此文件在 2023年 4月 27日 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 27 APR 2023. The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

e-form No. S16-III
電子表格第S16-III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 Proposal Only Involving Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Renewal of Permission for such Temporary Use or Development*

適用於祇涉及位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展或該等臨時用途/發展的許可續期的建議*

**Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area)and Renewal of Permission for such Temporary Use or Development.*

**其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展)及有關該等臨時用途/發展的許可續期，應使用表格第S16-I號。*

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.info.gov.hk/tpb/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.info.gov.hk/tpb/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

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/TM-LTY/456
	Date Received 收到日期	27 APR 2023

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.info.gov.hk/tpb/. 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.info.gov.hk/tpb/)，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。

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)
CONSTRUCTION INDUSTRY COUNCIL (CIC)

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)
N/A

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）	Government Land under Kong Sham Western Highway (next to Wong Kong Wai Road near Fuk Hang Tsuen), Lam Tei, Tuen Mun, 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	☑Site area 地盤面積 10,300 sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 1,092 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）	10,300 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 Lam Tei and Yick Yuen Outline Zoning Plan (OZP) No. S/TM-LTYY/12
(e) Land use zone(s) involved 涉及的土地用途地帶	Area shown as 'Road'
(f) Current use(s) 現時用途	Temporary Training Ground (Hong Kong Institute of Construction, Construction Industry Council (HKIC, CIC)) (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)
	Not Applicable	

(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)
	Not Applicable	

(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

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas 位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展

(For Renewal of Permission for Temporary Use or Development in Rural Areas, please proceed to Part (B))
(如屬位於鄉郊地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

(a) Proposed use(s)/development 擬議用途/發展	Not Applicable (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☐ year(s) 年 ..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	.....sq.m ☐About 約
Proposed covered land area 擬議有上蓋土地面積	.....sq.m ☐About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	.....
Proposed domestic floor area 擬議住用樓面面積	.....sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	.....sq.m ☐About 約
Proposed gross floor area 擬議總樓面面積	.....sq.m ☐About 約

Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)

Proposed number of car parking spaces by types 不同種類停車位的擬議數目

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)	.....
	.....

Proposed number of loading/unloading spaces 上落客貨車位的擬議數目

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)	.....
	.....

Proposed operating hours 擬議營運時間

(d) 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)) ..... ☐ 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	☐

(e) 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，請另頁表示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。)

(i) 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	☐
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	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	☐

(iii) 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)

(B) Renewal of Permission for Temporary Use or Development in Rural Areas 位於鄉郊地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/ TM-LTYY / 398
(b) Date of approval 獲批給許可的日期	26/06/2020 (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	26/06/2023 (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途／發展	Temporary Training Ground (Hong Kong Institute of Construction, Construction Industry Council (HKIC, CIC))
(e) Approval conditions 附帶條件	☐ The permission does not have any approval condition 許可並沒有任何附帶條件 ☑ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 ☐ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： Reason(s) for non-compliance: 仍未履行的原因： (Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)
(f) Renewal period sought 要求的續期期間	☑ year(s) 年 ..... 3 ..... ☐ month(s) 個月 .....

7. 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）。

(i) The demand for construction training has remained high with major infrastructure projects still in progress. The training space available within CIC's premises has also reached its ceiling. It is necessary for the CIC to continue using existing training facilities to provide continuous training to meet the demand.

(ii) The proposed use and layout are the same with the previous approval.

(iii) The planning conditions under previous approval have been complied with to the satisfaction of relevant Government departments.

8. 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 an application to the Board 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

William CHAN
Name in Block Letters 姓名（請以正楷填寫）

Senior Manager - Estates Office & Corporate Administration
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
Others 其他 .....

on behalf of 代表 CONSTRUCTION INDUSTRY COUNCIL (CIC)

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

Date 日期 17/03/2023 (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board 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。

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 deposited 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存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Government Land under Kong Sham Western Highway (next to Wong Kong Wai Road near Fuk Hang Tsuen), Lam Tei, Tuen Mun, New Territories 新界屯門藍地港深西部通道下的政府土地（黃崗圍路旁近福亨村）
Site area 地盤面積	10,300 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 10,300 sq. m 平方米 ☑ About 約)
Plan 圖則	Approved Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTYY/12 藍地及亦園分區計劃大綱核准圖編號 S/TM-LTYY/12
Zoning 地帶	Area shown as 'Road' 顯示為「道路」的地方
Type of Application 申請類別	☐ Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區的臨時用途/發展為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____ ☑ Renewal of Planning Approval for Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區臨時用途/發展的規劃許可續期為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Temporary Training Ground (Hong Kong Institute of Construction, Construction Industry Council) for a Period of 3 Years 臨時訓練場（建造業議會香港建造學院）（為期 3 年）

(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
		Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	1092 ☐ About 約 ☑ Not more than 不多於	☐About 約 ☐Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用		
		Non-domestic 非住用	41	
(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)	
			Storeys(s) 層 ☐ (Not more than 不多於)	
		Non-domestic 非住用	3 m 米 ☑ (Not more than 不多於)	
			1 Storeys(s) 層 ☑ (Not more than 不多於)	
(iv)	Site coverage 上蓋面積		11 %	☑ About 約
(v)	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		10
		Private Car Parking Spaces 私家車車位		8
		Motorcycle Parking Spaces 電單車車位		2
		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)		
		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）	☐	☑
Site Plan, Location Plan, As-fitted drainage 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）	☐	☑
FS Certificate, Letter of compliance of approval condition (drainage, FSI)		

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。

By Post and Fax [redacted]

規劃署
屯門及元朗西規劃處
新界沙田上禾輋路 1 號
沙田政府合署 14 樓

Planning Department
Tuen Mun and Yuen Long West
District Planning Office
14/F, Sha Tin Government Offices,
No.1 Sheung Wo Che Road,
Sha Tin, N.T.

來函檔號	Your Reference	
本署檔號	Our Reference	TPB/A/TM-LTYY/398
電話號碼	Tel. No.:	2158 6286
傳真機號碼	Fax No.:	2489 9711

27 June 2022

A.LEAD Architects Limited
8/F, The Phoenix
23 Luard Road, Wan Chai
Hong Kong
(Attn: Mr Esmond TAM)

Dear Sir,

Planning Application No. A/TM-LTYY/398
Compliance with Approval Condition (k)

I refer to your submission dated 26 May 2022 for compliance with the captioned approval condition on the implementation of drainage proposal.

Relevant department has been consulted. Your submission is considered:

☑ Acceptable. The captioned condition **has been complied** with. Please find detailed departmental comments at **Appendix**.

☐ Acceptable. Since the captioned condition requires both the submission and implementation of the proposal, it **has not been fully complied with**. Please proceed to implement the accepted proposal for full compliance with the approval condition.

☐ Not acceptable. The captioned condition has **not** been complied with. Please find detailed departmental comments at **Appendix**.

Should you have any queries on the above, please contact the undersigned.

Yours faithfully,

(Keith FUNG)
for District Planning Officer/
Tuen Mun and Yuen Long West
Planning Department

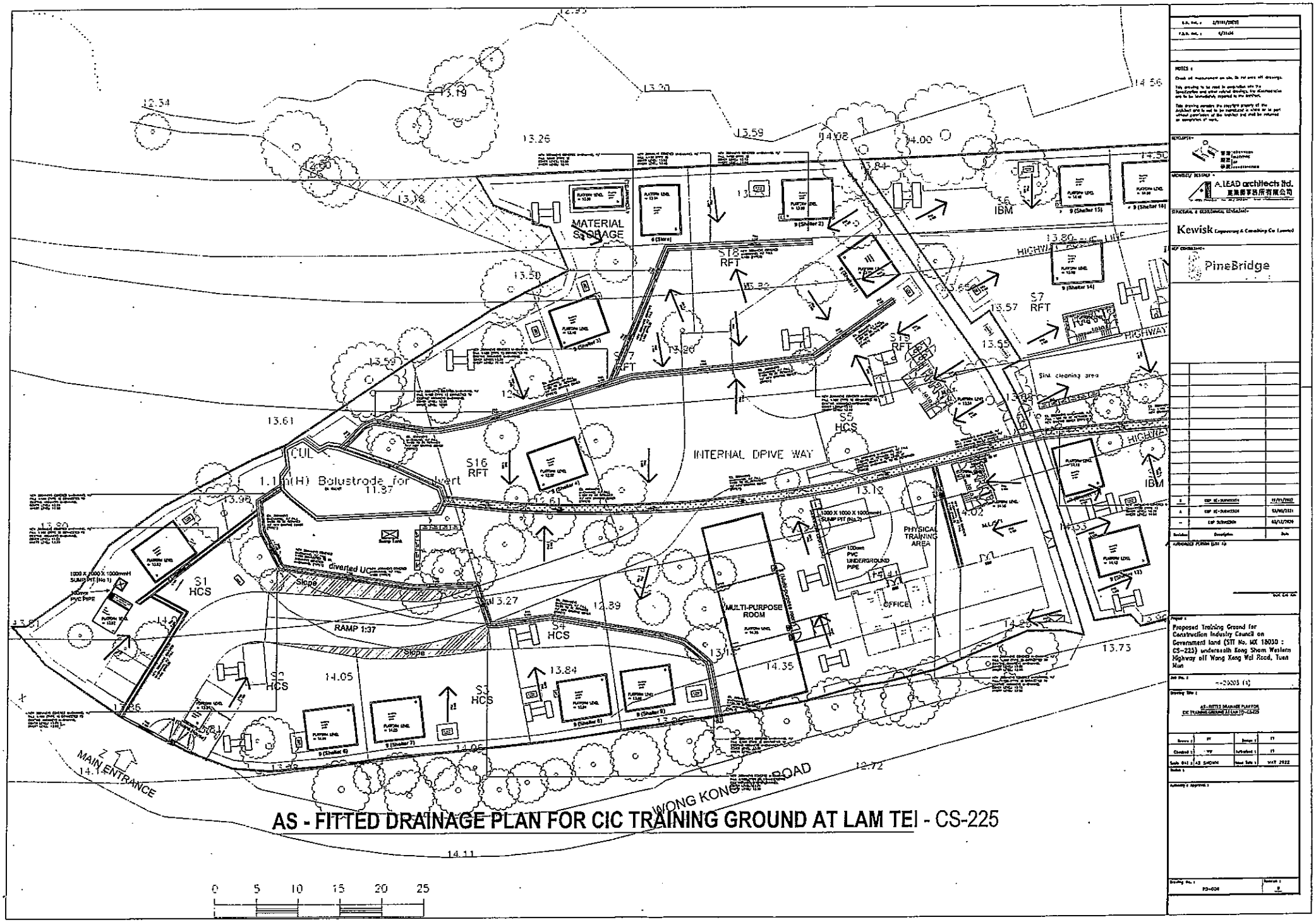
c.c.
CE/MN, DSD (Attn: Mr HUI Pui Hei, William) [Fax: 2770 4761]
Internal
CTP/TPB(2)

KF/kf
A_TM-LTYY_398 - AC(k) - 20220627 - Compliance.docx

Appendix

The Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) has the following comment on the submission.

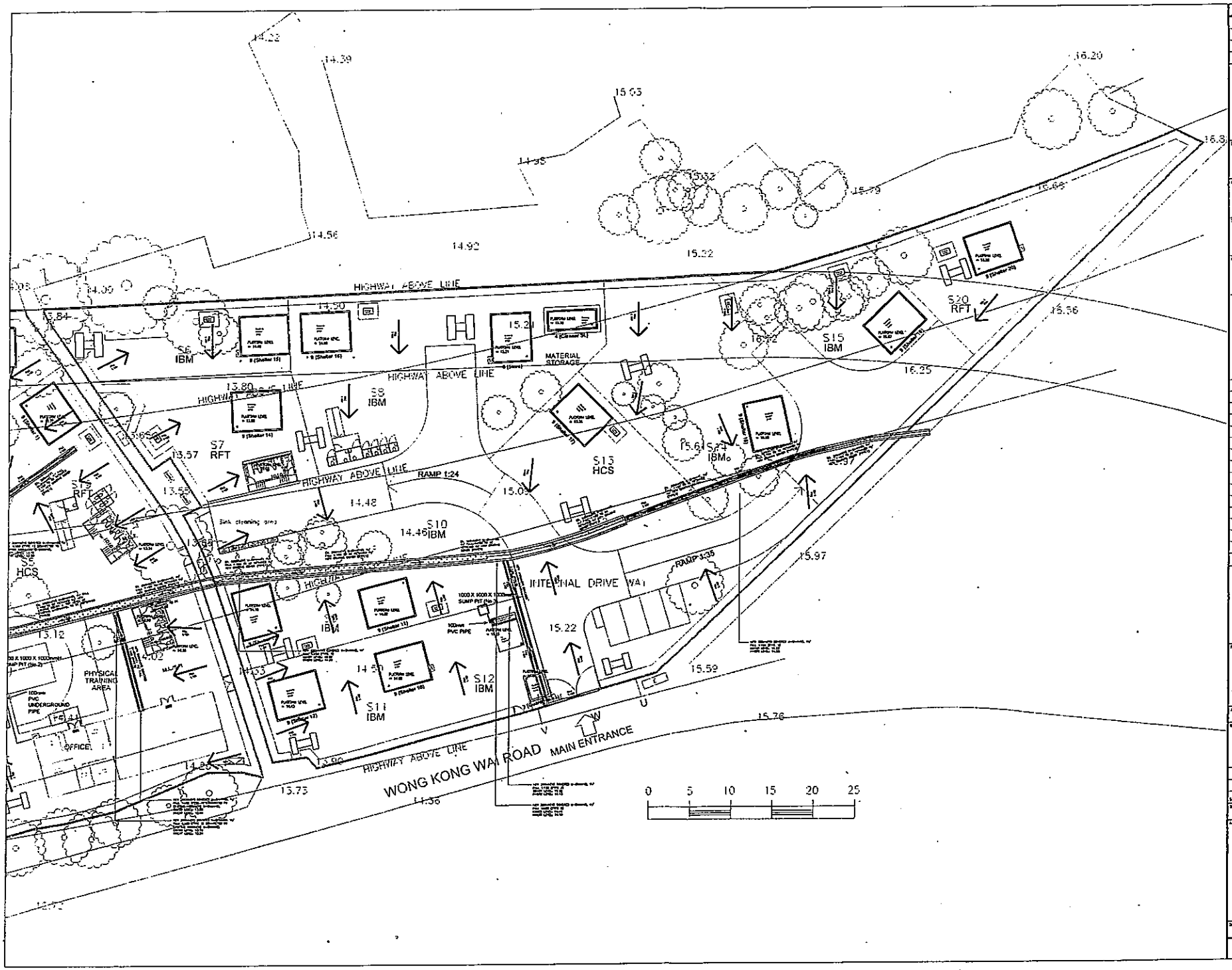
The applicant is reminded to maintain their drainage systems properly and rectify the systems if they are found to be inadequate or ineffective during operation. Also, the applicant should be reminded that the owner of the development shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by a failure of the systems.



