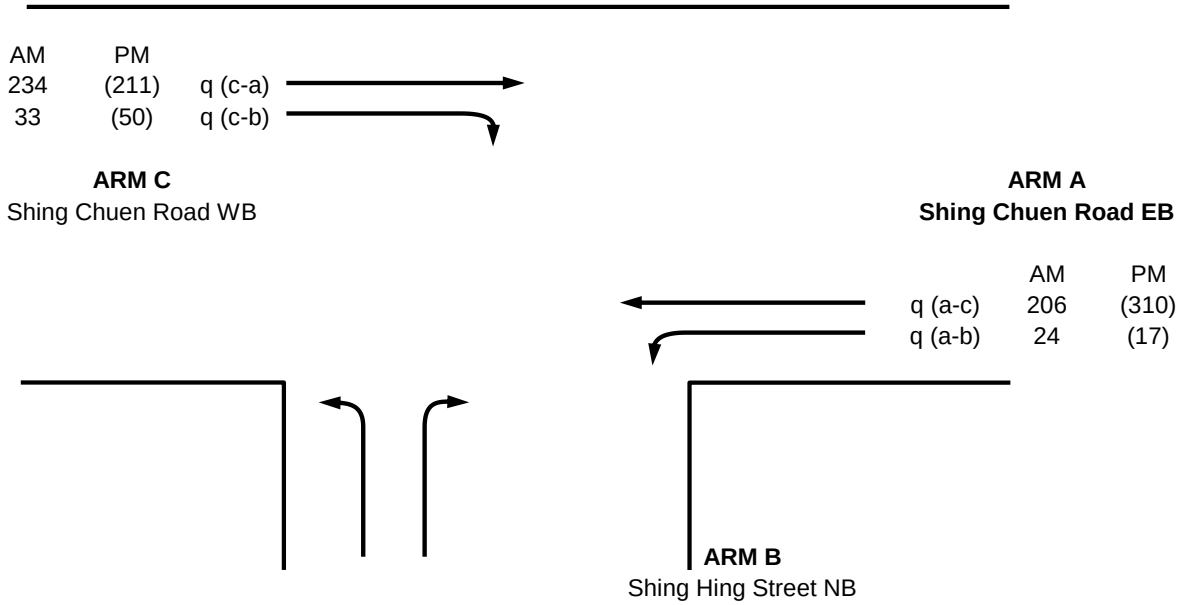
Geometry			Analysis						
Major Road Width	W	7.7	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			234		211
				q(c-b)			33		50
Lane Width	w(b-a)	0.0		q(a-b)			24		17
	w(b-c)	0.0		q(a-c)			195		302
	w(c-b)	3.5		q(b-a)			0		0
Visibilities				q(b-c)			0		0
	Vr(b-a)	0		f			0.00		0.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	0		Q(b-a)			277		261
	Vr(c-b)	250		Q(b-c)			405		388
Geometric Parameter				Q(c-b)			756		727
	D	0.533		Q(b-ac)			277		261
	E	0.586							
	F	1.101	DFC's						
	Y	0.734		b-a			0.00		0.00
				b-ac			0.00		0.00
				c-b			0.04		0.07
			Critical DFC				0.04		0.07

Priority Junction Capacity Calculation

Junction : Shing Chuen Road / Shing Hing Street Junction No. : J12

Scenario : Design Design Year : 2035

ARM A	Shing Chuen Road EB
ARM B	Shing Hing Street NB
ARM C	Shing Chuen Road WB



Geometry			Analysis						
Major Road Width	W	7.7	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			234		211
				q(c-b)			33		50
Lane Width	w(b-a)	0.0		q(a-b)			24		17
	w(b-c)	0.0		q(a-c)			206		310
	w(c-b)	3.5		q(b-a)			0		0
Visibilities				q(b-c)			0		0
	Vr(b-a)	0		f			0.00		0.00
	Vl(b-a)	0	Capacities						
	Vr(b-c)	0		Q(b-a)			276		260
	Vr(c-b)	250		Q(b-c)			403		387
Geometric Parameter				Q(c-b)			753		724
	D	0.533		Q(b-ac)			276		260
	E	0.586							
	F	1.101	DFC's						
	Y	0.734		b-a			0.00		0.00
				b-ac			0.00		0.00
				c-b			0.04		0.07
			Critical DFC				0.04		0.07

TRAFFIC SIGNALS CALCULATION SHEET

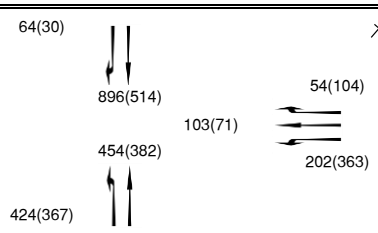
Junction: Mei Tin Road / Tsing Sha Highway Junction No.: J14

Scenario: Observe Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Mei Tin Road NB																
←	C	1	3.3	35					2000	2000	286	0.14		244	0.12	
↑	C	1	3.3	40			47%	49%	2050	2045	294	0.14		250	0.12	
↑	C	1	3.3						2085	2085	298	0.14		255	0.12	0.12
Tsing Sha Highway WB																
←	E	3	5.0	10					1765	1765	202	0.11	0.11	363	0.21	0.21
↑	D	3	3.5						1895	1895	76	0.04		71	0.04	
→	D	3	3.5		25		67%	100%	2025	1985	81	0.04		104	0.05	
Mei Tin Road SB																
↑	A	1,2	3.3						2085	2085	448	0.21	0.21	257	0.12	
↑	A	1,2	3.3						2085	2085	448	0.21		257	0.12	
→	B	2	3.3		10				1815	1815	64	0.04		30	0.02	

NOTES:

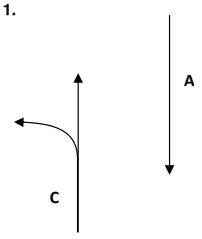
Flow: (pcu/hr)



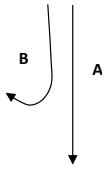
Group		A,E	Group		C,B,E
Sum of Critical *y*		0.33	Sum of Critical *y*		0.33
Lost Time ***L*** (sec)		11	Lost Time ***L*** (sec)		22
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.81	Practical *Y* ***Ypr***		0.72
Reserve Capacity		>100%	Reserve Capacity		>100%

Stage / Phase Diagrams

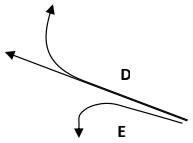
1.



2.



3.



4.

5.

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

wsp

Junction: Mei Tin Road / Tsing Sha Highway

Junction No.: J14

TRAFFIC SIGNALS CALCULATION SHEET

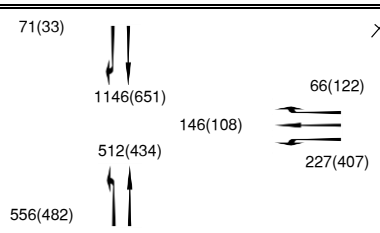
Junction: Mei Tin Road / Tsing Sha Highway Junction No.: J14

Scenario: Reference Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m)		Gradient in %	Proportion Turning (%)		Saturation Flow (pcu/hr)		AM Peak			PM Peak		
				Left	Right		AM	PM	AM	PM	Design Flow (pcu/hr)	Flow Factor y	Critical y	Design Flow (pcu/hr)	Flow Factor y	Critical y
Mei Tin Road NB																
↰	C	1	3.3	35					2000	2000	349	0.17		299	0.15	
↑	C	1	3.3	40			58%	60%	2040	2040	355	0.17		305	0.15	
↑	C	1	3.3						2085	2085	364	0.17		312	0.15	0.15
Tsing Sha Highway WB																
↰	E	3	5.0	10					1765	1765	227	0.13	0.13	407	0.23	0.23
↑	D	3	3.5						1895	1895	102	0.05		108	0.06	
↱	D	3	3.5		25		60%	100%	2030	1985	110	0.05		122	0.06	
Mei Tin Road SB																
↑	A	1,2	3.3						2085	2085	573	0.27	0.27	326	0.16	
↑	A	1,2	3.3						2085	2085	573	0.27		325	0.16	
↱	B	2	3.3		10				1815	1815	71	0.04		33	0.02	

NOTES:

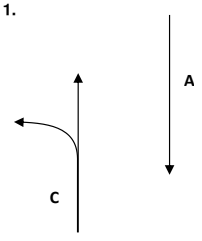
Flow: (pcu/hr)



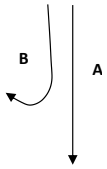
Group		A,E	Group		C,B,E
Sum of Critical *y*		0.40	Sum of Critical *y*		0.38
Lost Time ***L*** (sec)		11	Lost Time ***L*** (sec)		22
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.81	Practical *Y* ***Ypr***		0.72
Reserve Capacity		>100%	Reserve Capacity		90%

Stage / Phase Diagrams

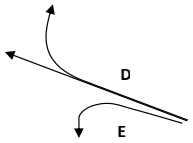
1.



2.



3.



4.

5.

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

wsp

Junction: Mei Tin Road / Tsing Sha Highway

Junction No.: J14

TRAFFIC SIGNALS CALCULATION SHEET

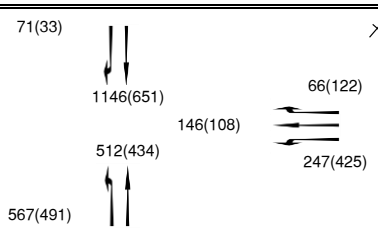
Junction: Mei Tin Road / Tsing Sha Highway Junction No.: J14

Scenario: Design Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m)		Gradient in %	Proportion Turning (%)		Saturation Flow (pcu/hr)		AM Peak			PM Peak		
				Left	Right		AM	PM	AM	PM	Design Flow (pcu/hr)	Flow Factor y	Critical y	Design Flow (pcu/hr)	Flow Factor y	Critical y
Mei Tin Road NB																
←	C	1	3.3	35					2000	2000	352	0.18		302	0.15	
↑	C	1	3.3	40			60%	61%	2040	2040	360	0.18		308	0.15	
↑	C	1	3.3						2085	2085	367	0.18		315	0.15	0.15
Tsing Sha Highway WB																
←	E	3	5.0	10					1765	1765	247	0.14	0.14	425	0.24	0.24
↑	D	3	3.5						1895	1895	102	0.05		108	0.06	
→	D	3	3.5		25		60%	100%	2030	1985	110	0.05		122	0.06	
Mei Tin Road SB																
↑	A	1,2	3.3						2085	2085	573	0.27	0.27	326	0.16	
↑	A	1,2	3.3						2085	2085	573	0.27		325	0.16	
→	B	2	3.3		10				1815	1815	71	0.04		33	0.02	

NOTES:

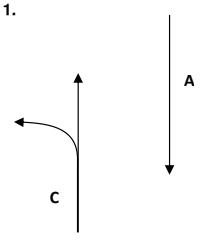
Flow: (pcu/hr)



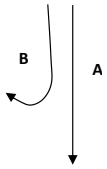
Group		A,E	Group		C,B,E
Sum of Critical *y*		0.41	Sum of Critical *y*		0.39
Lost Time ***L*** (sec)		11	Lost Time ***L*** (sec)		22
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.81	Practical *Y* ***Ypr***		0.72
Reserve Capacity		96%	Reserve Capacity		85%

Stage / Phase Diagrams

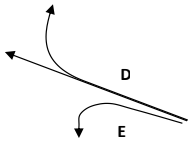
1.



2.



3.



4.

5.

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

wsp

Junction: Mei Tin Road / Tsing Sha Highway

Junction No.: J14

TRAFFIC SIGNALS CALCULATION SHEET

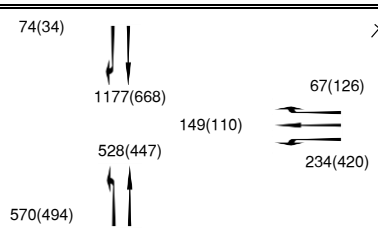
Junction: Mei Tin Road / Tsing Sha Highway Junction No.: J14

Scenario: Reference Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m)		Gradient in %	Proportion Turning (%)		Saturation Flow (pcu/hr)		AM Peak			PM Peak		
				Left	Right		AM	PM	AM	PM	Design Flow (pcu/hr)	Flow Factor y	Critical y	Design Flow (pcu/hr)	Flow Factor y	Critical y
Mei Tin Road NB																
←	C	1	3.3	35					2000	2000	358	0.18		307	0.15	
↑	C	1	3.3	40			58%	60%	2040	2040	366	0.18		314	0.15	0.15
↑	C	1	3.3						2085	2085	374	0.18		320	0.15	
Tsing Sha Highway WB																
←	E	3	5.0	10					1765	1765	234	0.13	0.13	420	0.24	0.24
↑	D	3	3.5						1895	1895	104	0.05		110	0.06	
→	D	3	3.5		25		60%	100%	2030	1985	112	0.06		126	0.06	
Mei Tin Road SB																
↑	A	1,2	3.3						2085	2085	589	0.28	0.28	334	0.16	
↑	A	1,2	3.3						2085	2085	588	0.28		334	0.16	
→	B	2	3.3		10				1815	1815	74	0.04		34	0.02	

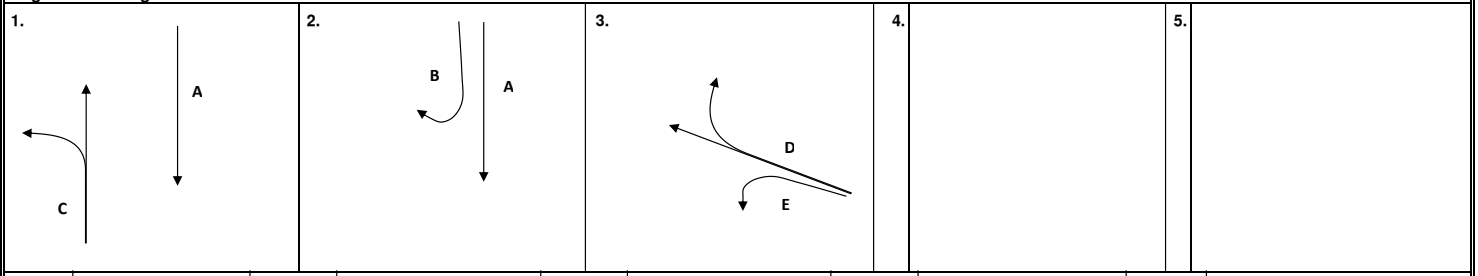
NOTES:

Flow: (pcu/hr)



Group		A,E	Group		C,B,E
Sum of Critical *y*		0.42	Sum of Critical *y*		0.39
Lost Time ***L*** (sec)		11	Lost Time ***L*** (sec)		22
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.81	Practical *Y* ***Ypr***		0.72
Reserve Capacity		96%	Reserve Capacity		85%

Stage / Phase Diagrams



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

wsp

Junction: Mei Tin Road / Tsing Sha Highway

Junction No.: J14

TRAFFIC SIGNALS CALCULATION SHEET

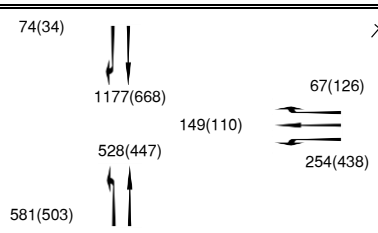
Junction: Mei Tin Road / Tsing Sha Highway Junction No.: J14

Scenario: Design Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m)		Gradient in %	Proportion Turning (%)		Saturation Flow (pcu/hr)		AM Peak			PM Peak		
				Left	Right		AM	PM	AM	PM	Design Flow (pcu/hr)	Flow Factor y	Critical y	Design Flow (pcu/hr)	Flow Factor y	Critical y
Mei Tin Road NB																
←	C	1	3.3	35					2000	2000	362	0.18		310	0.16	
↑	C	1	3.3	40			59%	61%	2040	2040	369	0.18		317	0.16	0.16
↑	C	1	3.3						2085	2085	378	0.18		323	0.15	
Tsing Sha Highway WB																
←	E	3	5.0	10					1765	1765	254	0.14	0.14	438	0.25	0.25
↑	D	3	3.5						1895	1895	104	0.05		110	0.06	
→	D	3	3.5		25		60%	100%	2030	1985	112	0.06		126	0.06	
Mei Tin Road SB																
↑	A	1,2	3.3						2085	2085	589	0.28	0.28	334	0.16	
↑	A	1,2	3.3						2085	2085	588	0.28		334	0.16	
→	B	2	3.3		10				1815	1815	74	0.04		34	0.02	

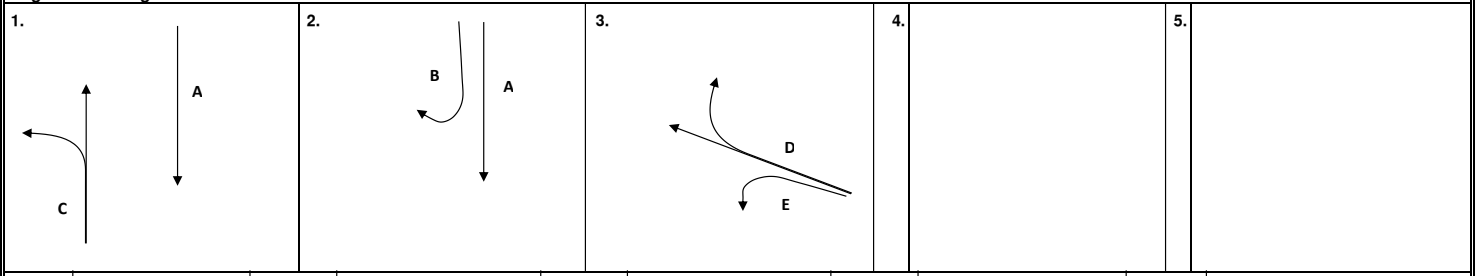
NOTES:

Flow: (pcu/hr)



Group		A,E	Group		C,B,E
Sum of Critical *y*		0.43	Sum of Critical *y*		0.40
Lost Time ***L*** (sec)		11	Lost Time ***L*** (sec)		22
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.81	Practical *Y* ***Ypr***		0.72
Reserve Capacity		91%	Reserve Capacity		79%

Stage / Phase Diagrams



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

TRAFFIC SIGNALS CALCULATION SHEET

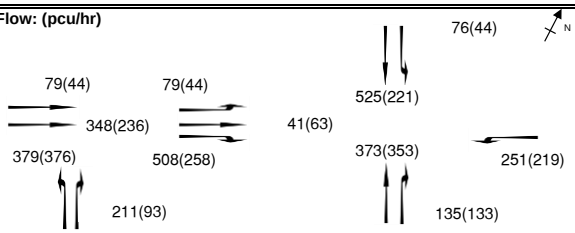
Junction: Mei Tin Road / Heung Fan Liu Street Junction No.: J15

Scenario: Observe Design Year: 2023

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Heung Fan Liu Street EB																
←	E	4	3.3	10					1690	1690	79	0.05		44	0.03	
↑	E	4	3.3						2085	2085	174	0.08	0.08	118	0.06	0.06
↑	E	4	3.3						2085	2085	174	0.08		118	0.06	
Mei Fai Street NB																
←	F	2,3	4.0	20					1875	1875	379	0.20	0.20	376	0.20	0.20
↱	F	2,3	4.0		15				1960	1960	108	0.06		48	0.02	
↱	F	2,3	4.0		10				1875	1875	103	0.05		45	0.02	
Heung Fan Liu Street EB																
←	D	3,4	5.0	10					1840	1840	79	0.04		44	0.02	
↱	D	3,4	4.0		15		85%	62%	1985	2030	282	0.14		167	0.08	
↱	D	3,4	4.0		10				1875	1875	267	0.14		154	0.08	
Mei Tin Road NB																
↑	B	1,2	3.5						1965	1965	180	0.09		170	0.09	
↑	B	1,2	3.5						2105	2105	193	0.09		183	0.09	
↱	C	2	3.5		15				1915	1915	135	0.07		133	0.07	
PTI access WB																
←	C	2	5.0	10					1840	1840	251	0.14		219	0.12	
Mei Tin Road SB																
←	A	1	3.3	10			42%	55%	1830	1795	183	0.10		80	0.04	
↑	A	1	3.3						2085	2085	209	0.10	0.10	93	0.04	0.04
↑	A	1	3.3						2085	2085	209	0.10		92	0.04	
Pedestrian Crossing																
	Gp	3,4,5	MIN GREEN + FLASH =			5	+	10	=	15						
	Hp	1,2,5	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	5	MIN GREEN + FLASH =			5	+	7	=	12			*			*
	Jp	1,5	MIN GREEN + FLASH =			5	+	12	=	17						
	Kp	1,4,5	MIN GREEN + FLASH =			5	+	10	=	15						

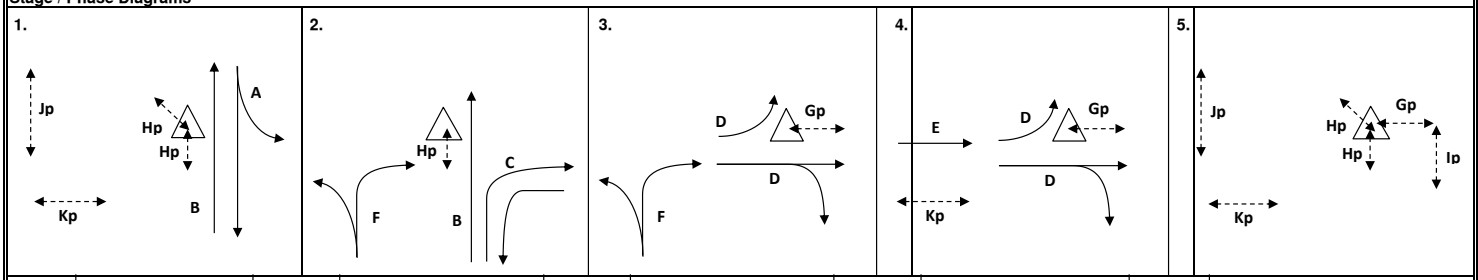
NOTES:

Flow: (pcu/hr)



Group		A,F,E,Ip	Group		A,F,E,Ip
Sum of Critical *y*		0.39	Sum of Critical *y*		0.30
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		73%	Reserve Capacity		>100%

Stage / Phase Diagrams



I/G= 2		I/G= 5		I/G=		I/G= 6		I/G= 8	12		
I/G= 2		I/G= 5		I/G=		I/G= 6		I/G= 8	12		

wsp

Junction: Mei Tin Road / Heung Fan Liu Street

Junction No.: J15

TRAFFIC SIGNALS CALCULATION SHEET

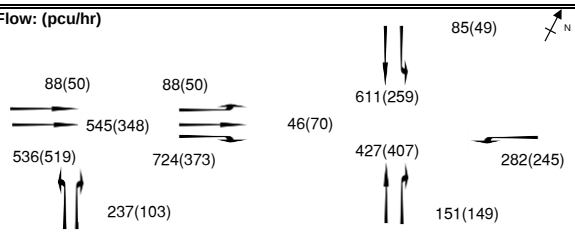
Junction: Mei Tin Road / Heung Fan Liu Street Junction No.: J15

Scenario: Reference Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Heung Fan Liu Street EB																
←	E	4	3.3	10					1690	1690	88	0.05		50	0.03	
↑	E	4	3.3						2085	2085	273	0.13	0.13	174	0.08	0.08
↑	E	4	3.3						2085	2085	272	0.13		174	0.08	
Mei Fai Street NB																
↰	F	2,3	4.0	20					1875	1875	536	0.29	0.29	519	0.28	0.28
↱	F	2,3	4.0		15				1960	1960	121	0.06		53	0.03	
↱	F	2,3	4.0		10				1875	1875	116	0.06		50	0.03	
Heung Fan Liu Street EB																
←	D	3,4	5.0	10					1840	1840	88	0.05		50	0.03	
↱	D	3,4	4.0		15		88%	69%	1980	2015	395	0.20		229	0.11	
↱	D	3,4	4.0		10				1875	1875	375	0.20		214	0.11	
Mei Tin Road NB																
↑	B	1,2	3.5						1965	1965	206	0.10		197	0.10	
↑	B	1,2	3.5						2105	2105	221	0.10		210	0.10	
↱	C	2	3.5		15				1915	1915	151	0.08		149	0.08	
PTI access WB																
↰	C	2	5.0	10					1840	1840	282	0.15		245	0.13	
Mei Tin Road SB																
←	A	1	3.3	10			40%	53%	1835	1805	213	0.12	0.12	93	0.05	
↑	A	1	3.3						2085	2085	242	0.12		108	0.05	0.05
↑	A	1	3.3						2085	2085	241	0.12		107	0.05	
Pedestrian Crossing																
	Gp	3,4,5	MIN GREEN + FLASH =			5	+	10	=	15						
	Hp	1,2,5	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	5	MIN GREEN + FLASH =			5	+	7	=	12			*			*
	Jp	1,5	MIN GREEN + FLASH =			5	+	12	=	17						
	Kp	1,4,5	MIN GREEN + FLASH =			5	+	10	=	15						

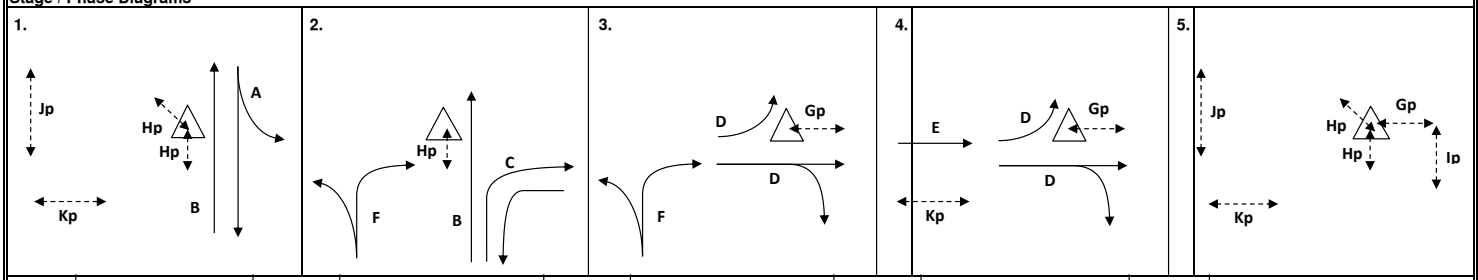
NOTES:

Flow: (pcu/hr)



Group		A,F,E,Ip	Group		A,F,E,Ip
Sum of Critical *y*		0.53	Sum of Critical *y*		0.41
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		25%	Reserve Capacity		60%

Stage / Phase Diagrams



I/G= 2		I/G= 5		I/G=		I/G= 6		I/G= 8	12		
I/G= 2		I/G= 5		I/G=		I/G= 6		I/G= 8	12		

wsp

Junction: Mei Tin Road / Heung Fan Liu Street

Junction No.: J15

TRAFFIC SIGNALS CALCULATION SHEET

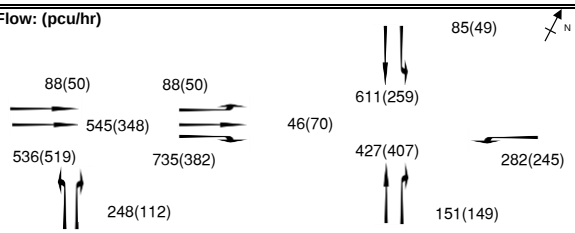
Junction: Mei Tin Road / Heung Fan Liu Street Junction No.: J15

Scenario: Design Design Year: 2032

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Heung Fan Liu Street EB																
←	E	4	3.3	10					1690	1690	88	0.05		50	0.03	
↑	E	4	3.3						2085	2085	273	0.13	0.13	174	0.08	0.08
↑	E	4	3.3						2085	2085	272	0.13		174	0.08	
Mei Fai Street NB																
↰	F	2,3	4.0	20					1875	1875	536	0.29	0.29	519	0.28	0.28
↱	F	2,3	4.0		15				1960	1960	127	0.06		57	0.03	
↱	F	2,3	4.0		10				1875	1875	121	0.06		55	0.03	
Heung Fan Liu Street EB																
←	D	3,4	5.0	10					1840	1840	88	0.05		50	0.03	
↱	D	3,4	4.0		15		89%	70%	1980	2015	401	0.20		234	0.12	
↱	D	3,4	4.0		10				1875	1875	380	0.20		218	0.12	
Mei Tin Road NB																
↑	B	1,2	3.5						1965	1965	206	0.10		197	0.10	
↑	B	1,2	3.5						2105	2105	221	0.10		210	0.10	
↱	C	2	3.5		15				1915	1915	151	0.08		149	0.08	
PTI access WB																
↰	C	2	5.0	10					1840	1840	282	0.15		245	0.13	
Mei Tin Road SB																
←	A	1	3.3	10			40%	53%	1835	1805	213	0.12	0.12	93	0.05	
↑	A	1	3.3						2085	2085	242	0.12		108	0.05	0.05
↑	A	1	3.3						2085	2085	241	0.12		107	0.05	
Pedestrian Crossing																
	Gp	3,4,5	MIN GREEN + FLASH =			5	+	10	=	15						
	Hp	1,2,5	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	5	MIN GREEN + FLASH =			5	+	7	=	12			*			*
	Jp	1,5	MIN GREEN + FLASH =			5	+	12	=	17						
	Kp	1,4,5	MIN GREEN + FLASH =			5	+	10	=	15						

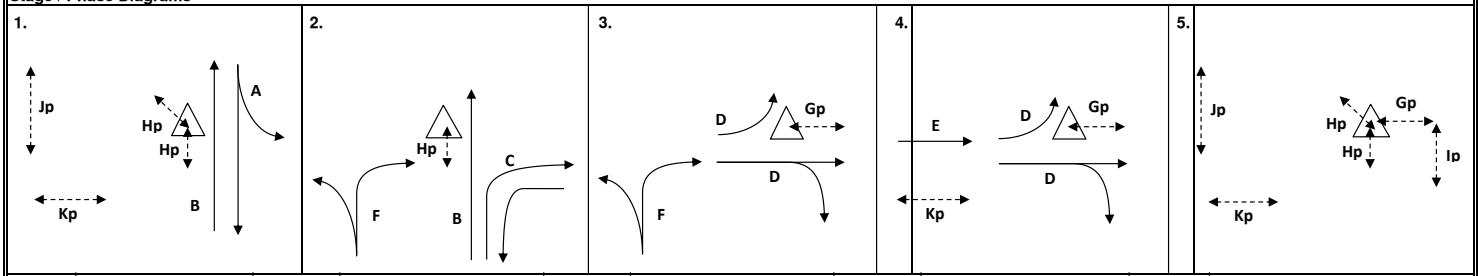
NOTES:

Flow: (pcu/hr)



Group		A,F,E,Ip	Group		A,F,E,Ip
Sum of Critical *y*		0.53	Sum of Critical *y*		0.41
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		25%	Reserve Capacity		60%

Stage / Phase Diagrams



I/G= 2		I/G= 5		I/G=		I/G= 6		I/G= 8	12		
I/G= 2		I/G= 5		I/G=		I/G= 6		I/G= 8	12		

wsp

Junction: Mei Tin Road / Heung Fan Liu Street

Junction No.: J15

TRAFFIC SIGNALS CALCULATION SHEET

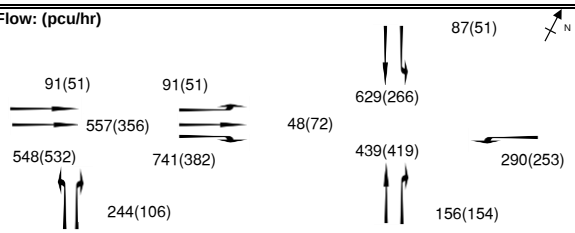
Junction: Mei Tin Road / Heung Fan Liu Street Junction No.: J15

Scenario: Reference Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Heung Fan Liu Street EB																
←	E	4	3.3	10					1690	1690	91	0.05		51	0.03	
↑	E	4	3.3						2085	2085	279	0.13	0.13	178	0.09	0.09
↑	E	4	3.3						2085	2085	278	0.13		178	0.09	
Mei Fai Street NB																
←	F	2,3	4.0	20					1875	1875	548	0.29	0.29	532	0.28	0.28
↱	F	2,3	4.0		15				1960	1960	125	0.06		54	0.03	
↱	F	2,3	4.0		10				1875	1875	119	0.06		52	0.03	
Heung Fan Liu Street EB																
←	D	3,4	5.0	10					1840	1840	91	0.05		51	0.03	
↱	D	3,4	4.0		15		88%	69%	1980	2015	405	0.20		235	0.12	
↱	D	3,4	4.0		10				1875	1875	384	0.20		219	0.12	
Mei Tin Road NB																
↑	B	1,2	3.5						1965	1965	212	0.11		202	0.10	
↑	B	1,2	3.5						2105	2105	227	0.11		217	0.10	
↱	C	2	3.5		15				1915	1915	156	0.08		154	0.08	
PTI access WB																
←	C	2	5.0	10					1840	1840	290	0.16		253	0.14	
Mei Tin Road SB																
←	A	1	3.3	10			40%	53%	1835	1800	219	0.12		96	0.05	0.05
↑	A	1	3.3						2085	2085	249	0.12	0.12	111	0.05	
↑	A	1	3.3						2085	2085	248	0.12		110	0.05	
Pedestrian Crossing																
	Gp	3,4,5	MIN GREEN + FLASH =			5	+	10	=	15						
	Hp	1,2,5	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	5	MIN GREEN + FLASH =			5	+	7	=	12			*			*
	Jp	1,5	MIN GREEN + FLASH =			5	+	12	=	17						
	Kp	1,4,5	MIN GREEN + FLASH =			5	+	10	=	15						

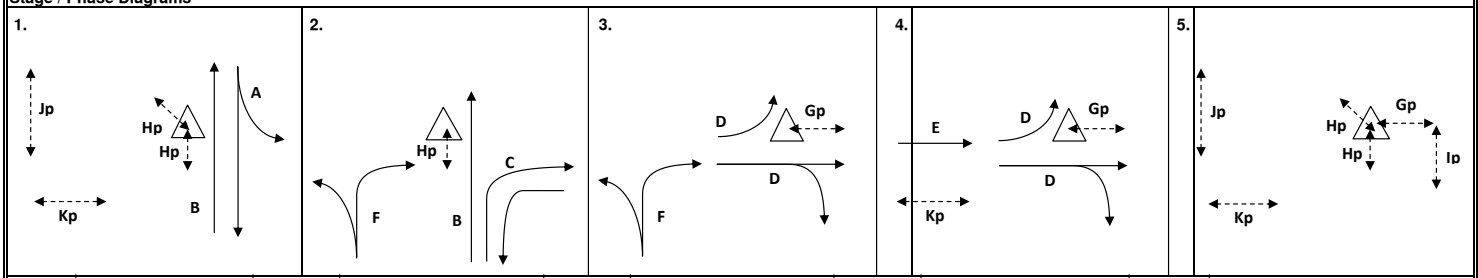
NOTES:

Flow: (pcu/hr)



Group		A,F,E,Ip	Group		A,F,E,Ip
Sum of Critical *y*		0.55	Sum of Critical *y*		0.42
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		22%	Reserve Capacity		56%