AS - FITTED DRAINAGE PLAN FOR CIC TRAINING GROUND AT LAM TEI - CS-225

A.LEAD architects ltd.
Kewisk
PineBridge

Proposed Training Ground for Construction Industry Council on Government land (STT No. MX 18030 : CS-225) underneath Kong Sham Western Highway off Wong Kong Wai Road, Tuen Mun



A.LEAD architects ltd.
建築顧事務所有限公司

Kewisk Engineering & Consulting Co Limited

PineBridge

Proposed Training Ground for Construction Industry Council on Government land (STT No. MX 18030 : CS-225) underneath Kong Sham Western Highway off Wong Kong Wai Road, Tuen Mun

Authorised Person's signature

By Post and Fax [redacted]

規劃署
屯門及元朗西規劃處
新界沙田上禾輋路 1 號
沙田政府合署 14 樓

Planning Department
Tuen Mun and Yuen Long West
District Planning Office
14/F, Sha Tin Government Offices,
No.1 Sheung Wo Che Road,
Sha Tin, N.T.

本函檔號 Your Reference :
本署檔號 Our Reference TPB/A/TM-LTYY/398
電話號碼 Tel. No. : 2158 6286
傳真機號碼 Fax No. : 2489 9711

20 September 2022

A.LEAD Architects Limited
8/F, The Phoenix
23 Luard Road, Wan Chai
Hong Kong
(Attn: Mr Esmond TAM)

Dear Sir,

Planning Application No. A/TM-LTYY/398
Compliance with Approval Condition (n)

I refer to your submission dated 13 September 2022 for compliance with the captioned approval condition on the implementation of the fire services installation proposal.

Relevant department has been consulted. Your submission is considered:

☑ Acceptable. The captioned condition **has been complied** with.

☐ Acceptable. Since the captioned condition requires both the submission and implementation of the proposal, it **has not been fully complied with**. Please proceed to implement the accepted proposal for full compliance with the approval condition.

☐ Not acceptable. The captioned condition has **not** been complied with. Please find detailed departmental comments at **Appendix**.

Should you have any queries on the above, please contact the undersigned.

Yours faithfully,

KF

(Keith FUNG)
for District Planning Officer/
Tuen Mun and Yuen Long West
Planning Department

c.c.
D of FS (Attn: Mr WONG Ho Yin) [Fax: 2739 8775]
Internal
CTP/TPB(2)

KF/kf
A_TM-LTYY_398 - AC(n) - 20220920 - Compliance.docx

Serial No. : L001986

FIRE SERVICES DEPARTMENT

HONG KONG

DATE : 30/06/2022

OUR REF. : FP 19/30679
YOUR REF. :

Fire Service Installations and Equipment at:-

Government Land, Kong Sham Western Highway, Lam Tei Tuen Mun, N.T. – Short Term Tenancy No. MX18030

(T.O.P – A training ground comprising one single-storey site office, one single-storey multi purpose room and one outdoor E&M cabinet)

This certificate is issued in accordance with Section 21 of the Buildings Ordinance Subsection 6(*d*), and certifies that the Director of Fire Services is satisfied that the fire service installations and equipment shown on the building plans approved by him have been installed in accordance with Sub-paragraph (ii) of Paragraph (*b*) of Subsection (1) of Section 16 of the Buildings Ordinance and were in efficient working order and satisfactory condition at the time of their inspection on 23/06/2022.

(WONG Ka-wing)
for Director of Fire Services

c/o [redacted]

c.c. [redacted]

c.c. [redacted]

F.S.172 (Rev.9/98)

Serial No. : L001995

FIRE SERVICES DEPARTMENT

HONG KONG

DATE : 08/07/2022

OUR REF. : FP 19/30679
YOUR REF. :

Fire Service Installations and Equipment at:-
Government Land, Kong Sham Western Highway, Lam Tei Tuen Mun, N.T. – Short Term Tenancy No. MX18030
(T.O.P. – A training ground with one outdoor E&M cabinet)

This certificate is issued in accordance with Section 21 of the Buildings Ordinance Subsection 6(*d*), and certifies that the Director of Fire Services is satisfied that the fire service installations and equipment shown on the building plans approved by him have been installed in accordance with Sub-paragraph (ii) of Paragraph (*b*) of Subsection (1) of Section 16 of the Buildings Ordinance and were in efficient working order and satisfactory condition at the time of their inspection on 24/06/2022.

(LEE Koon-yau)
for Director of Fire Services

c/o [redacted]

c.c. [redacted]

c.c. [redacted]

F.S.172 (Rev.9/98)

FSD Ref.: 消防處檔號

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

Serial Number: 10259015063

Name of Client 顧客姓名: Construction Industry Council - Lam Tei Training Ground

Address 地址: Government Land (STT no. MX 18030 : CS-225 & CS-226), Kong Sham Western Highway,Wong Kong Wai Road, Lam Tei, Tuen Mun, NT

Type of Building 樓宇類型: ☐ Industrial 工業 ☐ Commercial 商業 ☐ Domestic 住宅 ☐ Composite 綜合 ☐ Licensed premises 持牌處所 ☐ Institutional 社團

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

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

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
13	MFA System	STT No. MX 18030 : CS-225 & CS-226	Conforms with FSD requirements	08/02/2023	07/02/2024
23	Hose Reel	Ditto	Ditto	08/02/2023	07/02/2024

Part 2 第二部 Installation / Modification / Repair / Inspection works 裝置/改裝/修理/檢查工作

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Nature of Work Carried out 完成之工作內容	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)

Part 3 第三部 Defects 損壞事項

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Outstanding Defects 未修缺點	Comment on Defects 缺點評述

Remark 備註:

I/We hereby certify that the above installations/equipment have been tested and found to be in efficient working order in accordance with the Codes of Practice for Minimum Fire Service Installations and Equipment and Inspection, Testing and Maintenance of Installations and Equipment published from time to time by the Director of Fire Services. Defects are listed in Part 3.

本人/我們證明以上之消防裝置及設備經試驗，證明性能良好，符合消防處處長不時公佈的最低限度之消防裝置及設備守則與裝置及設備之檢查測試及保養守則的規格，損壞事項列於第三部。

如證書涉及年檢事項，應張貼於大廈或處所當眼處以供消防處人員查核
This certificate should be displayed at prominent location of the building or premises for FSD's inspection if any annual maintenance work is involved.

For and on behalf of
美利堅消防工程有限公司
AMERICAN FIRE ENGINEERING COMPANY LIMITED

Authorized Signature: 受權人簽署 [redacted]
Name: 姓名 [redacted]
FSD/RC No.: 消防處註冊號碼 RC1 / 0259 RC2 / 0405
Company Name: 公司名稱 American Fire Engineering Company Limited
Telephone: 聯絡電話 [redacted]
Date: 日期 10/02/2023

For FSD use only
☐ Inspected
☐ Key-in
☐ Verified

F.S. 251 (Rev. 01/2012)
bab9-fc6f-8694-418a-cf03-864e-19ff-1f49

Serial Number

10259015063

Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground

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

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

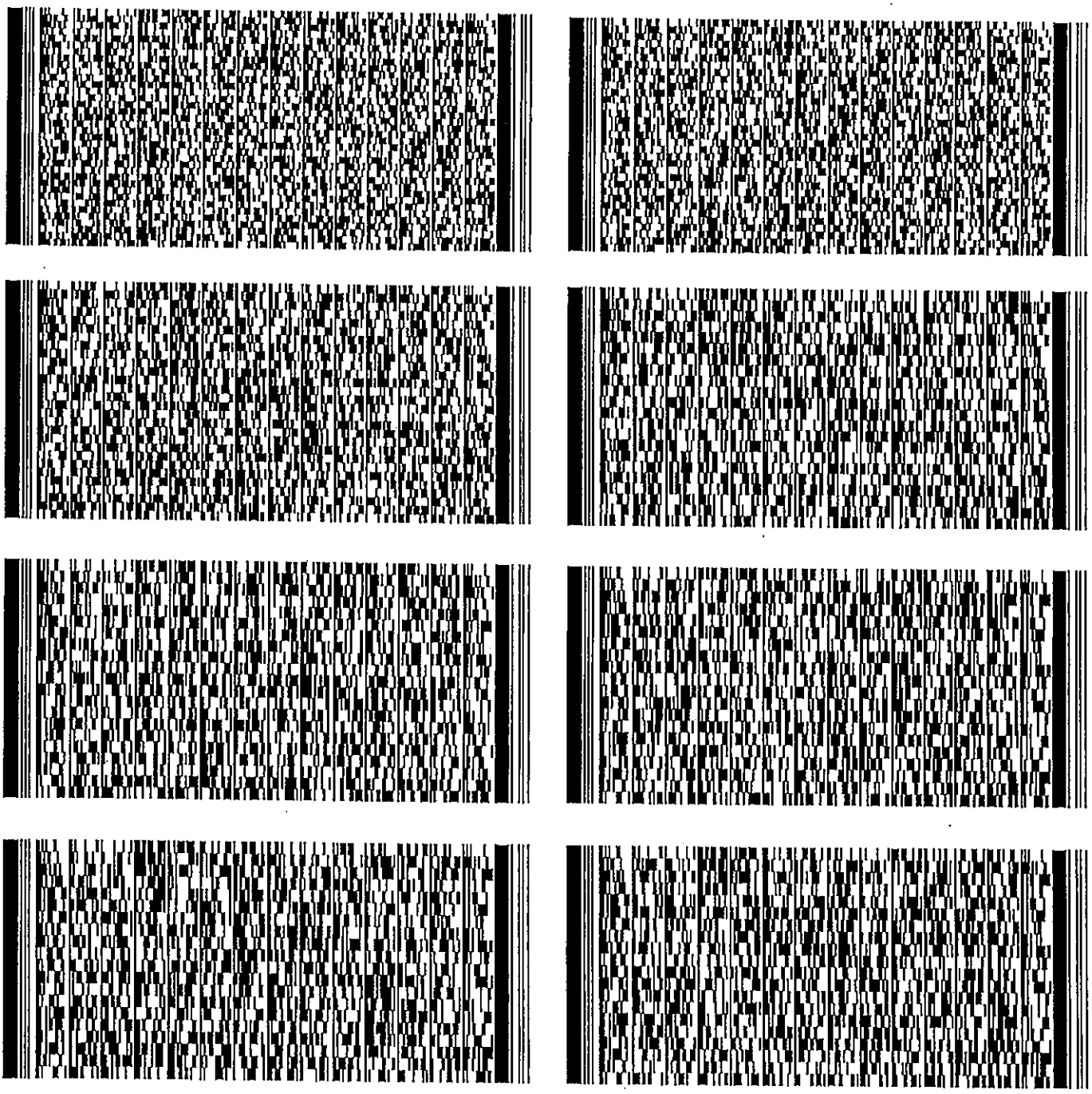
Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
11	Emergency Lighting System	STT No. MX 18030 : CS-225 & CS-226	Conforms with FSD requirements	08/02/2023	07/02/2024
12	Exit Signs	Ditto	Ditto	08/02/2023	07/02/2024

Serial Number

10259015063

Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground



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

FSD Ref.: 消防處檔號

Serial Number: 30216031493

Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground

Address 地址

Government Land (STT no. MX 18030 : CS-225 & CS-226),
Kong Sham Western Highway,Wong Kong Wai Road, Lam Tei, Tuen Mun, NT

Type of Building 樓宇類型: ☐ Industrial 工業 ☐ Commercial 商業 ☐ Domestic 住宅 ☐ Composite 綜合 ☐ Licensed premises 持牌處所 ☐ Institutional 社團

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

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

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
19	23 nos. x 2 kg dry powder F.E.	STT No. MX 18030 : CS-225 & CS-226	Conforms with FSD requirements (Defects see Part 3)	08/02/2023	07/02/2024
24	9 nos. x 5 kg dry powder F.E.	Ditto	Ditto	08/02/2023	07/02/2024

Part 2 第二部 Installation / Modification / Repair / Inspection works 裝置/改裝/修理/檢查工作

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Nature of Work Carried out 完成之工作內容	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)

Part 3 第三部 Defects 損壞事項

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Outstanding Defects 未修缺點	Comment on Defects 缺點評述
24	23 nos. x 2 kg dry powder F.E.	STT No. MX 18030 : CS-225 & CS-226	Expired for hydraulic pressure test/ Damaged	Required for hydraulic pressure test/ replacement
24	9 nos. x 5 kg dry powder F.E.	Ditto	Ditto	Ditto

Remark 備註

I/We hereby certify that the above installations/equipment have been tested and found to be in efficient working order in accordance with the Codes of Practice for Minimum Fire Service Installations and Equipment and Inspection, Testing and Maintenance of Installations and Equipment published from time to time by the Director of Fire Services. Defects are listed in Part 3.

本人/我們證明以上之消防裝置及設備經試驗，證明性能良好，符合消防處處長不時公佈的最低限度之消防裝置及設備守則與裝置及設備之檢查測試及保養守則的規格，損壞事項列於第三部。

如證書涉及年檢事項，應張貼於大廈或處所當眼處以供消防處人員查核
This certificate should be displayed at prominent location of the building or premises for FSD's inspection if any annual maintenance work is involved.