Stage / Phase Diagrams



I/G= 2		I/G= 5		I/G=		I/G= 6		I/G= 8	12		
I/G= 2		I/G= 5		I/G=		I/G= 6		I/G= 8	12		

wsp

Junction: Mei Tin Road / Heung Fan Liu Street

Junction No.: J15

TRAFFIC SIGNALS CALCULATION SHEET

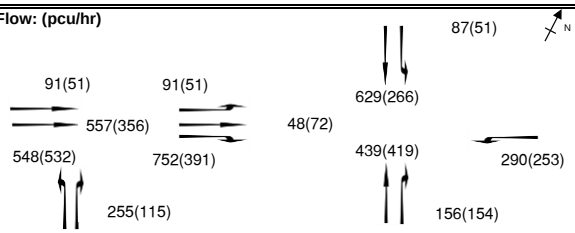
Junction: Mei Tin Road / Heung Fan Liu Street Junction No.: J15

Scenario: Design Design Year: 2035

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Heung Fan Liu Street EB																
←	E	4	3.3	10					1690	1690	91	0.05		51	0.03	
↑	E	4	3.3						2085	2085	279	0.13	0.13	178	0.09	0.09
↑	E	4	3.3						2085	2085	278	0.13		178	0.09	
Mei Fai Street NB																
←	F	2,3	4.0	20					1875	1875	548	0.29	0.29	532	0.28	0.28
↱	F	2,3	4.0		15				1960	1960	130	0.07		59	0.03	
↱	F	2,3	4.0		10				1875	1875	125	0.07		56	0.03	
Heung Fan Liu Street EB																
←	D	3,4	5.0	10					1840	1840	91	0.05		51	0.03	
↱	D	3,4	4.0		15		88%	70%	1980	2015	411	0.21		240	0.12	
↱	D	3,4	4.0		10				1875	1875	389	0.21		223	0.12	
Mei Tin Road NB																
↑	B	1,2	3.5						1965	1965	212	0.11		202	0.10	
↑	B	1,2	3.5						2105	2105	227	0.11		217	0.10	
↱	C	2	3.5		15				1915	1915	156	0.08		154	0.08	
PTI access WB																
←	C	2	5.0	10					1840	1840	290	0.16		253	0.14	
Mei Tin Road SB																
←	A	1	3.3	10			40%	53%	1835	1800	219	0.12		96	0.05	0.05
↑	A	1	3.3						2085	2085	249	0.12	0.12	111	0.05	
↑	A	1	3.3						2085	2085	248	0.12		110	0.05	
Pedestrian Crossing																
	Gp	3,4,5	MIN GREEN + FLASH =			5	+	10	=	15						
	Hp	1,2,5	MIN GREEN + FLASH =			5	+	9	=	14						
	Ip	5	MIN GREEN + FLASH =			5	+	7	=	12			*			*
	Jp	1,5	MIN GREEN + FLASH =			5	+	12	=	17						
	Kp	1,4,5	MIN GREEN + FLASH =			5	+	10	=	15						

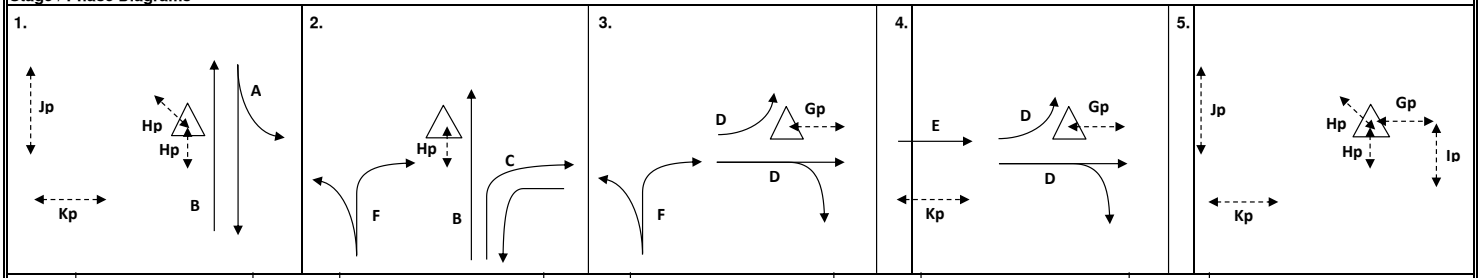
NOTES:

Flow: (pcu/hr)



Group		A,F,E,Ip	Group		A,F,E,Ip
Sum of Critical *y*		0.55	Sum of Critical *y*		0.42
Lost Time ***L*** (sec)		30	Lost Time ***L*** (sec)		30
Cycle Time ***c*** (sec)		116	Cycle Time ***c*** (sec)		112
Practical *Y* ***Ypr***		0.67	Practical *Y* ***Ypr***		0.66
Reserve Capacity		22%	Reserve Capacity		56%

Stage / Phase Diagrams



I/G= 2		I/G= 5		I/G=		I/G= 6		I/G= 8	12		
I/G= 2		I/G= 5		I/G=		I/G= 6		I/G= 8	12		

wsp

Junction: Mei Tin Road / Heung Fan Liu Street

Junction No.: J15

Priority Junction Capacity Calculation

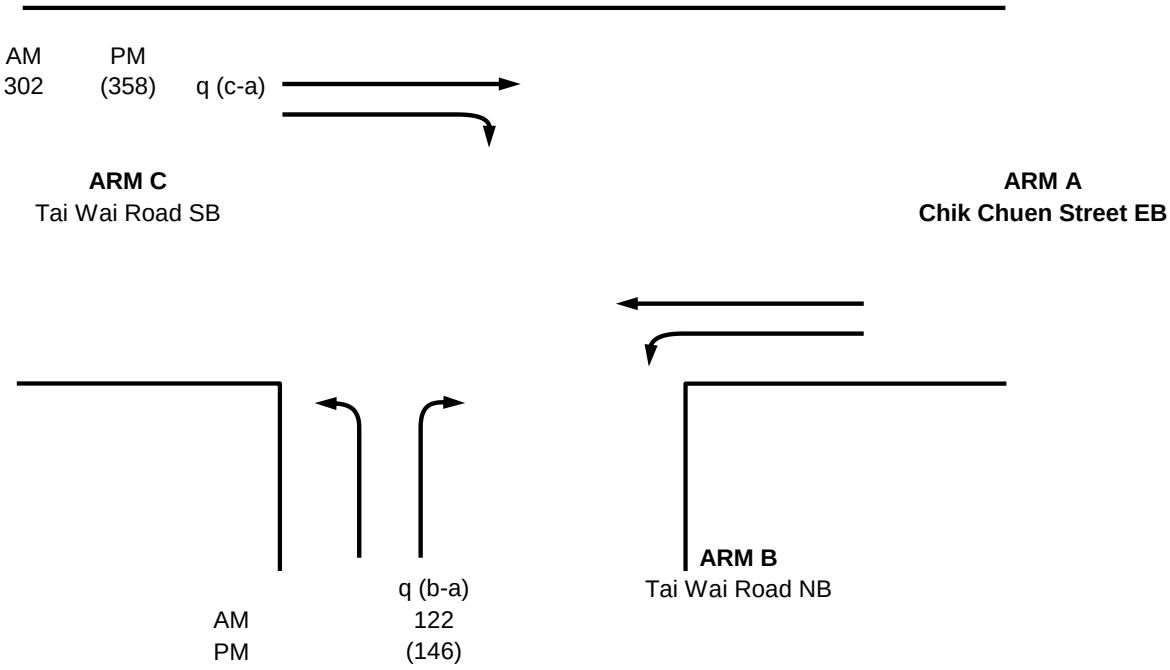
Junction : Tai Wai Road / Chik Chuen Street

Junction No. : J16

Scenario : Observe

Design Year : 2023

ARM A	Chik Chuen Street EB
ARM B	Tai Wai Road NB
ARM C	Tai Wai Road SB



Geometry			Analysis					
Major Road Width	W	6.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		302		358
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	3.5		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		122		146
Visibilities				q(b-c)		0		0
	Vr(b-a)	27		f		0.00		0.00
	Vl(b-a)	75	Capacities					
	Vr(b-c)	0		Q(b-a)		494		485
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	0.863		Q(b-ac)		494		485
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.793		b-a		0.25		0.30
				b-ac		0.25		0.30
				c-b		0.00		0.00
				c-a		0.17		0.20
			Critical DFC			0.25		0.30

Priority Junction Capacity Calculation

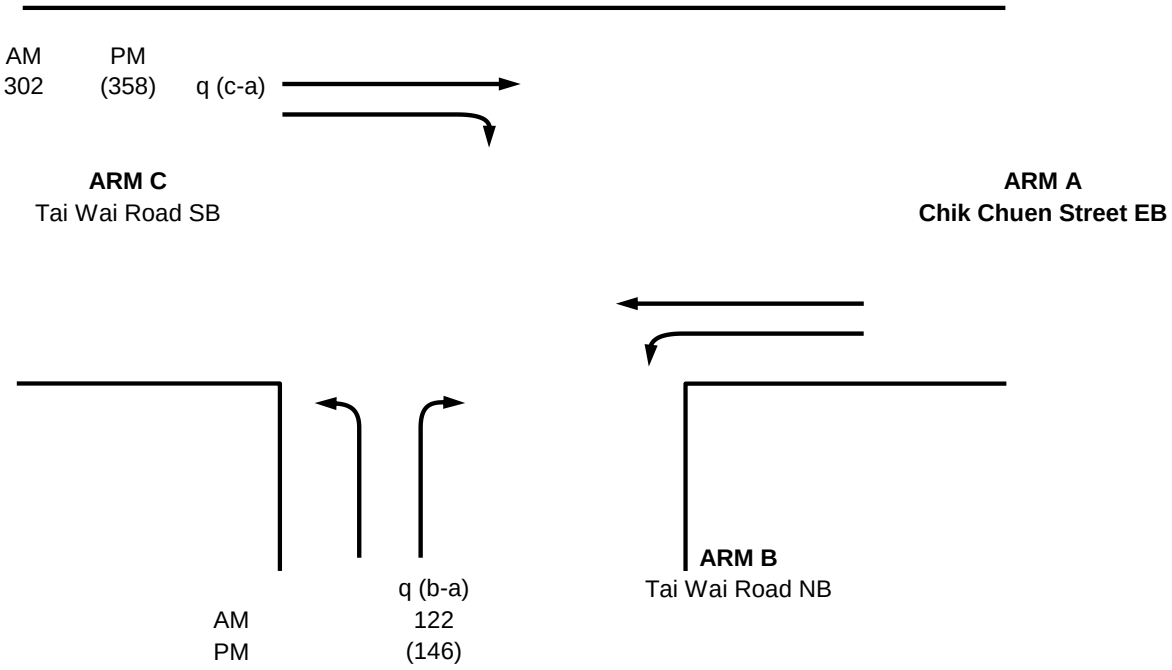
Junction : Tai Wai Road / Chik Chuen Street

Junction No. : J16

Scenario : Observe (With Illegal Parking Impact)

Design Year : 2023

ARM A	Chik Chuen Street EB
ARM B	Tai Wai Road NB
ARM C	Tai Wai Road SB



Geometry			Analysis					
Major Road Width	W	4.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		302		358
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	3.0		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		122		146
Visibilities				q(b-c)		0		0
	Vr(b-a)	20		f		0.00		0.00
	Vl(b-a)	75	Capacities					
	Vr(b-c)	0		Q(b-a)		463		454
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	0.816		Q(b-ac)		463		454
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.862		b-a		0.26		0.32
				b-ac		0.26		0.32
				c-b		0.00		0.00
				c-a		0.17		0.20
			Critical DFC			0.26		0.32

Priority Junction Capacity Calculation

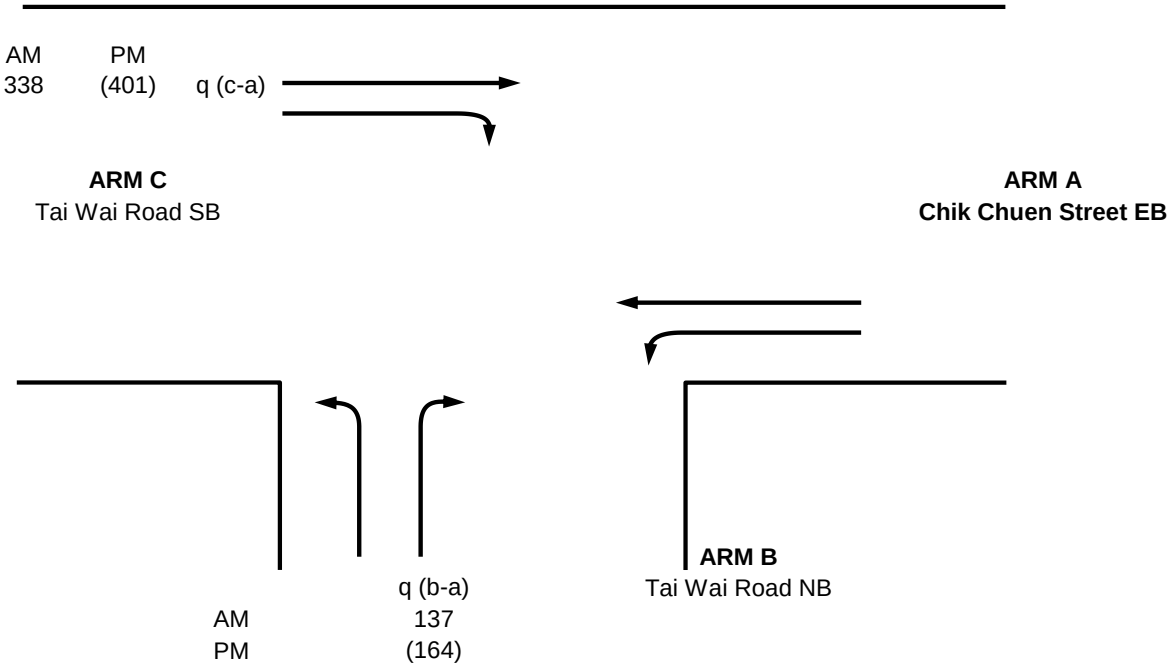
Junction : Tai Wai Road / Chik Chuen Street

Junction No. : J16

Scenario : Design (Sensitivity for Illegal Parking Impact)

Design Year : 2032

ARM A	Chik Chuen Street EB
ARM B	Tai Wai Road NB
ARM C	Tai Wai Road SB



Geometry			Analysis						
Major Road Width	W	6.0	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			338		401
Residual Width	Wr(c-a)	0.0		q(c-b)			0		0
Lane Width	w(b-a)	3.5		q(a-b)			0		0
	w(b-c)	0.0		q(a-c)			0		0
	w(c-b)	0.0		q(b-a)			137		164
Visibilities				q(b-c)			0		0
	Vr(b-a)	27		f			0.00		0.00
	Vl(b-a)	75	Capacities						
	Vr(b-c)	0		Q(b-a)			488		478
	Vr(c-b)	0		Q(b-c)			437		437
Geometric Parameter				Q(c-b)			437		437
	D	0.863		Q(b-ac)			488		478
	E	0.586		Q(c-a)			1800		1800
	F	0.586	DFC's						
	Y	0.793		b-a			0.28		0.34
				b-ac			0.28		0.34
				c-b			0.00		0.00
				c-a			0.19		0.22
			Critical DFC				0.28		0.34

Priority Junction Capacity Calculation

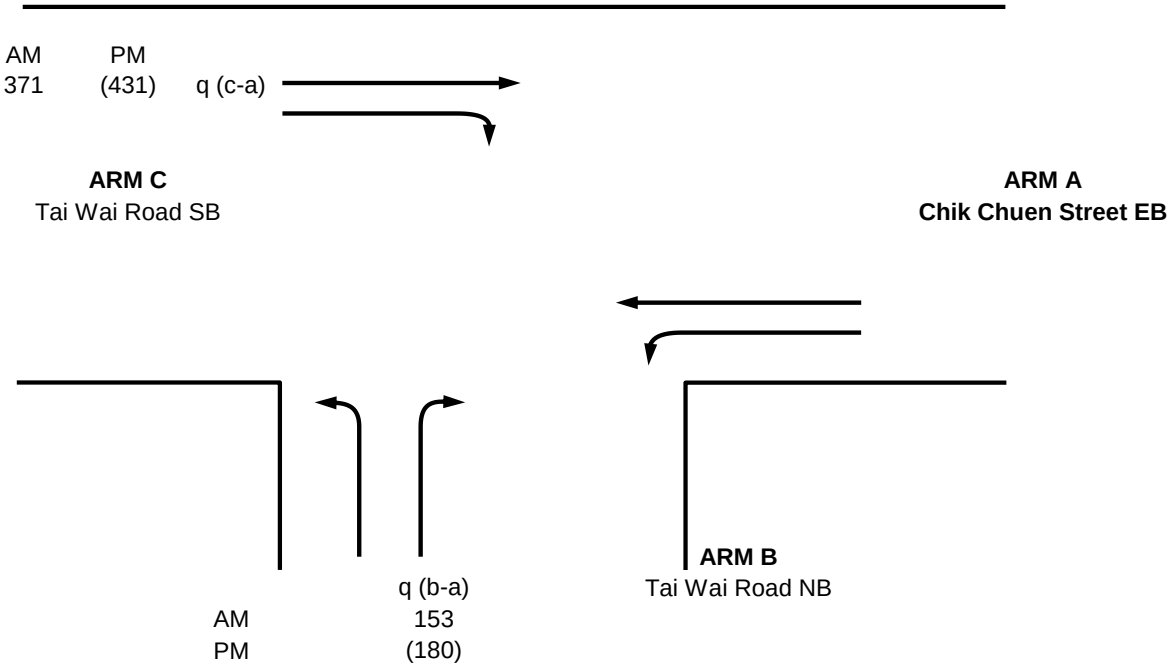
Junction : Tai Wai Road / Chik Chuen Street

Junction No. : J16

Scenario : Design (Sensitivity for Illegal Parking Impact)

Design Year : 2032

ARM A	Chik Chuen Street EB
ARM B	Tai Wai Road NB
ARM C	Tai Wai Road SB



Geometry			Analysis					
Major Road Width	W	6.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		371		431
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	3.5		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		153		180
Visibilities				q(b-c)		0		0
	Vr(b-a)	27		f		0.00		0.00
	Vl(b-a)	75	Capacities					
	Vr(b-c)	0		Q(b-a)		483		473
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	0.863		Q(b-ac)		483		473
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.793		b-a		0.32		0.38
				b-ac		0.32		0.38
				c-b		0.00		0.00
				c-a		0.21		0.24
			Critical DFC			0.32		0.38

Priority Junction Capacity Calculation

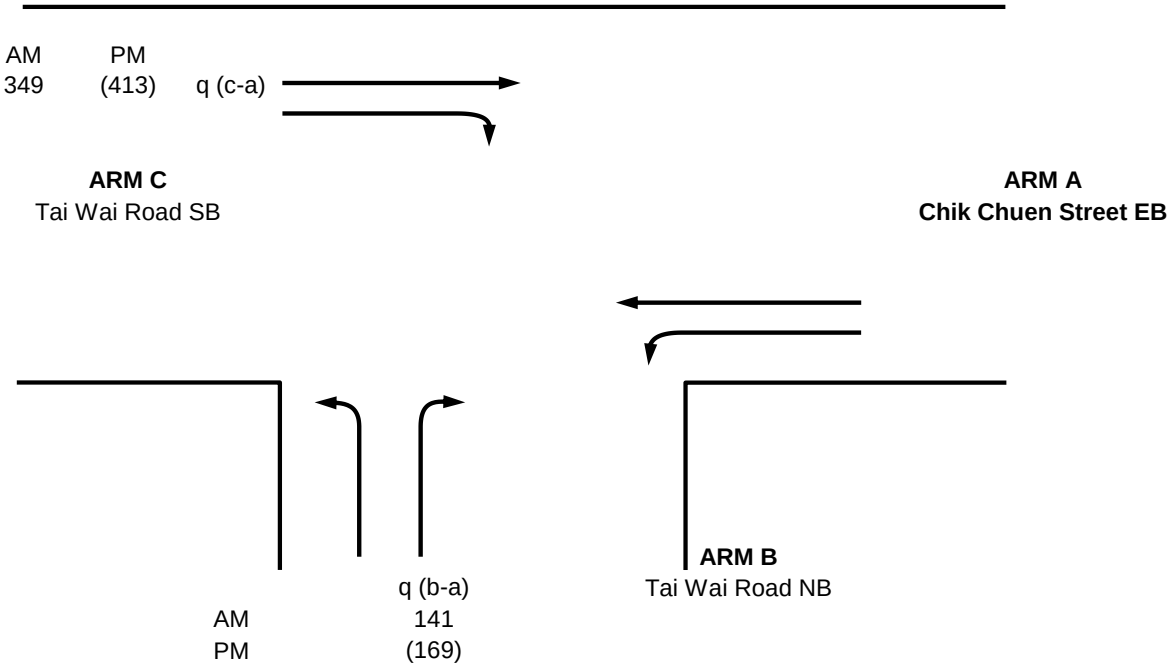
Junction : Tai Wai Road / Chik Chuen Street

Junction No. : J16

Scenario : Design (Sensitivity for Illegal Parking Impact)

Design Year : 2035

ARM A	Chik Chuen Street EB
ARM B	Tai Wai Road NB
ARM C	Tai Wai Road SB



Geometry			Analysis					
Major Road Width	W	6.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		349		413
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	3.5		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		141		169
Visibilities				q(b-c)		0		0
	Vr(b-a)	27		f		0.00		0.00
	Vl(b-a)	75	Capacities					
	Vr(b-c)	0		Q(b-a)		486		476
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	0.863		Q(b-ac)		486		476
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.793		b-a		0.29		0.35
				b-ac		0.29		0.35
				c-b		0.00		0.00
				c-a		0.19		0.23
			Critical DFC			0.29		0.35

Priority Junction Capacity Calculation

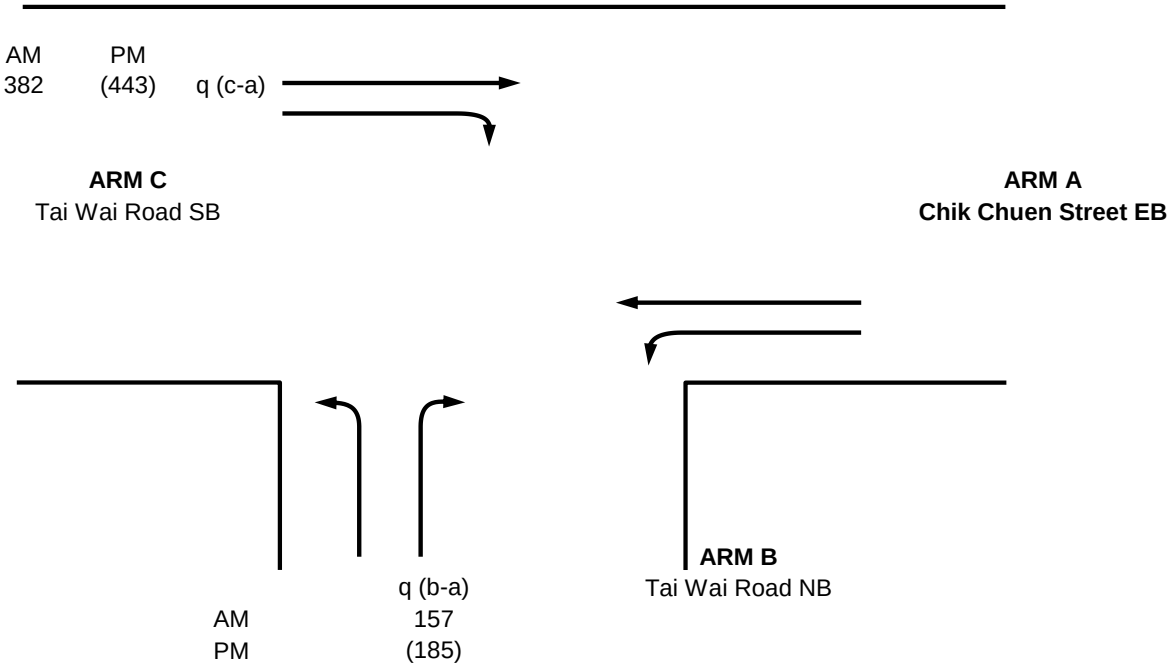
Junction : Tai Wai Road / Chik Chuen Street

Junction No. : J16

Scenario : Design (Sensitivity for Illegal Parking Impact)

Design Year : 2035

ARM A	Chik Chuen Street EB
ARM B	Tai Wai Road NB
ARM C	Tai Wai Road SB



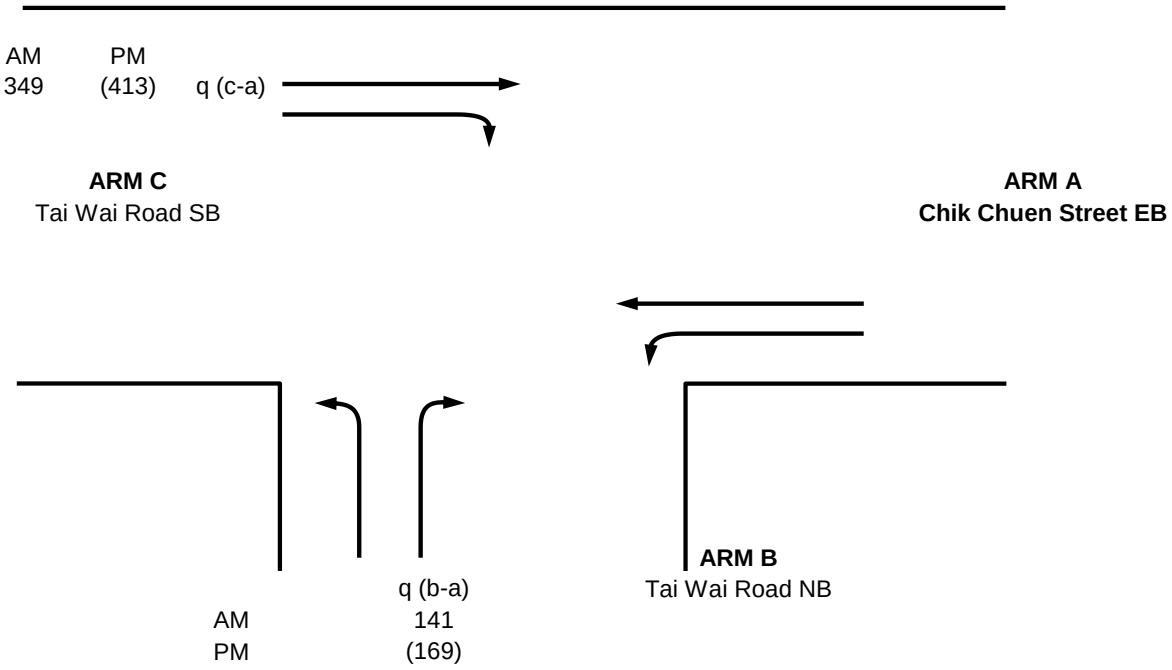
Geometry			Analysis					
Major Road Width	W	6.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		382		443
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	3.5		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		157		185
Visibilities				q(b-c)		0		0
	Vr(b-a)	27		f		0.00		0.00
	Vl(b-a)	75	Capacities					
	Vr(b-c)	0		Q(b-a)		481		472
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	0.863		Q(b-ac)		481		472
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.793		b-a		0.33		0.39
				b-ac		0.33		0.39
				c-b		0.00		0.00
				c-a		0.21		0.25
			Critical DFC			0.33		0.39

Priority Junction Capacity Calculation

Junction : Tai Wai Road / Chik Chuen Street Junction No. : J16

Scenario : Reference (Sensitivity for Illegal Parking Impact) Design Year : 2035

ARM A	Chik Chuen Street EB
ARM B	Tai Wai Road NB
ARM C	Tai Wai Road SB



Geometry			Analysis					
Major Road Width	W	4.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		349		413
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	3.0		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		141		169
Visibilities				q(b-c)		0		0
	Vr(b-a)	20		f		0.00		0.00
	Vl(b-a)	75	Capacities					
	Vr(b-c)	0		Q(b-a)		455		445
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	0.816		Q(b-ac)		455		445
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.862		b-a		0.31		0.38
				b-ac		0.31		0.38
				c-b		0.00		0.00
				c-a		0.19		0.23
			Critical DFC			0.31		0.38

Priority Junction Capacity Calculation

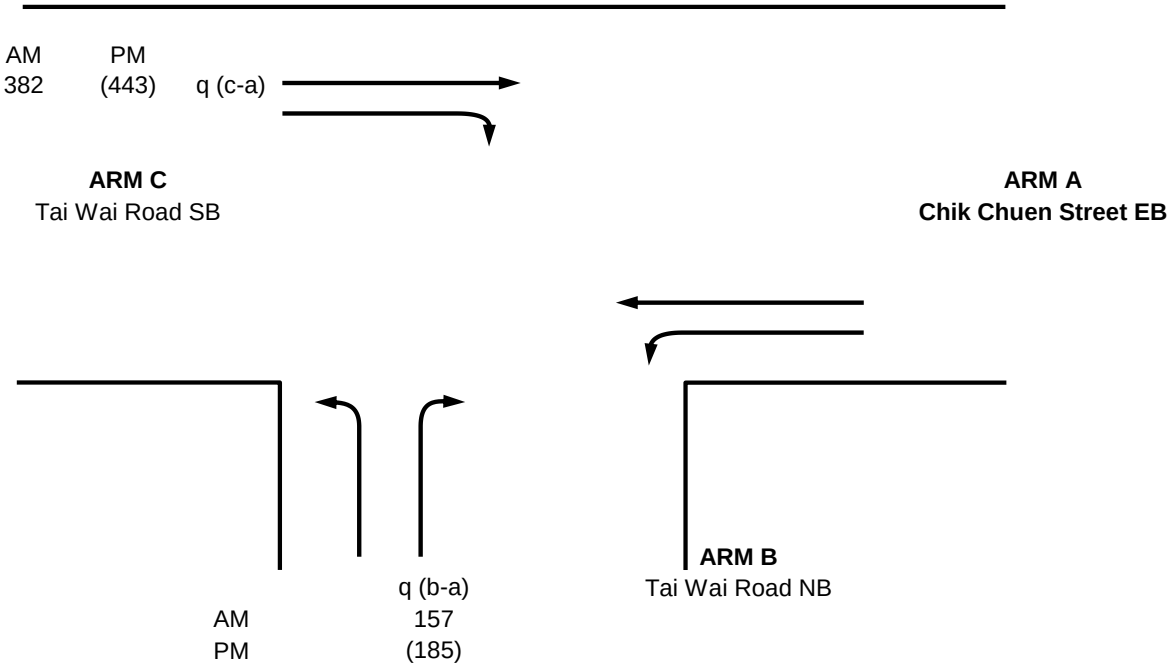
Junction : Tai Wai Road / Chik Chuen Street

Junction No. : J16

Scenario : Design (Sensitivity for Illegal Parking Impact)

Design Year : 2035

ARM A	Chik Chuen Street EB
ARM B	Tai Wai Road NB
ARM C	Tai Wai Road SB



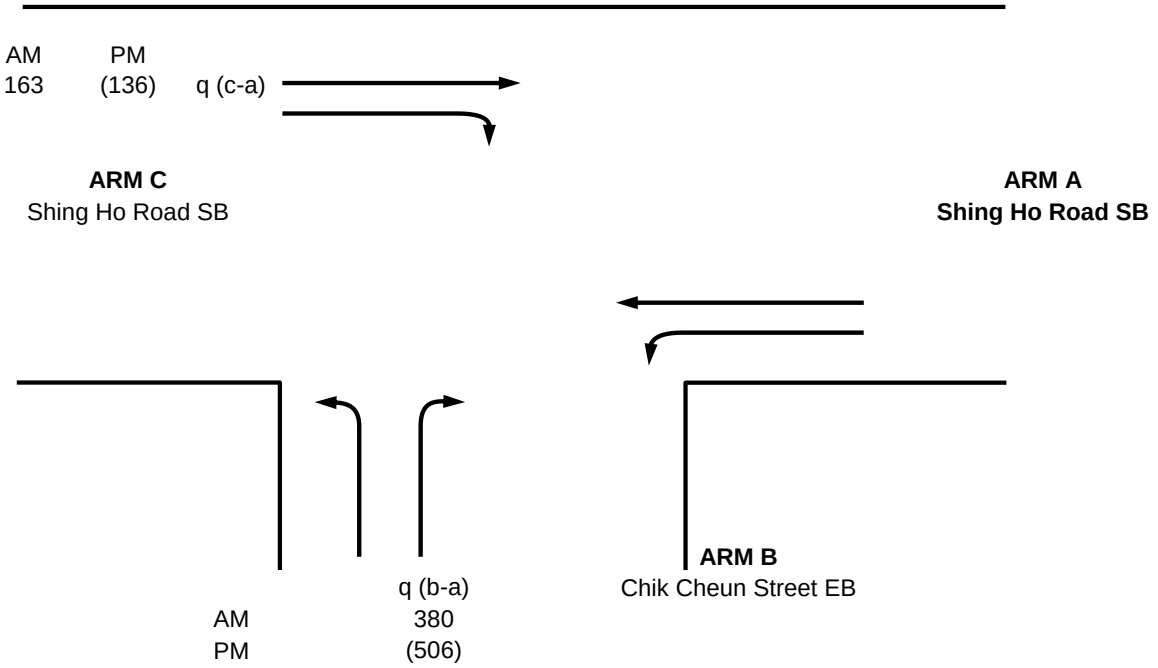
Geometry			Analysis					
Major Road Width	W	6.0	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		382		443
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	3.5		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		157		185
Visibilities				q(b-c)		0		0
	Vr(b-a)	27		f		0.00		0.00
	Vl(b-a)	75	Capacities					
	Vr(b-c)	0		Q(b-a)		481		472
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	0.863		Q(b-ac)		481		472
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.793		b-a		0.33		0.39
				b-ac		0.33		0.39
				c-b		0.00		0.00
				c-a		0.21		0.25
			Critical DFC			0.33		0.39

Priority Junction Capacity Calculation

Junction : Shing Ho Road / Chik Chuen Street Junction No. : J17

Scenario : Observe Design Year : 2023

ARM A	Shing Ho Road SB
ARM B	Chik Cheun Street EB
ARM C	Shing Ho Road SB



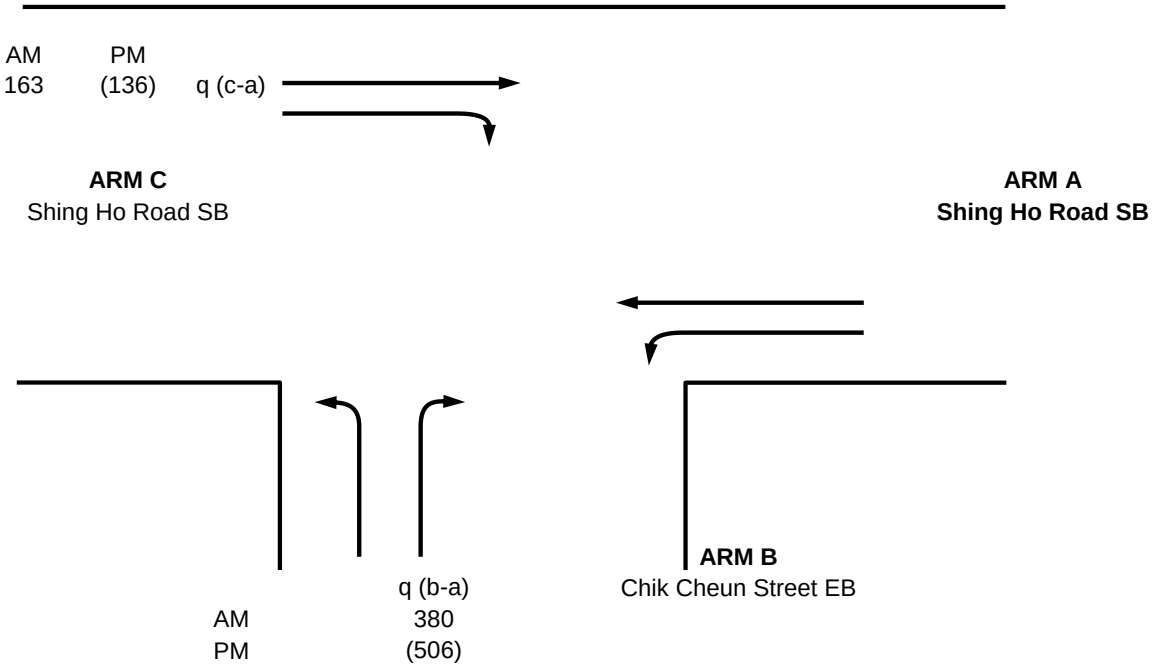
Geometry			Analysis					
Major Road Width	W	5.5	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		163		136
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	4.5		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		380		506
Visibilities				q(b-c)		0		0
	Vr(b-a)	120		f		0.00		0.00
	Vl(b-a)	60	Capacities					
	Vr(b-c)	0		Q(b-a)		610		615
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	1.022		Q(b-ac)		610		615
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.810		b-a		0.62		0.82
				b-ac		0.62		0.82
				c-b		0.00		0.00
				c-a		0.09		0.08
			Critical DFC			0.62		0.82

Priority Junction Capacity Calculation

Junction : Shing Ho Road / Chik Chuen Street Junction No. : J17

Scenario : Observe (With Illegal Parking Impact) Design Year : 2023

ARM A	Shing Ho Road SB
ARM B	Chik Cheun Street EB
ARM C	Shing Ho Road SB



Geometry			Analysis					
Major Road Width	W	5.5	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		163		136
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	4.0		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		380		506
Visibilities				q(b-c)		0		0
	Vr(b-a)	120		f		0.00		0.00
	Vl(b-a)	60	Capacities					
	Vr(b-c)	0		Q(b-a)		583		588
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	0.977		Q(b-ac)		583		588
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.810		b-a		0.65		0.86
				b-ac		0.65		0.86
				c-b		0.00		0.00
				c-a		0.09		0.08
			Critical DFC			0.65		0.86

Priority Junction Capacity Calculation

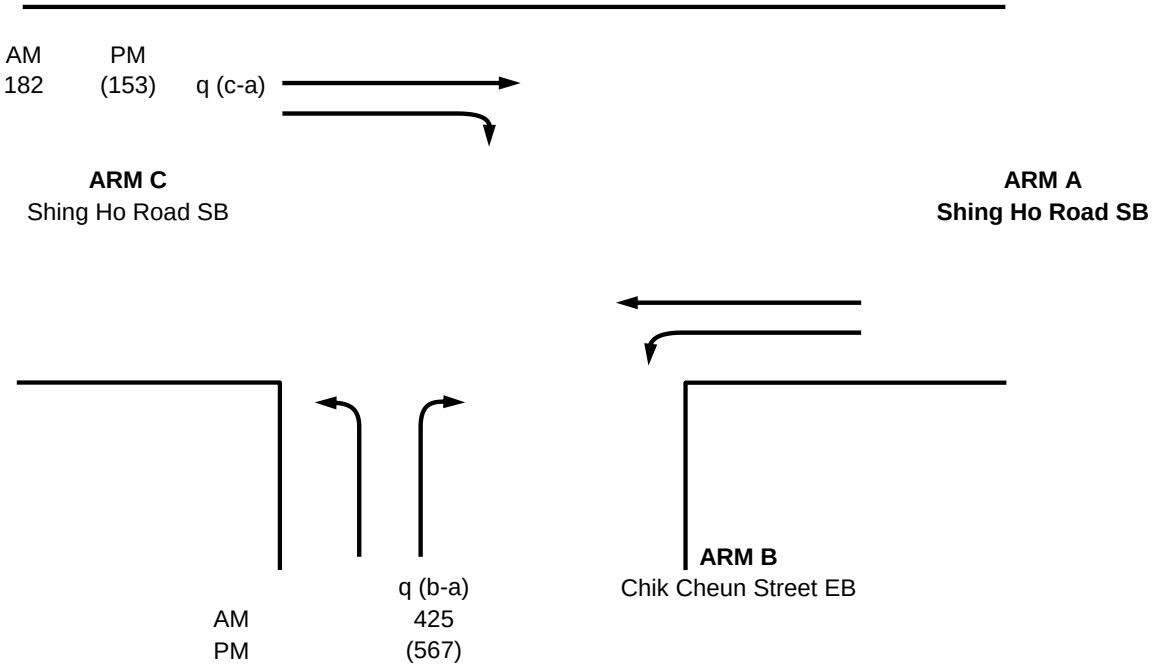
Junction : Shing Ho Road / Chik Chuen Street

Junction No. : J17

Scenario : Reference

Design Year : 2032

ARM A	Shing Ho Road SB
ARM B	Chik Cheun Street EB
ARM C	Shing Ho Road SB



Geometry			Analysis					
Major Road Width	W	5.5	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		182		153
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	4.5		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		425		567
Visibilities				q(b-c)		0		0
	Vr(b-a)	120		f		0.00		0.00
	Vl(b-a)	60	Capacities					
	Vr(b-c)	0		Q(b-a)		606		612
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	1.022		Q(b-ac)		606		612
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.810		b-a		0.70		0.93
				b-ac		0.70		0.93
				c-b		0.00		0.00
				c-a		0.10		0.09
			Critical DFC			0.70		0.93

Priority Junction Capacity Calculation

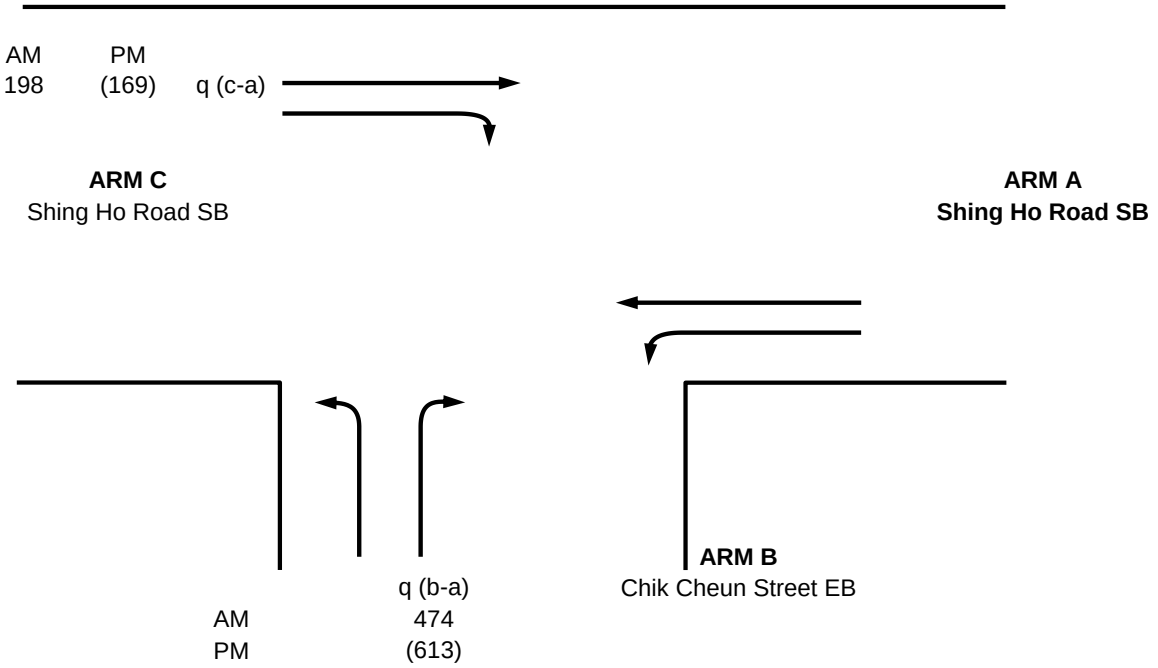
Junction : Shing Ho Road / Chik Chuen Street

Junction No. : J17

Scenario : Design

Design Year : 2032

ARM A	Shing Ho Road SB
ARM B	Chik Cheun Street EB
ARM C	Shing Ho Road SB



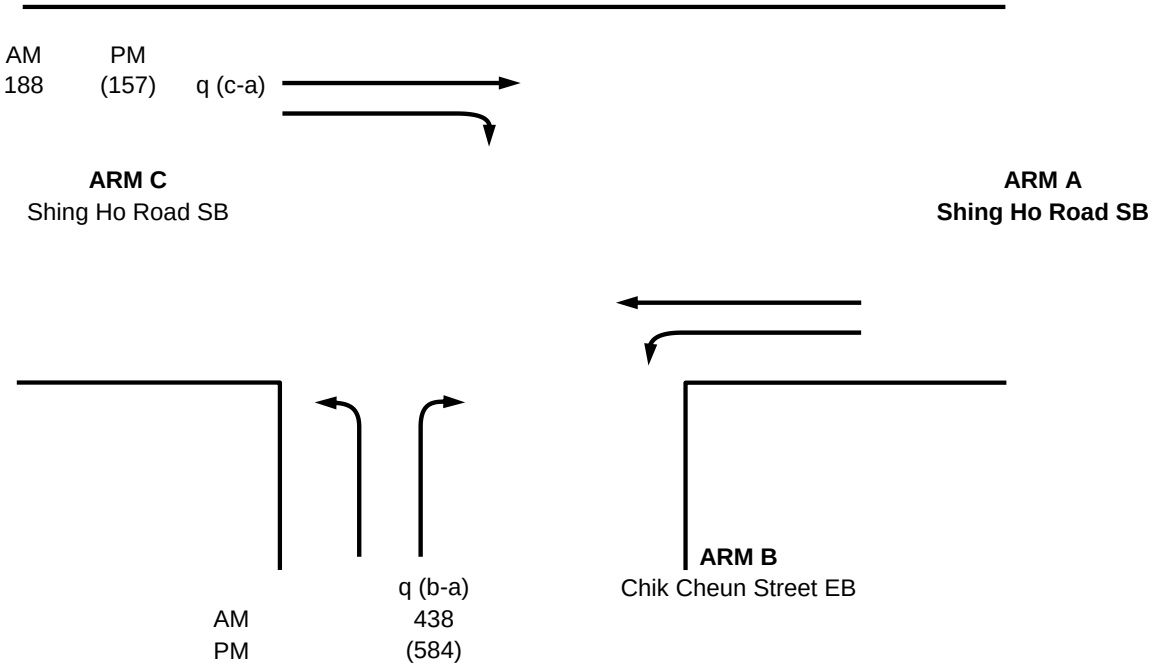
Geometry			Analysis						
Major Road Width	W	5.5	Traffic flows				AM		PM
Central Reserve Width	Wcr	0		q(c-a)			198		169
Residual Width	Wr(c-a)	0.0		q(c-b)			0		0
Lane Width	w(b-a)	4.5		q(a-b)			0		0
	w(b-c)	0.0		q(a-c)			0		0
	w(c-b)	0.0		q(b-a)			474		613
Visibilities				q(b-c)			0		0
	Vr(b-a)	120		f			0.00		0.00
	Vl(b-a)	60	Capacities						
	Vr(b-c)	0		Q(b-a)			603		608
	Vr(c-b)	0		Q(b-c)			437		437
Geometric Parameter				Q(c-b)			437		437
	D	1.022		Q(b-ac)			603		608
	E	0.586		Q(c-a)			1800		1800
	F	0.586	DFC's						
	Y	0.810		b-a			0.79		1.01
				b-ac			0.79		1.01
				c-b			0.00		0.00
				c-a			0.11		0.09
			Critical DFC				0.79		1.01

Priority Junction Capacity Calculation

Junction : Shing Ho Road / Chik Chuen Street Junction No. : J17

Scenario : Reference Design Year : 2035

ARM A	Shing Ho Road SB
ARM B	Chik Cheun Street EB
ARM C	Shing Ho Road SB



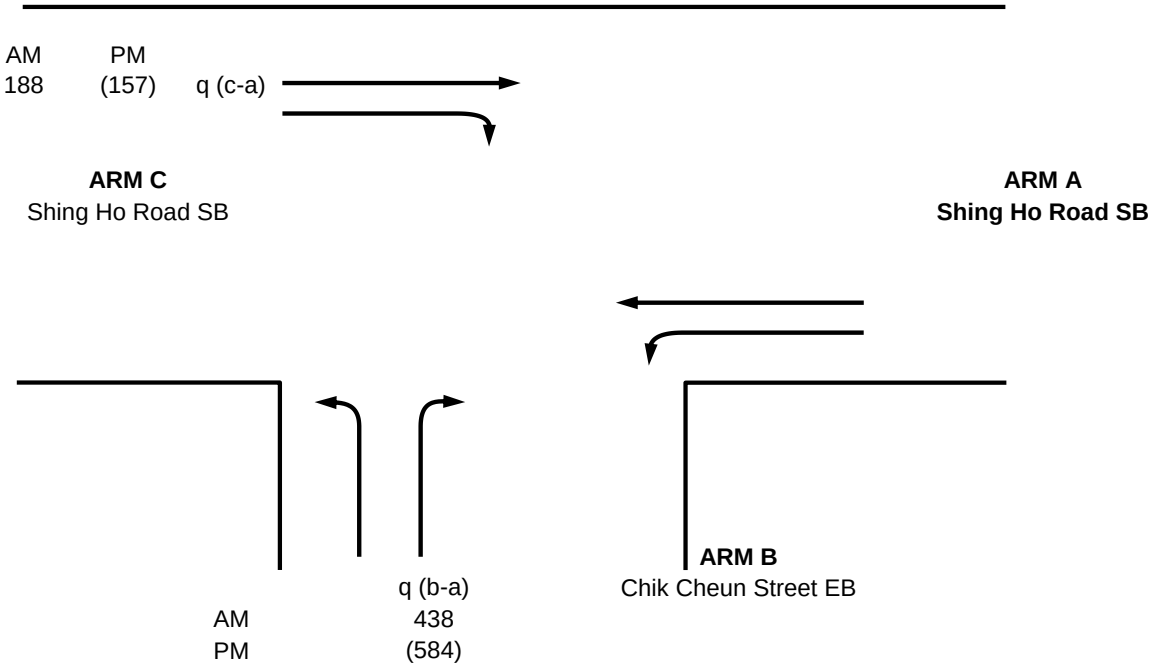
Geometry			Analysis					
Major Road Width	W	5.5	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		188		157
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	4.5		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		438		584
Visibilities				q(b-c)		0		0
	Vr(b-a)	120		f		0.00		0.00
	Vl(b-a)	60	Capacities					
	Vr(b-c)	0		Q(b-a)		605		611
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	1.022		Q(b-ac)		605		611
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.810		b-a		0.72		0.96
				b-ac		0.72		0.96
				c-b		0.00		0.00
				c-a		0.10		0.09
			Critical DFC			0.72		0.96

Priority Junction Capacity Calculation

Junction : Shing Ho Road / Chik Chuen Street Junction No. : J17

Scenario : Reference (Sensitivity for Illegal Parking Impact) Design Year : 2035

ARM A	Shing Ho Road SB
ARM B	Chik Cheun Street EB
ARM C	Shing Ho Road SB



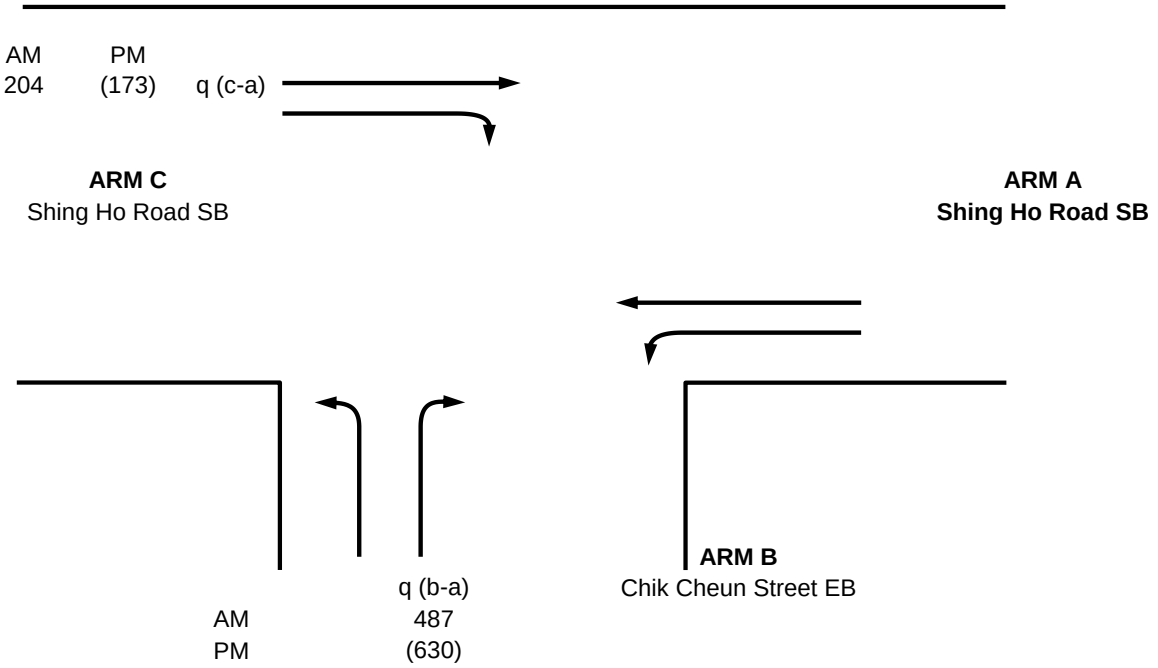
Geometry			Analysis					
Major Road Width	W	5.5	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		188		157
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	4.0		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		438		584
Visibilities				q(b-c)		0		0
	Vr(b-a)	120		f		0.00		0.00
	Vl(b-a)	60	Capacities					
	Vr(b-c)	0		Q(b-a)		579		584
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	0.977		Q(b-ac)		579		584
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.810		b-a		0.76		1.00
				b-ac		0.76		1.00
				c-b		0.00		0.00
				c-a		0.10		0.09
			Critical DFC			0.76		1.00

Priority Junction Capacity Calculation

Junction : Shing Ho Road / Chik Chuen Street Junction No. : J17

Scenario : Design Design Year : 2035

ARM A	Shing Ho Road SB
ARM B	Chik Cheun Street EB
ARM C	Shing Ho Road SB



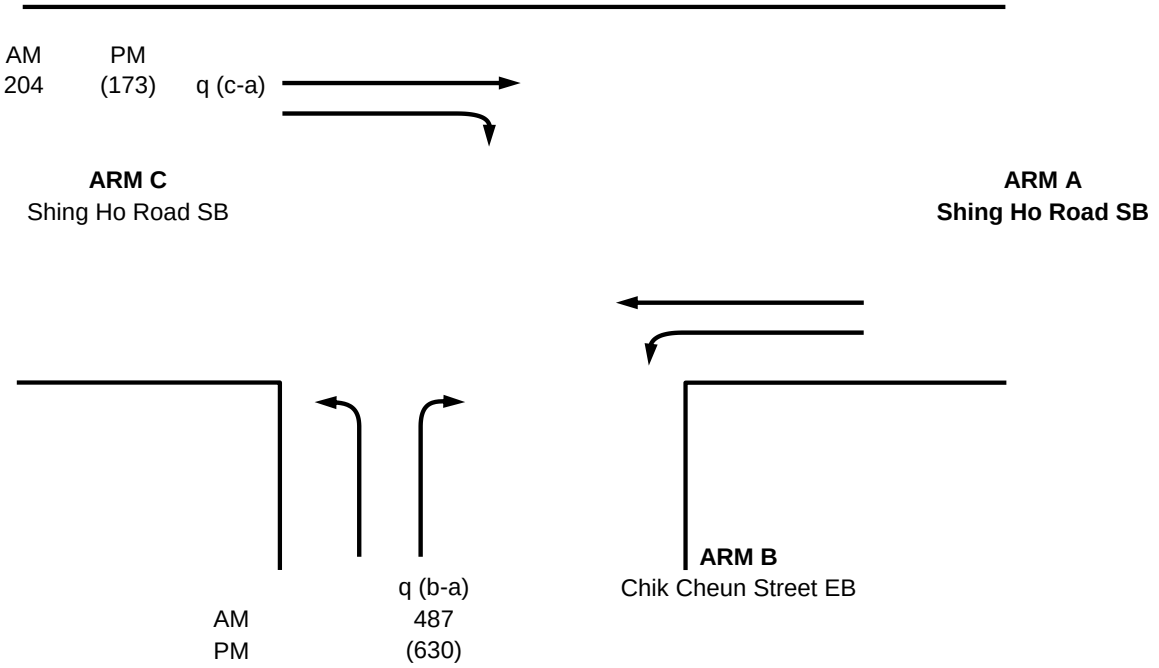
Geometry			Analysis					
Major Road Width	W	5.5	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		204		173
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	4.5		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		487		630
Visibilities				q(b-c)		0		0
	Vr(b-a)	120		f		0.00		0.00
	Vl(b-a)	60	Capacities					
	Vr(b-c)	0		Q(b-a)		602		608
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	1.022		Q(b-ac)		602		608
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.810		b-a		0.81		1.04
				b-ac		0.81		1.04
				c-b		0.00		0.00
				c-a		0.11		0.10
			Critical DFC			0.81		1.04

Priority Junction Capacity Calculation

Junction : Shing Ho Road / Chik Chuen Street Junction No. : J17

Scenario : Design (Sensitivity for Illegal Parking Impact) Design Year : 2035

ARM A	Shing Ho Road SB
ARM B	Chik Cheun Street EB
ARM C	Shing Ho Road SB



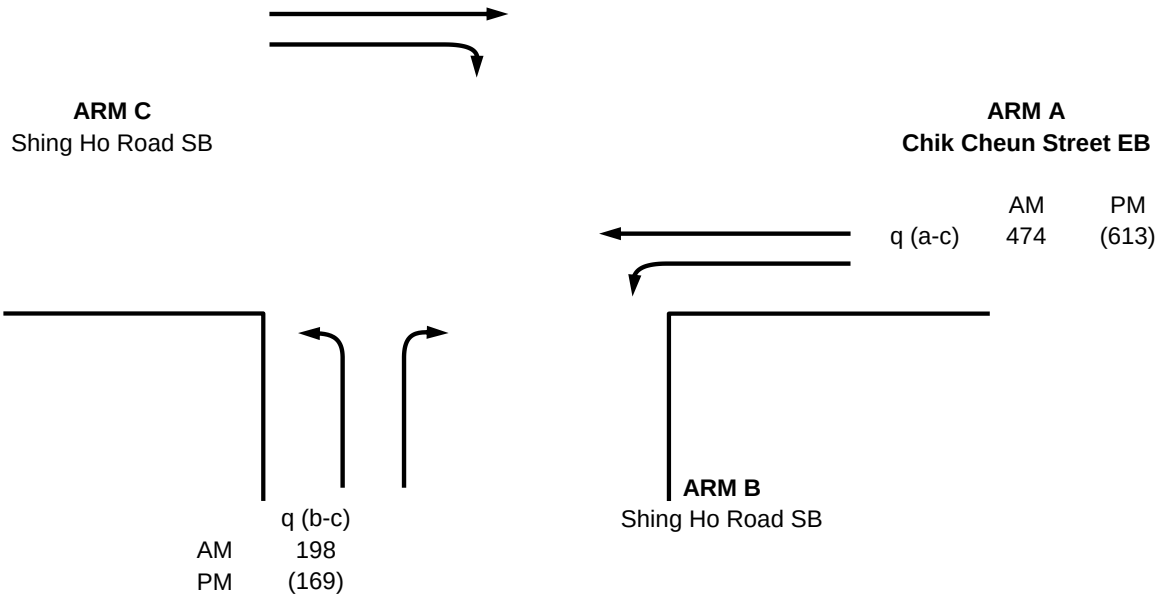
Geometry			Analysis					
Major Road Width	W	5.5	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		204		173
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	4.5		q(a-b)		0		0
	w(b-c)	0.0		q(a-c)		0		0
	w(c-b)	0.0		q(b-a)		487		630
Visibilities				q(b-c)		0		0
	Vr(b-a)	120		f		0.00		0.00
	Vl(b-a)	60	Capacities					
	Vr(b-c)	0		Q(b-a)		602		608
	Vr(c-b)	0		Q(b-c)		437		437
Geometric Parameter				Q(c-b)		437		437
	D	1.022		Q(b-ac)		602		608
	E	0.586		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.810		b-a		0.81		1.04
				b-ac		0.81		1.04
				c-b		0.00		0.00
				c-a		0.11		0.10
			Critical DFC			0.81		1.04

Priority Junction Capacity Calculation

Junction : Shing Ho Road / Chik Chuen Street Junction No. : J17

Scenario : With Proposed Improvement Scheme Design Year : 2032

ARM A	Chik Cheun Street EB
ARM B	Shing Ho Road SB
ARM C	Shing Ho Road SB



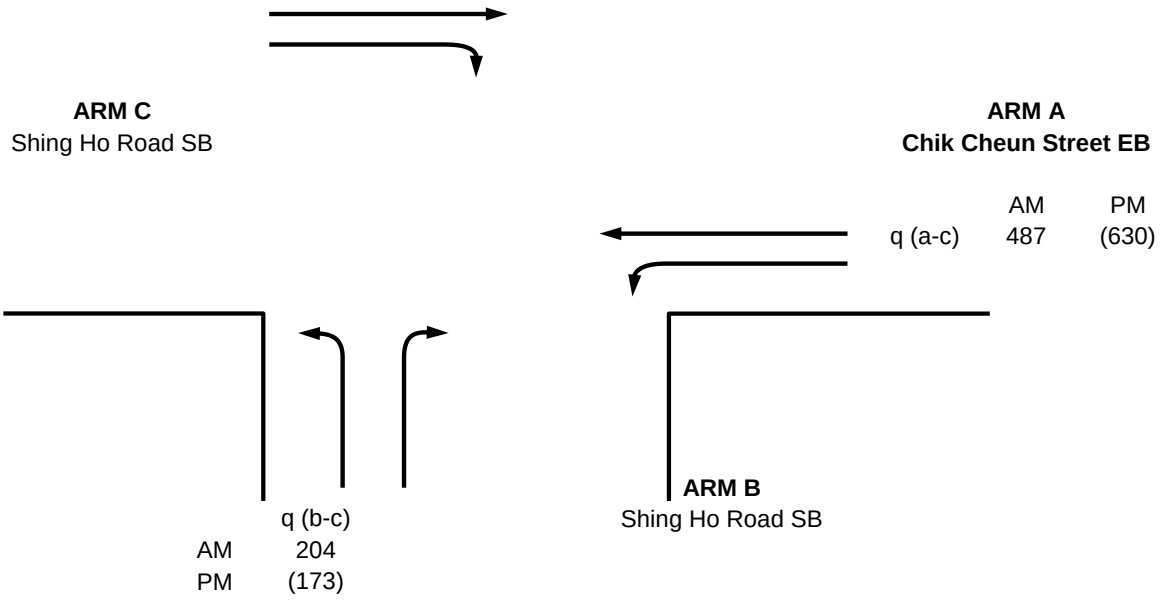
Geometry			Analysis						
Major Road Width	W	4.7	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		0		0
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	0.0		q(a-b)		0		0
	w(b-c)	5.5		q(a-c)		474		613
	w(c-b)	0.0		q(b-a)		0		0
Visibilities				q(b-c)		198		169
	Vr(b-a)	0		f		1.00		1.00
	Vl(b-a)	0	Capacities					
	Vr(b-c)	100		Q(b-a)		257		235
	Vr(c-b)	0		Q(b-c)		692		643
Geometric Parameter				Q(c-b)		352		327
	D	0.533		Q(b-ac)		692		643
	E	1.153		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.838		b-a		0.00		0.00
				b-ac		0.29		0.26
				c-b		0.00		0.00
				c-a		0.00		0.00
			Critical DFC			0.29		0.26

Priority Junction Capacity Calculation

Junction : Shing Ho Road / Chik Chuen Street Junction No. : J17

Scenario : With Proposed Improvement Scheme Design Year : 2035

ARM A	Chik Cheun Street EB
ARM B	Shing Ho Road SB
ARM C	Shing Ho Road SB

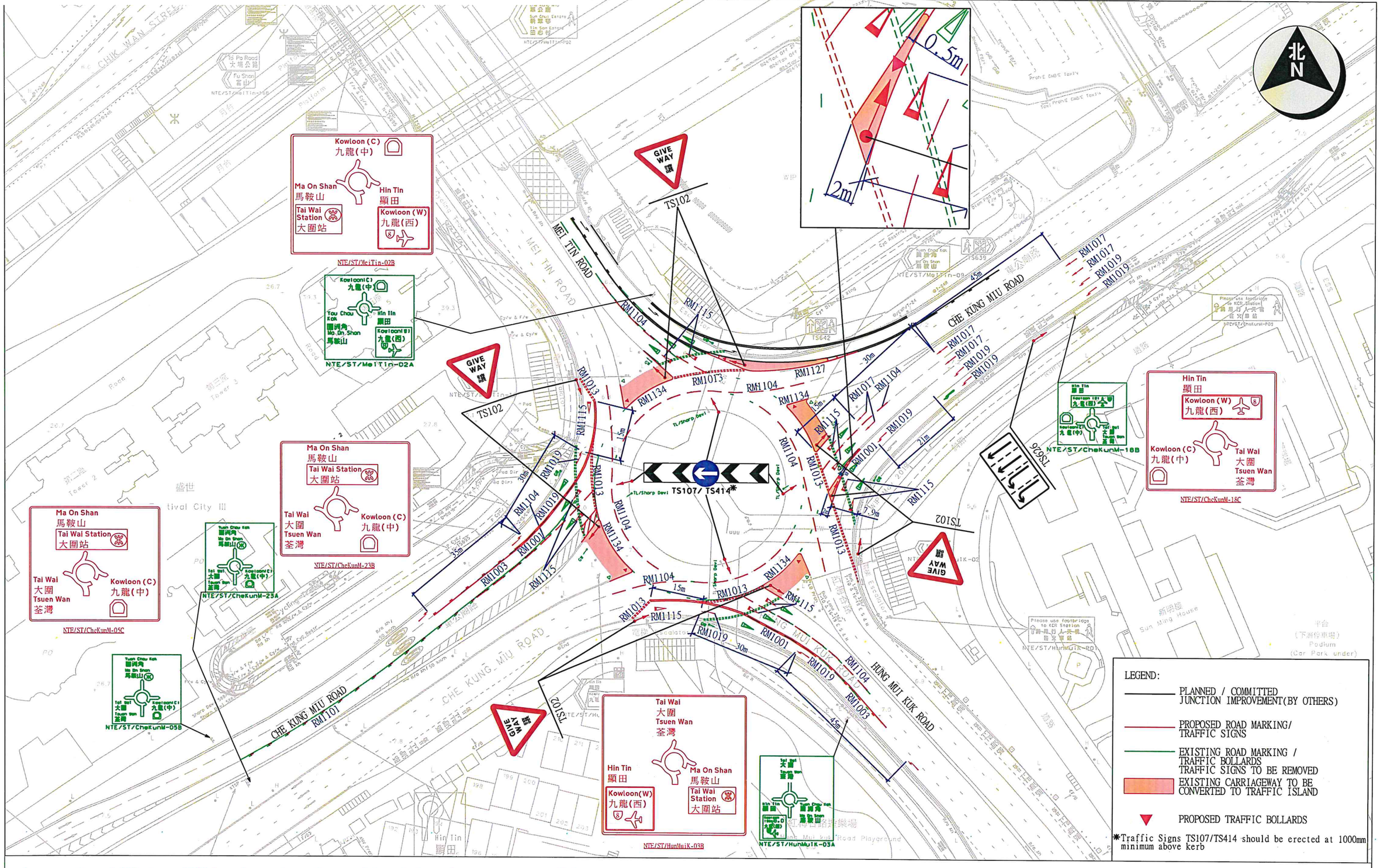


Geometry			Analysis						
Major Road Width	W	4.7	Traffic flows			AM		PM
Central Reserve Width	Wcr	0		q(c-a)		0		0
Residual Width	Wr(c-a)	0.0		q(c-b)		0		0
Lane Width	w(b-a)	0.0		q(a-b)		0		0
	w(b-c)	5.5		q(a-c)		487		630
	w(c-b)	0.0		q(b-a)		0		0
Visibilities				q(b-c)		204		173
	Vr(b-a)	0		f		1.00		1.00
	Vl(b-a)	0	Capacities					
	Vr(b-c)	100		Q(b-a)		255		232
	Vr(c-b)	0		Q(b-c)		688		637
Geometric Parameter				Q(c-b)		350		324
	D	0.533		Q(b-ac)		688		637
	E	1.153		Q(c-a)		1800		1800
	F	0.586	DFC's					
	Y	0.838		b-a		0.00		0.00
				b-ac		0.30		0.27
				c-b		0.00		0.00
				c-a		0.00		0.00
			Critical DFC			0.30		0.27

APPENDIX C

Planned Junction Improvement Scheme at J10 by Others

Appendix C - Planned Junction Improvement Scheme at J10 by Others



Important Note : This drawing is subject to changes and is provided for TIA purpose under the project "Joint-user Complex at Tsuen Nam Road" only. It should not be disclosed to any other parties or used for other purposes without the consent from the Transport Department.

APPENDIX D

Ground Floor Layout Plan of Subject Development

Appendix D - Ground Floor Layout Plan for Subject Development

SUBJECT TO DETAILED DESIGN

This typical layout is for illustrative purpose. Lift, E&M and other ancillary facilities, etc. are **NOT PART OF** the current application, and their location are subject to change in detailed design.