For and on behalf of
美利堅消防工程有限公司
AMERICAN FIRE ENGINEERING COMPANY LIMITED

Authorized Signature 授權人簽署: [redacted]
Authorized Signature(s)

Name: 姓名: [redacted]

FSD/RC No.: 消防處註冊號碼 RC 3 / 0216 RC /

Company Name: 公司名稱 Chung Ping Luen

Telephone: 聯絡電話 [redacted]

Date: 日期 10/02/2023

For FSD use only
Inspected
Key-in
Verified

F.S. 251 (Rev. 01/2012)
ea2d-6b88-8c6d-08b8-3f38-ed2c-12f3-0107

Serial Number

30216031493

Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground

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

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

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
24	1 no. x 5 kg CO2 F.E.	STT No. MX 18030 : CS-226	Conforms with FSD requirements (Defects see Part 3)	08/02/2023	07/02/2024
24	5 nos. x 2 kg dry powder F.E.	STT No. MX 18030 : CS-226	Conforms with FSD requirements	08/02/2023	07/02/2024
24	10 nos. x 5 kg dry powder F.E.	STT No. MX 18030 : CS-225 & CS-226	Ditto	08/02/2023	07/02/2024
24	37 nos. x 5 kg CO2 F.E.	Ditto	Ditto	08/02/2023	07/02/2024
24	1 no. x 9.2 kg CO2 F.E.	STT No. MX 18030 : CS-225	Ditto	08/02/2023	07/02/2024

Serial Number

30216031493

Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground

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

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

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
25	4 nos. x sand bucket	STT No. MX 18030 : CS-225 & CS-226	Conforms with FSD requirements	08/02/2023	07/02/2024

Serial Number

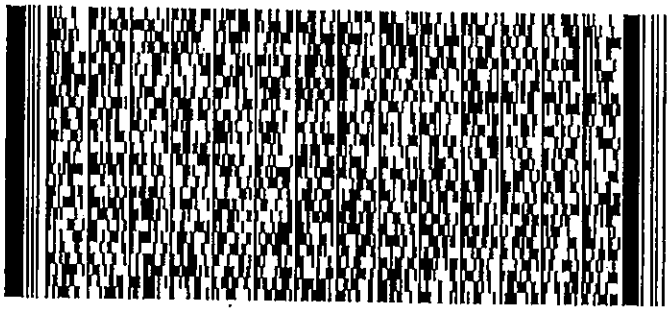
30216031493

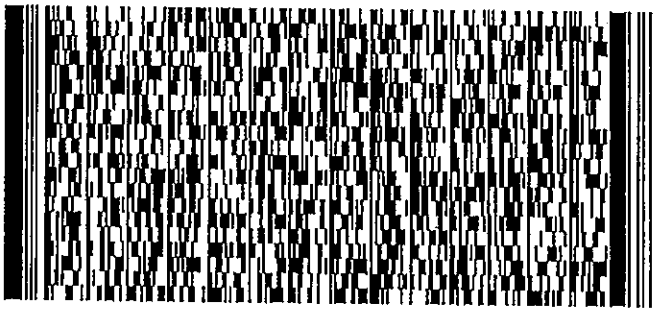
Name of Client 顧客姓名

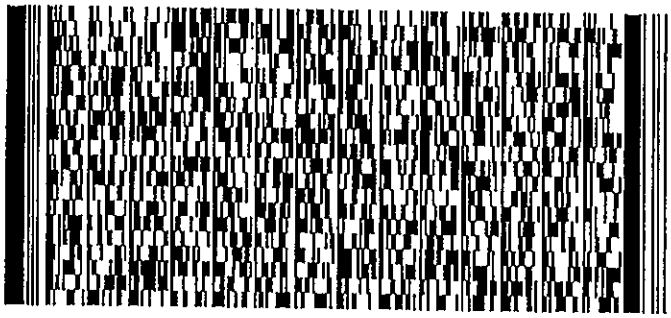
Construction Industry Council - Lam Tei Training Ground

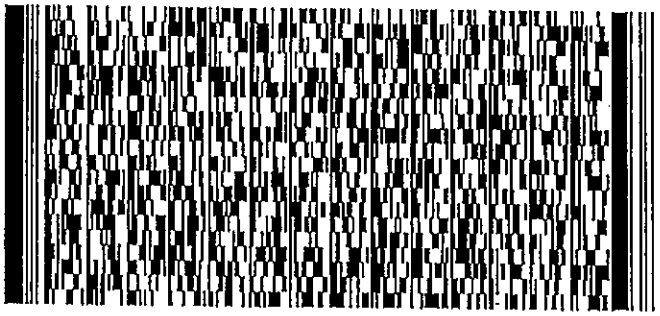
Part 3 第三部 Defects 損壞事項

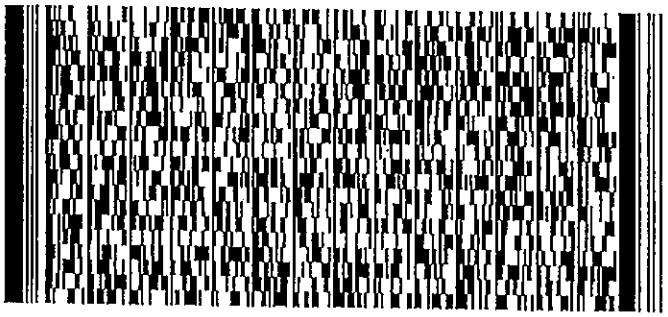
Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Outstanding Defects 未修缺點	Comment on Defects 缺點評述
24	1 no. x 5 kg CO2 F.E.	STT No. MX 18030 : CS-226	Expired for hydraulic pressure test	Required for hydraulic pressure test/ replacement









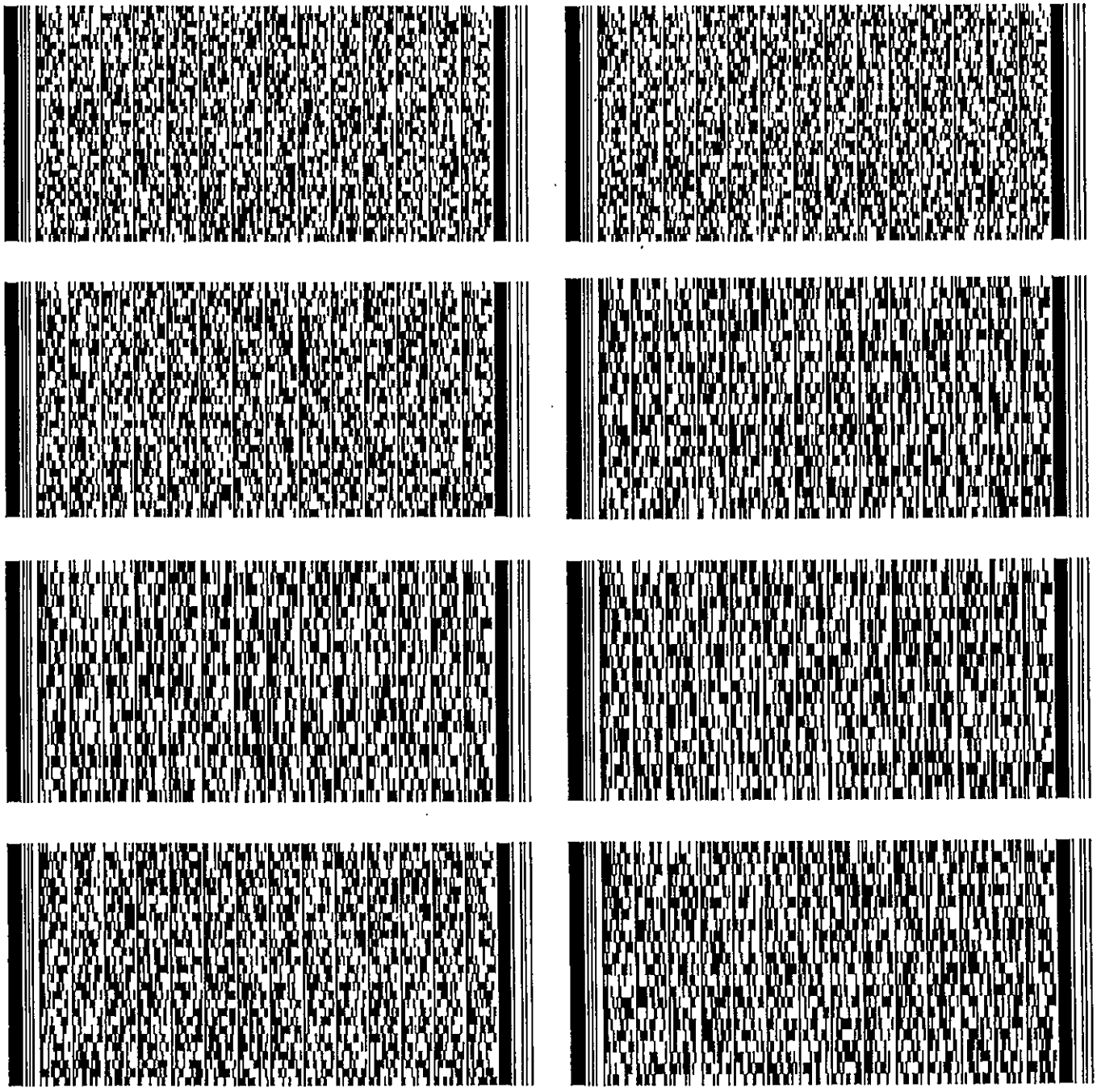


Serial Number

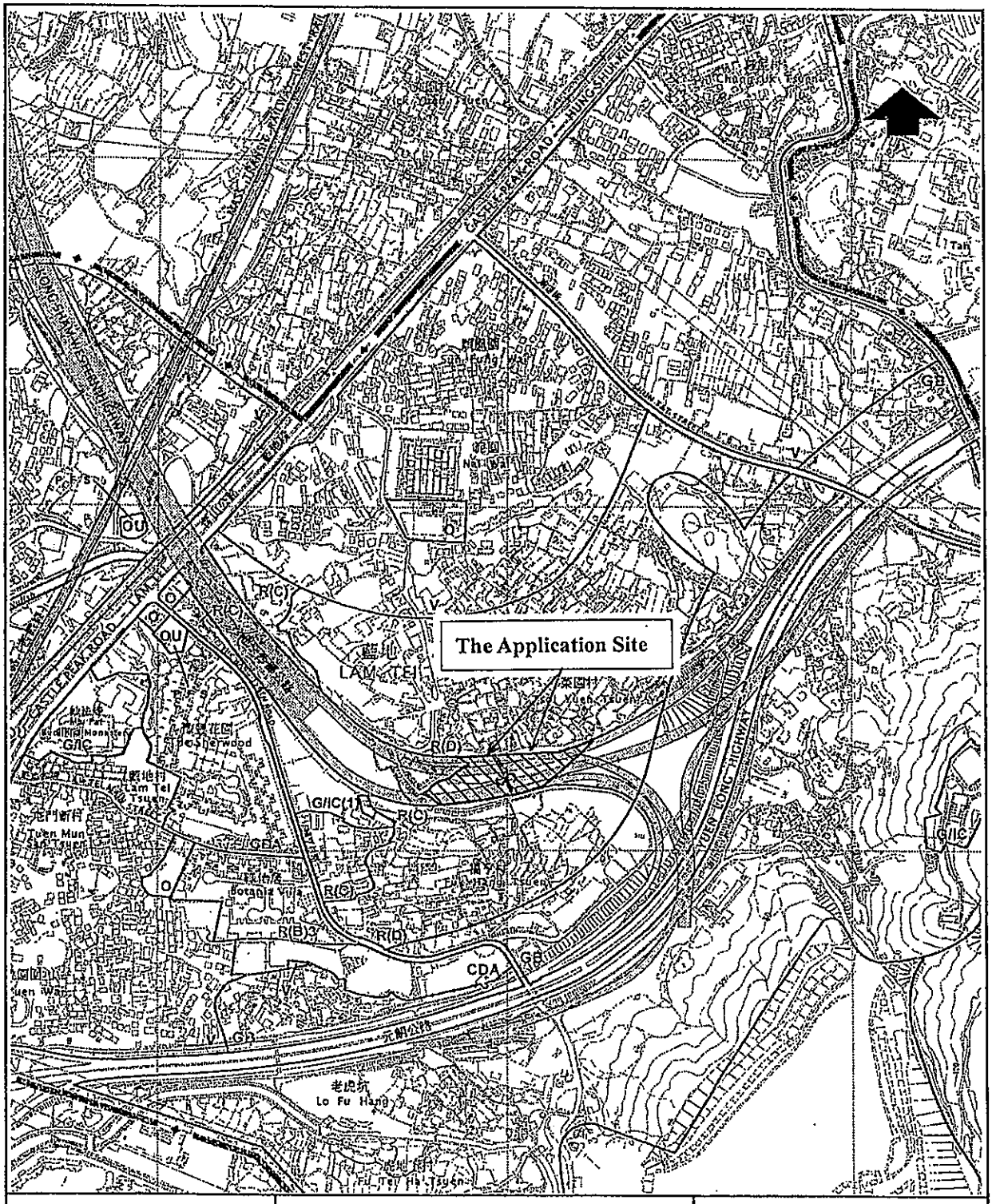
30216031493

Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground

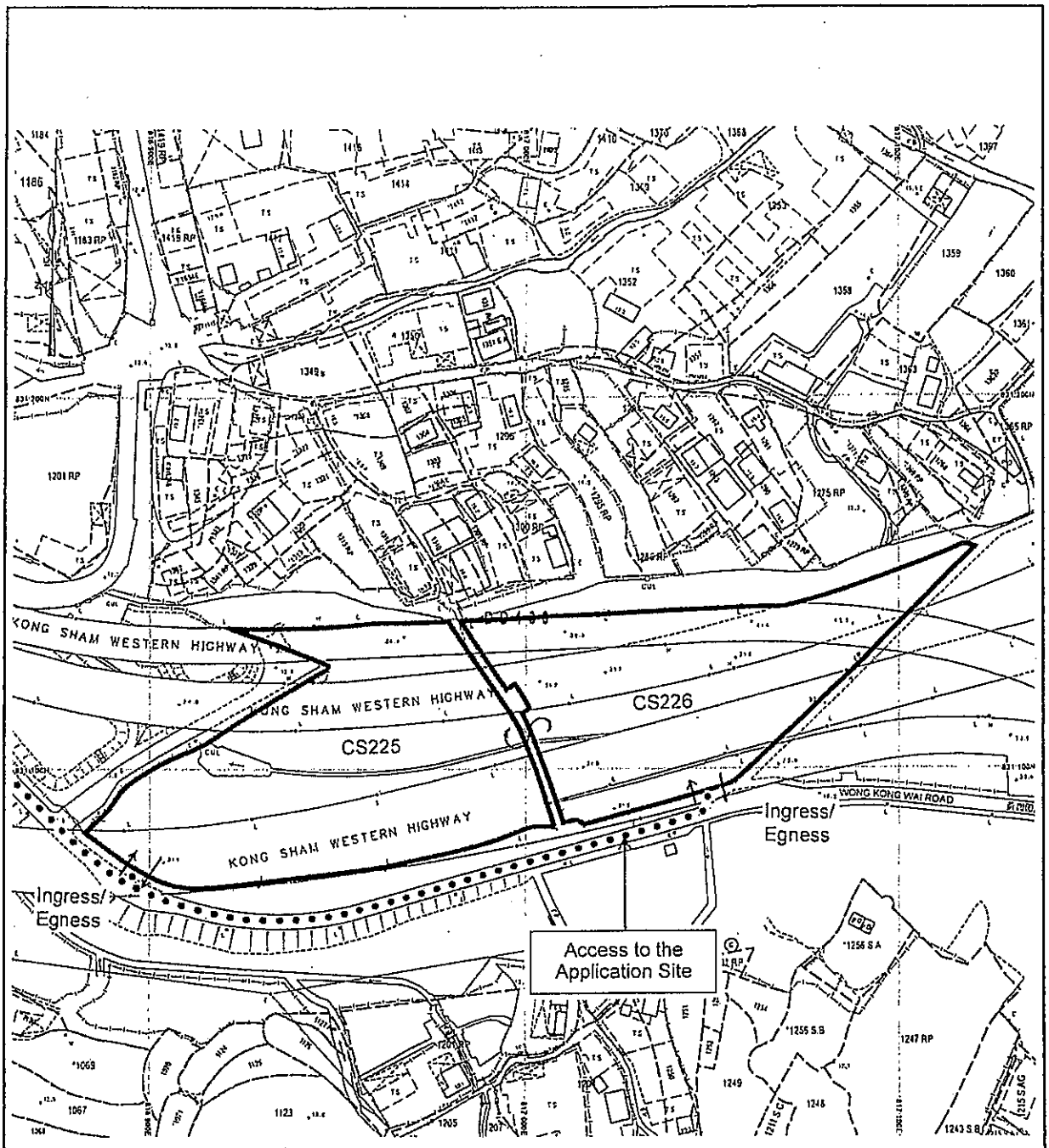


Plan 1 (Location Plan)