LEGEND:

- SITE BOUNDARY
- VERTICAL GREENERY
- PEDESTRIAN ROUTE
- VEHICULAR ROUTE
- AMBULANCE ROUTE

FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

DRAWING TITLE

INDICATIVE G/F LAYOUT PLAN

SCALE 1:150 (A1) 1:300 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO. ST52/BC/BL/A/LO-01

日期 DATE: FEB. 2024

FIGURES

LEGEND :

J3 KEY JUNCTION

W1 KEY FOOTPATH

SUBJECT SITE

J15 J14 J1 J2 J16 J3 J17 J4 J12 J11 J7 J13 J5 J8 J6 J9 J10

HEUNG FAN LIU STREET
MEI FAI STREET
TSING SHA HIGHWAY
TAI WAI ROAD
CHIK CHUEN STREET
CHIK SHUN STREET
CHIK TAK LANE
TAI PO ROAD - TAI WAI
SHING HO ROAD
CHIK FUK STREET
SHING WAN ROAD
SHING HING STREET
SHING CHUEN ROAD
MEI TIN ROAD
CHIK FAI STREET
CHIK EU STREET
CHIK LUK LANE
TSUEN NAM ROAD
SUBJECT SITE
W1
W2
W3
W4
W5
W6
W7
MTR TAI WAI STATION
CHIK WAN STREET
CHE KUNG MIU ROAD
HUNG MUI KUK ROAD

B	GENERAL REVISION	JY	JUN 24
A	TD'S COMMENTS INCORPORATED	IY	MAY 23
-	FIRST ISSUANCE	JL	MAR 23
Rev	Description	By	Date

Consultant

wsp

Project title
AGREEMENT NO. CB202104 24 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

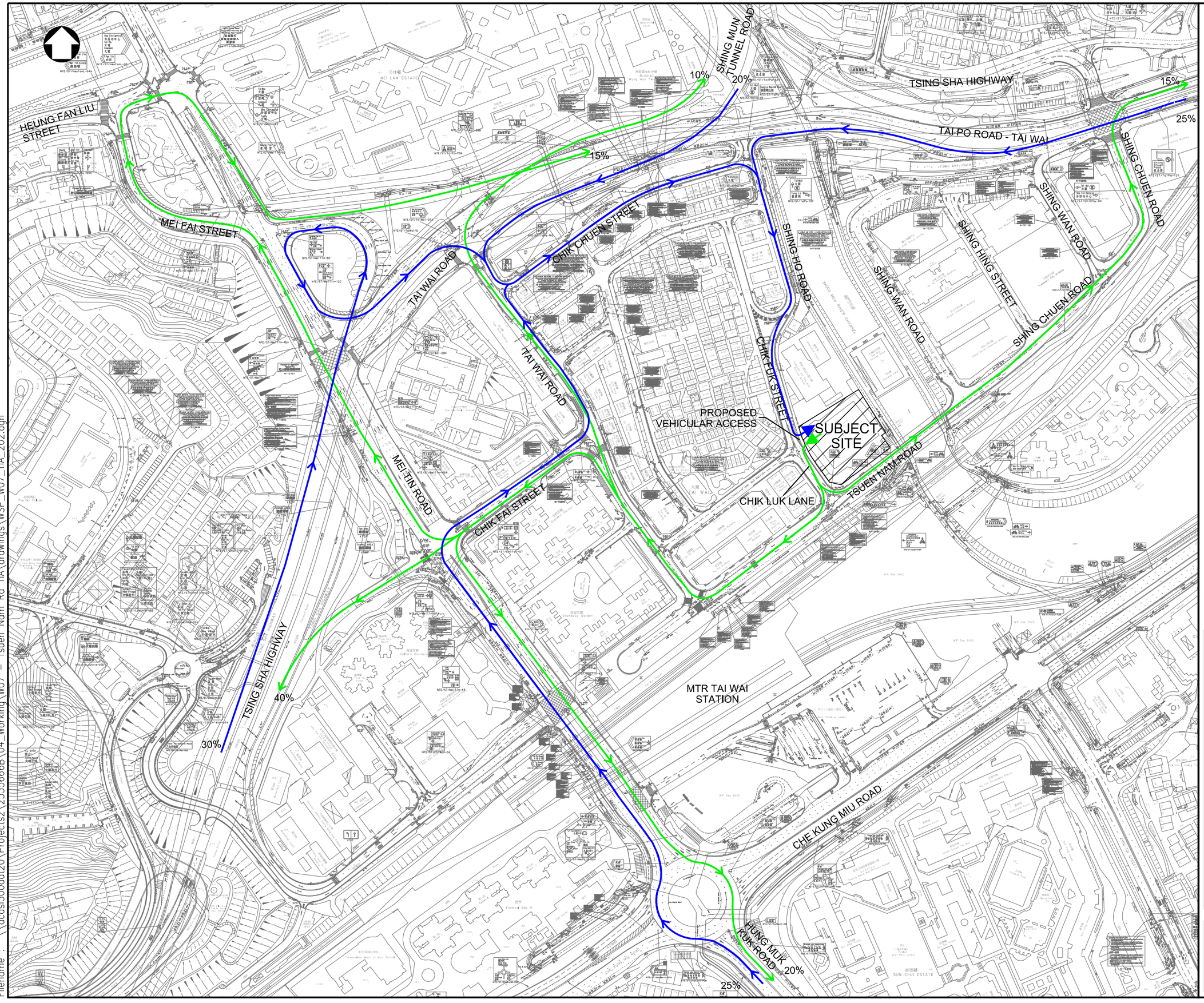
Drawing title
LOCATION PLAN, KEY JUNCTIONS AND FOOTPATHS

Drawing no.			Rev.
W07/TIA/201			B
Drawn	Date	Checked	Approved
JL	MAR 2023	AP	AP
Scale		Status	
NTS		-	

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HONG KONG HOUSING AUTHORITY

Date : 6/6/2024
Filename : \\dcasi300dat20\Projects2\253566B\04_Working\W07 - Tsuen Nam Rd TIA\drawings\WSP_W07_TIA_201.dgn



LEGEND :

- SUBJECT SITE
- VEHICULAR ACCESS
- INGRESS ROUTING
- EGRESS ROUTING
- 25% TRIPS DISTRIBUTION

Rev	Description	By	Date
A	GENERAL REVISION	JY	JUN 24
–	FIRST ISSUANCE	JL	MAR 23

Consultant

wsp

Project title

AGREEMENT NO. CB20210424 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title

DEVELOPMENT TRAFFIC ROUTINGS

Drawing no.			Rev.
W07/TIA/202			A
Drawn: JL	Date: MAR 2023	Checked: AP	Approved: AP
Scale: NTS		Status: –	

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HONG KONG HOUSING AUTHORITY

Date : 6/6/2024
Filename : \\dcas300dat20\Projects2\253566B\04_Working\W07 - Tsuen Nam Rd TIA\drawings\WSP_W07_TIA_202.dgn

FOR DETAILS OF THE PROPOSED DUAL- LANE ARRANGEMENT AT CHIK FUK STREET AND SHING HO ROAD, REFER TO FIGURE NO. W07/TIA/203A

PROPOSED KEEP CLEAR MARKING (RM 1140) TO REPLACE EXISTING BOX JUNCTION & HATCHED ROAD MARKING

THE DETAILED DESIGN OF THE SITE RUN-IN/OUT WOULD BE REVIEWED IN THE DETAILED DESIGN STAGE

~17m LONG QUEUING SPACE

DROPPED GATE AT DEVELOPMENT ACCESS

LED LIGHT MODULES PROJECTING BRIGHT COLORS / IMAGE PROJECTION OF WARNING SIGNS ON GROUND BEFORE THE RUN-IN / OUT TO INCREASE PEDESTRIAN AWARENESS

PROPOSED RUN-IN/OUT (INDICATIVE) INTERNAL ARRANGEMENTS TO BE FURTHER DEVELOPED BY HKHA

DISTINCTIVE PAVING FOR THE DROPPED KERB EXTENT

PROVISION OF CONVEX MIRROR

PROPOSED TRAFFIC SIGN TS107

EXISTING PEDESTRIAN CROSSING AND ROAD MARKINGS TO BE SHIFTED SOUTHWARD

EXISTING 24-HR NO-STOPPING RESTRICTION (RM1041)

REFER TO FIGURE NO. W07/TIA/501 FOR DETAILS

SUBJECT SITE

PROPOSED ROAD HUMP

AMBER REVOLVING LANTERNS WITH AUDIBLE ALERTS UPON VEHICLES EGRESSING

LED LIGHT MODULES PROJECTING BRIGHT COLORS / IMAGE PROJECTION OF WARNING SIGNS ON GROUND BEFORE THE RUN-IN / OUT TO INCREASE PEDESTRIAN AWARENESS

SHING HO ROAD

CHIK FUK STREET

CHIK LUK LANE

TSUEN NAM ROAD

RM1001

RM1135

RM1136

RM1140

T.W.G.Hs. Sin Chu Primary School 荃華三院洗次醫小學

Tai Wai Station 大圍站

Tai Po 大埔

Tai Wai Playground 大圍遊樂場

大圍足球場 Tai Wai Soccer Pitch

籃球場 Basketball Court

斜路 Ramp

Cycling Track

Footpath

Hong Kong Heritage Museum 香港文化博物館

好時洋樓 Ho Sze Yeung House

祥興樓 Cheung Hing Mansion

麗星樓 Lai Sing Mansion

金輝樓 Building

LEGEND :

- SUBJECT SITE
- PROPOSED DEVELOPMENT RUN-IN/OUT
- PROPOSED ROAD MARKINGS
- PROPOSED TRAFFIC SIGNS
- PROPOSED G.I. BOLLARDS (INDICATIVE)

Rev	Description	By	Date
B	GENERAL REVISION	JY	JUN 24
A	GENERAL REVISION	JY	MAY 24

Consultant

wsp

Project title

AGREEMENT NO. CB202104 24 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title

PROPOSED VEHICULAR ACCESS ARRANGEMENT AND ASSOCIATED TRAFFIC DESIGNS

Drawing no.		Rev.
W07/TIA/203		B
Drawn: JY	Date: MAR 2024	Checked: AP / Approved: AP
Scale: 1 : 500 (A3)	Status: -	

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Date : 7/6/2024
Filename : \\dcasi300dat20\Projects2\253566B\04_Working\W07 - Tsuen Nam Rd TIA\drawings\WSP_W07_TIA_203.dgn

PROPOSED END OF NO-STOPPING RESTRICTION (TS2139)

EXISTING NO-STOPPING RESTRICTION (RM1041) TO BE REMOVED

PROPOSED SETTING BACK OF KERB AT EXISTING TRAFFIC ISLAND

"CHILDREN AHEAD", "SCHOOL" TRAFFIC SIGNS (TS 463 AND 740), AND "SLOW" ROAD MARKING (RM 1141) ARE PROVIDED TO ALERT THE DRIVERS THAT CHILDREN ARE GOING TO AND FROM SCHOOL AHEAD

EXISTING TRAFFIC SIGN TO BE REMOVED

~80m ADDITIONAL ON-STREET QUEUING ZONE FOR PVP OF SUBJECT SITE

EXISTING ROAD MARKING TO BE MODIFIED

PROPOSED KEEP CLEAR MARKING (RM 1140) TO REPLACE EXISTING BOX JUNCTION

FOR DETAILS OF SUBJECT SITE'S VEHICULAR ACCESS ARRANGEMENT, REFER TO FIGURE NO. W07/TIA/203

THE DETAILED DESIGN OF THE SITE RUN-IN/OUT WOULD BE REVIEWED IN THE DETAILED DESIGN STAGE

REFER TO FIGURE NO. W07/TIA/501 FOR DETAILS

J5 JUNCTION

SUBJECT SITE

LEGEND :

- SUBJECT SITE
- PROPOSED DEVELOPMENT RUN-IN/OUT
- PROPOSED ROAD MARKINGS
- PROPOSED TRAFFIC SIGNS

Rev	Description	By	Date
A	GENERAL REVISION	JY	JUN 24

Consultant

wsp

Project title

AGREEMENT NO. CB202104424 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021–2024 FOR NEW TERRITORIES EAST REGION – INSTRUCTION NO. W07 – PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI – TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title

PROPOSED TRAFFIC ENHANCEMENT ON CHIK FUK STREET SOUTHBOUND FOR PVP AT SUBJECT SITE

Drawing no.	Rev.
W07/TIA/203A	A

Drawn	Date	Checked	Approved
JY	MAR 2024	AP	AP

Scale: 1 : 750 (A3)

Status: –

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HONG KONG HOUSING AUTHORITY

Date : 6/6/2024
Filename : \\dcasi300dat20\Projects2\253566B\04_Working\W07 – Tsuen Nam Rd TIA\drawings\Chik Fuk St widening test\WSP_W07_TIA_203A.dgn

SUBJECT SITE

REFER TO FIGURE NO. W07/TIA/501 FOR DETAILS

SHING MUN RIVER CHANNEL 城門河道

CHIK FUK STREET

CHIK LUK LANE

SHING HO ROAD 城河道

TSUEN NAM ROAD

SHING WAN ROAD

CHIK FU STREET

CHIK SAU LANE

RM1001

Basketball Court 籃球場

Tai Wai Soccer Pitch 大圍足球場

Football Field 足球場

Tai Wai Playground 大圍遊樂場

Chik Fu Street Rest Garden 積富街休憩花園

TAI WAI 大圍

Tai Wai Station 大圍站

Shing Ho Road Refuse Collection Point 城河道垃圾收集站

T.W.G.Hs. Sin Chu Wan Primary School 東華三院洗次灣小學

Ho Sze House 好時洋樓

Cheung Hing Mansion 祥興樓

Moon Wah Mansion 滿華樓

Kam Fai Building 金輝樓

Wing Fu Building 永富樓

Hong Kong Heritage Museum 香港文化博物館

Town Centre 市中心

Me Lam Estate 美林邨

Kinglet Industrial Building 群力工業大廈

On Ho Industrial Building 安豪工業大廈

Ramp 斜路

Cycling Track 單車徑

Footbridge 行人天橋

MTR (East Rail Line) 港鐵(東鐵線)

Outfall 排水口

Podium 平台

2-HOUR METERS (CARD-OPERATED)
二小時停車錶(只收儲值卡)

SLOW 慢

N-TS454

N-TS107

N-TS896

N-TS895

NTE/ST/CHIFUK-01A

NTE/ST/TsuNam-C05

NTE/ST/TsuNam-C03

NTE/ST/TsuNam-CP02

NTE/ST/ShiChu-C01

NTE/ST/TsuNam-C06

Cycle Parking Place-Parking Advice
1. This parking place is for pedal cycles only.
2. No parking is allowed for a continuous period of more than 24 hours.
3. Pedal cycles must be locked at the parking racks.
4. This parking place may be suspended for use from time to time by Legislative Council.
單車泊車處 -停泊須知
1.此泊車處是供單車停泊。
2.單車不可連續停泊超過24小時。
3.單車必須停泊於泊車架。
4.此泊車處可能會不時暫停供立法會使用。

LEGEND :

- SUBJECT SITE
- PROPOSED DEVELOPMENT RUN-IN/OUT
- PROPOSED ROAD MARKINGS
- PROPOSED TRAFFIC SIGNS
- SWEPT PATH ANALYSIS OF 12m COACH
- SWEPT PATH ANALYSIS OF 12m COACH
- SWEPT PATH ANALYSIS OF 12m COACH
- SWEPT PATH ANALYSIS OF PRIVATE CAR

Rev	Description	By	Date
A	GENERAL REVISION	JY	JUN 24

Consultant

wsp

Project title
AGREEMENT NO. CB202104 24 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title
SWEPT PATH ANALYSES FOR SUBJECT SITE'S VEHICULAR ACCESS AND TRAFFIC ENHANCEMENT ON CHIK FUK STREET

Drawing no.	Rev.
W07/TIA/203A-SP	A

Drawn	Date	Checked	Approved
JY	MAR 2024	AP	AP

Scale 1 : 750 (A3) | Status -

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Date : 6/6/2024
Filename : \\dcasi300dat20\Projects2\2535666B\04_Working\W07 - Tsuen Nam Rd TIA\drawings\Chik Fuk St widening test\WSP_W07_TIA_203A_sp.dgn

80, 80A, 81S, 82K, 283, 286P, 286X, 288C, 798P, 985, 985A, 989, A46, NA41, R283

72, 72A, 80K, 81, 85, 88, 88K, 283, 288C, 989, A46

81, 283

481B

72, 72A, 80K, 81, 85, 88, 88K, 989, A46

72A, 80K, 81, 85, 88, 88K, 283, 288C, 798P, 989, A46, R283

80K, 85, 88, 88K, 798P, 989, A46

46P, 46S, 46X, E42, E42C, N42, N283, NA41

81, 283, 286X, 798P, 989, A46, NA41, R283

403X, 481B, 482

63A, 63B, 63K, 64K

46P, 46S, 46X, E42, E42C, E42P, N42, R40

403X, 481B, 482

63A, 63B, 63K, 64A, 64K

80

72A, 80K, 81, 286X, 288C

63S, 403X, 481B

63S

46S, 46X, 72A, 80, 80A, 80K, 81S, 82B, 82K, 85, 88, 88K, 286P, 286X, 288C, 798P, 985, 985A, 989, A41, E42, E42C, E42P, N42, NA41, R40, R283

46R, 46S, 46X, 72A, 80K, 82B, 82D, 88, 88K, 249X, 281, 798P, B8, R42

64A, 64K

63S, 403X, 481B

63A, 63B, 63K, 64A, 64K

MTR TAI WAI STATION

46S, 46X, 72A, 80, 80K, 82K, 85, 88, 88K, 286X, 288C, 798P, 985, 989, A41, E42, E42C, N42, NA41

68K, 803, 804, 812

61M, 68K, 403X, 481B, 803K

72, 81

88K, 286X, 288C, A41, E42, E42C, N42, NA41

81C, 82K, 85B, 86A, 87B, 89B, 170, 182, 182X, 249X, 281M, 286A, 287R, 287X, 982X, 986, A41, E42, E42C, E42P, N42, N170, N182, N281, NA41, R40, X47

68K, 803, 804, 812

64A, 64K

82K, 85B, 86A, 87B, 249X, 281, 281M, 286A, 287P, 287X, 982X, 986, A41, E42, E42C, N42, N281, NA41, R42

46S, 46X, 80, 81C, 85, 87B, 88K, 89B, 170, 182, 281B, 286X, 985, 986, N170, N182, R283

SUBJECT SITE

HEUNG FAN LIU STREET
MEI FAI STREET
MEI LAM ESTATE
TSING SHA HIGHWAY
TAI PO ROAD - TAI WAI
CHIK CHUEN STREET
CHIK SHUN STREET
CHIK TAK LANE
TAI WAI ROAD
SHING HO ROAD
CHIK FUK STREET
CHIK FU STREET
SHING WAN ROAD
SHING HING STREET
SHING CHUEN ROAD
SHING MUN RIVER CHANNEL
MEI TIN ROAD
CHIK FAI STREET
CHIK FUK STREET
CHIK LUK LANE
TSUEN NAM ROAD
TAI WAI NEW VILLAGE ROAD
CHIK WAN STREET
CHE KUNG MIU ROAD
CHUI TIN STREET
HUNG MUI KUK ROAD

LEGEND :

- FRANCHISED BUS STOP / TERMINUS
- GMB STOP / TERMINUS
- MTR STATION
- SUBJECT SITE
- KEY PEDESTRIAN ROUTINGS TO PUBLIC TRANSPORT FACILITIES

Rev	Description	By	Date
A	GENERAL REVISION	JY	JUN 24

Consultant

wsp

Project title
AGREEMENT NO. CB20210424 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title
EXISTING PUBLIC TRANSPORT SERVICING POINTS

Drawing no.	Rev.
W07/TIA/301	A

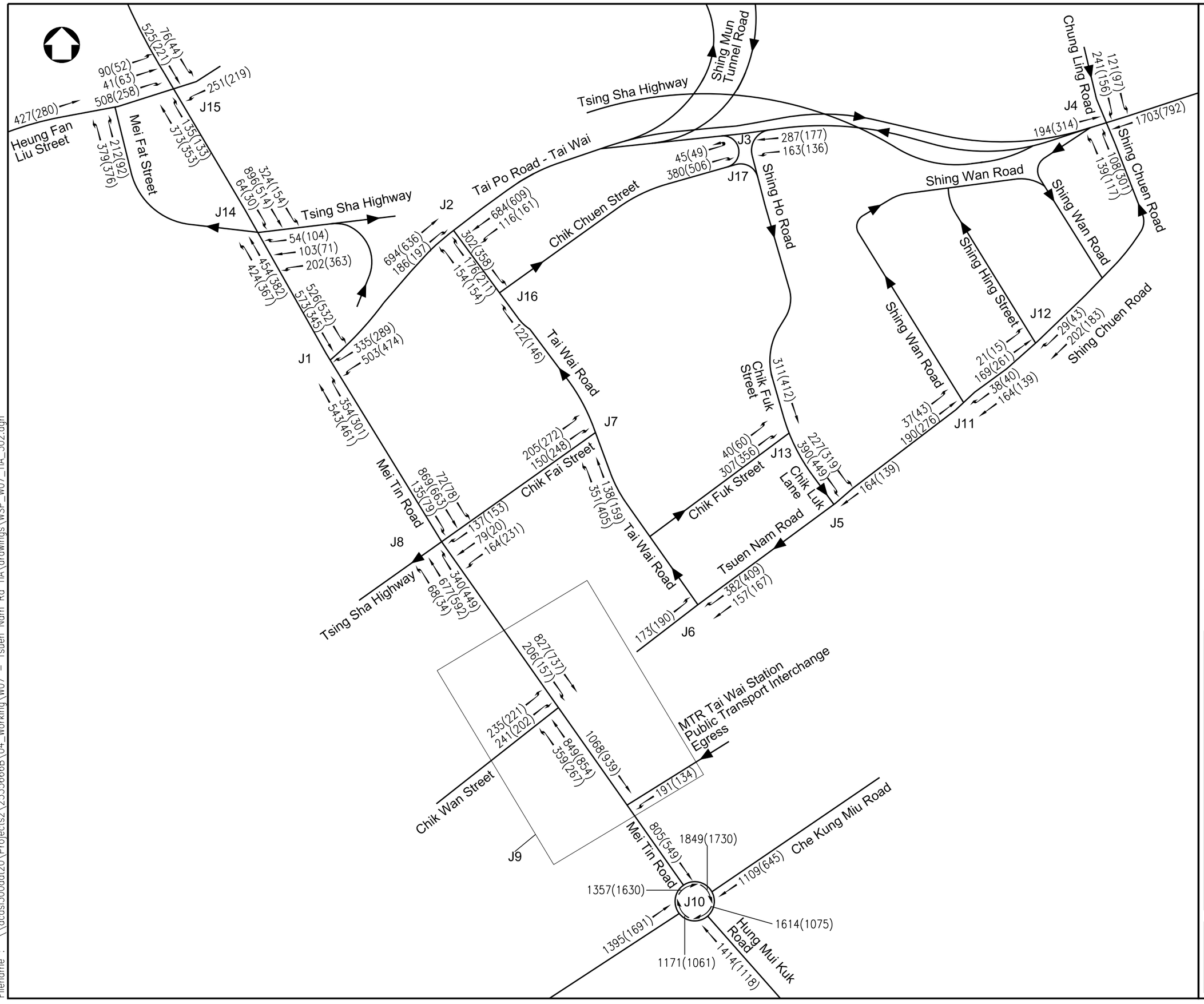
Drawn	Date	Checked	Approved
JY	MAR 2023	BL	AP

Scale: NTS
Status: -

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LEGEND :

J4 KEY JUNCTION

395(335) AM(PM) PEAK HOUR FLOW (PCU/hr)

TRAFFIC MOVEMENT

ONE-WAY ROAD

Rev	Description	By	Date
–	FIRST ISSUANCE	JL	MAR 23

Consultant

wsp

Project title

AGREEMENT NO. CB20210424 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title

YEAR 2023 OBSERVED TRAFFIC FLOWS

Drawing no.	Rev.
W07/TIA/302	–

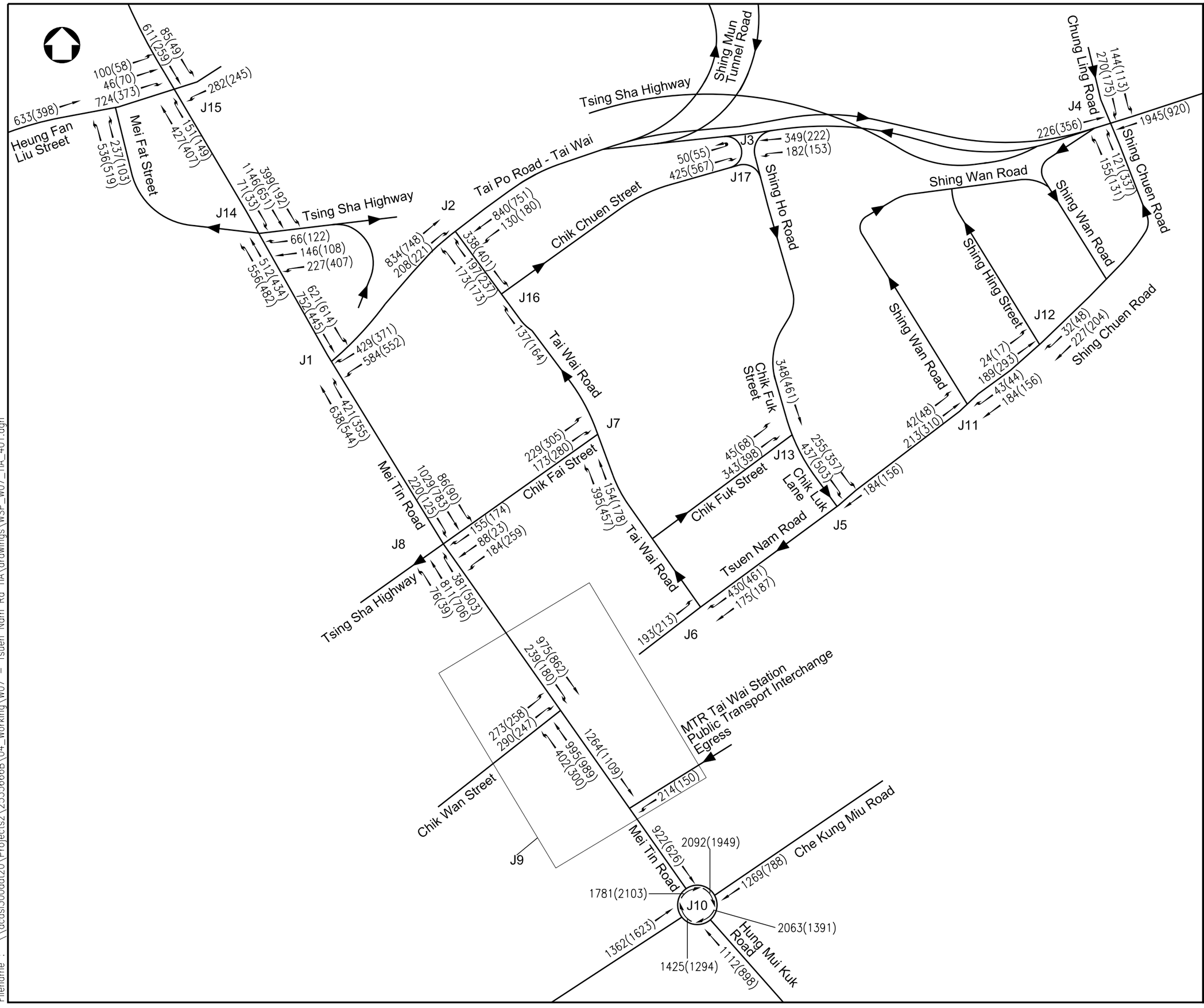
Drawn	Date	Checked	Approved
JL	MAR 2023	AP	JF

Scale	Status
NTS	–

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Date : 13/11/2023
Filename : \\dcasi300dat20\Projects2\2535666B\04_Working\W07 - Tsuen Nam Rd TIA\drawings\WSP_W07_TIA_302.dgn



LEGEND :

J4 KEY JUNCTION

395(335) AM(PM) PEAK HOUR FLOW (PCU/hr)

TRAFFIC MOVEMENT

ONE-WAY ROAD

Rev	Description	By	Date
C	GENERAL REVISION	JY	FEB 24
B	GENERAL REVISION	JY	JAN 24
A	TD'S COMMENTS INCORPORATED	JL	MAR 23
-	FIRST ISSUANCE	JL	MAR 23

Consultant

wsp

Project title

AGREEMENT NO. CB20210424 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title

YEAR 2032 REFERENCE TRAFFIC FLOWS

Drawing no.	Rev.
W07/TIA/401	C

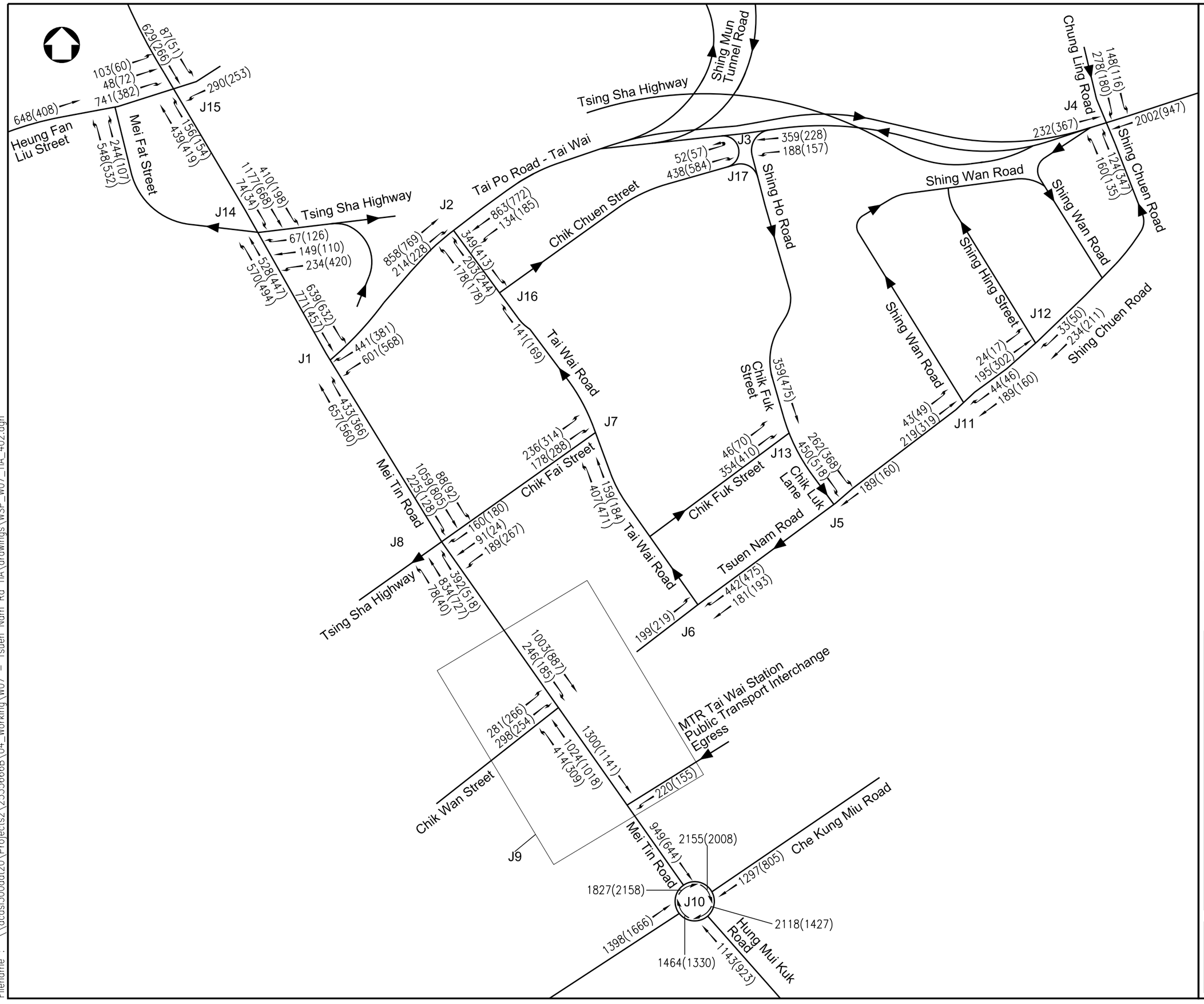
Drawn	Date	Checked	Approved
JL	MAR 2023	AP	AP

Scale	Status
NTS	

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Rev	Description	By	Date
C	GENERAL REVISION	JY	FEB 24
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A	TD'S COMMENTS INCORPORATED	JL	MAR 23
-	FIRST ISSUANCE	JL	MAR 23

Consultant

wsp

Project title

AGREEMENT NO. CB20210424 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title

YEAR 2035 REFERENCE TRAFFIC FLOWS

Drawing no.	Rev.
W07/TIA/402	C

Drawn	Date	Checked	Approved
JL	MAR 2023	AP	AP

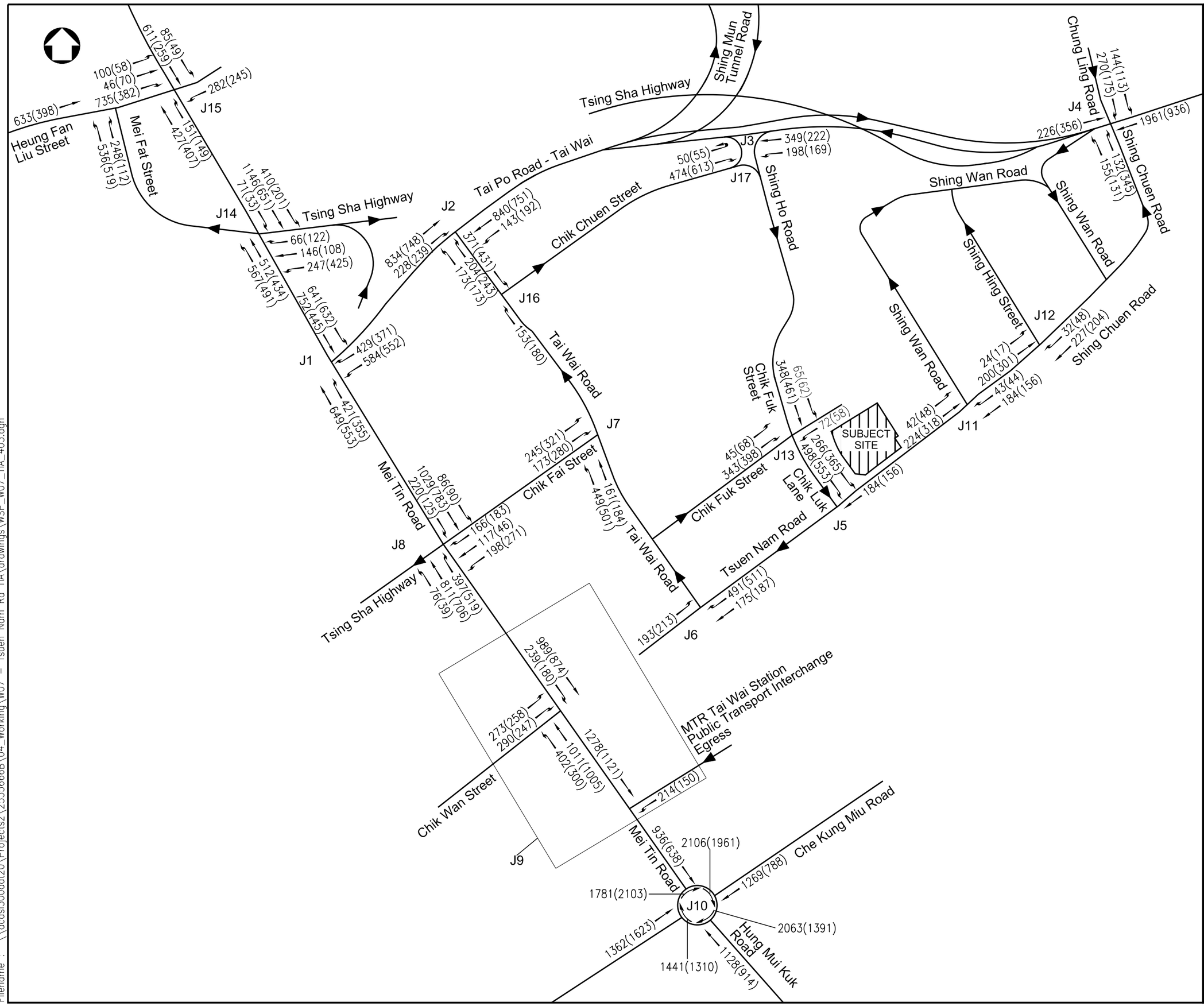
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Status:

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LEGEND :

- J4 KEY JUNCTION
- 395(335) AM(PM) PEAK HOUR FLOW (PCU/hr)
- TRAFFIC MOVEMENT
- ONE-WAY ROAD
- SUBJECT SITE

Rev	Description	By	Date
C	GENERAL REVISION	JY	FEB 24
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A	TD'S COMMENTS INCORPORATED	JL	MAR 23
-	FIRST ISSUANCE	JL	MAR 23

Consultant: wsp

Project title: AGREEMENT NO. CB20210424 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title: YEAR 2032 DESIGN TRAFFIC FLOWS

Drawing no.	Rev.
W07/TIA/403	C

Drawn	Date	Checked	Approved
JL	MAR 2023	AP	AP

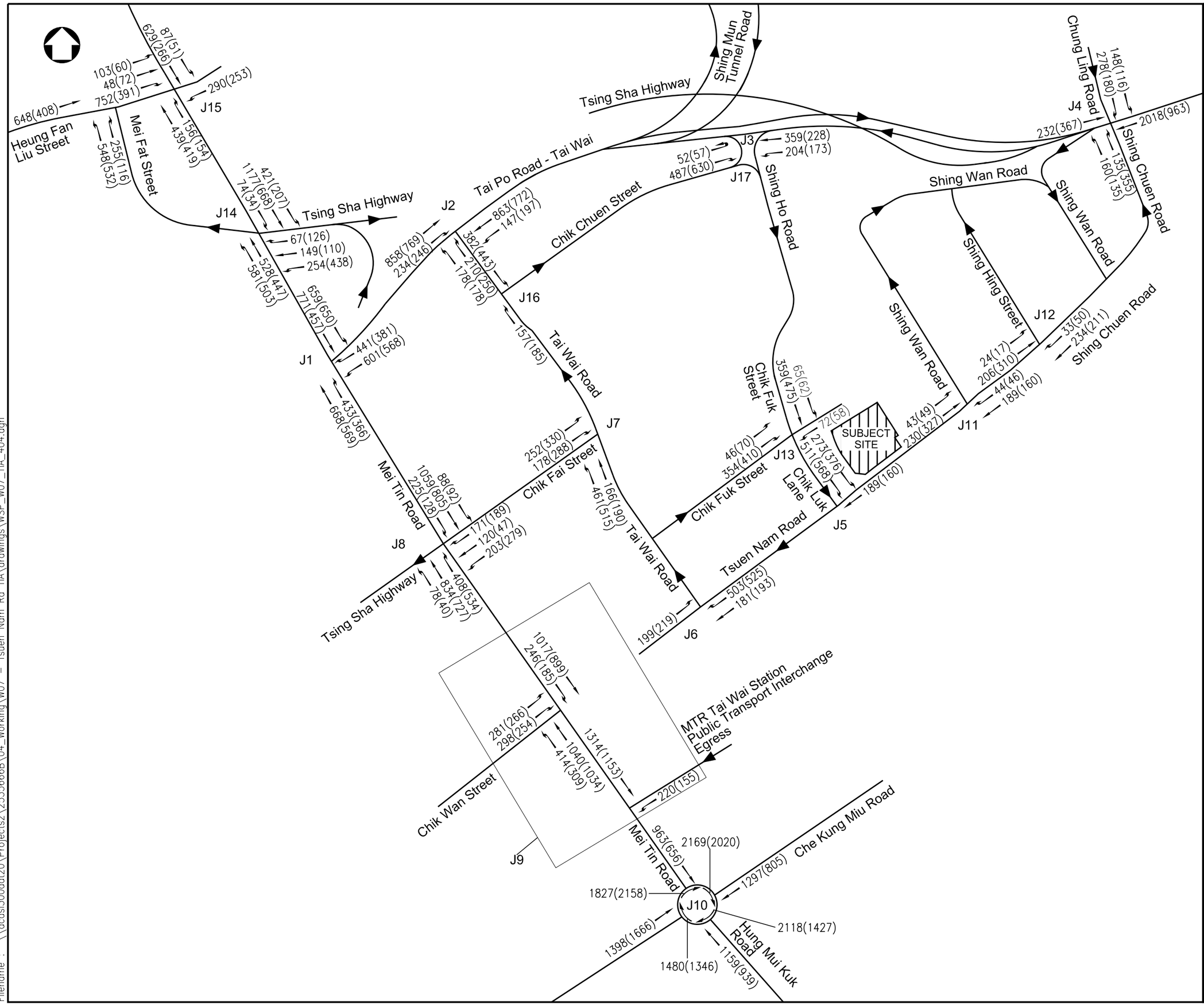
Scale: NTS

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Date : 28/2/2024
Filename : \\dcasi300dat20\Projects2\253566B\04_Working\W07 - Tsuen Nam Rd TIA\drawings\WSP_W07_TIA_403.dgn



LEGEND :

J4	KEY JUNCTION
395(335)	AM(PM) PEAK HOUR FLOW (PCU/hr)
	TRAFFIC MOVEMENT
	ONE-WAY ROAD
	SUBJECT SITE

Rev	Description	By	Date
C	GENERAL REVISION	JY	FEB 24
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A	TD'S COMMENTS INCORPORATED	JL	MAR 23
-	FIRST ISSUANCE	JL	MAR 23

Consultant

wsp

Project title

AGREEMENT NO. CB202104 24 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title

YEAR 2035 DESIGN TRAFFIC FLOWS

Drawing no.	Rev.
W07/TIA/404	C

Drawn	Date	Checked	Approved
JL	MAR 2023	AP	AP

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Date : 28/2/2024
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SUBJECT SITE

REFER TO FIGURE NO. W07/TIA/203 FOR DETAILS

EXISTING ROAD MARKINGS AND TRAFFIC SIGNS TO BE REMOVED

PROPOSED ROAD MARKING RM1115

PROPOSED TRAFFIC SIGNS TS102

PROPOSED ROAD MARKING RM1013

CHIK FUK STREET

CHIK LUK LANE

TSUEN NAM ROAD

CHIK SAU LANE

Tai Wai Playground 大圍游樂場

Tai Wai Station 大圍站

Tai Po 大埔

Town Centre 市中心

Hong Kong Heritage Museum 香港文化博物館

Mei Lam Estate 美林邨

祥興樓 Cheung Hing Mansion

好善樓 Ho Sin House

麗星樓 Lai Sing Mansion

滿華樓 Moon Wah Mansion

金輝樓 Kam Fai Building

永富樓 Wing Fu Building

金昌樓 Kam Cheung Building

村南道

Cycle Parking Place-Parking Advice
1. This parking place is for pedal cycles only.
2. No parking is allowed for a continuous period of more than 24 hours.
3. Pedal cycles must be parked at the parking racks.
4. This parking place may be suspended for use from time to time to clear any pedal cycles left.
單車泊車處-停泊須知
1此泊車處僅供單車停泊。
2單車不可連續停泊超過24小時。
3單車必須停放於停泊架。
4此泊車處會不定期被中止使用，以清理存放的單車。

General Advice to Public
1. This cycle parking place may be suspended for use from time to time to clear any pedal cycles left.
2. A notice regarding suspension of use will be posted at least 14 days before the suspension takes effect. The notice shall specify the date(s) on which this parking place will be suspended and the duration of the suspension.
3. No parking of pedal cycles is allowed during the suspension period of this parking place.
4. The Authority will take possession of and remove all pedal cycles left in this park during the period of suspension.
公眾一般須知
1此單車泊車處會不定期被中止使用，以清理存放的單車。
2中止服務的十四天前會張貼有關中止使用的通告。公告須載明被中止的日期(s)，不連續期間及中止的時間。
3所有單車在中止使用期間不得停放。
4在中止使用期間存放在此泊車處的單車，當局會收拾及棄置該等單車。

LEGEND :

PROPOSED ROAD MARKINGS

PROPOSED TRAFFIC SIGNS

Rev	Description	By	Date
B	GENERAL REVISION	JY	JUN 24
A	GENERAL REVISION	JY	MAY 24

Consultant

wsp

Project title
AGREEMENT NO. CB20210424 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title
PROPOSED JUNCTION IMPROVEMENT SCHEME AT TSUEN NAM ROAD/ CHIK LUK LANE (J5)

Drawing no.	Rev.
W07/TIA/501	B

Drawn	Date	Checked	Approved
IY	MAR 2023	AP	JF

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WIP Sep 2022

Date : 6/6/2024
Filename : \\dcasi300dat20\Projects2\253566B\04_Working\W07 - Tsuen Nam Rd TIA\drawings\WSP_W07_TIA_501.dgn

EXISTING KERB TO BE MAINTAINED

EXISTING ROAD MARKINGS RM1013 & RM1115 TO BE REMOVED

EXISTING HATCHED ROAD MARKING RM1035 TO BE MODIFIED

RM1104

J17 JUNCTION

EXISTING PRIORITY JUNCTION TO BE REPLACED WITH TWO EXCLUSIVE LANES FOR BOTH CHIK SHUN STREET AND SHING HO ROAD

EXISTING TRAFFIC SIGNS TS102 & TS115 TO BE REMOVED

EXISTING ROAD MARKING RM1104 TO BE MODIFIED

CHIK CHUEN STREET

CHIK SHUN STREET

SHING HO ROAD

SHING MUN TUNNEL ROAD

TAI PO ROAD - TAI WAI

大埔公路 — 大圍段

NTE/ST/TaiPo-135A

NTE/ST/ShiHo-03

NTE/ST/ShiHo-04

NTE/ST/TaiPo-137

NTE/ST/ShiWan-C01

N-TS106

N-TS107

2-HOUR METERS (CARD-OPERATED)
Operating from 8 am to 8 pm daily except general holidays
On general holidays operating from 10 am to 10 pm
In case of meter defects Tel. 23180616
The meter number marked on the post must be given
二小時停車錶(只收儲值卡)
除公眾假期外每日收費由上午八時至下午八時
公眾假期收費則由上午十時至下午十時
如錶失靈請撥電話 2318 0616 並需說明錶柱號碼

LEGEND :

PROPOSED ROAD MARKINGS

PROPOSED TRAFFIC SIGNS

PROPOSED KERB

Rev	Description	By	Date
C	GENERAL REVISION	JY	MAY 24
B	TD's COMMENTS INCORPORATED	JY	OCT 23
A	TD's COMMENTS INCORPORATED	JY	AUG 23
-	FIRST ISSUANCE	IY	MAY 23

Consultant

Project title
AGREEMENT NO. CB20210424 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title
PROPOSED JUNCTION IMPROVEMENT SCHEME AT SHING HO ROAD/ CHIK CHUEN STREET (J17)

Drawing no.		Rev.
W07/TIA/502		C
Drawn: JY	Date: MAY 2023	Checked: AP	Approved: JF
Scale: 1 : 500 (A3)		Status: -	

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Date : 17/5/2024
Filename : \\dcasi300dat20\Projects2\253566B\04_Working\W07 - Tsuen Nam Rd TIA\drawings\WSP_W07_TIA_502.dgn

3.單車必須雙放於骨泊架。
4.此泊車處會不定期被中止使用，以清理存放的單車。

N-TS895

SHING MUN TUNNEL ROAD

SHING MUN TUNN

Mei Lam Sitting-Out Area

美林休憩處

NTE/ST/ShiHo-03

銅鑼灣山路

NTE/ST/TaiPo-135A

大埔公路 — 大圍段 TAI PO ROAD - TAI WAI

Subway

Elevated Road

高架道路

Cyt Dism Ped Xing

Cy/w & F/w

CHIK CHUEN STREET

CHIK SHUN STREET

HUN STREET

SHING HO ROAD

Cycling Track

Kowloon

Lin Fung House

蓮豐樓

Kong Yip House

綱業樓

Hing Wan House

慶雲樓

King Sing House

景星樓

Home for the aged

安老院

Lap Wo House

立和樓

Chik Shun Building

積信樓

Chik Tak Building

積德樓

Chik Fuk Building

積福樓

積信街

24 Seats Light Buses
Overall Length 6.990m
Overall Width 2.025m
Overall Body Height 3.015m
Min Body Ground Clearance 0.252m
Track Width 2.025m
Lock-to-lock time 2.00s
Wall to Wall Turning Radius 12.800m

2-HOUR METERS (CARD-OPERATED)
Operating from 8 am to 8 pm daily except general holidays
On general holidays operating from 10 am to 10 pm
In case of meter defects Tel. 23180616
The meter number marked on the post must be given
二小時停車錶(只收儲值卡)
除公眾假期外每日收費由上午八時至下午八時
公眾假期收費則由上午十時至下午十時
如錶失靈請撥電話 2318 0616 並需說明錶柱號碼

Tai Wai 大圍
Tung Lo Wan 銅鑼灣
NTE/ST/TaiPo-137
Tai Po 大埔
NTE/ST/ShiWan-C01
N-TS107
N-TS106
N-TS302

Parking Places/Parking Advice
泊車處/停泊須知
General Advice to Public
公眾一般須知

LEGEND :
PROPOSED ROAD MARKINGS
PROPOSED TRAFFIC SIGNS
PROPOSED KERB

Rev	Description	By	Date
-	FIRST ISSUANCE	JY	MAR 24

Consultant: wsp

Project title
AGREEMENT NO. CB202104424 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES EAST REGION - INSTRUCTION NO. W07 - PROPOSED TAI WAI GOVERNEMNT COMPLEX CO-LOCATED WITH PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI - TRAFFIC IMPACT ASSSESSMENT (TIA)

Drawing title
SWEPT PATH ANALYSIS FOR PROPOSED JUNCTION IMPROVEMENT SCHEME AT SHING HO ROAD / CHIK CHUEN STREET (J17)

Drawing no.	Rev.
W07/TIA/503	-

Drawn	Date	Checked	Approved
JY	MAR 2024	AP	JF

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Filename : \dcasi300dat20_Projects2\2535666B\04_Working\W07 - Tsuen Nam Rd TIA\drawings\WSP_W07_TIA_503.dgn

Appendix 2

Visual Appraisal

Proposed Public Vehicle Park (Excluding Container Vehicle) at the Government Complex co-located with the Permitted Public Housing Development at Tsuen Nam Road, Tai Wai

Visual Appraisal

July 2024

香港房屋委員會
Hong Kong Housing Authority

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1. Introduction

1.1 This Visual Appraisal (VA) is prepared in support of the s.16 planning application for the proposed 'Public Vehicle Park (excluding container vehicle)' use at Tsuen Nam Road in Tai Wai (the Application Site). Apart from the proposed Public Vehicle Park (PVP), the Application Site is planned for the permitted public housing co-locating with a government complex. According to the Notes of the approved Sha Tin Outline Zoning Plan No. S/ST/38 (the OZP), only 'PVP (excluding container vehicle)', amongst other intended uses of 'Flat', 'Library', 'Social Welfare Facility', 'Government Use', 'Public Clinic', is a Column 2 use under the "Residential (Group A)" ("R(A)") zone on the OZP, and hence planning permission from the Town Planning Board (TPB) is required.

1.2 This VA sets to assess the potential visual impacts of incorporating the proposed PVP into the overall development. Viewpoints (VPs) of different view ranges have been identified with reference to the principles laid down in the *'Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board'* (TPB PG-No. 41). Photomontages of the proposed PVP with overall development from the selected key public VPs were prepared to evaluate the visual compatibility and degree of anticipated visual impacts on Visually Sensitive Receiver (VSRs) from key public VPs, with consideration of the visual composition, visual changes to the public viewers and the visual quality in the surroundings.

2. Methodology

2.1 The methodology adopted is summarised as follows:

- To outline the existing and future visual context and visual elements of the Application Site and its surrounding area;
- To identify the potential key public VPs;
- To identify and evaluate the potential visual impacts from the selected key public VPs; and
- To assess the visual impact of the proposed PVP with overall development.

3. Application Site and Its Surroundings

3.1 The Application Site, with a land area of about 0.37 hectare (ha), is located at the junction of Tsuen Nam Road and Chik Luk Lane. It is mainly occupied by the Tai Wai Playground with a tiny lay-by area which sits within a generally urbanised area of Tai Wai, Sha Tin. **Figure 1** shows the location of the Application Site.

3.2 The surrounding visual context is characterised by a mix of low to high-rise residential developments, intermingled with Government, Institution and Community (GIC), recreational facilities and industrial developments. The building height profile of the nearby residential developments, including Tai Wai Village, Festival City, Man Lai Court and The Pavilia Farm, range from about 27mPD to 200mPD. At the time of this VA being prepared, a portion of the Pavilia Farm is under construction and it is also taken into account in the assessment (**Figure 3** refers).

3.3 Key visual elements surrounding the Application Site are summarised as below:

- To the immediate north is the T.W.G.H. Sin Chu Wan Primary School.
- To the further northeast across Shing Wan Road is an industrial area which is physically separated by the Shing Mun River Channel and the Tai Wai Soccer Pitch atop the River Channel.
- To the south across Tsuen Nam Road and Tai Wai MTR Station is the high-rise private residential development, namely The Pavilia Farm, with maximum building height of about 200mPD.
- To the west and north-west across Chik Fuk Street are a mix of low to medium-rise residential developments including Tai Wai Village.

4. Proposed PVP

4.1 With reference to the extant OZP, the Application Site falls within an area zoned "R(A)" with no restrictions on Gross Floor Area (GFA), plot ratio and building height.

4.2 Under the current notional development scheme, it comprises one building block at a building height of not more than 175mPD, which will accommodate the various government uses (as mentioned in paragraph 1.1), PVP, and public housing and its ancillary facilities. The proposed PVP comprising 105 private car and 30 motorcycle parking spaces is located at the part of lower tower of the overall development at the Application Site. Indicative section of the overall development is shown in **Figure 2** for reference.

4.3 With due consideration to community needs, various site constraints, environmental and traffic aspects etc., the following sensitive design features are incorporated into the overall development with the proposed PVP to ameliorate the potential visual impact, subject to detailed design:

- Full-height building setback at Tsuen Nam Road has been adopted to increase the building separation between the subject development and The Pavilia Farm development with significant building bulk in the opposite side of Tsuen Nam Road.
- Step-back at different levels on podium have been adopted to reduce building bulk, though the site area is limited.
- Building façade colour will be meticulously selected to achieve a harmonious integration with surrounding environment.
- Landscaping will be adopted at different levels including ground level and podium levels to further enhance the visual appearance of the overall development. A minimum of site coverage of greenery of 20% is considered under the current proposal, so as to soften the development hardlines and provide visual relief. A landscaped garden, vertical greening and landscaping amenities will be taken into account in the landscape design, subject to detailed design.

5. Identification of Viewpoints

5.1 With reference to the TPB PG-No. 41, it is considered more practical to protect private views, and it is more important to protect public views. As such, this VA focuses on key public views and local vantage points which these areas are easily accessible and popular to the public. Viewpoints at different distances and directions from the Application Site are selected to effectively represent the key views in relation to the proposed PVP with overall development.

5.2 When selecting the VPs, priority has been given to major open spaces, in which key focal points, key pedestrian route and leisure sitting out area are considered as major visual sensitive viewpoint. In this VA, four VPs are identified and discussed below. **Figure 3** indicates the location of the selected VPs.

VP 1 – Mei Lam Estate Children's Playground

5.3 This VP, located approximately 410m to the northwest of the Application Site, is a local open space providing children's playground, sitting-out area and amenity area to serve Mei Lam Estate. This VP is selected to review the impact to pedestrian passersby, local residents, users of the open space for resting, sitting-out and leisure purposes, as well as students from the adjacent primary and secondary schools. With the presence of existing lush vegetation and secondary school (viz. Buddhist Wong Wan Tin College) obstructing the majority view, the visual sensitivity of this VP is considered **low**.

VP 2 – Footbridge near Che Kung Temple MTR Station

5.4 This VP is located about 470m to the east of the Application Site, offering a scenic lookout view from a footbridge across Shing Mun River Channel. The footbridge is a well-frequented route, commonly used to traverse between Che Kung Temple MTR Station and Sha Tin Government Secondary School / Hong Kong Heritage Museum. It provides direct north-south connection across the river channel, leading to Man Lai Road where schools and a group of education/community facilities are located. This VP represents museum visitors,

pedestrian passersby and those travelling to community facilities across the river channel. In view of the presence of Man Lai Court as a visual barrier, its visual sensitivity is considered relatively **low**.

VP 3 – Near Che Kung Temple

5.5 This VP is about 390m to the east of the Application Site, taken on a pavement leading to/from Che Kung Temple and Che Kung Temple MTR Station. It represents viewers including residents, cyclists, pedestrian passersby, tourists and local visitors to Che Kung Temple, as well as drivers along Che Kung Miu Road. Considering the temporary passing interest of the key viewers from this VP, its visual sensitivity is considered relatively **low**.

VP 4 – Near Exit D of Tai Wai MTR Station

5.6 This VP is located at an important public transport node approximately 230m to the southwest of the Application Site, where minibus stops, taxi stands and the Tai Wai MTR Station (Exit D) are located. It is the prime entry point to Tai Wai and to the Application Site. This VP represents residents, pedestrian passersby, public transportation commuters. The visual sensitivity of this VP is considered **medium**.

6. Assessment of Visual Impacts

6.1 This section evaluates the visual impact of incorporating the proposed PVP at the part of the lower zone of the overall development in relation to the existing and future context. Yet photomontages of the overall development with the proposed PVP as viewed from each identified VP are shown on **Figures 4 – 7.** In general, the visual appraisal for the overall development is carried out on the basis of visual composition, visual obstruction, effect on visual resources and effect on public viewers. .

VP 1 – Mei Lam Estate Children's Playground (Figure 4)

6.2 **Visual composition** – Upon completion of the overall development, the resulting visual composition at this VP largely remains as the existing visual elements of the Buddhist Wong Wan Tin College and the children's playground in the foreground, **Figure 4** refers. As illustrated in the photomontage, the podium will be fully screened by the existing trees whilst the overall development is also compatible with that of The Pavilia Farm at about 170mPD to 200mPD. Overall, there is no significant change in the visual character.

6.3 **Visual obstruction** – Compared with the existing condition, only the upper portion of the overall development will be visible, and there will be slight/minor visual change to the open sky backdrop. The visual openness remains largely unchanged, the obstruction is therefore considered insignificant.

6.4 **Effect on public viewers** – The VSRs of this VP are identified as pedestrian passersby, local residents, users of the open space and students from the adjacent secondary school. Since pedestrians passing through and only stop for short period of time with short duration of sights and the tall and dense roadside planting/vegetation mostly screens off the proposed building block, the effect on public viewers of this key VP is considered slight.

6.5 **Effect on visual resources** – From this VP, no prominent visual resources, which its view shall be preserved has been identified. As demonstrated in **Figure 4**,

whilst the overall development results in slight loss of sky openness upon completion, the visual changes in terms of the quality, character and other visual resources of this view remains unchanged.

6.6 Considering the above, the overall visual impact of VP1 is deemed **slightly adverse** in terms of scale, building height and the resulting visual character.

VP 2 – Footbridge near Che Kung Temple MTR Station (Figure 5)

6.7 **Visual composition** – The major visual elements in this VP are the scenic water features, open sky backdrop, vegetation along the sides of the river channel and medium to high-rise residential developments, i.e. Man Lai Court at about 67mPD and the Pavilia Farm at about 170mPD to 200mPD. **Figure 5** refers, only minor portion of the podium and upper part of the overall building can be viewed behind Man Lai Court, and it is considered visually compatible to the surrounding high-rise residential developments.

6.8 **Visual obstruction** – The VSRs at this VP will still enjoy a scenic view over both sides of the river channel. Slight visual obstruction of the open sky view is resulted from the upper portion of the overall development whilst its majority will be largely obstructed by Man Lai Court at this VP.

6.9 **Effect on public viewers** – This view is taken from the footbridge leading between the Che Kung Temple MTR Station, the Hong Kong Heritage Museum and the educational/community services near Man Lai Road (**Figure 3** refers). The VSRs at this VP are mainly passing interest, and presumably visiting with their interest focuses on the scenic lookout. As the exiting view will largely remain intact and not be adversely affected, the effect on public viewers from this key VP is considered slight.

6.10 **Effect on visual resources** – As demonstrated by the photomontage, the visual resources in terms of visual quality, character and condition of this VP will not be affected by the overall development. Hence, the effect on visual resources is considered slight.

6.11 In view of the above, the overall visual impact of VP2 is considered **slightly adverse.**

VP 3 – Near Che Kung Temple (Figure 6)

6.12 **Visual composition** – Major man-made developments are visible in this VP. They include the elevated Railway Tuen Ma Line, Chu Kung Miu Road and some roadside planting, whereas in the background are medium and high-rise residential developments, i.e. Man Lai Court at about 67mPD and the Pavilia Farm at about 170mPD to 200mPD. The overall development will blend in with the existing and future context, and the visual composition of the area will not be significantly affected.

6.13 **Visual obstruction** – The overall development will reduce the visual permeability and obstruct the skyline of this VP. Nevertheless, it is observed in **Figure 6** that no important views are expected to be screened off by the overall development. The loss in sky openness is considered moderate from this VP.

6.14 **Effect on public viewers** – The overall development as shown in the photomontage is compatible with the existing context in terms of the building heights and the overall skyline among the neighbouring residential developments. Upon completion, the podium of the overall development will be largely blocked by the existing elevated railway and high-rise buildings, and the domestic portion of the overall development, which has been set back from Tsuen Nam Road, is inevitably seen from this viewpoint. The overall visual effect on public viewers is considered slight to moderate.

6.15 **Effect on visual resources** – The overall development will form part of the townscape in harmony. It also contributes to visual interest whilst maintaining the overall sky backdrop. The visual obstruction of the open sky view will be acceptable taking account of its setting background echoing to The Pavilia Farm as viewed from this VP. No significant effect will be resulted to the existing streetscape, as well as the urban form.

6.16 Based on the above, the overall visual impact of VP3 is considered **moderately adverse.**

VP 4 – Near Exit D of Tai Wai MTR Station (Figure 7)

6.17 **Visual composition** – The visual composition of this VP comprises medium to high-rise residential developments, ranging from about 27mPD to 77mPD, namely Grandway Garden and Tin Po Building and Tai On Building, with the minibus stops and roadside planting along Tsuen Nam Road, and Tai Wai MTR Station on the other side. The visual character is generally dominated by the urban streetscape at the public transport node. With the existing residential developments and the roadside planting partly blocking the overall development, the visual composition of the area will not be significantly affected.

6.18 **Visual obstruction** – As demonstrated by the photomontage in **Figure 7**, the overall development is partially screened by the existing residential developments and the roadside planting in the lower and middle zones, which render a visual treatment upon completion of the development. Moderate impact to the open sky view will be resulted.

6.19 **Effect on public viewers** – View to the overall development is partially screened by the roadside planting. The key VSRs at this VP are mainly those pedestrian walking to/from Tai Wai MTR Station, minibus stops and surrounding residential developments. In view of the transient nature of the VSRs, there is no significant impact to the walking experience of the public viewers, with or without the proposed PVP. The visual change brought by the overall development on the public viewer will be slight to moderate.

6.20 **Effect on visual resources** – Despite the difference in building heights of the overall development with the established medium to high-rise residential developments nearby, the overall development will integrate with the urban streetscape without major changes to the visual character.

6.21 Considering the above, the overall visual impact of VP4 is considered **moderately adverse.**

7. Conclusion

7.1 The overall visual impact is summarised in **Table 1** below:-

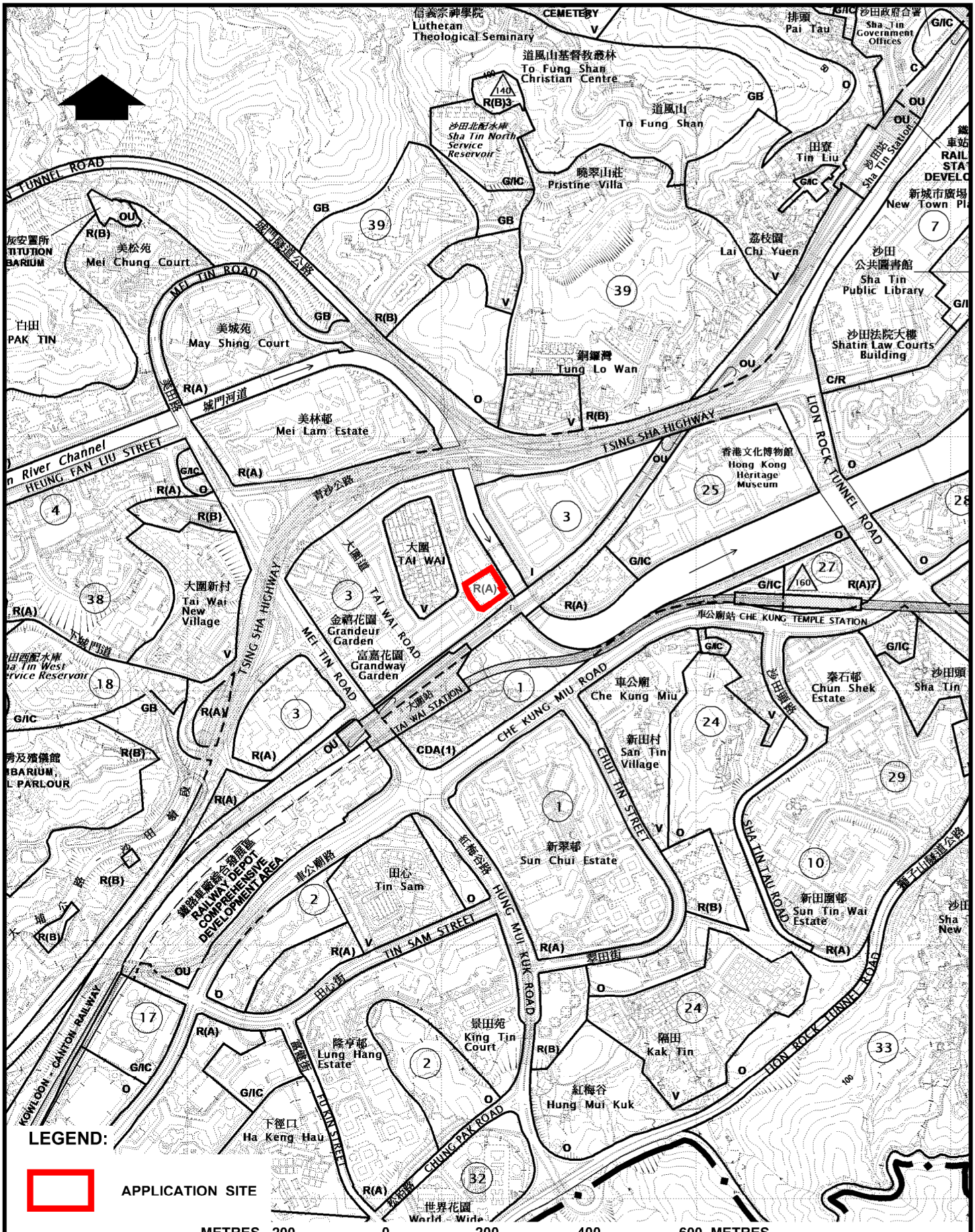
Table 1. Summary of Overall Visual Impacts

VPs	**Distance from the Application Site**	**Visual Sensitivity** (Low, Medium, High)	**Magnitude of Visual Change** (Negligible, Slight, Moderate, Substantial)	**Overall Visual Impact** (Negligible, Slightly adverse, Moderately adverse, Significantly adverse)
VP 1 Mei Lam Estate Children's Playground	About 410 m (to the northwest of the Application Site)	Low	Slight	Slightly adverse
VP 2 Footbridge near Che Kung Temple MTR Station	About 470 m (to the east of the Application Site)	Low	Slight	Slightly adverse
VP 3 Near Che Kung Temple	About 390 m (to the east of the Application Site)	Low	Moderate	Moderately adverse
VP 4 Near Exit D of Tai Wai MTR Station	About 230 m (to the southwest of the Application Site)	Medium	Moderate	Moderately adverse

7.2 In conclusion, this VA has carefully considered the existing and future contexts of the Application Site and its surroundings, covering the visual composition, visual obstruction, public viewers and visual resources of each selected VP. The findings of this VA conclude that the overall visual impact is ranging from slightly adverse to moderately adverse and demonstrated that the overall development including the proposed PVP will be acceptable from visual point of view.