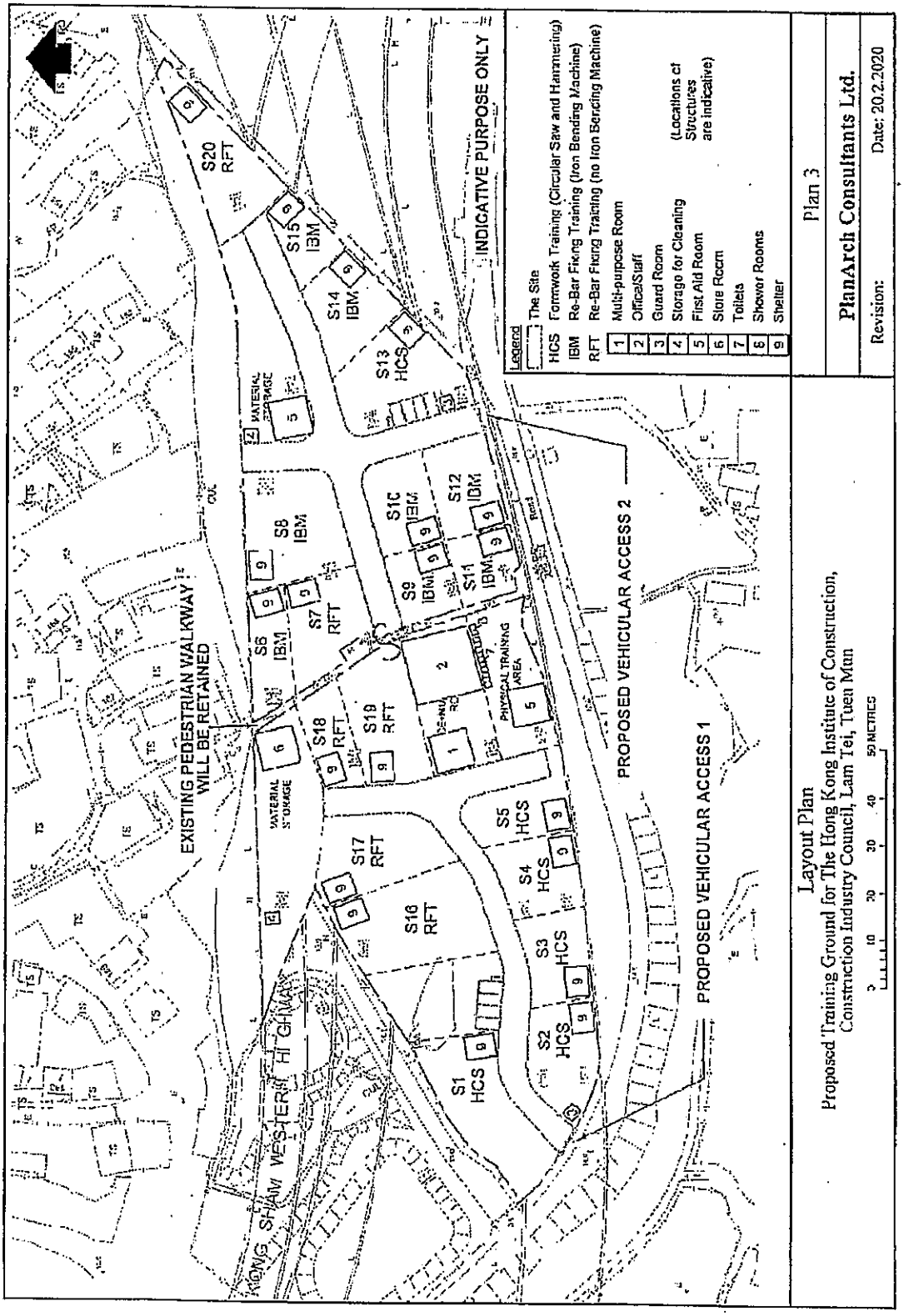
Plan Based on Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTYY/12	Location Plan Proposed Training Ground for The Hong Kong Institute of Construction, Construction Industry Council, Lam Tei, Tuen Mun 0 200 400 METRES	Plan 1 PlanArch Consultants Ltd. Revision: Date: 23.1.2020

Plan 2 (Site Plan)



Legend The Application Site Base Plan Extracted from Lot Index Plan No. ags_S0000009873_0001 Reference No. 6-NW-22A & 6-NW-17C, Prepared by the District Survey Land Information Centre on 18.12.2018	Site Plan Proposed Training Ground for The Hong Kong Institute of Construction, Construction Industry Council, Lam Tei, Tuen Mun 0 10 20 30 40 50 METRES	Plan 2 **PlanArch Consultants Ltd.** Revision: Date: 20.10.2019

Plan 3 (Layout Plan)



☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public g

{In Archive} Fw: Renewal of Planning Permission (No. A/TM-LTYY/398) Temporary Training Ground (HKIC, CIC) at Lam Tei
08/05/2023 08:55

From: Danny Hoi Hei NG/PLAND/HKSARG
To: tpbpd/PLAND/HKSARG@PLAND
File Ref:

Archive: This message is being viewed in an archive.

----- Forwarded by Danny Hoi Hei NG/PLAND/HKSARG on 08/05/2023 08:55 -----

From: [redacted]
To: "dhhng@pland.gov.hk" <dhhng@pland.gov.hk>
Cc: [redacted]
Date: 05/05/2023 18:57
Subject: Renewal of Planning Permission (No. A/TM-LTYY/398) Temporary Training Ground (HKIC, CIC) at Lam Tei

Dear Mr. NG,

We refer to the captioned subject.

We confirm that the development parameters and development proposal are the same as before proposal.

Best regards,
Ferrero Yip

取得 iOS 版 Outlook

Ferrero Yip

Assistant Manager – Estates
Office

CONSTRUCTION INDUSTRY COUNCIL

[redacted]

Tel: [redacted] Email: [redacted]

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public g

Fw: Application No. A/TM-LTYY/456 - Departmental Comments
22/05/2023 08:58

From: Eva Ka Yan TAM/PLAND/HKSARG
To: tpbpd@pland.gov.hk

----- Forwarded by Eva Ka Yan TAM/PLAND/HKSARG on 22/05/2023 08:57 -----

From: [redacted]
To: "ekytam@pland.gov.hk" <ekytam@pland.gov.hk>
Cc: [redacted]
Date: 19/05/2023 15:02
Subject: RE: Application No. A/TM-LTYY/456 - Departmental Comments

Dear Ms TAM,

We refer to your email dated 19 May 2023.

Please find the latest FSI proposal for your perusal.

Thanks & regards,
Ferrero YIP

H20003-PD-020_FSI resubmission_210906_drawing_sign c.pdf

Ferrero Yip

Assistant Manager – Estates
Office

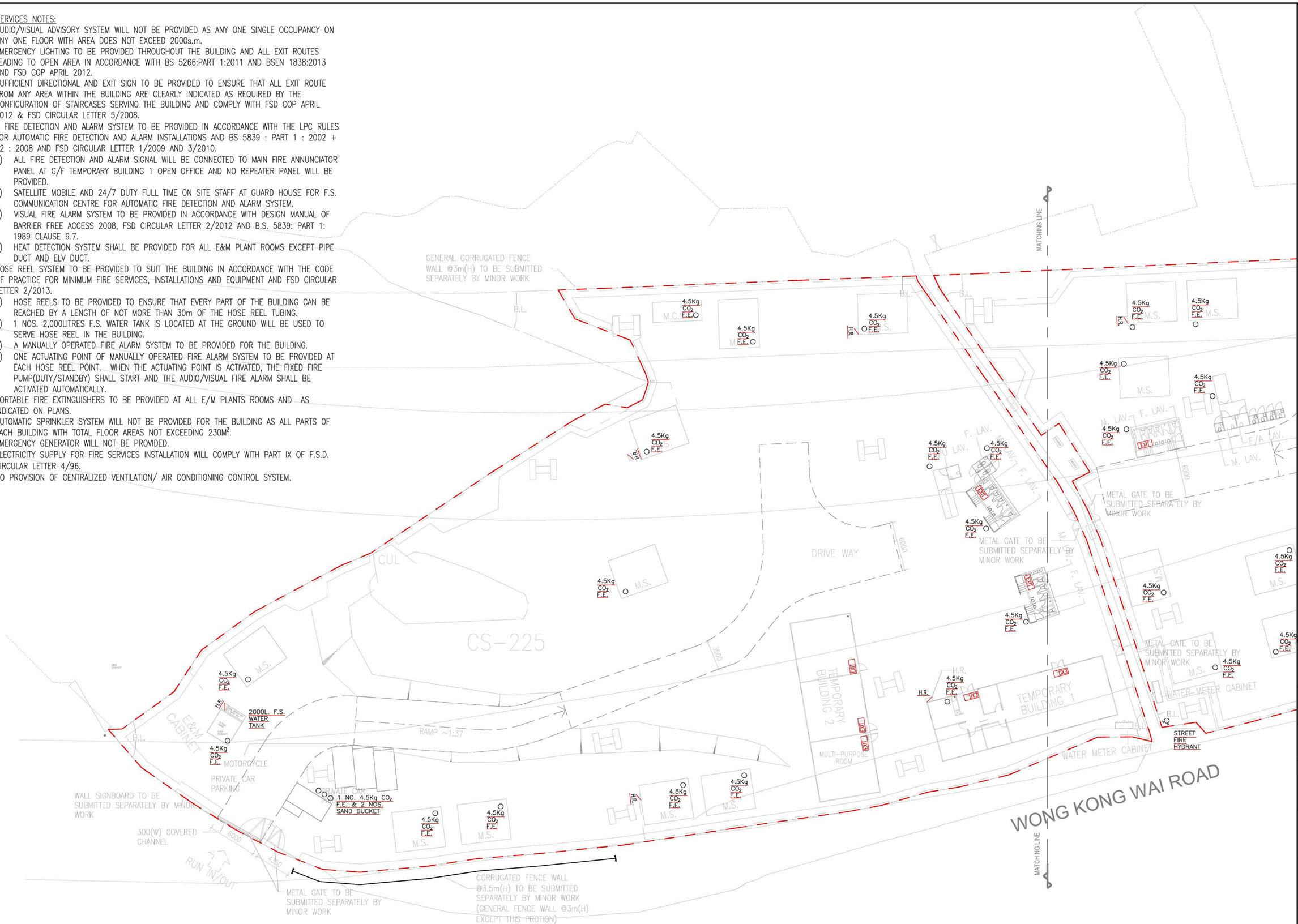
CONSTRUCTION INDUSTRY COUNCIL

[redacted]

Tel: [redacted] Email: [redacted]

FIRE SERVICES NOTES:

1) AUDIO/VISUAL ADVISORY SYSTEM WILL NOT BE PROVIDED AS ANY ONE SINGLE OCCUPANCY ON ANY ONE FLOOR WITH AREA DOES NOT EXCEED 2000s.m.
2) EMERGENCY LIGHTING TO BE PROVIDED THROUGHOUT THE BUILDING AND ALL EXIT ROUTES LEADING TO OPEN AREA IN ACCORDANCE WITH BS 5266:PART 1:2011 AND BSEN 1838:2013 AND FSD COP APRIL 2012.
3) SUFFICIENT DIRECTIONAL AND EXIT SIGN TO BE PROVIDED TO ENSURE THAT ALL EXIT ROUTE FROM ANY AREA WITHIN THE BUILDING ARE CLEARLY INDICATED AS REQUIRED BY THE CONFIGURATION OF STAIRCASES SERVING THE BUILDING AND COMPLY WITH FSD COP APRIL 2012 & FSD CIRCULAR LETTER 5/2008.
4) A FIRE DETECTION AND ALARM SYSTEM TO BE PROVIDED IN ACCORDANCE WITH THE LPC RULES FOR AUTOMATIC FIRE DETECTION AND ALARM INSTALLATIONS AND BS 5839 : PART 1 : 2002 + A2 : 2008 AND FSD CIRCULAR LETTER 1/2009 AND 3/2010.
   a) ALL FIRE DETECTION AND ALARM SIGNAL WILL BE CONNECTED TO MAIN FIRE ANNUNCIATOR PANEL AT G/F TEMPORARY BUILDING 1 OPEN OFFICE AND NO REPEATER PANEL WILL BE PROVIDED.
   b) SATELLITE MOBILE AND 24/7 DUTY FULL TIME ON SITE STAFF AT GUARD HOUSE FOR F.S. COMMUNICATION CENTRE FOR AUTOMATIC FIRE DETECTION AND ALARM SYSTEM.
   c) VISUAL FIRE ALARM SYSTEM TO BE PROVIDED IN ACCORDANCE WITH DESIGN MANUAL OF BARRIER FREE ACCESS 2008, FSD CIRCULAR LETTER 2/2012 AND B.S. 5839: PART 1: 1989 CLAUSE 9.7.
   d) HEAT DETECTION SYSTEM SHALL BE PROVIDED FOR ALL E&M PLANT ROOMS EXCEPT PIPE DUCT AND ELV DUCT.
5) HOSE REEL SYSTEM TO BE PROVIDED TO SUIT THE BUILDING IN ACCORDANCE WITH THE CODE OF PRACTICE FOR MINIMUM FIRE SERVICES, INSTALLATIONS AND EQUIPMENT AND FSD CIRCULAR LETTER 2/2013.
   a) HOSE REELS TO BE PROVIDED TO ENSURE THAT EVERY PART OF THE BUILDING CAN BE REACHED BY A LENGTH OF NOT MORE THAN 30m OF THE HOSE REEL TUBING.
   b) 1 NOS. 2,000LITRES F.S. WATER TANK IS LOCATED AT THE GROUND WILL BE USED TO SERVE HOSE REEL IN THE BUILDING.
   c) A MANUALLY OPERATED FIRE ALARM SYSTEM TO BE PROVIDED FOR THE BUILDING.
   d) ONE ACTUATING POINT OF MANUALLY OPERATED FIRE ALARM SYSTEM TO BE PROVIDED AT EACH HOSE REEL POINT. WHEN THE ACTUATING POINT IS ACTIVATED, THE FIXED FIRE PUMP(DUTY/STANDBY) SHALL START AND THE AUDIO/VISUAL FIRE ALARM SHALL BE ACTIVATED AUTOMATICALLY.
6) PORTABLE FIRE EXTINGUISHERS TO BE PROVIDED AT ALL E/M PLANTS ROOMS AND AS INDICATED ON PLANS.
7) AUTOMATIC SPRINKLER SYSTEM WILL NOT BE PROVIDED FOR THE BUILDING AS ALL PARTS OF EACH BUILDING WITH TOTAL FLOOR AREAS NOT EXCEEDING 230M^2.
8) EMERGENCY GENERATOR WILL NOT BE PROVIDED.
9) ELECTRICITY SUPPLY FOR FIRE SERVICES INSTALLATION WILL COMPLY WITH PART IX OF F.S.D. CIRCULAR LETTER 4/96.
10) NO PROVISION OF CENTRALIZED VENTILATION/ AIR CONDITIONING CONTROL SYSTEM.



KEY PLAN

ZONE 1

REV.	DESCRIPTION	DATE

CLIENT: 香港建造學院 HONG KONG INSTITUTE OF CONSTRUCTION

ARCHITECT: A.LEAD architects ltd. 領建建築師事務所有限公司

E&M CONSULTANT: PineBridge Consulting Limited

AUTHORIZED PERSON (LIST A):

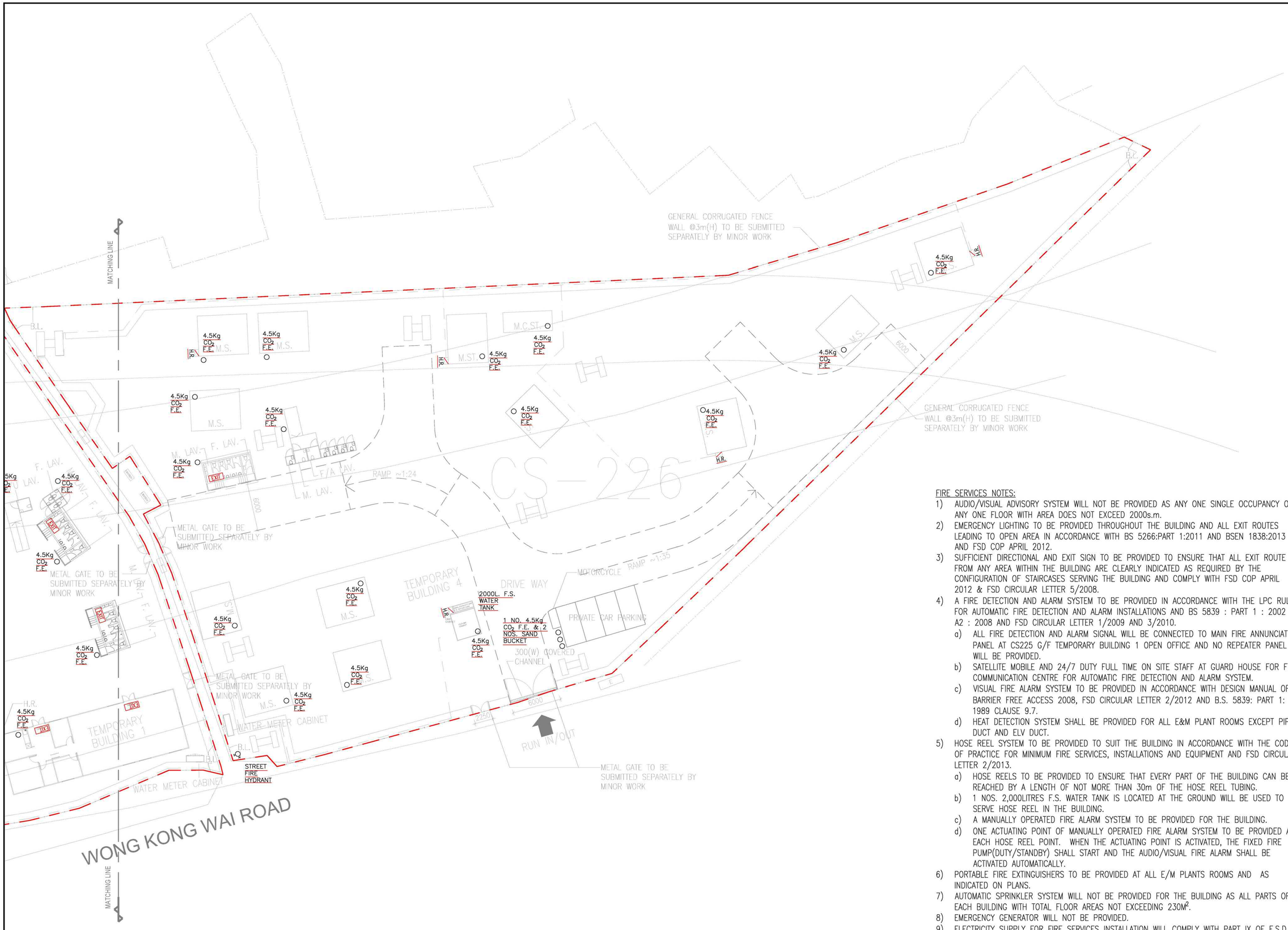
PROJECT TITLE:
CIC TRAINING GROUND AT LAM TEI NT, HK

DRAWING TITLE:
F.S. NOTE & LAYOUT PLAN (SHEET 1 OF 2)

CONTRACT REFERENCE:
C20029

SCALE:	DATE:
1:150 @A0	SEPT 2021
DESIGN:	APPROVED:
RN	KKL

DRAWING NUMBER:
C20029-FS-901



FIRE SERVICES NOTES:

1) AUDIO/VISUAL ADVISORY SYSTEM WILL NOT BE PROVIDED AS ANY ONE SINGLE OCCUPANCY ON ANY ONE FLOOR WITH AREA DOES NOT EXCEED 2000s.m.
2) EMERGENCY LIGHTING TO BE PROVIDED THROUGHOUT THE BUILDING AND ALL EXIT ROUTES LEADING TO OPEN AREA IN ACCORDANCE WITH BS 5266:PART 1:2011 AND BSEN 1838:2013 AND FSD COP APRIL 2012.
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   a) ALL FIRE DETECTION AND ALARM SIGNAL WILL BE CONNECTED TO MAIN FIRE ANNUNCIATOR PANEL AT CS225 G/F TEMPORARY BUILDING 1 OPEN OFFICE AND NO REPEATER PANEL WILL BE PROVIDED.
   b) SATELLITE MOBILE AND 24/7 DUTY FULL TIME ON SITE STAFF AT GUARD HOUSE FOR F.S. COMMUNICATION CENTRE FOR AUTOMATIC FIRE DETECTION AND ALARM SYSTEM.
   c) VISUAL FIRE ALARM SYSTEM TO BE PROVIDED IN ACCORDANCE WITH DESIGN MANUAL OF BARRIER FREE ACCESS 2008, FSD CIRCULAR LETTER 2/2012 AND B.S. 5839: PART 1: 1989 CLAUSE 9.7.
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   a) HOSE REELS TO BE PROVIDED TO ENSURE THAT EVERY PART OF THE BUILDING CAN BE REACHED BY A LENGTH OF NOT MORE THAN 30m OF THE HOSE REEL TUBING.
   b) 1 NOS. 2,000LITRES F.S. WATER TANK IS LOCATED AT THE GROUND WILL BE USED TO SERVE HOSE REEL IN THE BUILDING.
   c) A MANUALLY OPERATED FIRE ALARM SYSTEM TO BE PROVIDED FOR THE BUILDING.
   d) ONE ACTUATING POINT OF MANUALLY OPERATED FIRE ALARM SYSTEM TO BE PROVIDED AT EACH HOSE REEL POINT. WHEN THE ACTUATING POINT IS ACTIVATED, THE FIXED FIRE PUMP(DUTY/STANDBY) SHALL START AND THE AUDIO/VISUAL FIRE ALARM SHALL BE ACTIVATED AUTOMATICALLY.
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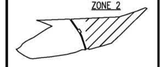
8) EMERGENCY GENERATOR WILL NOT BE PROVIDED.
9) ELECTRICITY SUPPLY FOR FIRE SERVICES INSTALLATION WILL COMPLY WITH PART IX OF F.S.D. CIRCULAR LETTER 4/96.
10) NO PROVISION OF CENTRALIZED VENTILATION/ AIR CONDITIONING CONTROL SYSTEM.
11) THE WATER SUPPLY FOR STREET FIRE HYDRANT SYSTEM TO BE DIRECTLY FED FROM TOWN MAINS TO PROVIDE A TOTAL OUTPUT OF NOT LESS THAN 4000 L/MIN FROM ANY ONE STREET FIRE HYDRANT WITH A MINIMUM RUNNING PRESSURE OF 170kPA.

KEY PLAN



REV.	DESCRIPTION	DATE

CLIENT:
香港建造學院 HONG KONG INSTITUTE OF CONSTRUCTION

ARCHITECT:
A.LEAD architects ltd. 領建建築師事務所有限公司

E&M CONSULTANT:
PineBridge Consulting Limited

AUTHORIZED PERSON (LIST A):
[redacted]

PROJECT TITLE:
CIC TRAINING GROUND AT LAM TEI, NT, HK

DRAWING TITLE:
F.S. NOTE & LAYOUT PLAN (SHEET 2 OF 2)

CONTRACT REFERENCE:
C20029

SCALE:	DATE:
1:150 @A0	SEPT 2021
DESIGN:	APPROVED:
RN	KKL

DRAWING NUMBER:
C20029-FS-902

RE: Planning Application No. A/TM-LTYY/456 - Departmental Comments30/05/2023 14:31
From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
Cc: "dhhng@pland.gov.hk" <dhhng@pland.gov.hk>, "ekytam@pland.gov.hk"
[redacted]

1 Attachment

LTTGGC_FS251.pdf

Dear Sir/Madam,

With reference to below email.

Please find the latest FS251 for your perusal.

In addition, we confirm to maintain the existing tree planting within the Site in good condition at all times during the planning approval period.

Thanks & regards,
Ferrero YIP

Ferrero Yip
Assistant Manager – Estates Office
CONSTRUCTION INDUSTRY COUNCIL
[redacted]

CONSTRUCTION INDUSTRY COUNCIL 建造業議會

Follow us

FSD Ref.: 消防處檔號

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

Serial Number: 30216031597

Name of Client 顧客姓名
Construction Industry Council - Lam Tei Training Ground

Address 地址
Government Land (STT no. MX 18030 : CS-225 & CS-226),
Kong Sham Western Highway,Wong Kong Wai Road, Lam Tei, Tuen Mun, NT

Type of Building 樓宇類型: ☐ Industrial 工業 ☐ Commercial 商業 ☐ Domestic 住宅 ☐ Composite 綜合 ☐ Licensed premises 持牌處所 ☐ Institutional 社團

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

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

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)

Part 2 第二部 Installation / Modification / Repair / Inspection works 裝置/改裝/修理/檢查工作

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Nature of Work Carried out 完成之工作內容	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)
24	23 nos. x 2 kg dry powder F.E.	STT No. MX 18030 : CS-225 & CS-226	F.E. for replaced	Conforms with FSD requirements	15/03/2023
24	9 nos. x 5 kg dry powder F.E.	Ditto	Ditto	Ditto	15/03/2023

Part 3 第三部 Defects 損壞事項

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Outstanding Defects 未修缺點	Comment on Defects 缺點評述

Remark 備註

I/We hereby certify that the above installations/equipment have been tested and found to be in efficient working order in accordance with the Codes of Practice for Minimum Fire Service Installations and Equipment and Inspection, Testing and Maintenance of Installations and Equipment published from time to time by the Director of Fire Services. Defects are listed in Part 3.

本人藉此證明以上之消防裝置及設備經試驗，證明性能良好，符合消防處處長不時公佈的最低限度之消防裝置及設備守則與裝置及設備之檢查測試及保養守則的規格，損壞事項列於第三部.

如證書涉及年檢事項，應張貼於大廈或處所當眼處以供消防處人員查核
This certificate should be displayed at prominent location of the building or premises for FSD's inspection if any annual maintenance work is involved.