HOUSING DEPARTMENT

July 2024



LOCATION PLAN

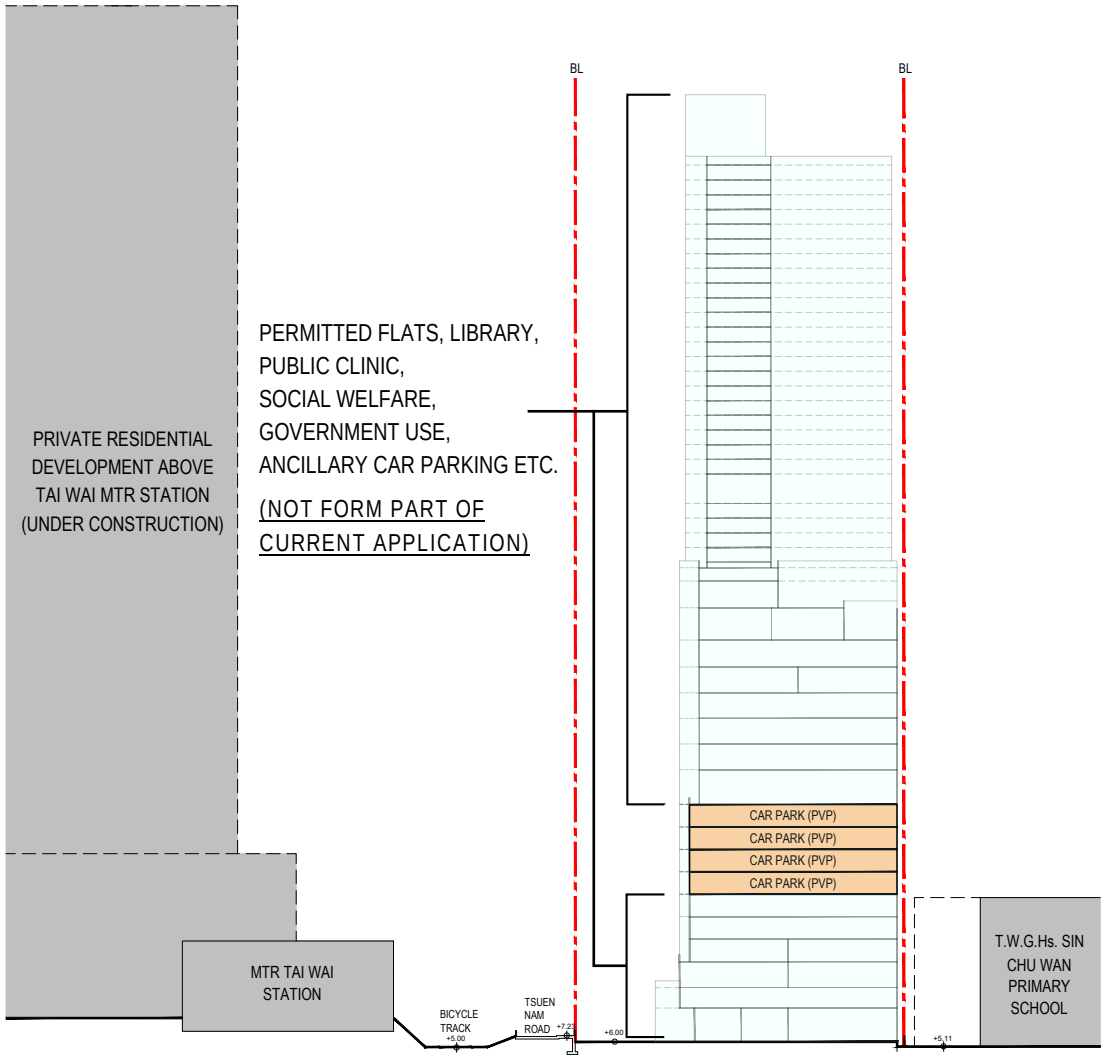
HOUSING DEPARTMENT
PLANNING SECTIONS

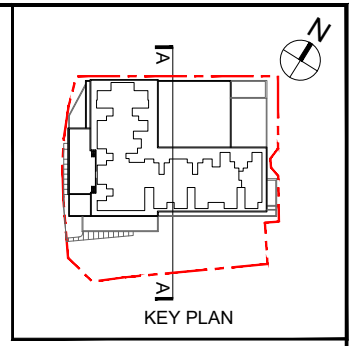
FIGURE 1

DATE :
12. 7. 2024

BASE EXTRACTED FROM OZP No. S/ST/38

24_0543ST_OZP





LEGEND

PROPOSED PVP
(UNDER CURRENT APPLICATION)

FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

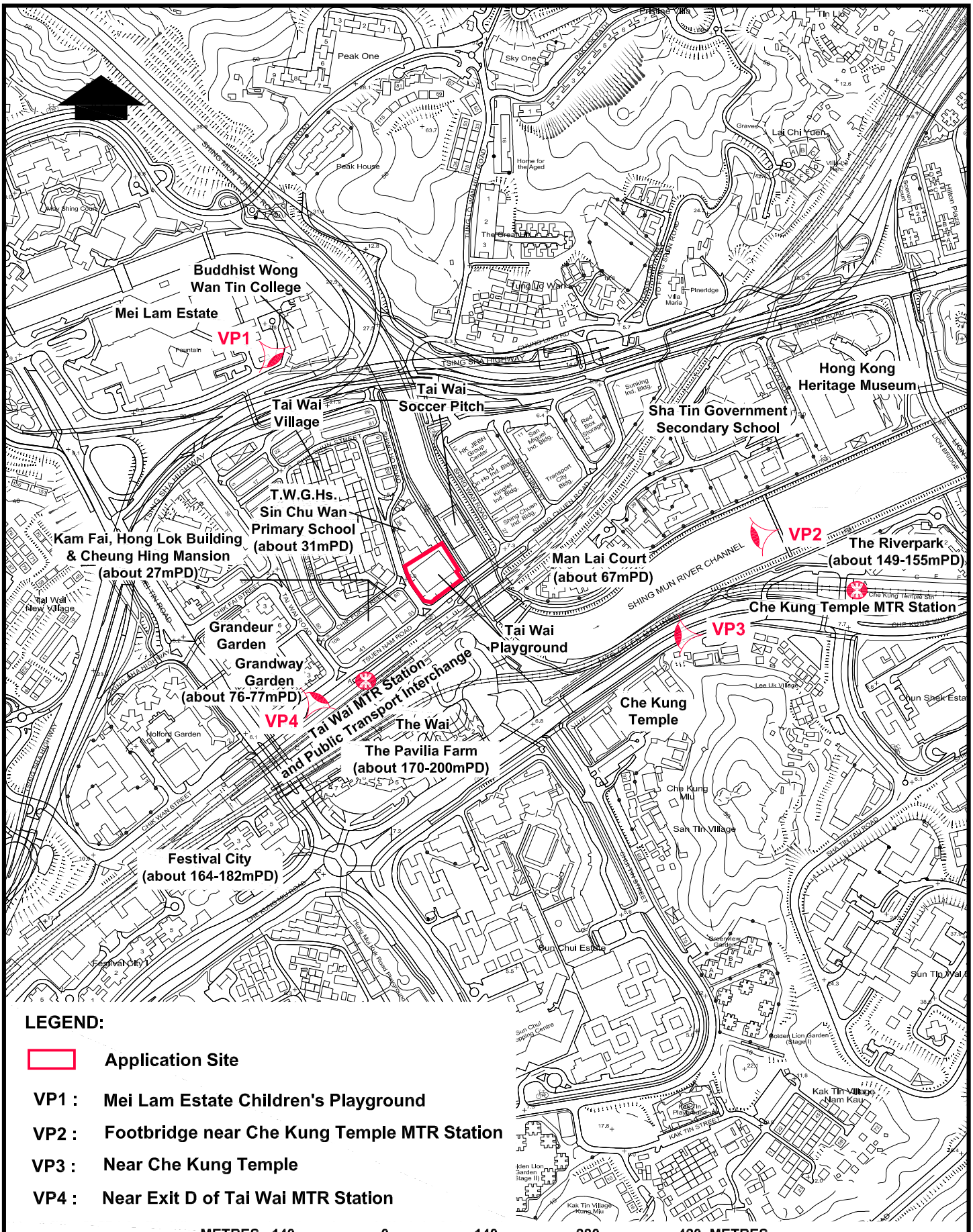
DRAWING TITLE

INDICATIVE SECTION PLAN

SCALE 1:150 (A1) 1:300 (A3)

房 屋 署
HOUSING DEPARTMENT

FIGURE 2 | APR 2024



LEGEND:

- Application Site
- VP1 : Mei Lam Estate Children's Playground
- VP2 : Footbridge near Che Kung Temple MTR Station
- VP3 : Near Che Kung Temple
- VP4 : Near Exit D of Tai Wai MTR Station

METRES 140 0 140 280 420 METRES

LOCATION OF VIEWPOINTS

HOUSING DEPARTMENT
PLANNING SECTIONS

FIGURE 3

DATE : 17. 7. 2024

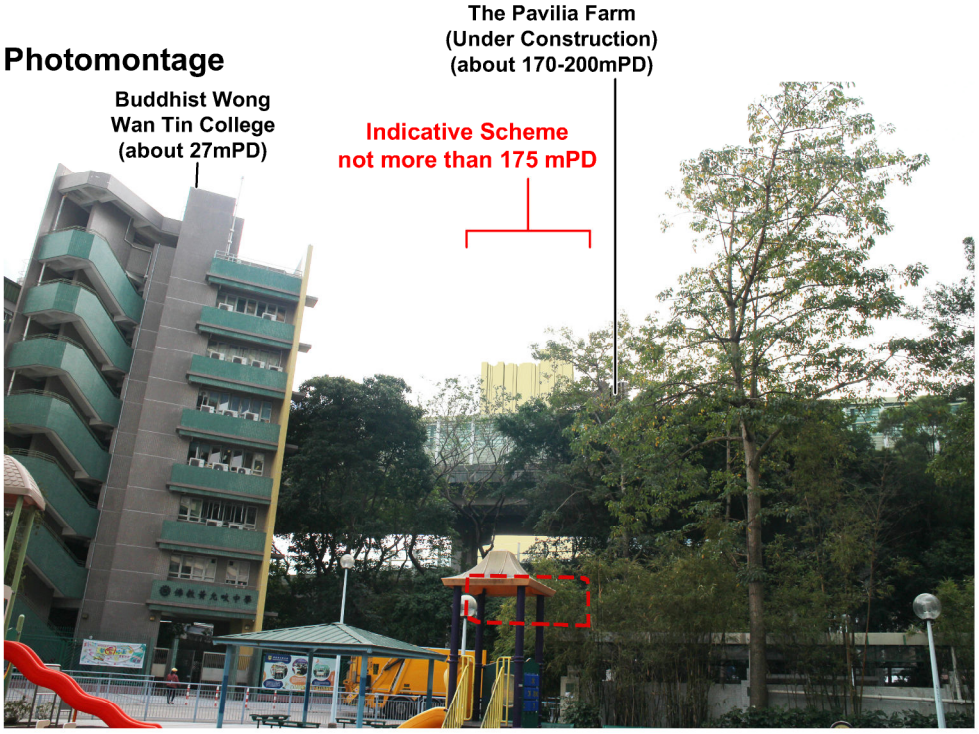
BASE EXTRACTED FROM SHT. No. 7-SW-D

24_0556ST_VP

Existing Condition



Photomontage

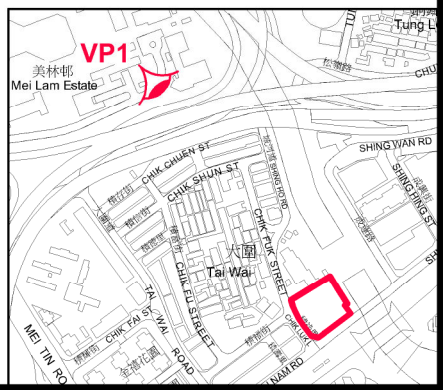


LEGEND:

OVERALL DEVELOPMENT

PROPOSED PVP
(UNDER CURRENT APPLICATION)

(FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN)



VIEWPOINT 1
(VIEW FROM MEI LAM ESTATE CHILDREN'S PLAYGROUND)

HOUSING DEPARTMENT
PLANNING SECTIONS

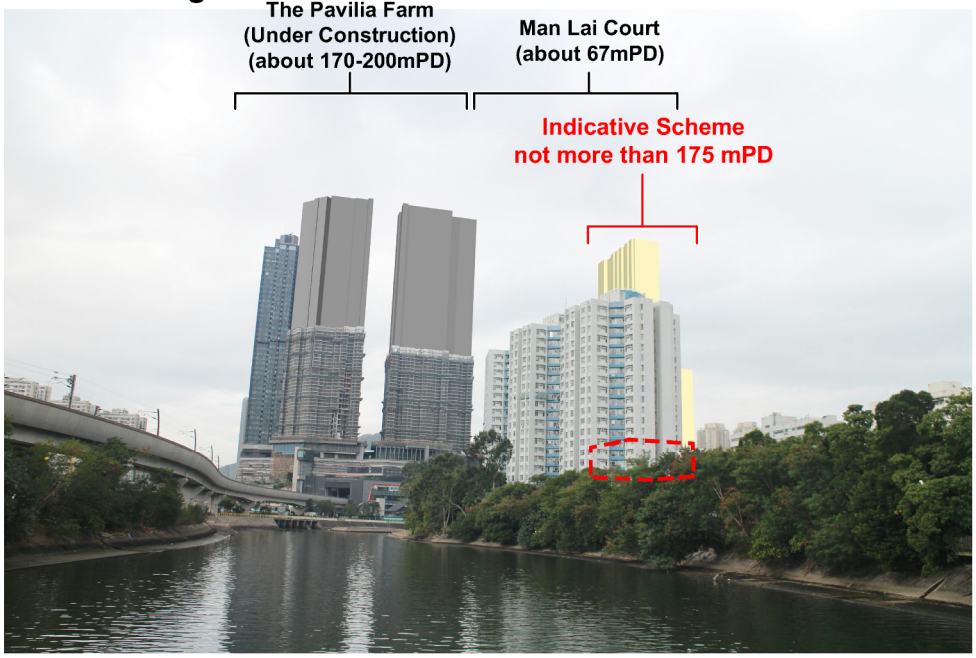
FIGURE 4

DATE :
19. 4. 2024

Existing Condition



Photomontage

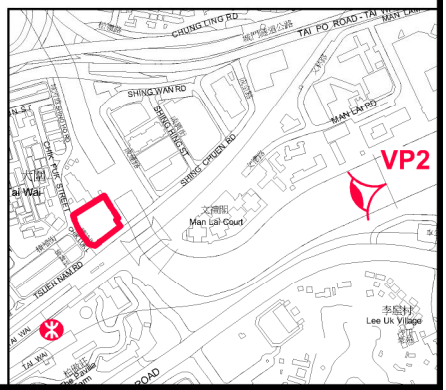


LEGEND:

OVERALL DEVELOPMENT

PROPOSED PVP
(UNDER CURRENT APPLICATION)

(FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN)



VIEWPOINT 2
(VIEW FROM FOOTBRIDGE NEAR CHE KUNG TEMPLE MTR STATION)

HOUSING DEPARTMENT
PLANNING SECTIONS

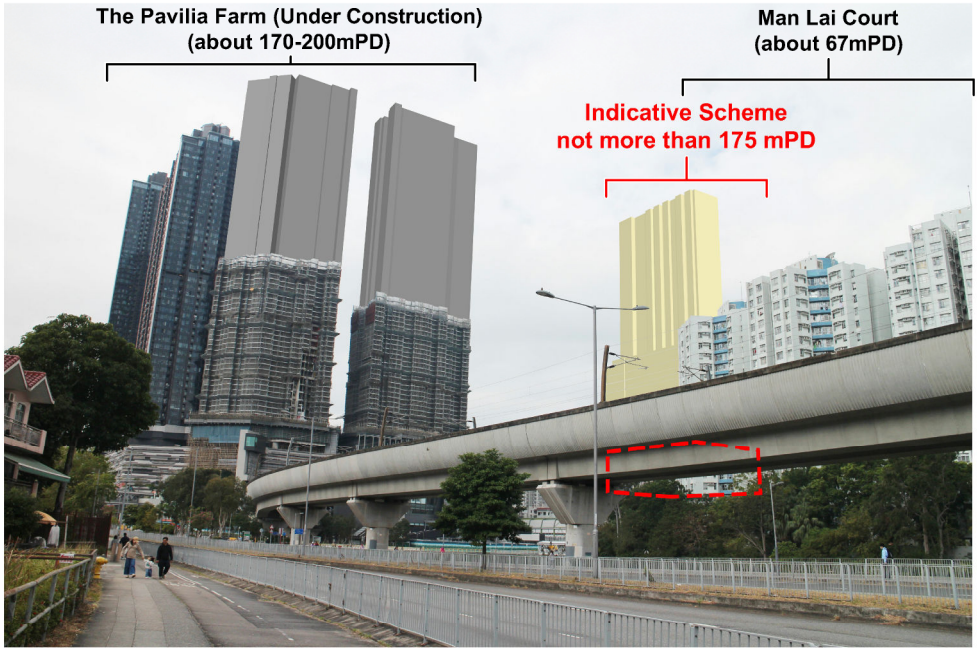
FIGURE 5

DATE :
19. 4. 2024

Existing Condition



Photomontage

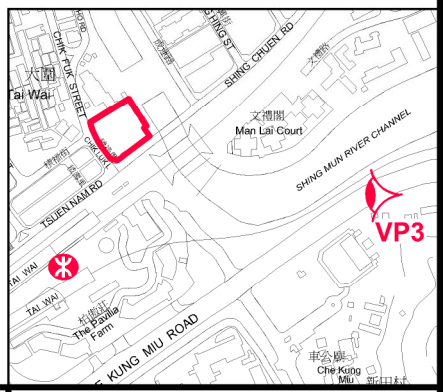


LEGEND:

OVERALL DEVELOPMENT

PROPOSED PVP
(UNDER CURRENT APPLICATION)

(FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN)



VIEWPOINT 3
(VIEW FROM NEAR CHE KUNG TEMPLE)

HOUSING DEPARTMENT
PLANNING SECTIONS

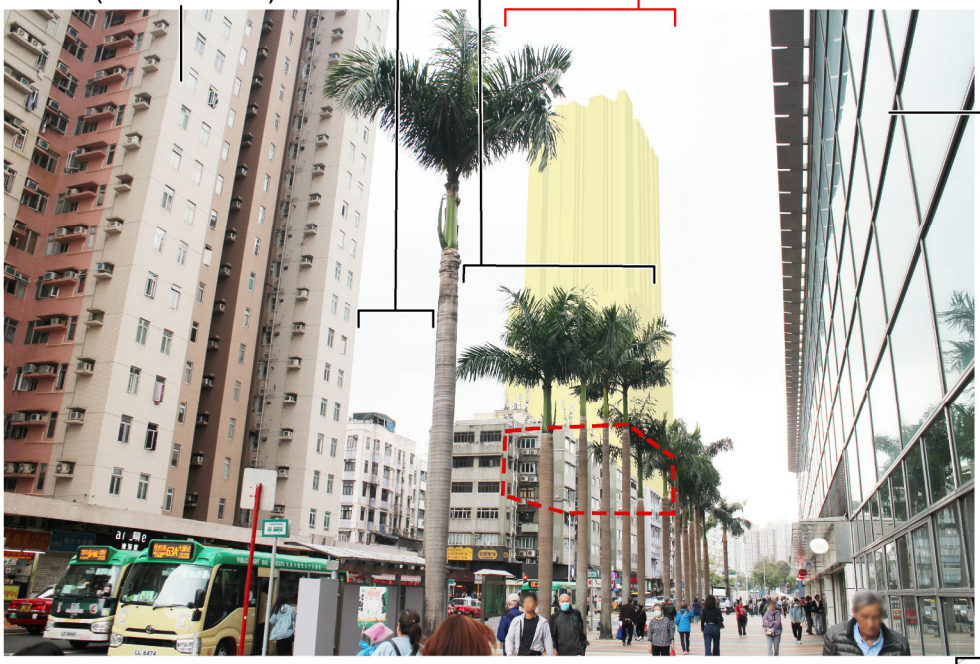
FIGURE 6

DATE :
19. 4. 2024

Existing Condition



Photomontage

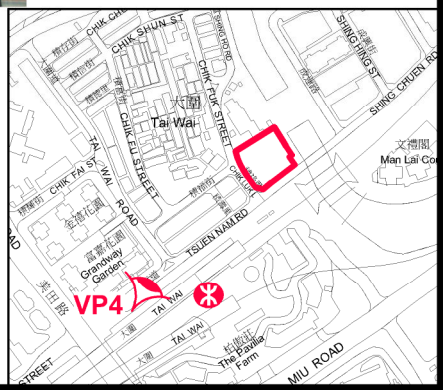


LEGEND:

OVERALL DEVELOPMENT

PROPOSED PVP
(UNDER CURRENT APPLICATION)

(FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN)



VIEWPOINT 4
(VIEW FROM NEAR EXIT D OF TAI WAI MTR STATION)

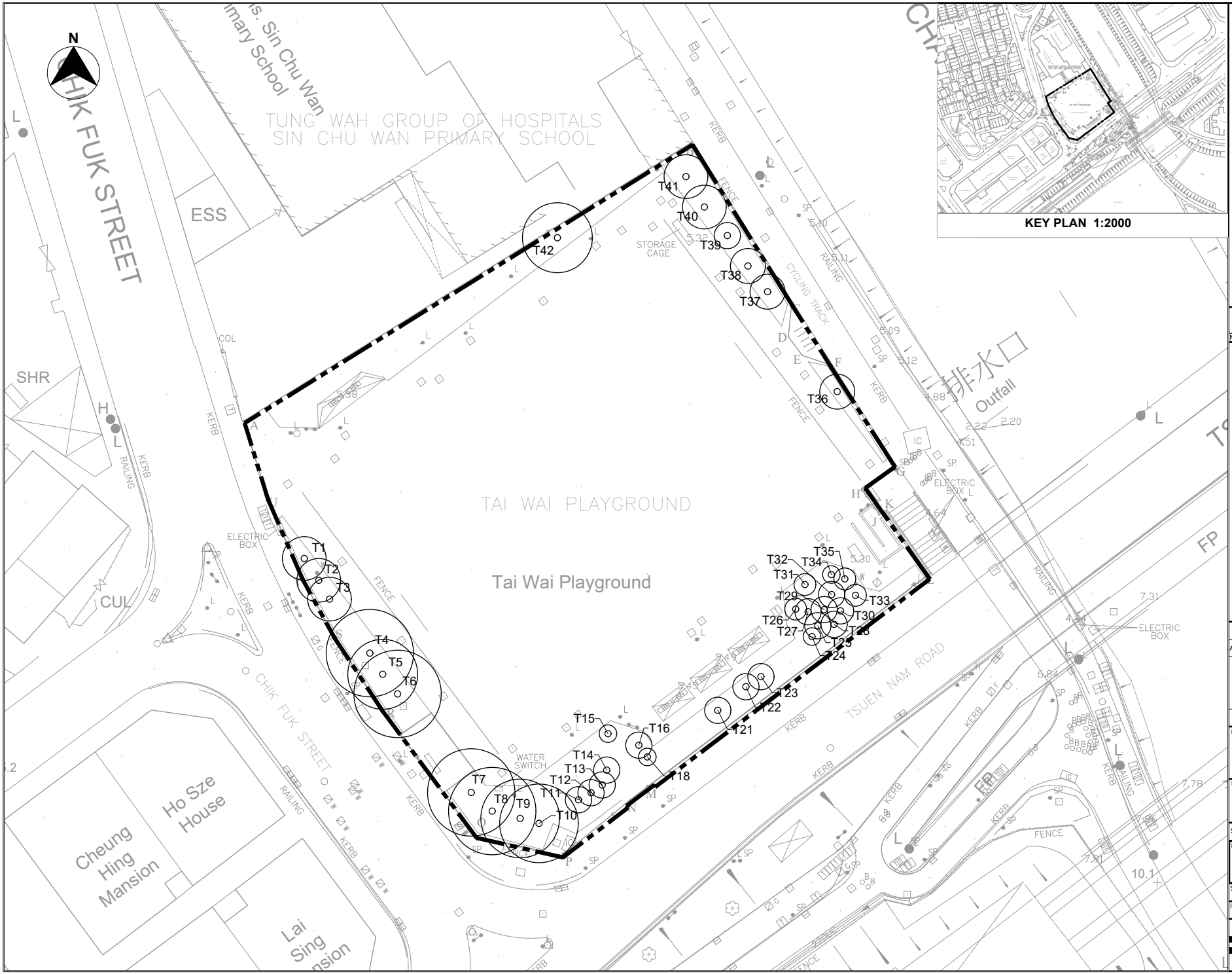
HOUSING DEPARTMENT
PLANNING SECTIONS

FIGURE 7

DATE :
19. 4. 2024

Appendix 3

Broad-brush Tree Survey



KEY PLAN 1:2000

NOTES

LEGEND:

SITE BOUNDARY

EXISTING TREE (39 nos.)

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED	MORRIS CHEUNG SLA/1		
CHECKED	KAREN CHEUNG LA/7		
	ANGUS KWAN STO(A)/24		
DRAWN	EUNICE NG CTA(A)/294		

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

DRAWING TITLE

TREE SURVEY PLAN

SCALE 1 : 500 @ A1 1:1000 @ A3

DRAWING NO.

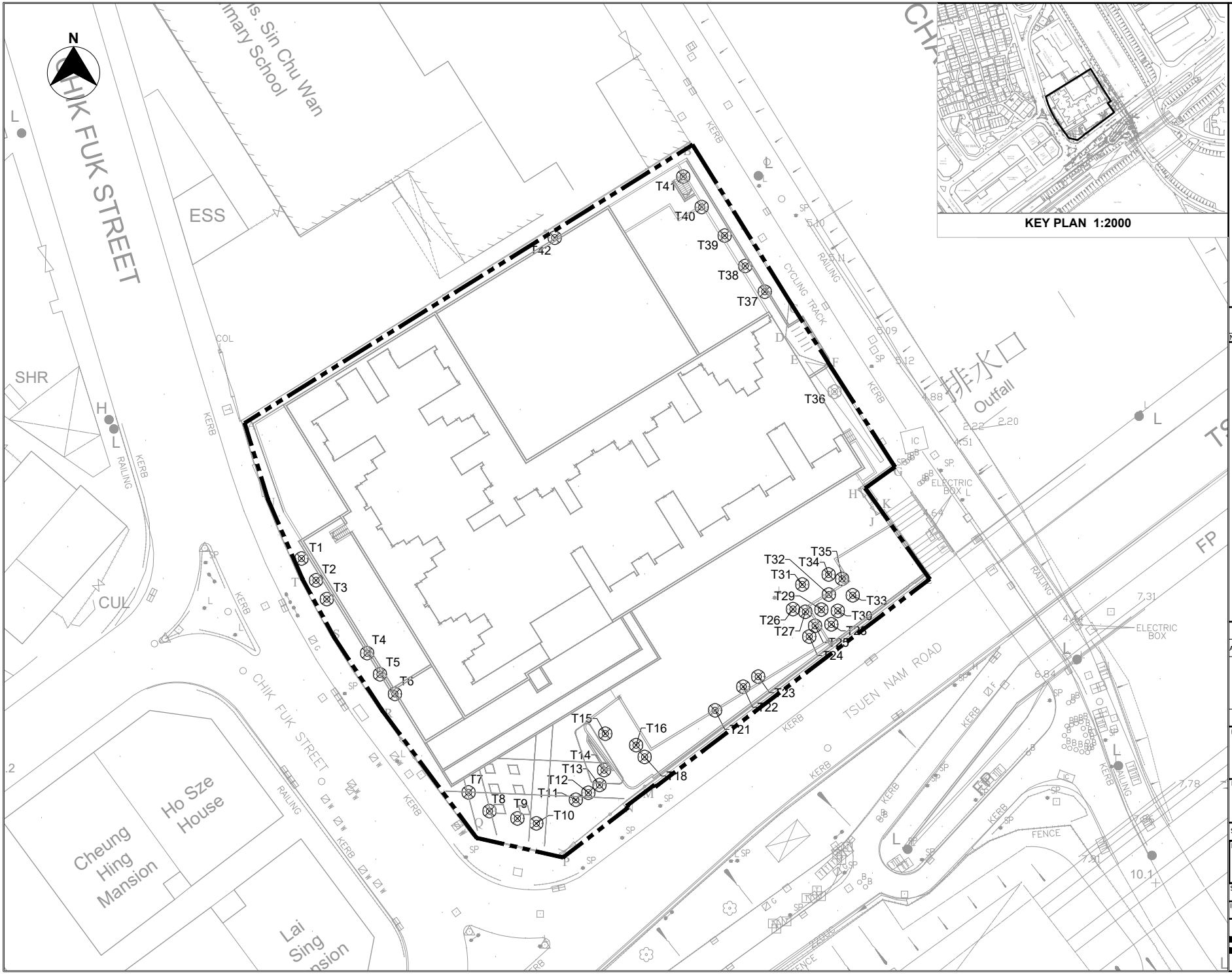
ST52 / - / TS / L / LO-01

SOURCE V/AT/62462

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT



KEY PLAN 1:2000

NOTES

LEGEND:

SITE BOUNDARY

PROPOSED TREE TO BE FELLED (39 nos.)

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED	MORRIS CHEUNG SLA/1		
CHECKED	KAREN CHEUNG LA/7		
	ANGUS KWAN STO(A)/24		
DRAWN	EUNICE NG CTA(A)/294		

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

DRAWING TITLE

PROPOSED TREE TREATMENT PLAN

SCALE 1 : 500 @ A1 1:1000 @ A3

DRAWING NO.

ST52 / - / TT / L / LO-01

SOURCE V/AT/62462

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

Tree Assessment Schedule

Project Title : Public Housing Development at Tsuen Nam Road
Plan Ref: ST52 / - / TS / L / LO-01
Surveyed by : ALMI/LA1
Date of Survey : 15/5/2023

	Species [1]		Measurements				Amenity value	Form	Health condition	Structural condition	Suitability for transplanting	Remarks[4]	Recommendation
Tree no.	Scientific name	Chinese name	Height (m)	DBH[2] (mm)	Crown Spread (m)	Girth[2] (mm)	High (H)/ Medium(M) /Low(L)	(Good/Fair/Poor)			(Survival Rate after Transplanting High(H)/ Medium(M)/ Low(L))		Retain(R)/ Transplant(T)/ Fell(F)
T1	Taxodium distichum	落羽松	11	370	5	1,162	M	F	P	F	L	Epicormics, limited root growth on planter	F
T2	Taxodium distichum	落羽松	11	380	5	1,194	M	F	P	F	L	Epicormics, limited root growth on planter	F
T3	Taxodium distichum	落羽松	12	330	5	1,037	M	F	P	F	L	Limited root growth on planter	F
T4	Melia azedarach	苦楝	15	740	10	2,325	M	F	F	P	L	Codominant trunk, unbalance crown, limited root growth on planter	F
T5	Melia azedarach	苦楝	14	370	8	1,162	M	F	F	P	L	Leaning, limited root growth on planter, codominant trunk	F
T6	Melia azedarach	苦楝	14	650	10	2,042	M	F	F	P	L	Large branch cut, limited root growth on planter, codominant trunk	F
T7	Melia azedarach	苦楝	14	500	10	1,571	M	F	F	P	L	Epicormics, broken branch, leaning at crown, limited root growth on planter, leaning	F
T8	Melia azedarach	苦楝	15	420	10	1,319	M	F	P	P	L	Epicormics, codominant trunk, limited root growth on planter	F
T9	Melia azedarach	苦楝	16	650	9	2,042	M	F	F	P	L	Epicormics, codominant trunk, limited root growth on planter	F
T10	Melia azedarach	苦楝	10	500	9	1,571	M	F	F	P	L	Cross roots, damaged root, codominant trunk, limited root growth on planter	F
T11	Livistona chinensis	蒲葵	10	200	3	628	L	F	F	F	L	Leaning	F
T12	Livistona chinensis	蒲葵	7	220	3	691	L	F	F	F	L	Leaning	F
T13	Livistona chinensis	蒲葵	6	190	3	597	L	F	F	F	L	Leaning	F
T14	Livistona chinensis	蒲葵	9	220	3	691	L	F	F	F	L	Leaning	F
T15	Archontophoenix alexandrae	假檳榔	7	130	2	408	L	F	P	F	L	Sparse frond	F
T16	Archontophoenix alexandrae	假檳榔	11	180	3	565	L	F	P	F	L	Sparse frond	F
T18	Archontophoenix alexandrae	假檳榔	9	150	2	471	L	F	P	F	L	Sparse frond	F
T21	Archontophoenix alexandrae	假檳榔	11	140	3	440	L	F	F	P	L	Decay on trunk	F
T22	Archontophoenix alexandrae	假檳榔	11.5	170	3	534	L	F	F	F	L	Decay on trunk	F
T23	Archontophoenix alexandrae	假檳榔	12	180	3	565	L	F	F	F	L	Wound on trunk	F
T24	Archontophoenix alexandrae	假檳榔	9	150	2	471	L	F	F	F	L	Leaning	F
T25	Livistona chinensis	蒲葵	9.5	180	3	565	L	F	F	F	L	Leaning	F
T26	Archontophoenix alexandrae	假檳榔	11	175	2.5	550	L	F	F	F	L	Decay on trunk	F
T27	Livistona chinensis	蒲葵	11	180	3	565	L	F	F	F	L	Leaning	F
T28	Livistona chinensis	蒲葵	11	190	3	597	L	F	F	F	L	Leaning	F
T29	Livistona chinensis	蒲葵	11	180	3	565	L	F	F	F	L	Conflict with development, too tall to be transplanted off site	F
T30	Livistona chinensis	蒲葵	11	180	3	565	L	F	F	F	L	Leaning	F
T31	Archontophoenix alexandrae	假檳榔	12	190	2.5	597	L	F	F	F	L	Wound on trunk	F
T32	Livistona chinensis	蒲葵	10	180	3	565	L	F	F	F	L	Leaning	F
T33	Archontophoenix alexandrae	假檳榔	12	180	2.5	565	L	F	F	F	L	Conflict with development, too tall to be transplanted off site	F
T34	Archontophoenix alexandrae	假檳榔	10.5	180	2	565	L	F	P	F	L	Conflict with development, too tall to be transplanted off site	F
T35	Archontophoenix alexandrae	假檳榔	12	170	2.5	534	L	F	F	F	L	Conflict with development, too tall to be transplanted off site	F
T36	Lagerstroemia speciosa	大花紫薇	6	210	4	660	L	F	F	F	L	Fungi on trunk	F
T37	Lagerstroemia speciosa	大花紫薇	6	200	4	628	L	F	F	F	L	Crack on trunk	F
T38	Lagerstroemia speciosa	大花紫薇	7	250	4	785	L	F	F	P	L	Codominant trunk	F
T39	Lagerstroemia speciosa	大花紫薇	5	200	3	628	L	P	F	P	L	Wound and cut on branch, crook trunk	F
T40	Lagerstroemia speciosa	大花紫薇	7.5	320	5	1,005	L	F	P	P	L	Broken branch, trunk cavity, tear bark	F
T41	Lagerstroemia speciosa	大花紫薇	8	400	5	1,257	L	F	F	P	L	Codominant trunk, cross branch	F
T42	Peltophorum pterocarpum	盾柱木	17	740	8	2,325	M	F	F	F	L	Limited root growth on planter	F

Guidance on proper use of scientific name of plants is given in the Agriculture, Fisheries and Conservation Department's Nature Conservation Practice Note No. 3, which can be viewed at AFCD's web page

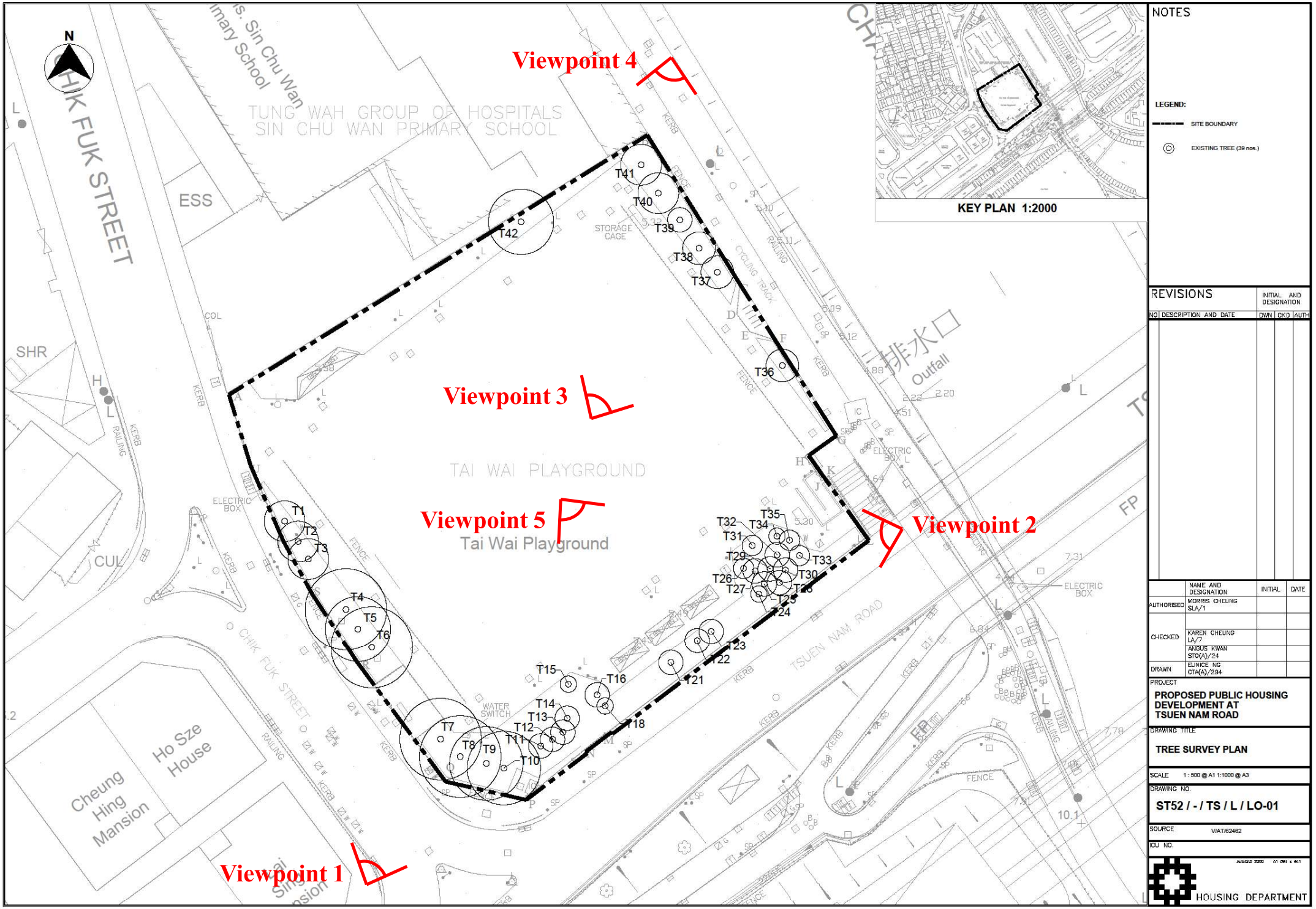
http://www.afcd.gov.hk/english/conservation/con_tech/files/common/NCPC_No.03_The_use_of_plant_names_rev_2008_2.pdf.

DBH of a tree refers to its diameter at breast height (i.e. measured at 1.3 m above ground level). Guidance on DBH measurement is given in the Agriculture, Fisheries and Conservation Department's Nature Conservation Practice Note No. 2, which can be viewed at AFCD's web page *http://www.afcd.gov.hk/english/conservation/con_tech/files/common/NCPN_No.02_measurement_of_DBH_ver.2006.pdf*.
Girth refers to the circumference of the trunk measured at 1.3 m above ground level.

Amenity value of a tree should be assessed by its functional values for shade, seasonal interest, screening, reduction of pollution and noise and also its fung shui significance, and classified into the following categories.
High (H): important trees which should be retained by adjusting the design layout accordingly.
Medium (M): trees that are desirable to be retained in order to create a pleasant environment, which includes healthy specimens of lesser importance than “High” trees.
Low(L): trees that are dead, dying or potentially hazardous and should be removed.

Assessment shall take into account conditions of an individual tree at the time of survey (including health, structure, age and root conditions), site conditions (including topography and accessibility), and intrinsic characters of tree species (survival rate after transplanting).

For trees recommended for transplanting and felling, major determining factors for the rating on suitability for the treatment should be included if necessary. Any additional information deemed necessary should also be provided for consideration by the Committee.



KEY PLAN 1:2000

NOTES

LEGEND:

SITE BOUNDARY

EXISTING TREE (39 nos.)

REVISIONS		INITIAL AND DESIGNATION		
NO	DESCRIPTION AND DATE	DWN	CKD	AUTH

	NAME AND DESIGNATION	INITIAL	DATE
AUTHORISED	MORRIS CHEUNG SLA/1		
CHECKED	KAREN CHEUNG LA/7		
	ANGUS KWAN STO(A)/24		
DRAWN	EUNICE NG CTA(A)/294		

PROJECT

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

DRAWING TITLE

TREE SURVEY PLAN

SCALE 1 : 500 @ A1 1:1000 @ A3

DRAWING NO.

ST52 / - / TS / L / LO-01

SOURCE V/AT/62462

ICU NO.

AutoCAD 2000 A1 594 x 841

HOUSING DEPARTMENT

PROPOSED PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE)
AT THE GOVERNMENT COMPLEX CO-LOCATING WITH THE PERMITTED
PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD, TAI WAI

BROAD-BRUSH TREE SURVEY

Photographs of Tree Groups



Viewpoint 1



Viewpoint 2

BROAD-BRUSH TREE SURVEY

Photographs of Tree Groups

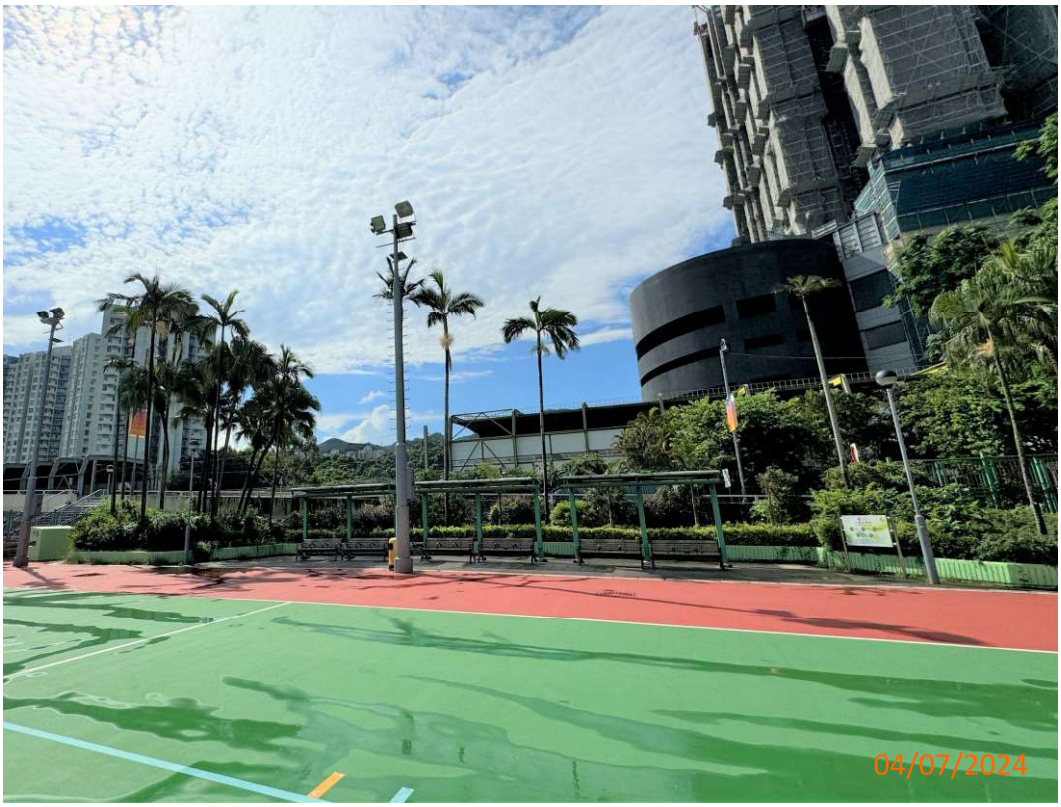


Viewpoint 3



Viewpoint 4

Photographs of Tree Groups



Viewpoint 5

Appendix 4

Conceptual Landscape Plans



FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN.

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN

SCALE 1:150 (A1) 1:300 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.

日期 DATE:
JULY 2024



FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN.

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

DRAWING TITLE

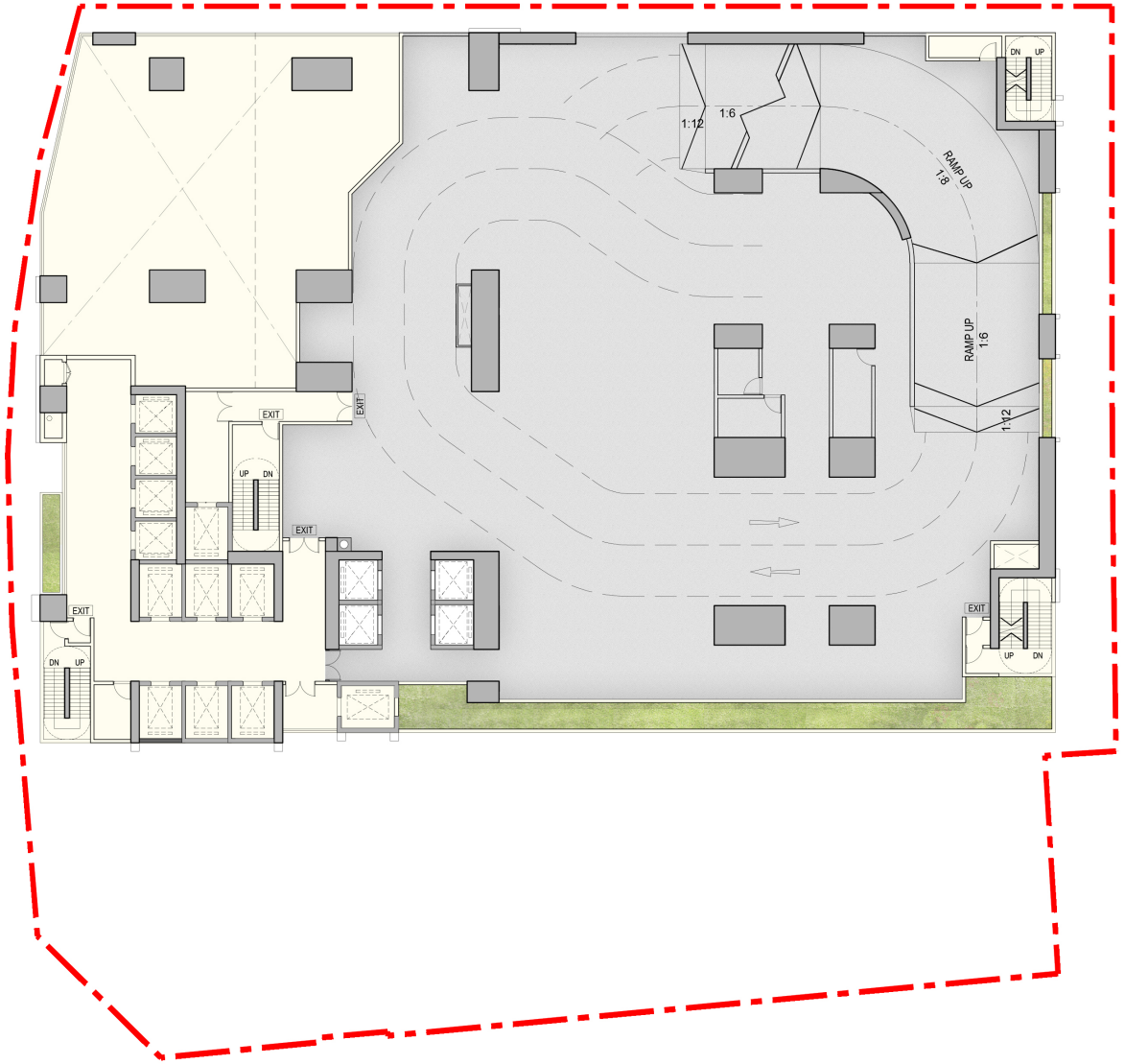
G/F LANDSCAPE PLAN

SCALE 1:150 (A1) 1:300 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.

日期 DATE:
JULY 2024



N

Index

Site Boundary

Shrubs & Ground Cover Planting

0 5 10 15 20m

FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN.

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

DRAWING TITLE

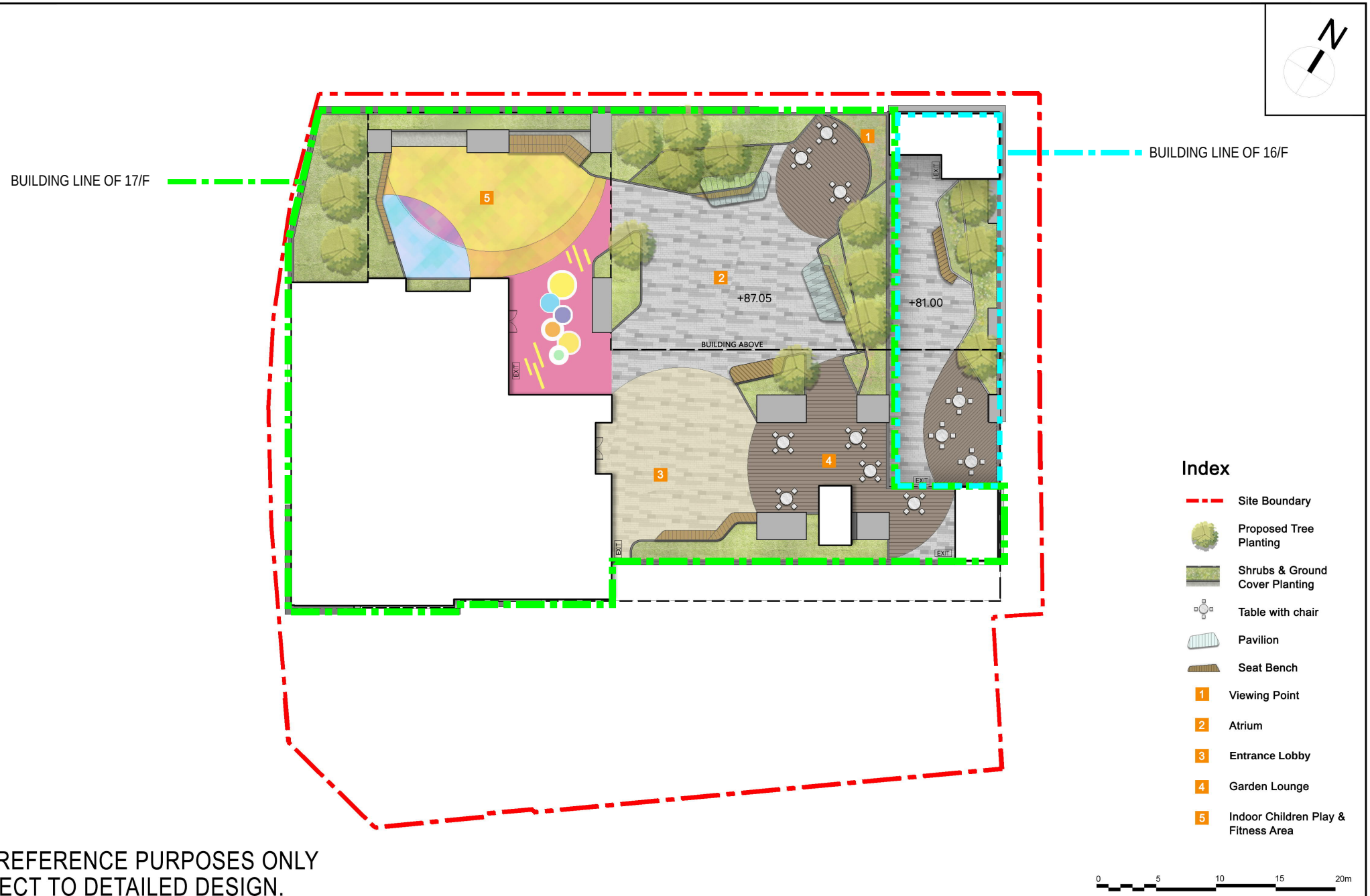
INDICATIVE TYPICAL LANDSCAPE PLAN-PUBLIC VEHICLE PARK

SCALE 1:150 (A1) 1:300 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.

日期 DATE:
JULY 2024



FOR REFERENCE PURPOSES ONLY
SUBJECT TO DETAILED DESIGN.

PROPOSED PUBLIC HOUSING DEVELOPMENT AT TSUEN NAM ROAD

DRAWING TITLE

16/F & 17/F LANDSCAPE PLAN

SCALE 1:150 (A1) 1:300 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.

日期 DATE:
JULY 2024

香港房屋委員會
Hong Kong Housing Authority

Our Ref. HD(P2) 8/3/ST39
Your Ref.

Tel No. 2761 5305
Fax No. 2761 7620

Date: 10 September 2024

By Email

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

Dear Sir/Madam,

Section 16 Planning Application for Proposed Public Vehicle Park (Excluding Container Vehicle) at the Government Complex co-locating with the Permitted Public Housing Development at Tsuen Nam Road, Tai Wai (Application No. S/ST/1030)

We submit herewith Further Information in response to comments from the Planning Department, Electrical and Mechanical Services Department, Fire Services Department, Food and Environmental Hygiene Department and Lands Department, and the public to substantiate the captioned application.

(a) Planning Department (PlanD)

(i) Design, Development Parameters and Other Information of Overall Development

The captioned application intends to seek permission from the Town Planning Board (TPB) under section 16 of the Town Planning Ordinance for a proposed 'Public Vehicle Park (excluding container vehicle)' use at the government complex co-locating with a permitted public housing development at Tsuen Nam Road, Tai Wai. Only the Public Vehicle Park (PVP) portion of government complex is the subject of the current application. Other uses within the overall development are always permitted under the Notes of "Residential (Group A)" ("R(A)") zone on the approved Sha Tin Outline Zoning Plan No. S/ST/38, and do **NOT** form part of the captioned application.

香港九龍何文田佛光街33號房屋委員會總部
Housing Authority Headquarters, 33 Fat Kwong Street, Ho Man Tin, Kowloon, Hong Kong.
互聯網網址：
HD600 Internet Homepage Address: http://www.housingauthority.gov.hk

The development parameters, building and landscape design, drawings, photomontages of the overall development, including the proposed PVP, provided in the Planning Statement are indicative and subject to change at detailed design stage.

(ii) Full-height Building Setback

To address the potential air quality impact from vehicular emissions from surrounding roads in compliance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG), full-height building setback of about 10m from road kerb of Tsuen Nam Road is provided. The full-height building setback together with landscaping at different levels will help reduce the blockage of air ventilation and enhance visual amenity along the streets at pedestrian level.

(iii) Vehicular & Pedestrian Accesses

The vehicular access (i.e. run-in-out) of the overall development is proposed at Chik Fuk Street, and the pedestrian accesses will be at the corner of intersection of Chik Luk Lane and Tsuen Nam Road. Please refer to Appendix D of the Traffic Impact Assessment (TIA) at Appendix 1 of the Planning Statement for details.

Please note that the vehicular and pedestrian accesses shown in Figure 3 – Indicative Master Layout Plan of the Planning Statement, Appendix D of the TIA and the Development Concept Plan of the Addendum to the Approved Planning Brief are indicative and subject to change at detailed design stage.

(iv) Tree Planting & Landscape Treatments

The PVP is proposed to be accommodated in the government complex under a permitted public housing development at the Application Site. Therefore, the concern of influence on the landscape resources is not applicable to this application. However, to provide more greenery and soften the building mass of the overall development, tree planting and other greening measures, for example vertical greening and landscaping at different podium levels, have been proposed within the Application Site. Housing Department (HD) will follow the principle of "Right Plant, Right Place", i.e. to select suitable plants for planting in appropriate places, with due consideration of various factors prior to planting (such as the planting objective, site and spatial constraints, surrounding landscape character, microclimate, etc.) to ensure sustainable plant growth.

Tree planting and other landscape treatments for the overall development will be further refined and subject to change at detailed design stage. All tree planting will comply with the Development Bureau Technical Circulars (Works) No. 4/2020.

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HD600 Internet Homepage Address: http://www.housingauthority.gov.hk

(b) Electrical and Mechanical Services Department (EMSD)

EMSD's comments are noted. HD will follow Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" when carrying out works in the vicinity of the electricity supply lines.

(c) Fire Services Department (FSD)

FSD's comments are noted. HD will comply with statutory requirements, FSD Code of Practice and relevant FSD Circulars and demonstrate in general building plan submission in later design stage.

(d) Food and Environmental Hygiene Department (FEHD)

FEHD's comments are noted. HD will follow relevant statutory requirements.

(e) Lands Department (LandsD)

LandsD's comments are noted. The arrangement of management, operation and maintenance of the proposed PVP will be further finalised with the relevant government departments.

(f) Public Comments

(i) <u>Justification of Using the Application Site</u>

The Application Site has long been zoned as "R(A)", which is intended primary for high-density residential development. To echo the 2018-19 Budget that $8 billion would be set aside to increase district facilities in 18 districts, the Application Site was reserved in 2018 for building a community complex. To cater for the needs of district facilities whilst providing public housing, the government complex, including the proposed PVP, is designed to be co-located with a permitted public housing development, thereby optimising the utilisation of precious land resources.

Through careful design and close liaison with relevant government departments with support of relevant technical assessments, the overall development, including the proposed PVP, would be compatible with the surrounding environments and in line with the planning intention of the "R(A)" zone.

(ii) <u>Increase in Traffic Flow, Vehicular Access Arrangement & Safety Risk to Pedestrians</u>

A TIA has been conducted to assess the latest traffic conditions and traffic

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Housing Authority Headquarters, 33 Fat Kwong Street, Ho Man Tin, Kowloon, Hong Kong.
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impact arising from the overall development, including the proposed PVP. Different vehicular access arrangement options for the overall development were also assessed. Having considered a number of factors, the vehicular access located at Chik Fuk Street would be more appropriate. The TIA concludes that the overall development, including the proposed PVP, will not induce adverse traffic impact and safety risk upon implementation of traffic improvement works, including road junction improvement at Tsuen Nam Road / Chik Luk Lane and Shing Ho Road / Chik Chuen Street, additional traffic lane at Chik Fuk Street, and safety enhancement measures at the vehicular access. Please refer to the TIA at Appendix 1 of Planning Statement for details.

(iii) Potential Visual Impact

To alleviate the potential visual impact, the overall development will incorporate a full-height building setback of about 10m from road kerb of Tsuen Nam Road and landscaping at various levels. Additionally, it will adopt a sensitive building design as far as practicable by using appropriate materials and finishes with pleasant colour scheme and appearance that is coherent with the surrounding environment.

(iv) Concerns on Green Coverage & Open Space

A minimum of 20% green coverage will be provided within the overall development in accordance with Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152 and HKPSG. Amongst the 20% of green coverage, at least 50% of overall green coverage will be at grade or at levels easily accessible.

Local open space (i.e. 1 m^2 per 1 person) will also be provided at both ground floor and podium levels within the overall development in accordance with the HKPSG.

Should you have any queries or need further information, please do not hesitate to contact me at 2761 5315. Thank you.

Yours faithfully,

(Howard TANG)
Planning Officer/8
for Director of Housing

香港九龍何文田佛光街33號房屋委員會總部
Housing Authority Headquarters, 33 Fat Kwong Street, Ho Man Tin, Kowloon, Hong Kong.
互聯網網址：
HD600 Internet Homepage Address: http://www.housingauthority.gov.hk

香港房屋委員會
Hong Kong Housing Authority

Our Ref. HD(P2) 8/3/ST39
Your Ref.

Tel No. 2761 5305
Fax No. 2761 7620

Date: 12 September 2024

By Email

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

Dear Sir/Madam,

Section 16 Planning Application for Proposed Public Vehicle Park (Excluding Container Vehicle) at the Government Complex co-locating with the Permitted Public Housing Development at Tsuen Nam Road, Tai Wai (Application No. S/ST/1030)

We submit herewith Further Information in response to comments from the Planning Department to substantiate the captioned application.

(i) Arrangement of Government Complex

As recommended by the relevant government departments, the government complex at the Application Site is proposed to accommodate various types of community / welfare / government facilities: a general out-patient clinic, an integrated family services centre, a child care centre (CCC), a social security field unit, a neighbourhood elderly centre (NEC), a small library with students' study room, Home Affairs Department's facilities (including Tai Wai sub-office cum home affairs enquiry centre, and conference room and multi-purpose room), and parking facilities (including the proposed public vehicle park (PVP) and ancillary carpark for future residents and above-mentioned facilities).

In view of easy discharge of the users (e.g. the elderly and young children) to open area in case of fire, certain welfare facilities, such as the CCC and NEC, are required to be situated at a height of not more than 12m or 24m above the ground level **in compliance with relevant regulations**. After accommodating these welfare

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Housing Authority Headquarters, 33 Fat Kwong Street, Ho Man Tin, Kowloon, Hong Kong.
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HD600 Internet Homepage Address: http://www.housingauthority.gov.hk

facilities along with essential components like lifts and lobbies, necessary electrical and mechanical facilities, number of loading/unloading bays and refuse collection point including the refuse collection vehicle, the proposed PVP and ancillary carpark **cannot be located on the lowest storeys of the government complex**. This arrangement takes into account the optimal use of space while balancing the requirements of users and fulfilling the statutory requirements.

(ii) Feasibility of Underground Carpark

The feasibility of underground carpark has been carefully reviewed. The size of the Application Site is small and has various underground facilities, including the underground CLP cables and its reserved area, as well as the underground box culvert and the necessary drainage reserve. We have explored with the utility company and relevant government department whether the diversion of these underground facilities outside the Application Site is possible. However, considering the constraints of the existing underground conditions near the Application Site, these facilities cannot be diverted outside the Application Site. Moreover, these constraints result in a significant reduction in the basement floor area, causing a limited number of parking spaces that could be accommodated in each basement storey. Multi-storey aboveground carpark is thus necessary.

After careful analysis of the construction and operational cost-effectiveness and time considerations, it is considered **not practical or recommended to provide parking spaces in the basement**. In addition, underground carpark should be avoided for this Application Site due to the potential risk of flooding from the close proximity of the Shing Mun River Channel.

(iii) Design Considerations of the Proposed PVP

The layout of the proposed PVP has been specifically designed in response to the site constraints of the Application Sites as far as practical.

Alternative options such as adoption of car lift system and automated parking system (APS) were examined since the feasibility stage. However, both options present significant challenges. The queuing area required on ground floor for either systems will further congest the parking and loading/unloading spaces for various uses, e.g. refuse collection vehicle, taxi, coach, etc. The queuing for car lift and APS may jeopardise the entry of parking facilities, and may even create tail-back situation, blocking the flow of passing traffic outside the Application Site at Chik Fuk Street. The implantation of both systems requires substantial floor height and significantly increases the average waiting time for parking, thus reducing its attractiveness as a measure against illegal parking in the area.

香港九龍何文田佛光街33號房屋委員會總部
Housing Authority Headquarters, 33 Fat Kwong Street, Ho Man Tin, Kowloon, Hong Kong.
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HD600 Internet Homepage Address: http://www.housingauthority.gov.hk

In light of these considerations, the current proposal for the **proposed PVP has been optimised** to strike a balance between efficiency and the constraints of the Application Site, and would best serve its intended purpose whilst minimising potential negative impacts on the traffic flow at Chik Fuk Street.

Should you have any queries or need further information, please do not hesitate to contact me at 2761 5315. Thank you.

Yours faithfully,

(Howard TANG)
Planning Officer/8
for Director of Housing

香港九龍何文田佛光街33號房屋委員會總部
Housing Authority Headquarters, 33 Fat Kwong Street, Ho Man Tin, Kowloon, Hong Kong.
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Recommended Advisory Clauses

(a) to note the comments of the Director of Fire Services (D of FS) that:

(i) detailed fire services requirements will be formulated upon receipt of a formal submission of STT/STW, general building plans or referral of application via relevant licensing authority; and

(ii) the EVA provision in the captioned work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority.

(b) to note the comments of the Director of Food and Environmental Hygiene (DFEH):

(i) no Food and Environmental Hygiene Department's (FEHD) facilities will be affected;

(ii) proper licence / permit issued by FEHD is required if there is any catering service activities regulated by the Director of Food and Environmental Hygiene under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public; and

(iii) for any waste generated from the such activity / operation, the applicant should arrange disposal properly at their own expenses. The work and operation shall not cause any environmental nuisance, pest infestation and obstruction to the surrounding

(c) to note the comments of the Director of Electrical and Mechanical Services (DEMS):

(i) in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the mentioned application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-10 星期六 21:33:45
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 反對沙田大圍村南道與積祿里交界處建議興建公眾停車場

敬啟者:

我們是大圍居民，對於政府將在沙田大圍村南道與積祿里交界處建議興建公眾停車場（城市規劃委員會-申請編號 A/ST/1030）提出強烈反對，因為該處是較大面積的足球場，舉辦任何活動都非常方便和有利，而現有城門河上蓋 5 人足球場面積太小，活動空間有限。

另外，村南道與積祿里交界處無論行人路或馬路都十分繁忙，人多車多，興建停車場只會令交通更加擠塞，並威脅路人安全，特別是小孩(該處隔離是小學)。有見及此，我們提議在城門河上蓋興建大型停車場（即由現有城門河上蓋足球場至大埔道大圍段空間)，因為三面都有馬路（城河道、成運路及大埔道大圍段）方便汽車出入，並比較遠離小學，而且面積更大（其實政府想解決大圍停車位不足的問題，不如興建大面積更好），甚至可杜絕現在位於城河道之車房公司，長期佔用公眾停車錶位，希望 貴會慎重考慮。

此致

城市規劃委員會

黃靖安先生
黃靖遠先生
黃靖廷先生
趙惠萍女士

10-8-2024

2

強烈反對沙田大圍村南道與積祿里交界建公眾停車場

(城市規劃委員會，規劃申請編號 A/ST/1030)

敬啟者:

我們對於政府將在沙田大圍村南道與積祿里交界建公眾停車場表示強烈反對，因為該交界地是運動場/遊樂場，有不少大圍居民在此遊戲玩樂及運動，甚至舉辦大型活動，更何況現今政府注重全民運動，所以基本上運動場/遊樂場越多越好，越大越好，收回運動場/遊樂場反而違反注重全民運動政策，而現在河(城門河)上蓋的小型運動場/遊樂場實在不足以代替大圍村南道與積祿里交界的運動場/遊樂場。

此外，自從「圍方商場」興建後，停車場已經有，車位充足，而且非常方便，假若不足夠停車位，可以在村南道、積存街和河上蓋等地方增加/興建停車錶位，尤其是政府沒有善用河上蓋空間，比起台灣更落後。

此致

城市規劃委員會

Dorothy Leung Wing Shan

2024年 月 日

3

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-18 星期日 18:19:41
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 就 A/ST/1030 申請提出意見

現在希望將大圍遊樂場改建為公眾停車場
現在大圍區落已經沒有一個七人足球場如果將足球場改建為停車場。大圍就沒有一個標準的七人足球場
另外足球場平日會有一些老人家去透過足球強身健體如果你改建了那他們何去何從？
希望可以體諒平民百姓的需要 以及大圍人的回憶就保留遊樂場感謝🙏

4

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄	檔案編號Reference No.
For Official Use Only	收到日期Date Received

重要提示：
Important Notes:

(1) **意見必須於指定的法定期限屆滿前向城市規劃委員會（委員會）提出；**

the comment should be made to the Town Planning Board (the Board) before the expiry of the specified statutory period;

(2) **委員會考慮申請的暫定會議日期已上載於委員會的網頁(https://www.tpb.gov.hk/)。考慮規劃申請而舉行的會議(進行商議的部分除外)，會向公眾開放。如欲觀看會議，請最遲在會議日期的一天前以電話(2231 5061)、傳真(2877 0245或2522 8426)或電郵(tpbpd@pland.gov.hk)向委員會秘書處預留座位。座位會按先到先得的原則分配；**

the tentative date of the Board to consider the application has been uploaded to the Board's website (https://www.tpb.gov.hk/). The meeting for considering planning applications, except the deliberation parts, will be open to the public. For observation of the meeting, reservation of seat can be made with the Secretariat of the Board by telephone (2231 5061), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) at least one day before the meeting. Seats will be allocated on a first-come-first-served basis;

(3) **供委員會在考慮申請時參閱的文件，會在發送給委員會委員後存放於規劃署的規劃資料查詢處(查詢熱線 2231 5000)及城規會網頁(https://www.tpb.gov.hk/tc/meetings/index.html)，以及在會議當日存放於會議轄下室，以供公眾查閱；及**

the paper for consideration of the Board in relation to the application will be available for public inspection after issue to the Board Members at the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) and on the Board's website (https://www.tpb.gov.hk/en/meetings/index.html), and at the Public Viewing Room on the day of meeting; and

(4) **在委員會考慮申請後，可致電2231 4810或2231 4835查詢有關決定，或是在會議結束後，在委員會的網頁上查閱決定摘要。**
after the Board has considered the application, enquiry about the decision may be made at tel. no. 2231 4810 or 2231 4835 or the gist of the decision can be viewed at the Board's website after the meeting.

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道333號北角政府合署15樓
傳真：2877 0245或2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/ST/1030

意見詳情 (如有需要，請另頁說明)
Details of the Comments (use separate sheet if necessary)

非常同意興建停車場，區內欠缺車位情況
非常嚴重。

「提意見人」姓名/名稱 Name of person/company making this comment _____

簽署 Signature _____ 日期 Date 12 AUG 2024

(這部分不會公開予公眾查閱)

(This part will not be made available for public inspection)

「提意見人」詳細資料
Particulars of "Commenter"

個人資料的聲明 Statement on Personal Data

1. The personal data submitted to the Board in this comment will be used by the Secretary of the Board and Government departments for the following purposes:
   (a) the processing of this application which includes making available the name of the "commenter" for public inspection when making available this comment for public inspection; and
   (b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments
   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這份意見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) 處理這宗申請，包括公布這份意見供公眾查閱，同時公布「提意見人」的姓名供公眾查閱；以及
   (b) 方便「提意見人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "commenter" in this comment may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
   「提意見人」就這份意見提供的個人資料，或亦會向其他人士披露，以作上述第1段提及的用途。

3. A "commenter" 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，「提意見人」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。

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

5

From:
Sent: 2024-08-14 星期三 12:45:33
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Fwd: 新界大圍村南道與積祿里交界擬議公眾停車場 (貨櫃車除外) (申請編號：A/ST/1030)
Attachment: 新界大圍村南道與積祿里交界擬議公眾停車場 (貨櫃車除外) (申請編號：AST1030).pdf

致城市規劃委員會

請查收附件,謝謝!!