For and on behalf of
美利堅消防工程有限公司
AMERICAN FIRE ENGINEERING COMPANY LIMITED

Authorized Signature: 受權人簽署
Name: 姓名 [redacted]
FSD/RC No.: 消防處註冊號碼 RC 3 / 0216 RC /
Company Name: 公司名稱 Chung Ping Luen
Telephone: 聯絡電話 [redacted]
Date: 日期 16/03/2023

For FSD use only
Inspected
Key-in
Verified

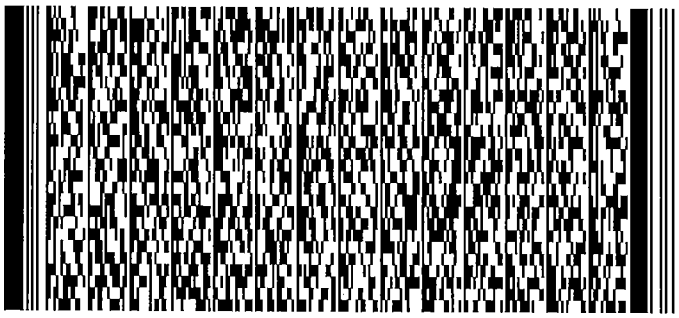
Serial Number

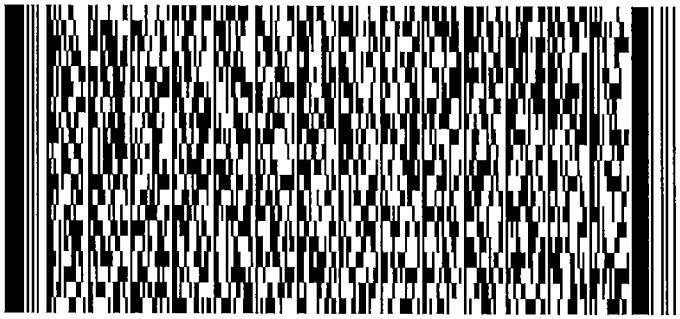
30216031597

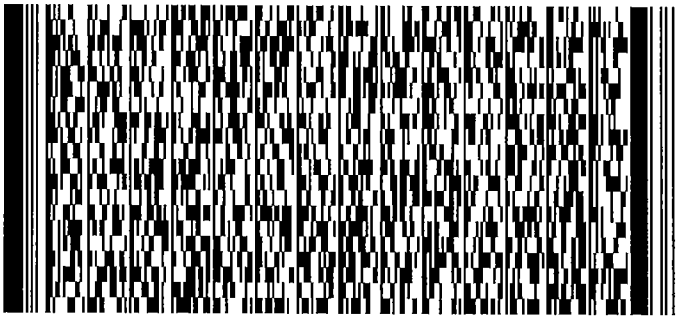
Name of Client 顧客姓名

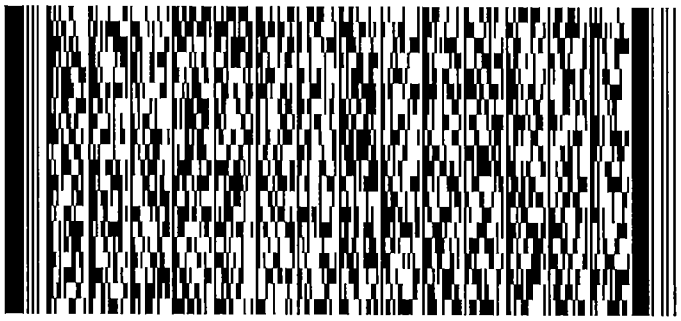
Construction Industry Council - Lam Tei Training Ground

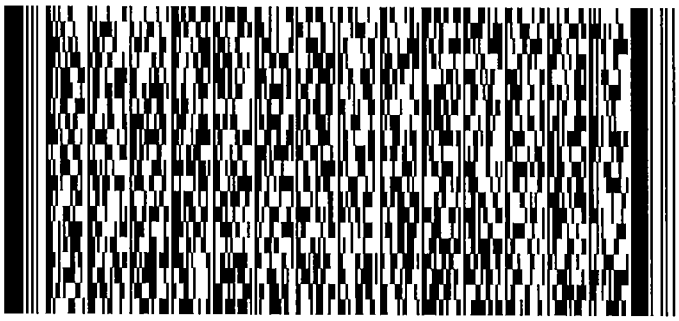
Part 2 第二部 Installation / Modification / Repair / Inspection works 裝置/改裝/修理/檢查工作					
Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Nature of Work Carried out 完成之工作內容	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)
24	1 no. x 5 kg CO2 F.E.	STT No. MX 18030 : CS-226	F.E. for replaced	Conforms with FSD requirements	15/03/2023











Serial Number

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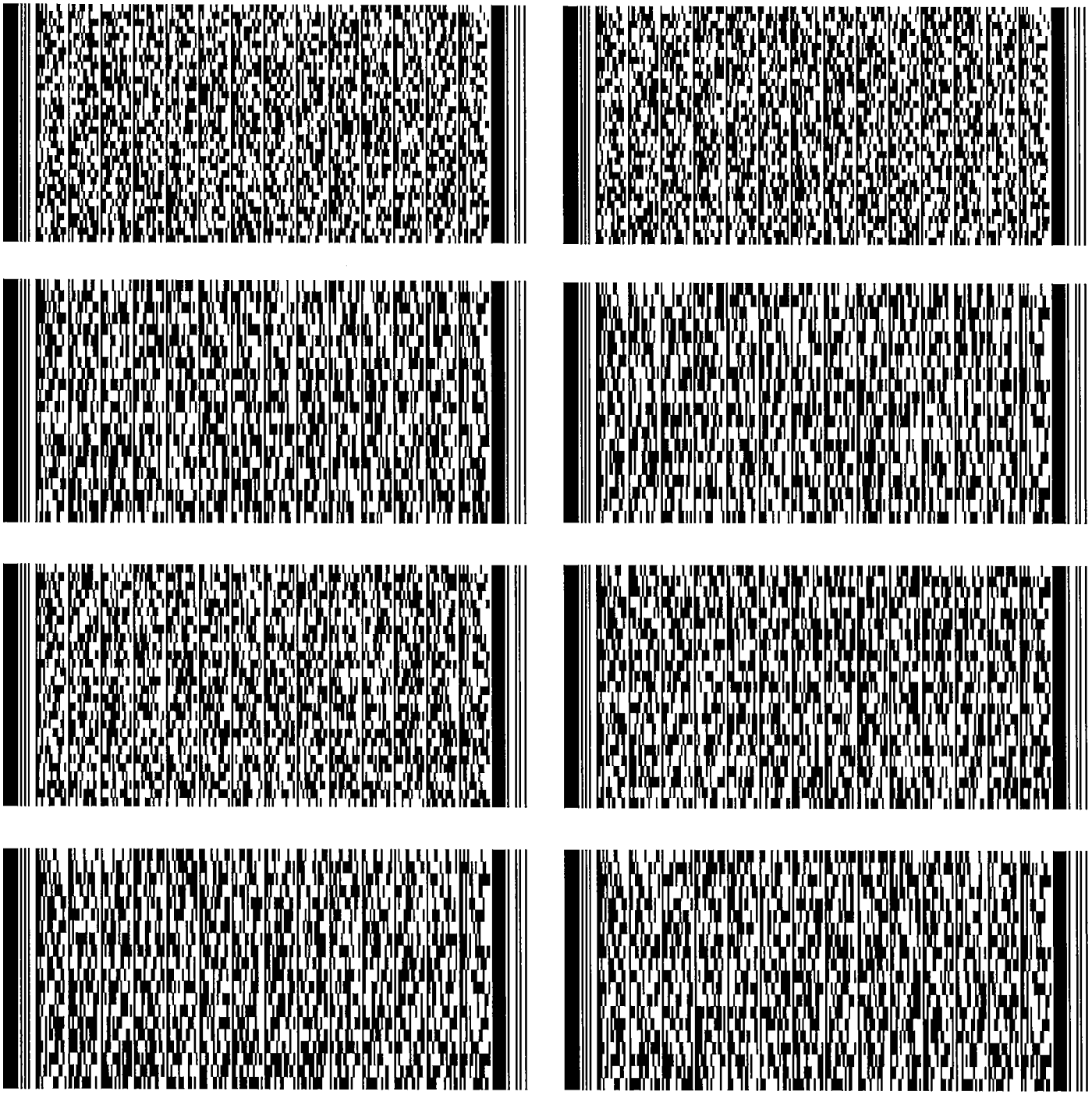
Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground



RE: Planning Application No. A/TM-LTYY/456 - Departmental Comments05/06/2023 11:10
From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
Cc: [redacted]ekytam@pland.gov.hk" <ekytam@pland.gov.hk>, "dhhng@pland.gov.hk" <dhhng@pland.gov.hk>
History:
This message has been forwarded.

1 Attachment

20230605 RtoC_TD comments.pdf

Dear Sir/Madam,

With reference to below email.

Please find the attached responses to comments for your perusal.

The relevant TIA report can be downloaded at below link.
https://drive.google.com/drive/folders/1toxQVIjMewotpp-ZQxUjLdJIxZ6V4h2j?usp=sharing

Thanks & regards,
Ferrero YIP

Ferrero Yip
Assistant Manager – Estates Office
CONSTRUCTION INDUSTRY COUNCIL
[redacted]

CONSTRUCTION INDUSTRY COUNCIL 建造業議會

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Application No. A/TM-LTYY/456 under s.16 of the Town Planning Ordinance

Summary of Responses to Comments (5 June 2023)

	Comments	Responses
	Comments from Commissioner for Transport via PlanD's email dated 1 June 2023	
a.	Please advise the number of vehicular and pedestrian trip generation and attraction by the subject site.	Please refer to the submitted TIA report.
b.	Please clarify if any shuttle service will be provided by the subject site.	No shuttle service will be provided.
c.	Please clarify the size of proposed private car and motorcycle parking spaces and their locations as they are not easily readable on the layout plan	Please refer to Figure 2.2 of the submitted TIA report. Parking space of private car: 5m x 2.5m Parking space of motorcycle: 2.4m x 1m
d.	Please clarify the width of the proposed two vehicular accesses and the internal driveways of the subject site.	About 6m width.
e.	Please supplement the swept path analysis showing the vehicles (i) using the private car and motorcycle parking spaces, (ii) manoeuvring within the internal driveway, and (iii) entering and leaving the site from Wong Kong Wai Road through the proposed vehicular accesses.	Please refer to Figure 2.3 to 2.5 of the submitted TIA report.

f.	Please justify that the proposed parking provisions are sufficient to cater for the parking demand due to the proposed use.	Please refer to Section 2.4 of the submitted TIA report
g.	It is noted that internal driveways are reserved within the subject site. Please ensure that no queuing and / or waiting of motor vehicles from the subject site onto public roads would occur and no motor vehicles shall be permitted to reverse into and out of the subject site onto adjacent public roads or Government Land.	Noted.

Appendix 6
Traffic Impact Assessment

Document Status Control Record

Proposed Training Ground in Lam Tei
for the Hong Kong Institute of Construction
Construction Industry Council

Traffic Impact Assessment

Originating Organisation : LLA Consultancy Limited Unit 610, 6/F, Island Place Tower, 510 King's Road, North Point, Hong Kong	Prepared by: [redacted]	[redacted]	Date: 13 February 2020
	Approved by: [redacted]	[redacted]	Date: 13 February 2020
	Revision No.: -		Date of Issue: 13 February 2020

1 INTRODUCTION

1.1 Background

1.1.1 The Construction Industry Council (CIC) intends to develop a training ground at a vacant site underneath the Kong Sham Western Highway in Lam Tei, Tuen Mun. In view of the planning context of the Site, a Section 16 planning application is required and a traffic impact assessment (TIA) to support the application is necessary.

1.1.2 LLA Consultancy Limited was commissioned to carry out a traffic impact assessment study to assess the potential traffic impact from the updated proposal on the traffic network in the vicinity and propose suitable mitigation measures to improve the traffic conditions, if necessary.

1.2 Objectives

1.2.1 The objectives of this study can be summarized as follows:

- to review the existing traffic conditions in the surrounding road network;
- to estimate the traffic generation/ attraction of the proposed training ground;
- to project the future traffic situation in the surrounding road network;
- to appraise the potential traffic impact of the proposed training ground; and
- to recommend the internal transport facilities for the proposed training ground based on the operational needs.

2 THE PROPOSED DEVELOPMENT

2.1 The Site

2.1.1 The Site for the proposed training ground consists of two pieces of vacant government land under reference no. CS-225 (Part) and CS-226 (Part), separated by an existing footpath. It has a total area of about 10,300 m^2. It is located mainly under the existing Kong Sham Western Highway near Nai Wai Village, Lam Tei, Tuen Mun and the location of the Site is shown in **Figure 2.1**.

2.1.2 At present, the Site is about 500m from Castle Peak Road-Lam Tei and can be accessed via Wong Kong Wai Road. The Site can also be accessed from Castle Peak Road-Hung Shui Kiu Section via Fuk Hang Tsuen Road but the distance is comparatively longer.

2.2 The Proposed Training Ground

2.2.1 The proposed training ground will accommodate a total of 400 nos. of students and of 20 nos. of staff. The operating hours will be from 08:00 to 17:00 on Mondays to Fridays and 08:00 to 13:00 on Saturdays. The key development parameters are listed out in **Table 2.1**.

Table 2.1 Key Development Parameters

Item	Details
Site Area	10,300 m^2
Number of Students	400
Number of Staff	20

2.3 Access Arrangements

2.3.1 The Site consists of two pieces of land and they are separated by a footpath. So, one vehicular access (6m in width) is proposed to serve each piece of land and a total of two vehicular accesses will be provided. The layout of the proposed training ground is shown in **Figure 2.2**.

2.3.2 Swept path analysis is conducted to demonstrate there are sufficient maneuvering spaces for vehicles maneuvering in/out of the proposed training ground (refer to **Figure 2.3**, **2.4** and **2.5**).

2.4 Proposed Car parking and Loading/unloading Provisions

2.4.1 There is no specific guideline set in the Hong Kong Planning Standards and Guidelines for training grounds, the proposed car parking provision will be based on the existing provisions of other CIC training grounds as well as meeting the operational needs. **Tables 2.1** listed out the existing car parking provisions at the five existing training grounds operated by CIC.

Table 2.2 Car Parking Provisions of the Existing CIC Training Grounds – Bar Bending and Timber Formwork Training

Site	Name of Training Ground	Maximum Staff No.	Maximum Student No.	No. of Carparking Provision	No. of space / staff
1	Kwun Tong - Wai Lok Street	28	400	8	0.29
2	Tin Yuet Road	7	90	2	0.29
3	5-7 Wong Lung Hang Road, Tung Chung	6	70	2	0.33
4	Tung Chau Street, Sham Shui Po	4	60	0	0
5	Siu Lun Street, Tuen Mun	5	80	2	0.40

2.4.2 For all the existing CIC training grounds, the car parking spaces are solely reserved for staff use and no space is allowed for visitors and trainers. Having considered the provision rate per staff at the five existing training grounds, it is suggested to provide 8 car parking spaces, which is equivalent to the rate of 0.4 space/staff, for the proposed training ground. Also, two additional motorcycle parking spaces will also be provided to serve the possible demand.

2.4.3 There is no regular loading/unloading demand at the proposed training ground. The minimal loading/unloading activities can be carried out along the internal access road and will not generate a traffic queue onto the public road.

3 EXISTING TRAFFIC SITUATION

3.1 Existing Road Network

3.1.1 The Site has one frontage at Wong Kong Wai Road, which is a single track access road with various passing bays. The capacity of this type of single track access road is 100 vehicles/hour. It forms a left-in-left-out priority junction with Castle Peak Road-Lam Tei.

3.1.2 Castle Peak Road-Lam Tei is a district distributor road connecting Tuen Mun to Hung Shui Kui. If forms the primary access for all local developments and villages along the road.

3.1.3 Fuk Hang Tsuen Road is a local road connecting Castle Peak Road-Lam Tei and Lam Tei Main Street. It forms a traffic signal controlled junction with Castle Peak Road-Lam Tei.

3.2 Traffic Count Surveys

3.2.1 In order to assess the existing traffic conditions, a traffic count survey was carried out at the following locations in the vicinity of the Site on 12 September 2019 (Thursday) and 15 January 2020 (Wednesday) during the peak hour period from 07:30 to 09:30 and 16:30 to 18:30. The locations of the surveyed junctions and the area of influence (AOI) are presented in **Figure 3.1**.

- Castle Peak Road-Lam Tei / Wong Kong Wai Road
- Castle Peak Road – Lam Tei / Fuk Hang Tsuen Road
- Wong Kong Wai Road / Man Chat Road
- Wong Kong Wai Road / Tat Fuk Road
- Fuk Hang Tsuen Road / Tat Fuk Road

3.2.2 The identified AM and PM peak hours are 08:00 – 09:00 and 16:30 – 17:30, respectively. The recorded peak hour traffic flows are presented in **Figure 3.2**.

3.3 Existing Junction Capacity Assessment

3.3.1 Based on the existing traffic flows, the performance of the key junctions during the AM and PM peak hours were assessed. The results are summarized and presented in **Table 3.1** and detailed junction capacity calculation sheets are presented in **Appendix A**.

Table 3.1 Existing Junction Capacity Assessment

No.	Junction	Type/ Capacity Index(1)	AM Peak	PM Peak
A	Castle Peak Road-Lam Tei/ Wong Kong Wai Road	Priority/DFC	0.06	0.07
B	Castle Peak Road-Lam Tei/ Fuk Hang Tsuen Road	Signalized/RC	25%	32%
C	Wong Kong Wai Road / Man Chat Road	Priority/DFC	0.05	0.07
D	Wong Kong Wai Road / Tat Fuk Road	Priority/DFC	0.03	0.03
E	Fuk Hang Tsuen Road / Tat Fuk Road	Priority/DFC	0.02	0.02

Note: (1) DFC = Design flow to capacity ratio for priority junction.
(2) RC = Reserved capacity for signalized junction.

3.3.2 **Table 3.1** indicates that all junctions are performing satisfactorily during both AM and PM peak hours.

3.4 Existing Link Capacity Assessment

3.4.1 Being a single track access road, the Volume to Capacity (V/C) Ratios of Wong Kong Wai Road were assessed and the results are presented in **Table 3.2**.

Table 3.2 Link Capacity Assessments

Road	Direction	Capacity (veh/hr) [A]	Peak hour Traffic Flow				V/C Ratio [B] / [A]	
			pcu/hr		veh/hr [B]			
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Wong Kong Wai Road (between Site Access and Castle Peak Rd)	2-way	100	79	85	66	71	0.66	0.71

3.4.2 As shown in **Table 3.2**, the concerned section of Wong Kong Wai Road is operating with spare capacities during both AM and PM peak hours.

3.5 Existing Public Transport Services

3.5.1 At present, there are 13 existing bus routes and one minibus route travelling along Castle Peak Road. The details of the bus/minibus routes are shown in **Table 3.3** and the locations of various public transport services are marked on **Figure 3.3**.

Table 3.3 Existing Public Transport Routes

Mode	Route No.	Origin-Destination	Frequency (min)
Bus	53	Yuen Long Station – Tsuen Wan West Station PTI	25 – 35
	63X	Hung Shui Kiu (Hung Fuk Estate) – West Kowloon Station	12 – 30
	68A	Yuen Long (Long Ping) – Tsing Yi Station	8 – 20
	258A	Hung Shui Kiu – Lam Tin Station	07:20
	258P	Lam Tin Station – Hung Ting Road (Hung Fuk Estate)	12 – 30
	261P	Ng Lau Road (Tsing Lun Road) – Tin Ping Estate	3 per day
	960A	Central (Worldwide House) – Hung Shui Kiu (Hung Fuk Estate)	18:30
	960B	Quarry Bay (Kings Road) – Hung Shui Kiu (Hung Fuk Estate)	4 per day
	960P	Hung Shui Kiu (Hung Yuen Road) – Wan Chai North	10 per day
	960X	Hung Shui Kiu (Hung Yuen Road) – Quarry Bay (King's Road)	5 per day
	A33P	Tuen Mun Chung Uk Tsuen – Airport	07:05
	B2	Yuen Long Station – Shenzhen bay Port	10 – 20
	N969	Causeway Bay (Moreton Terrace) – Tin Shui Wai Town Centre	20 – 30
GMB	606S	Yuen Long (Fung Cheung Road) – Tsum Sha Tsui East	6 – 13

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

4.1.1 The proposed training ground is planned to be completed by 2021. Therefore, the design year for the subsequent traffic impact assessment will be 2024, i.e. 3 years after the commencement of operation.

4.2 Adjacent Approved Developments

4.2.1 To estimate the future traffic flows, updated information has been obtained from available information regarding the planned and approved developments in the vicinity of the study area. Details of these developments are given in **Table 4.1**.

Table 4.1 Details of Planned and Approved Developments

Site	Ref.	Location	Use	Content
S1	DC 2016/78	Hung Shui Kiu Development	Residential	61,000 units
			Commercial	2,000,000m^2
			Industrial	4,300,000m^2
S2	A/TM-LTYY/249-2	Proposed Comprehensive Development Area at Lots in D.D.130, Lam Tei	Residential	126 units
S3	A/TM-LTYY/290	Proposed Flat Development at Lots in D.D.130, Lam Tei	Residential	132 units
S4	A/TM-LTYY/337	Proposed Flat at Lots in D.D.130, San Hing Road, Lam Tei	Residential	35 units
S5	LC Paper No. CB(2)350/16-17(03)	RCHE at Fuk Hang Tsuen Road, Lam Tei by Pok Oi Hospital	RCHE	1,405 beds

4.2.2 Reference was also made to the latest set of traffic generation and attraction rates published by the Transport Department for the estimation of the traffic generated by these developments. The traffic generation/attractions by these adjacent developments are taken into account in the following assessment.

4.3 Future Traffic Flows

4.3.1 In order to establish the traffic growth rate in the vicinity of the Site, reference was made to the 2014 to 2018 Annual Traffic Census Reports published by Transport Department, reporting on the annual average daily traffic (AADT) flows at the counting stations in the territory. The details of the counting stations in the study area and the corresponding counts are shown in **Table 4.2**.

Table 4.2 Annual Traffic Census Data

Stn. No.	Road Section			AADT(1)					Avg. Growth%
	Road	From	To	2014	2015	2016	2017	2018	
5296	Castle Peak Road – Lingnan	Fu Tei Road	Lam Tei Int	8,860	8,790 (-0.8%)	9,150 (4.1%)	9,010 (-1.5%)	10,030 (11.3%)	3.1%
6604	Lam Tei Main Street	Castle Peak Road - Lam Tei	Fuk Hang Tsuen Road	890	1,060 (19.1%)	1,170 (10.4%)	1,190 (1.7%)	880 (-26.1%)	-0.3%
6213	Castle Peak Road – Hung Shui Kiu	Tin Ha Road	Lam Tei Int	33,510	31,720 (-5.3%)	33,490 (5.6%)	34,140 (1.9%)	32,740 (-4.1%)	-0.6%
Total				43,260	41,570 (-3.9%)	43,810 (5.4%)	44,340 (1.2%)	43,650 (-1.6%)	0.2%

Note: (1) Figures in bracket indicated the % increase/decrease between two years.

4.3.2 From **Table 4.2**, the adjacent station recorded growth between Year 2014 to Year 2018 with an annual growth rate of +0.2%.

Territorial Population and Employment Data Matrix Data

4.3.3 Reference was also made to the 2016 – based Territorial Population and Employment Data Matrix (TPEDM) published by the Planning Department (PlanD). The population and employment data of year 2016 and 2026 are summarized in **Table 4.3**.

Table 4.3 TPEDM Data – Tuen Mun

Year	Population	Employment	Total
2016	464,150	126,300	590,450
2026	534,600	140,550	675,150
Average Annual Growth Rate			**+1.35%**

4.3.4 As shown in **Table 4.3**, the average annual growth rate of population and employment number in Tuen Mun District is +1.35% between Year 2014 and Year 2026.

4.3.5 To produce a conservative estimation, the larger annual growth rate of +1.35% derived from TPDM has been adopted into the subsequent traffic forecast.

4.4 Traffic Generation for the Proposed Training Ground Development

4.4.1 Trip rates for training ground are not documented in the Transport Planning and Design Manual (TPDM) published by the Transport Department, traffic generation surveys were conducted at two selected existing training grounds. The selection criteria consider the availability of public transport, and no. of users of the training ground. The results are presented in **Table 4.4**.

Table 4.4 Proposed Training Ground Development Traffic Generation

Site	No. of Trainees	Unit/ Content	AM Peak Hour			PM Peak Hour		
			Gen.	Att.	Total	Gen.	Att.	Total
Kwun Tong - Wai Lok Street	100(1)	pcu/hr	2	4	6	3	2	5
Tin Yuet Road	30(1)	pcu/hr	1	2	3	1	1	2
Derived Trip Rates								
Kwun Tong - Wai Lok Street	-	pcu/hr/ trainee	0.0200	0.0400	-	0.0300	0.0200	-
Tin Yuet Road	-	pcu/hr/ trainee	0.0333	0.0667	-	0.0333	0.0333	-
Traffic Generation/ Attraction of the Proposed Training Ground	400	pcu/hr	14	27	41	14	14	28

Note: (1) The number of trainees during the surveyed periods are provided by the corresponding CIC training Centre.

4.4.2 As shown in the results, a set of higher traffic generation rate is obtained at Tin Yuet Road Training Ground. Also, in view of the locational characteristic (approximate 1 km away from the railway station) of Tin Yuet Road Training Ground is similar to that of the proposed training ground, its derived trip rates are adopted to estimate the traffic generation of the proposed training ground.

4.4.3 The proposed training ground will induce an additional two-way traffic of 41 pcu/hour and 28 pcu/hour during both AM and PM peak hours, respectively. The development traffic is assigned onto the road network as shown in **Figure 4.1**.

4.5 2024 Reference and Design Flows

4.5.1 The 2024 Reference Flows, i.e. the traffic flows in the local road network without the additional traffic generated by the Site is estimated based on the following equation.

2024 Reference Flows = 2019 Observed Traffic Flows x $(1 + 1.35\%)^5$ + Traffic Generated by the Adjacent Approved Development

4.5.2 The traffic arrangements for private car will be re-arranged in future scenario. The reference traffic flows are adjusted accordingly to reflect future base traffic flows.

4.5.3 The 2024 Design Flows, i.e. the traffic flows in the local road network with the additional traffic generated by the proposed training ground, were estimated based on the following equation:

2024 Design Flows = 2024 Reference Flows + Additional Development Traffic Flows

4.5.4 The 2024 Reference Flows and Design Flows are shown in **Figure 4.2** and **Figure 4.3**, respectively.

4.6 Junction Capacity Assessment

4.6.1 Assessments of the junction performance were based on the 2024 reference and design flows. The assessment results are summarized in **Table 4.5** and the calculations sheets are attached in **Appendix B**.

Table 4.5 2024 Junction Capacity Assessment

No.	Junction	Type/ Capacity Index(1)	2029 Reference		2029 Design	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Castle Peak Road-Lam Tei/ Wong Kong Wai Road	Priority/DFC	0.07	0.07	0.08	0.09
B	Castle Peak Road-Lam Tei/ Fuk Hang Tsuen Road	Signals/RC	1%	3%	-1%	2%
C	Wong Kong Wai Road / Man Chat Road	Priority/DFC	0.05	0.07	0.08	0.09
D	Wong Kong Wai Road / Tat Fuk Road	Priority/DFC	0.03	0.04	0.03	0.04
E	Fuk Hang Tsuen Road / Tat Fuk Road	Priority/DFC	0.02	0.03	0.02	0.03

Note: (1) DFC = Design flow to capacity ratio for priority junction.
(2) RC = Reserved capacity for signalized junction.

4.6.2 As shown in **Table 4.5**, junction A will operate satisfactorily in both the reference and design scenarios. For junction B at J/O Castle Peak Road – Lam Tei/Fuk Hang Tsuen Road, it will operate near its capacity.

4.6.3 In association with the proposed widening of Fuk Hang Tsuen Road, a junction modification works at J/O Castle Peak Road – Lam Tei/Fuk Hang Tsuen Road was being planned. The traffic situation discussed in **Table 4.5** would be an interim stage and will be improved upon the completion of the road works. Details of the junction improvement works will be discussed in the following section.

4.7 Junction Improvement at J/O Castle Peak Road-Lam Tei/ Fuk Hang Tsuen Road

4.7.1 It is estimated that J/O Castle Peak Road – Lam Tei/Fuk Hang Tsuen Road will be operating beyond its capacity during both AM and PM peak hour. Based on the public information available, it is understood that the existing 6.5m Fuk Hang Tsuen Road will be widened to 10.3m. Also, J/O Castle Peak Road – Lam Tei/Fuk Hang Tsuen Road will be modified and a junction improvement scheme is formulated and presented in **Figure 5.**

4.7.2 The junction performance is re-assessed based on the improved junction layout. The results are presented in **Table 4.6** and detailed junction capacity calculation sheets are presented in **Appendix C**.

Table 4.6 Junction Capacity Assessment for Design Year 2024 with Junction Improvement)

No.	Junction Location	Type /Capacity Index(1)	2024 Design			
			Without Improvement		With Improvement	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
J1	Castle Peak Road – Lam Tei/Fuk Hang Tsuen Road	Signalized /RC	-1%	2%	3%	2%

4.7.3 As shown in **Table 4.6**, the junction performance of J/O Castle Peak Road – Lam Tei/Fuk Hang Tsuen Road will be improved upon the completion of the junction modification works. Therefore, the proposed residential development is acceptable in traffic point of view.