大圍分區委員會
蔡偉浩

---------- Forwarded message ---------
寄件者：
Date: 2024 年 8 月 9 日 週五 下午 12:15
Subject: 新界大圍村南道與積祿里交界擬議公眾停車場 (貨櫃車除外) (申請編號：A/ST/1030)
To:
Cc:

大圍分區委員會全體委員：

城市規劃委員會(城規會)正就題述事宜收集公眾人士意見。詳情請參閱附件。

如你就題述事宜有任何意見，請填妥夾附回條，並於 **2024 年 8 月 30 日**或之前以書面方式**直接向城規會提出**。

大圍分區委員會秘書處

連附件

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/ST/1030

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)
本次選址是把原有大圍遊樂場及足球場改建為多層停車場，可改善大圍區停車位不足問題。但希望設計時把天台層起回足球場及一些玩樂設施，善用空間及美化環境。同時地面層加洗手間方便市民。

「提意見人」姓名/名稱 Name of person/company making this comment 蔡偉浩

簽署 Signature _____ 日期 Date 13 AUG 2024

6

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**
A/ST/1030

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

本人反對改建此大廈，因為當附近交通，今回應交通嚴重混亂，另該大廈內統共不大，浪費土地，原此用地一向有租借附近市民或團體作操業和休憩用途。

「提意見人」姓名/名稱 Name of person/company making this comment _____

簽署 Signature _____ 日期 Date 28-8-2024

7

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:	
Sent:	2024-08-25 星期日 09:29:59
To:	tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject:	關於申請編號 A/ST/1030 的反對意見——保留大圍村足球場，反對改建為停車場*

尊敬的相關部門負責人，

作為新界大圍村的居民，我對於申請編號 A/ST/1030 中擬議將大圍村南道與積祿里交界的七人足球場改建為停車場的計劃，表達我強烈的反對意見。以下是我反對該項目的理由：

1. **社區多功能運動場地的必要性：** 大圍村現時缺乏適合青少年及成人使用的多功能運動設施。現有的七人足球場已經是我們社區內少數的公共運動空間之一。我們建議在保留足球場的基礎上增設籃球場等設施，從而增加場地的用途，使更多的村民能夠受益。

2. **大型活動場地的獨特性：** 七人足球場是大圍村內唯一可供舉辦大型社區活動的場地。這裡不僅是體育活動的場所，也是社區節慶、文化活動的重要平台。將其改建為停車場將剝奪我們社區舉辦大型活動的唯一場地，對社區文化生活將造成巨大損失。

3. **增加交通壓力與環境風險：** 建設停車場將不可避免地增加社區內的汽車流量，這不僅會加劇當地交通擁堵，還會提高居民購買私家車的意願，對環境造成負面影響。汽車流量的增加也會直接威脅到鄰近洗次雲小學學生的安全，尤其是在過馬路時，交通事故的風險將顯著上升。

4. **車位需求的變化：** 自圍方於去年七月開幕以來，該地已經提供了 390 個新的泊車位，大大舒緩了區內車位緊張的問題。此外，隨著近年餐飲業入座率的下降，來自外區的車輛已經明顯減少，車位需求並沒有之前那麼緊張。因此，現階段並無必要再建設更多的停車場。

5. **保護長者和運動者的休憩場所：** 足球場旁邊的樹木為長者和運動後的居民提供了寶貴的陰涼休息空間。這樣的自然環境在城市中已經十分罕見，比起改建為停車場，這片綠地更適合保留作為社區居民進行健康活動的場所。

6. **珍惜有限的綠化空間：** 大圍村內的綠化空間本來就非常有限，七人足球場是為數不多的仍保有綠地的公共場地之一。與其將此地改建為停車場，我們更希望在此種植更多樹木，以提升環境質素，為社區居民提供更好的生活環境。

綜上所述，我懇請相關部門重新考慮此項目，並優先考慮保留和提升現有的足球場設施，而不是將其改建為停車場。我們期待政府在作出決策時，能夠更多地關注社區的長遠發展和居民的生活質素。

感謝您對我們意見的關注，我們願意隨時與您進一步探討該項目，確保社區利益得到最好的保障。

此致

姜偉芬 敬上

8

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-25 星期日 02:46:48
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 關於申請編號 A/ST/1030 的反對意見——保留大圍村足球場，反對改建為停車場

敬啓者，

作為新界大圍村的居民，我對於申請編號 A/ST/1030 中擬議將大圍村南道與積祿里交界的七人足球場改建為停車場的計劃，表達我強烈的反對意見。以下是我反對該項目的理由：

1. **社區多功能運動場地的必要性：** 大圍村現時缺乏適合青少年及成人使用的多功能運動設施。現有的七人足球場已經是我們社區內少數的公共運動空間之一。我們建議在保留足球場的基礎上增設籃球場等設施，從而增加場地的用途，使更多的村民能夠受益。

2. **大型活動場地的獨特性：** 七人足球場是大圍村內唯一可供舉辦大型社區活動的場地。這裡不僅是體育活動的場所，也是社區節慶、文化活動的重要平台。將其改建為停車場將剝奪我們社區舉辦大型活動的唯一場地，對社區文化生活將造成巨大損失。

3. **增加交通壓力與環境風險：** 建設停車場將不可避免地增加社區內的汽車流量，這不僅會加劇當地交通擁堵，還會提高居民購買私家車的意願，對環境造成負面影響。汽車流量的增加也會直接威脅到鄰近冼次雲小學學生的安全，尤其是在過馬路時，交通事故的風險將顯著上升。

4. **車位需求的變化：** 自圍方於去年七月開幕以來，該地已經提供了 390 個新的泊車位，大大舒緩了區內車位緊張的問題。此外，隨著近年餐飲業入座率的下降，來自外區的車輛已經明顯減少，車位需求並沒有之前那麼緊張。因此，現階段並無必要再建設更多的停車場。

5. **保護長者和運動者的休憩場所：** 足球場旁邊的樹木為長者和運動後的居民提供了寶貴的陰涼休息空間。這樣的自然環境在城市中已經十分罕見，比起改建為停車場，這片綠地更適合保留作為社區居民進行健康活動的場所。

6. **珍惜有限的綠化空間：** 大圍村內的綠化空間本來就非常有限，七人足球場是為數不多的仍保有綠地的公共場地之一。與其將此地改建為停車場，我們更希望在此種植更多樹木，以提升環境質素，為社區居民提供更好的生活環境。

綜上所述，我懇請相關部門重新考慮此項目，並優先考慮保留和提升現有的足球場設施，而不是將其改建為停車場。我們期待政府在作出決策時，能夠更多地關注社區的長遠發展和居民的生活質素。

感謝您對我們意見的關注，我們願意隨時與您進一步探討該項目，確保社區利益得到最好的保障。

此致

温寶莎 敬上

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-25 星期日 02:35:12
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 關於申請編號 A/ST/1030 的反對意見——反對將大圍村足球場改建為停車場

敬啓者 ，

我是新界大圍村的居民，對於申請編號 A/ST/1030 中提出的將位於大圍村南道與積祿里交界的七人足球場改建為停車場的項目，表示深切關注與強烈反對。以下是我的具體意見：

1. **缺乏多功能運動設施：** 大圍村目前缺少籃球場等多功能運動設施，現有的七人足球場是村內為數不多的公共運動場所之一。我們建議在現有的足球場基礎上增設籃球場，從而提高場地的多元化用途，為更多居民提供不同的運動選擇。

2. **缺乏大型活動場地：** 大圍村目前沒有其他適合舉辦大型活動的場地，七人足球場是唯一能夠容納大型活動的地方。這個場地對於社區的文化和社交生活至關重要，不應被改作其他用途。

3. **交通和環境影響：** 停車場的建設將不可避免地增加區內的汽車流量，變相鼓勵更多人擁有私家車，這不僅增加了交通擁堵的風險，還對環境產生負面影響。此外，汽車流量的增加將對鄰近的冼次雲小學的學生安全構成威脅，特別是在過馬路時，交通意外風險將大大增加。

4. **停車位供應充足：** 自從圍方去年七月開幕以來，已經提供了 390 個泊車車位，大大緩解了區內車位緊張的問題。此外，隨著近年餐飲業入座率的下降，來自區外的車輛明顯減少，車位的需求已經不如從前般緊張。因此，建設更多的停車場並無必要，反而應保護現有的公共運動設施。

5. **影響老年人和運動員的休憩場所：** 足球場旁邊的樹木為運動後需要休息的長者和運動員提供了陰涼的地方，這使得該場地比城門河上蓋的五人足球場更適合老年人進行戶外活動。

6. **保護綠色空間：** 大圍村的綠色地帶已經十分有限，七人足球場是少數仍保有綠化空間的地方之一。相比興建停車場，我們更希望在此廣植樹木，進一步優化社區環境，這將對居民的身心健康帶來更大的益處。

基於以上理由，我強烈呼籲相關部門重新考慮該項目，保留並優化現有的足球場，而非將其改建為停車場。我們期望政府在作出決定時，能夠全面考慮社區的長期利益，而不是僅僅關注眼前的經濟效益。

感謝您考慮我們的意見，我們希望能與您進一步溝通，共同探討更好的解決方案。

此致

黃福源 上

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-25 星期日 02:28:35
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 關於申請編號 A/ST/1030 的反對意見——反對將大圍村足球場改建為停車場

尊敬的相關部門負責人，

作為新界大圍村的居民，我對於申請編號 A/ST/1030 中提出的將大圍村南道與積祿里交界的七人足球場改建為停車場的計劃深感擔憂並提出反對。以下是我的意見和建議：

1. **多功能場地的重要性：** 大圍村現有的七人足球場是社區內極為重要的公共設施，目前大圍村缺乏籃球場等多功能運動設施。我建議在現有的足球場基礎上增加籃球場等設施，以提升場地的多用途性，從而更好地服務村內不同年齡層的居民。

2. **大型活動場地的稀缺性：** 在大圍村內，七人足球場是唯一可以舉辦大型活動的場地。這個場地對於社區的文化活動和社交生活極為重要，如果將其改作停車場，村民將失去這一關鍵的集體活動空間。

3. **交通擁堵和環境影響：** 建設停車場將不可避免地增加區內汽車流量，這不僅會加劇交通擁堵，還會助長居民購買私家車的意願，對環境造成負面影響。此外，汽車流量的增加將對鄰近冼次雲小學學生的安全構成威脅，尤其是過馬路時，交通意外的風險將顯著增加。

4. **停車需求的減少：** 自從圍方去年七月開幕以來，社區內已新增 390 個泊車位，這大大緩解了過去車位緊張的問題。再加上近年來餐飲業入座率下降，來自外區的車輛明顯減少，因此當前車位供應已經足夠，無需再犧牲公共設施來建設更多停車位。

5. **長者與運動員的休憩空間：** 足球場旁的樹木為長者及運動後的居民提供了理想的歇息場所，比起其他運動場地更適合進行健康活動。這樣的休憩空間在都市環境中尤為珍貴，不應被取代。

6. **保護有限的綠化空間：** 大圍村的綠色空間本已十分有限，七人足球場是少數擁有綠化的公共場地之一。相比興建停車場，我們更應該在此廣植樹木，進一步美化和改善社區環境，這對提升居民的生活質量有著更為深遠的影響。

基於上述理由，我懇請相關部門重新審視此項目，並考慮保留和改善現有的足球場設施。我們期望政府在決策過程中能夠更多地關注社區的長期利益，而不是僅僅關注短期的經濟效益。

感謝您對我們意見的重視，我們願意與您進一步探討該項目的替代方案，確保社區利益得到最大保障。

此致
敬禮

朱魯貴 上

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

11

From:
Sent: 2024-08-26 星期一 22:26:47
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 反對申請編號 A/ST/1030 將大圍村足球場改建為停車場

尊敬的相關部門負責人：

作為新界大圍村的居民，我對於申請編號 A/ST/1030 中提出的將大圍村南道與積祿里交界的七人足球場改建為停車場的計劃深感擔憂並提出反對。

以下是我的意見和建議：

1. **多功能場地的重要性：** 大圍村現有的七人足球場是社區內極為重要的公共設施，目前大圍村缺乏籃球場等多功能運動設施。我建議在現有的足球場基礎上增加籃球場等設施，以提升場地的多用途性，從而更好地服務村內不同年齡層的居民。

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基於上述理由，我懇請相關部門重新審視此項目，並考慮保留和改善現有的足球場設施。我們期望政府在決策過程中能夠更多地關注社區的長期利益，而不是僅僅關注短期的經濟效益。

感謝您對我們意見的重視，我們願意與您進一步探討該項目的替代方案，確保社區利益得到最大保障。

此致
韋沛謙
大圍村民

12

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/ST/1030

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

見另頁

「提意見人」姓名/名稱 Name of person/company making this comment 黃偉興

簽署 Signature _____ 日期 Date 22-8-2024

RECEIVED
26 AUG 2024
Town Planning Board

東華三院冼次雲小學
TUNG WAH GROUP OF HOSPITALS
SIN CHU WAN PRIMARY SCHOOL

如果在大圍村南道與積祿里交界擬議公眾停車場，相關項目就在本校旁邊，對本校影響甚大，因此，本校反對在大圍村南道與積祿里交界擬議公眾停車場，原因如以下:

1. 本校校車出入口的道路十分狹窄，現時校車出入十分困難，遇有違泊情況，校車甚至不能駛出，引致學生要延遲放學。就此問題，本校曾多次報警要求協助。如在大圍村南道與積祿里交界擬議公眾停車場，兩處出入口鄰近，相信屆時該段道路交通將更繁忙，員生出入安全令人擔憂。
2. 本校外的馬路經常有汽車非法停泊，員生過馬路時視線不時被大型車輛阻擋，十分危險。學校需要每天安排工友協助控制交通，讓學生放學時安全過馬路。若有停車場，出入交通將更繁忙，員生出入安全令人擔憂。
3. 預算興建的公眾停車場與學校教學樓十分貼近，汽車廢氣及嘈音對學校有嚴重影響。請在建築設計上多作考慮，令學校及大樓可以有較大的距離。
4. 大圍區的室內運動場設於美林邨，交通並不方便，美林體育館也

十分殘舊。建議在改建室內運動場，方便區內區民使用。

校長:_____

黃偉興

東華三院冼次雲小學

13

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240822-120315-86910
提交限期 **Deadline for submission:**	30/08/2024
提交日期及時間 **Date and time of submission:**	22/08/2024 12:03:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/ST/1030
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ed Ng

意見詳情
Details of the Comment :

沙田區6-7人足球場數量少，於康文署預約該足球場也十分困難，可想而之該場地的使用率之高。
如要起停車場，可選擇逐場地隔離的明渠上建設，既可以活化明渠，也可增加建設停車場的面積。
現在明渠上已建設5人足球場，相信建設停車場技術上也可行。

14

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240822-122737-74490
提交限期 **Deadline for submission:**	30/08/2024
提交日期及時間 **Date and time of submission:**	22/08/2024 12:27:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/ST/1030
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. POON MAN HON

意見詳情
Details of the Comment :

反對....

大圍附近已經有好多停車場, 停車位 .... 本人開車到大圍都常有車位

區內少有足球場地俾人抽 , 部份經常予團體長期租用
往往一個月都抽唔到2 個鐘的場地 , 証明區內所有場地使用率極高.

旁邊學校, 間中需要使用此場地.

一群熱愛足球但成日冇場地踢足球的沙田街坊上

15

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240822-123421-62428
提交限期 **Deadline for submission:**	30/08/2024
提交日期及時間 **Date and time of submission:**	22/08/2024 12:34:21
有關的規劃申請編號 **The application no. to which the comment relates:**	A/ST/1030
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lee ka chun

意見詳情
Details of the Comment :

不希望以市民的康樂設施改建為停車場，沙田區足球場地不足，應在另外地方創造空間，興建停車場。

16

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240822-134852-75697
提交限期 **Deadline for submission:**	30/08/2024
提交日期及時間 **Date and time of submission:**	22/08/2024 13:48:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/ST/1030
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ho Yuen Kin

意見詳情
Details of the Comment :

成個香港得嗰幾球場，都要封埋佢。
都仲好意思話搞體育，有無用過個腦考慮架？

如果你話使用率，就仲衰。自己打擊唔到炒場就話使用率低來封場。
球場日頭少人用就梗架啦。你唔封埋維園？市中心咁方便都唔係日日有人用喎。

起多幾個多層停車場，上蓋做球場咪解決到囉。
停車場仲唔會嗮住啲車。

球場喺高層又唔會增加危險，大把學校或其他球場都喺高處。

你地做規劃嘅，落去同人傾吖麻，留喺到做鍵盤哦士，靠一小撮人嘅腦，點集思廣益呀。

17

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240823-001920-69906
提交限期 **Deadline for submission:**	30/08/2024
提交日期及時間 **Date and time of submission:**	23/08/2024 00:19:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/ST/1030
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Camille

意見詳情
Details of the Comment :

Expected facilities
Public Library
Indoor football court

18

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240825-164152-76174
提交限期 **Deadline for submission:**	30/08/2024
提交日期及時間 **Date and time of submission:**	25/08/2024 16:41:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/ST/1030
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. CHOI

意見詳情
Details of the Comment :

The planning application may likely contradict to the interests of facility users. Current, there is no 7-a-side Hard-surfaced soccer pitch nearby as a replacement or alternative. Also, the residenti al areas at the subject location has already crowded. There is a huge doubt that the planning appl ication may be able to fully cover the needs of public house. And, such a planning application m ay only solve a very tiny percentage of public housing needs. On the other hands, the needs of a 7-a-side Hard-surfaced soccer pitch is extremely huge. The reserve rate for the pitch is always hi gh during the PM sessions. Therefore, it would be grateful if TPB will take a deep consideration to abolish this planning application and look for other land resources instead. Thank you. A grou p of soccer users beg for TPB to makie a rational decisions.

19

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-24 星期六 00:15:28
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 關於申請編號 A/ST/1030 的反對意見——反對將大圍村足球場改建為停車場

尊敬的相關部門負責人，

我是新界大圍村的居民，對於申請編號 A/ST/1030 中提出的將位於大圍村南道與積祿里交界的七人足球場改建為停車場的項目，表示深切關注與強烈反對。以下是我的具體意見：

1. **缺乏多功能運動設施：** 大圍村目前缺少籃球場等多功能運動設施，現有的七人足球場是村內為數不多的公共運動場所之一。我們建議在現有的足球場基礎上增設籃球場，從而提高場地的多元化用途，為更多居民提供不同的運動選擇。

2. **缺乏大型活動場地：** 大圍村目前沒有其他適合舉辦大型活動的場地，七人足球場是唯一能夠容納大型活動的地方。這個場地對於社區的文化和社交生活至關重要，不應被改作其他用途。

3. **交通和環境影響：** 停車場的建設將不可避免地增加區內的汽車流量，變相鼓勵更多人擁有私家車，這不僅增加了交通擁堵的風險，還對環境產生負面影響。此外，汽車流量的增加將對鄰近的冼次雲小學的學生安全構成威脅，特別是在過馬路時，交通意外風險將大大增加。

4. **影響老年人和運動員的休憩場所：** 足球場旁邊的樹木為運動後需要休息的長者和運動員提供了陰涼的地方，這使得該場地比城門河上蓋的五人足球場更適合老年人進行戶外活動。

5. **保護綠色空間：** 大圍村的綠色地帶已經十分有限，七人足球場是少數仍保有綠化空間的地方之一。相比興建停車場，我們更希望在此廣植樹木，進一步優化社區環境，這將對居民的身心健康帶來更大的益處。

基於以上理由，我強烈呼籲相關部門重新考慮該項目，保留並優化現有的足球場，而非將其改建為停車場。我們期望政府在作出決定時，能夠全面考慮社區的長期利益，而不是僅僅關注眼前的經濟效益。

感謝您考慮我們的意見，我們希望能與您進一步溝通，共同探討更好的解決方案。

此致
敬禮

Regards
PC Wai

20

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-29 星期四 22:31:19
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Oppose to development plan A/ST/1030 in Tai Wai

TO WHOM IT MAY CONCERN

I, So Ching Wai, am one of the Wai's descendants who has close bond with my 'birth place' Tai Wai village and its surroundings - an old community that keeps its heritage infrastructure and cultural /ethnical celebrations.
I strongly oppose the development at the junction of Tsuen Nam Road and Chik Luk Lane where a government complex and public housing units with a car park are proposed to replace the current sport ground.
The sport ground next to the primary school is the sole prime location that has been providing community/school 'sport/entertainment' functions for decades. It's the distinguished ground for Tai Wai villagers to hold big celebrations especially the 醮慶活動. If the development is approved, there's nowhere close to accommodate hundreds/thousands of people in an open space in close proximity of Tai Wai village. People in the neighbourhood especially the youth will lose their one and only one convenient sport ground.
The proposed development sure will bring in more 'incoming' workers, visitors, residents & car park users that definitely increases the traffic flow along narrow Tsuen Nam Road and one way Chik Luk Lan where parking problem can't be solved but in turn increases the safety risk of primary students attending the school next to the site.
With the above mentioned drawbacks, I oppose to the new development strongly. Hoping my feedbacks can be carefully be considered.

Regards from So Ching Wai
Sent from my iPhone

21

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-29 星期四 22:53:00
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 關於申請編號 A/ST/1030 的反對意見——反對將大圍村足球場改建為停車場

尊敬的相關部門負責人，

我是新界大圍村的居民，對於申請編號 A/ST/1030 中提出的將位於大圍村南道與積祿里交界的七人足球場改建為停車場的項目，表示深切關注與強烈反對。以下是我的具體意見：

1. **缺乏多功能運動設施：** 大圍村目前缺少籃球場等多功能運動設施，現有的七人足球場是村內為數不多的公共運動場所之一。我們建議在現有的足球場基礎上增設籃球場，從而提高場地的多元化用途，為更多居民提供不同的運動選擇。

2. **缺乏大型活動場地：** 大圍村目前沒有其他適合舉辦大型活動的場地，七人足球場是唯一能夠容納大型活動的地方。這個場地對於社區的文化和社交生活至關重要，不應被改作其他用途。

3. **交通和環境影響：** 停車場的建設將不可避免地增加區內的汽車流量，變相鼓勵更多人擁有私家車，這不僅增加了交通擁堵的風險，還對環境產生負面影響。此外，汽車流量的增加將對鄰近的冼次雲小學的學生安全構成威脅，特別是在過馬路時，交通意外風險將大大增加。

4. **停車位供應充足：** 自從圍方去年七月開幕以來，已經提供了 390 個泊車車位，大大緩解了區內車位緊張的問題。此外，隨著近年餐飲業入座率的下降，來自區外的車輛明顯減少，車位的需求已經不如從前般緊張。因此，建設更多的停車場並無必要，反而應保護現有的公共運動設施。

5. **影響老年人和運動員的休憩場所：** 足球場旁邊的樹木為運動後需要休息的長者和運動員提供了陰涼的地方，這使得該場地比城門河上蓋的五人足球場更適合老年人進行戶外活動。

6. **保護綠色空間：** 大圍村的綠色地帶已經十分有限，七人足球場是少數仍保有綠化空間的地方之一。相比興建停車場，我們更希望在此廣植樹木，進一步優化社區環境，這將對居民的身心健康帶來更大的益處。

基於以上理由，我強烈呼籲相關部門重新考慮該項目，保留並優化現有的足球場，而非將其改建為停車場。我們期望政府在作出決定時，能夠全面考慮社區的長期利益，而不是僅僅關注眼前的經濟效益。

感謝您考慮我們的意見，我們希望能與您進一步溝通，共同探討更好的解決方案。

此致

DH

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-30 星期五 15:13:18
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 反對 申請編號 A/ST/1030

尊敬的城市規劃會成員：

我寫信是為了表達我們一班大圍居民及沙田街坊對將我們社區的足球場改建為停車場的計劃的反對意見。這個足球場是我們社區的重要資產，不僅提供了一個健康的運動場所，也是我們社區聚會和活動的場所。
將這個足球場改建成停車場將對我們社區帶來負面影響。首先，這將削弱我們社區的運動設施，影響到許多人的健康和生活質量。其次，轉變為停車場可能會增加社區交通擁擠和環境污染的問題。
我們建議尋找其他解決方案來應對停車問題，同時保留這個重要的足球場。我們期待與您合作，共同努力保護和發展我們社區的環境和資源。
謝謝您花時間閱讀我的意見。期待您的回覆。
如需要我本人更詳細的個人資料及一眾街坊簽名，我們歡迎配合.

此致
高先生

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-30 星期五 14:39:15
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 反對申請編號 A/ST/1030 的改建計劃

尊敬的相關部門負責人，

我是新界沙田大圍的居民，對於申請編號 A/ST/1030 中提出的將位於大圍村南道與積祿里交界的七人足球場改建為停車場的項目，表示深切關注與強烈反對。以下是我的具體意見：

1. **缺乏多功能運動設施：** 大圍村目前缺少籃球場或排球場等多功能運動設施，現有的七人足球場是村內為數不多的公共運動場所之一。我們建議在現有的足球場基礎上增設籃球場或排球場，從而提高場地的多元化用途，為更多居民提供不同的運動選擇。

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基於以上理由，我強烈呼籲相關部門重新考慮該項目，保留並優化現有的足球場，而非將其改建為停車場。我們期望政府在作出決定時，能夠全面考慮社區的長期利益，而不是僅僅關注眼前的經濟效益。

感謝您考慮我們的意見，我們希望能與您進一步溝通，共同探討更好的解決方案。

此致

Regards
Raymond Yeung

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-30 星期五 03:56:53
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/ST/1030 TAI WAI PLAYGROUND

A/ST/1030 TAI WAI PLAYGROUND

Junction of Tsuen Nam Road and Chik Luk Lane, Tai Wai

Site area: About 3,700sq.m Government Land

Zoning: "Res (Group A)"

Applied development: 105 Public Vehicle Park

Dear TPB Members,

Strong Objections to the inclusion of a parking facility **ABOVE** the GIC component of the proposed PH development.

The PH development has inadequate open space provision and the addition of a parking facility will further deteriorate the quality of living conditions for residents.

Moreover the site is adjacent to a primary school. It is undesirable that there be additional vehicular traffic close to both residences and school premises.

The safety and health of the community is to be sacrificed in order to pander to the convenience of folk who should be encouraged to use the extensive public transport facilities available in the district.

This is an excellent example of failure on the part of the administration to recognize the need to reduce not extend the use of private vehicles.

The additional increase in height of the development will further wall in and suffocate the pedestrian and cycling facilities along Shing Mun River.

The application should be rejected.

Mary Mulvihill

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-08-30 星期五 02:26:06
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Application No. A/ST/1030 under S.16-I
Attachment: letter to TPBPD 2024-0829.pdf

Dear Sir/Madam,

Tai Wai Village Tsuen Nam Road New Car Park A/ST/1030

Please find enclosed my letter regarding the above Application in Tai Wai Village.

I look forward to hearing the result in the September meeting.

Regards
WAI Yin Fei, Rosa

Encl.

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓

敬啟者:

申請編號: A/ST/1030
大圍村南道綜合大樓停車場

本人是大圍村原居民。現居美國。由於大圍村公所沒有將綜合大樓改建停車場的消息張貼在3個村裡的公告板上，很遲才知道改建4層停車場。現有問題如下:

1) 大圍遊樂場和足球場一直是大圍村舉辦十年一次「太平清醮」的地方。現在貴處找到合適的替代地方舉行「太平清醮」嗎?

2) 太平清醮是原居民的傳統。它像農曆新年或聖誕節一樣無可取代。大圍村侯王宮太平清醮於2014年被列為「非物質文化遺產」。既然將之列為文化遺產為何要拆掉舉辦太平清醮的地方? 本村許多僑居海外的原居民在異鄉辛苦經營生活, 十年一次回鄉打醮好比人生大事。太平清醮不僅是原居民酬神謝恩的盛會，也是我們一次過可以見到很多親朋戚友的盛會。它維繫了我們氏族的歸屬感和親切感。尤其是老僑民每次談到打醮那個特別的日子，他們的眼睛就跟回憶一齊亮起來。太平清醮是他們的精神支柱。

我們的習俗是每十年全村人一齊集合酬神謝恩、祈福風調雨順、國泰民安。現因城市發展計劃拆掉遊樂場和足球場就沒有了舉辦打醮的活動場所，影響到這一大群勤奮的僑民渴望回鄉看打醮順道探親的需要。令他們像無主孤魂不知所措。港府一直都是大圍村太平清醮的主要支持者之一。希望貴處能夠體恤民情。未找到適合打醮的地方之前會保留遊樂場作建醮用途。

3) 2003年雙村長制度實施前，大圍村的地界已被縮細。大幅度減少原居民村的面積。當聽到政府興建綜合大樓徵訊民意時，本村很多原居民和非原居村民都非常憂慮沒有地方做户外活動和打醮。2020年約有300人反對興建綜合大樓, 我們收集到簽名後便呈交了民政處。簽名人士包括賽馬會贊助於大圍村足球場舉行的暑期足球活動多名參加者和教練。當時大圍村長也承諾村民會向政府反影民意。不知貴部門通過興建綜合大樓之前有沒有開會討論過如何處理300簽名反對拆除遊樂場和保留太平清醮人士的意願?

4) 2022年6月8日民政事務局局長陳積志回答李梓敬問題（一）:

有關項目的地區諮詢對象包括沙田鄉事委員會、相

關分區委員會、居民和居民組織、鄉郊代表、地區

組織和團體、學校及其他機構等。

請問貴處可否詳細列舉以上贊成與否名單，包括沙田鄉委會成員、相關大圍村委員會、大圍村鄉郊代表以及村內各組織、團體或機構？和贊成與反對的比率。會上大圍村四位村代表有否反影村民的反對意見和要求?

5）計劃書 (Planning Statement) 第6頁

3.3段提及綜合大樓興建500個單位提供1,100+人居住。這數字比早前宣佈的400個單位提供1,100+人居住多出了100個單位。無形中增多約275人。但文中沒有反影增多人數和影響。例如沒有提到醫療服務和解決治安問題。威爾斯親王醫院和大圍警署會增加多少員工?

6）計劃書第10頁

4.10段提及的人均綠地面積「1平方米」屬於超低。與世衛組織公佈城市人的人均綠地面積至少9平方米相距很遠。香港的1平方米遠低於廣州人均綠地面積4平方米和台北人均綠地5平方米。香港與大亞灣人均綠地面積12平方米和深圳人均綠地面積15平方米相比更是差天共地。1971年本村人口為2,800人。由於種種原因，1977年人口突然激增至7,700人。那時我們已經有操場和足球場。中原地產報道現時大圍人口達178,500人。城市發展將遊樂場及足球場拆除。對大圍居民來說，開放空間似乎變得越來越細少。榕樹頭和積存圍的兩個公園，面積細小又貼近馬路。空氣污染和嘈雜聲多，不足夠提供村民休憩空間。現在各國正為氣候變化衍生的天災人禍問題大傷腦筋，十分重視人均綠地的面積並研發綠化地區、保護濕地。希望貴部門興建綜合大樓時也關注人均綠地面積。盡量接近世衛的9平方米。因為研究證明人均綠地面積直接影響城市人的身心健康。有助減少心臟病和呼吸系統問題。降低罹患癡呆症、阿茲海默症和柏金遜症的風險。促進人與人之間相處和諧。另外, 有研究發現罕見怪病MND (運動神經元疾病) 與汽車排放的重金屬有關。

7）六十年代居住環境狹隘。讀小學還沒有遊樂場和足球場，我的戶外活動是爬樹、爬牆、到村外的溪流捉魚。後來我和同學早晚都往遊樂場玩耍。遊樂場和足球場是我們成長和增進友誼的空間。老人家習慣早上往遊樂場、足球場做早操和散步逛逛。充足的户外活動令孩童養成上進心，升了中學我們仍然喜歡在學術上比賽。大圍遊樂場和球場充滿了我們童年的記憶。群體活動增強我們的自信心和責任心。習慣不氣餒、不放棄。這些好處終生受益。遊樂場和足球場是每個人成長的必需地方。沒有遊樂場就沒有好朋友沒有樂天的性格。

8）大圍村原居民重視傳統習俗, 保育文化傳承是一項非常艱巨的工作。難得看到2017年有這麼多年輕人熱心參加太平清醮活動。它是本村原居民的身份支柱。它是我們的集體記憶。象徵原居民的歷史。無論我們分散在世界上那一個角落，一到太平清醮，我們都會記得回村滙聚盛典，不會錯過這個從小已參與的十年一次祭祠盛會。也因為這個節日，我自小非常喜愛粵劇。

太平清醮是培養粵劇支持者的好地方。它是原居民最重要的節日。它潛而默化凝聚了原居民寶貴的民族性。亦提醒我們人生短促，每個村民頭上都有神明祖先主導一生。一定要對得住天地良心不能做壞事。太平清醮的存在也是神明和我們互相見證的時刻。搬到別處地方舉行實是毫不實際。

9) 在未確定太平清醮地點前拆除遊樂場對原居民無疑是一種打擊。加上2021年地政處在分配大圍村丁屋時糊塗調錯位引致等了45年的3個村丁「輪到你都唔到你」事件, 印象中沙田地政處混亂丁權和貴處拆掉遊樂場引起各種問題令原居民可能取消太平清醮兩件事差不多同時發生。現在原居民的存在性似有還無。前居可鑒。從前九龍衙前圍村消失之前他們的太平清醮也面臨不少困難。若然地政處糊塗調錯位和貴處清拆大圍遊樂場取消太平清醮雙提並論的話會不會惹人暇想這是殺村先兆?

在沙官讀書時城門河清理是一個大問題。一到夏天城門河臭氣熏天令人無法集中聽書。這是上課的主要難題。如今城門河已成為幽美怡人的風景區，漫步河上感覺幸福快樂。它有潛質繼京都或華盛頓之後成為花見之地。為何處理城門河和大圍遊樂場的方法會有如此天淵之別?

10) 大圍村需要一個新界東國安部門。如果綜合大樓落成我希望可以看到他們的辦公室。李柱銘和黎智英兩人曾在大圍村被捕。鐘翰林又在大圍新村租了一層樓居住。可見沙田最大的原居民村已經被不法之徒盯上成為潛在暴徒的聚集地。有個國安部門在大圍村會使我們安心。另外, 由於本人2022/11/29親眼目睹大圍新村涼亭附近發生霸凌事件，事發地點近私立學校。希望貴處考慮將大圍新村的街燈改為有錄像功能的智能街燈以阻止不法之徒擾亂社會安寧。(這一點不是反對興建綜合大樓)

基於以上9個原因，本人反對建停車場和綜合大樓。希望貴處在大圍村未找到適合打醮地方之前，不要拆掉遊樂場等地。讓我們可以繼續保存太平清醮的傳統習俗。

韋燕斐

僅上

2024.viii.29

26

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240830-190938-99498
提交限期 **Deadline for submission:**	30/08/2024
提交日期及時間 **Date and time of submission:**	30/08/2024 19:09:38
有關的規劃申請編號 **The application no. to which the comment relates:**	A/ST/1030
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. WAI Kwok Leung

意見詳情
Details of the Comment :

本人為大圍村原居民，反對將新界大圍村南道與積祿里交界的足球場改建為公眾停車場。本村多年來每10年進行一次打醮，均會使用上址搭建大型棚架進行各種祭祀及法事活動，為沙田區內最具代表性及歷史性的重要文化活動，亦是本村10年一次的最重大活動，讓所有村民，包括居住大圍的非原居民，一起參與的大型祭祀活動。

2017年打醮片段
https://www.youtube.com/watch?v=oFdqs4a7QyQ

改建上址作其他用途後，於大圍村內根本沒有可替代的足夠地方供搭建大型棚架及容納多人進行打醮活動，故本人認為，在未有合適替代地方的情況下，不應改建為公眾停車場。現時，大圍亦不缺室內停車場，根本沒有逼切需要建造室內停車場。

下次太平清醮將於2027年舉行，村民亦已開始進行有關準備。本人認為應該於2027打醮後再進行咨詢。