4.8 Link Capacity Assessment

4.8.1 Being a single track access road, the Volume to Capacity (V/C) Ratios of Wong Kong Wai Road were assessed and the results are presented in **Table 4.7**.

Table 4.6 Link Capacity Assessments

Road	Direction	Capacity (veh/hr) [A]	Peak hour Traffic Flow				V/C Ratio [B] / [A]	
			pcu/hr		veh/hr [B]			
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Wong Kong Wai Road (between Site Access and Castle Peak Rd)	2-way	100	107	106	90	90	0.9	0.9

4.8.2 **Table 4.7** shows that the concerned section of Wong Kong Wai Road will be operating with spare capacities during both AM and PM peak hours.

5 SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 The Construction Industry Council intends to develop a training ground at a vacant site underneath the Kong Sham Western Highway in Lam Tei, Tuen Mun.

5.1.2 The proposed training ground will accommodate a total of 400 nos. of students and 20 nos. of staff. The car parking spaces are solely reserved for staff use and no space is allowed for visitors and trainers. It will provide 8 car parking spaces and 2 additional motorcycle parking spaces for operation use. There is no regular loading/unloading demand at the proposed training ground. The minimal loading/unloading activities can be carried out along the internal access road and will not generate a traffic queue onto the public road.

5.1.3 Traffic count survey was conducted to establish the current traffic conditions at the concerned junctions during AM and PM peak periods at 07:30 – 09:30 and 16:30 – 18:30 of typical weekdays. Based on the existing traffic flows, the junction capacity and link capacity assessments show that all junctions and the concerned section of Wong Kong Wai Road are operating satisfactorily.

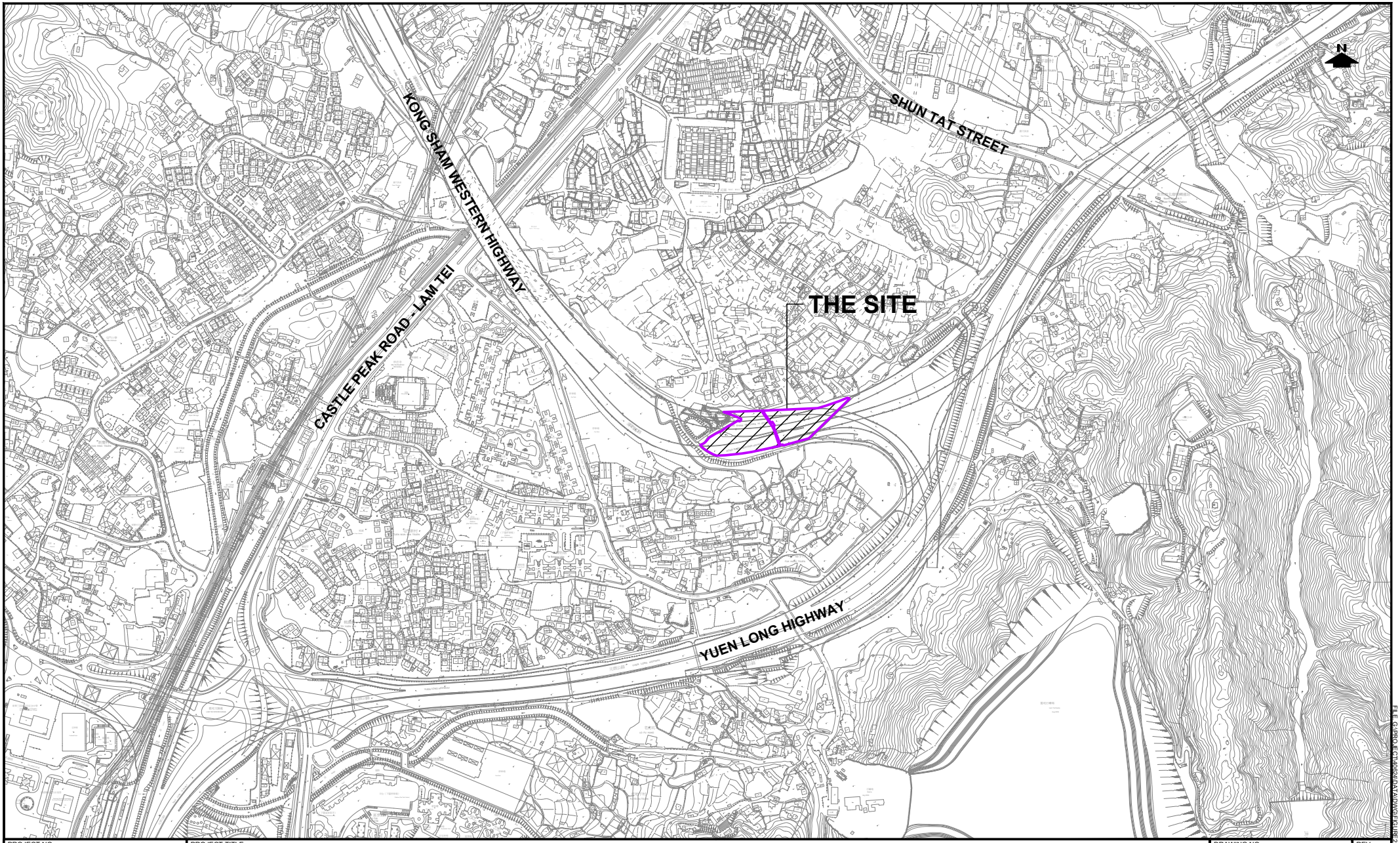
5.1.4 Based on the traffic generation survey results on two other existing training grounds, the proposed training ground is expected to induce minimal two-way traffic flows of 41 pcu/hr and 28 pcu/hr in the AM and PM peak hours, respectively. The increase in traffic was assigned onto the existing road network based on the observed traffic pattern.

5.1.5 Junction capacity assessments for the key junctions and link capacity assessment at Wong Kong Wai Road were carried out for both the reference and the design scenarios in 2024. The assessment results revealed that all junctions would perform satisfactorily in both scenarios, except Junction B J/O Castle Peak Road – Lam Tei/Fuk Hang Tsuen Road which will operate at capacity.

5.1.6 In association with the proposed widening of Fuk Hang Tsuen Road, junction modification works at J/O Castle Peak Road – Lam Tei/Fuk Hang Tsuen Road was being planned. The junction performance will be improved upon the completion of the junction modification works.

5.2 Conclusion

5.2.1 The findings of the traffic impact assessment indicated that the adjacent road network would be able to cope with the traffic generated by the proposed training ground and it is considered acceptable in traffic viewpoint.



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DESIGNED BSL / DATE NOV 2019	DRAWING TITLE: LOCATION PLAN	LLA 顧問有限公司 Consultancy Limited	
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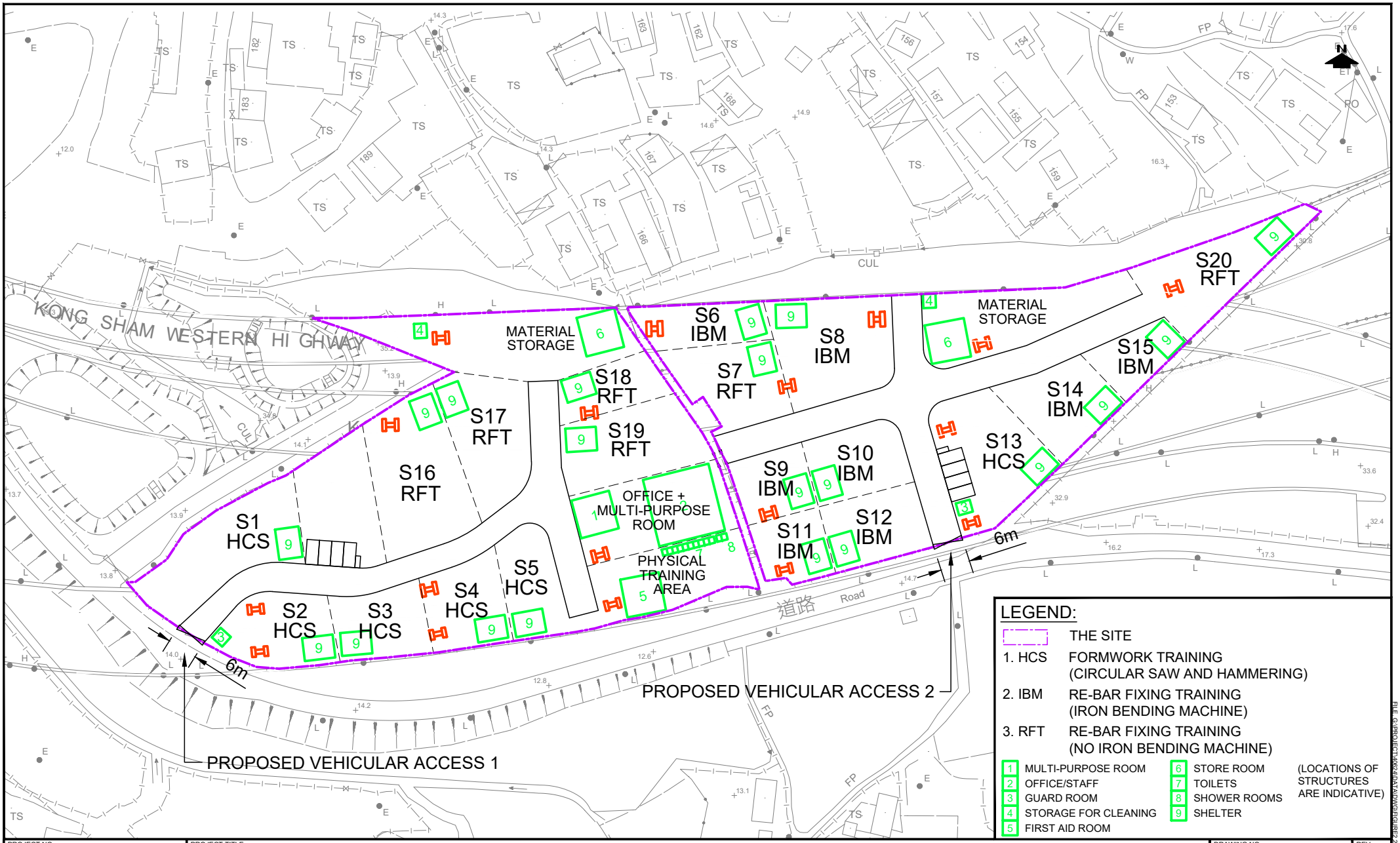
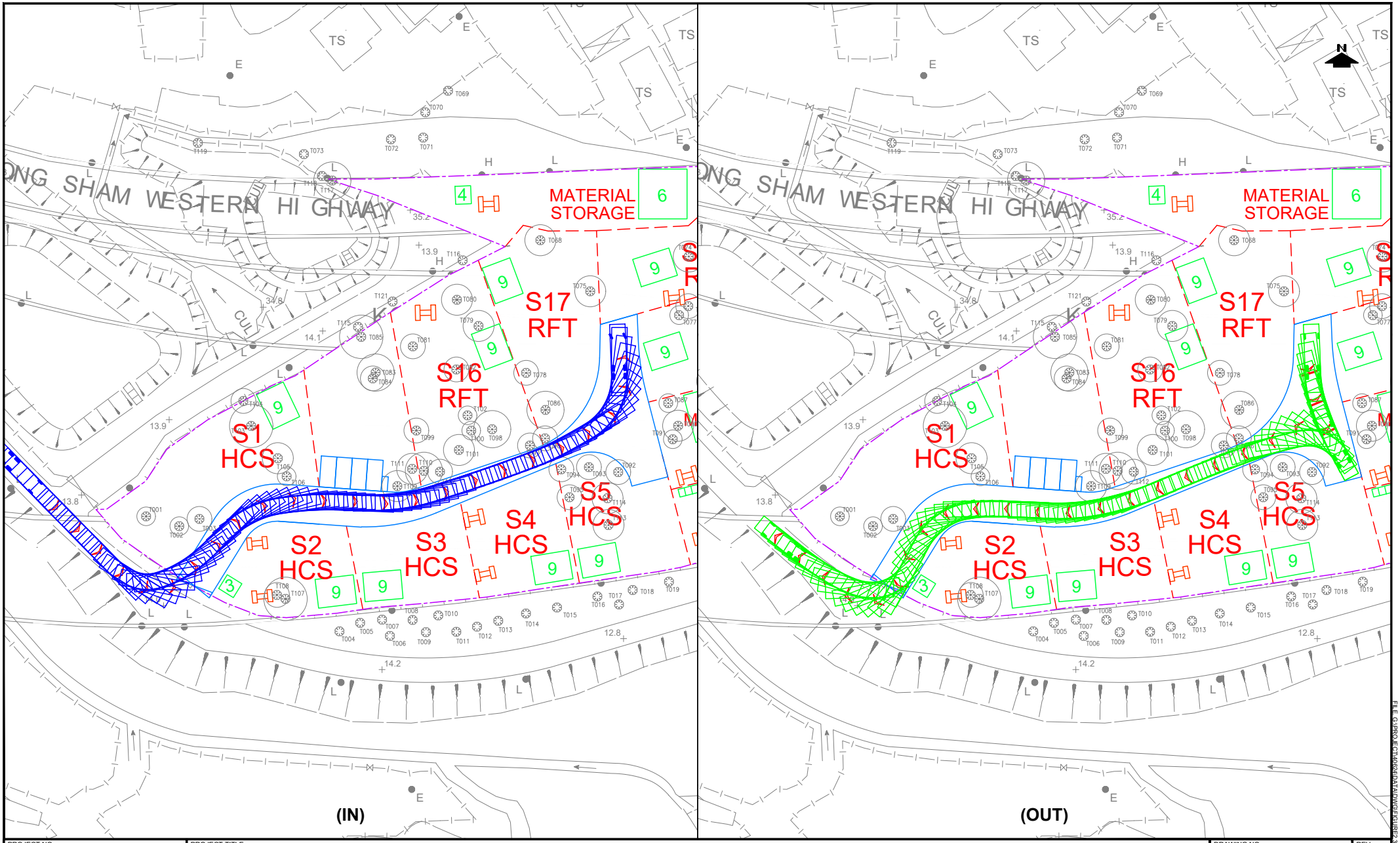


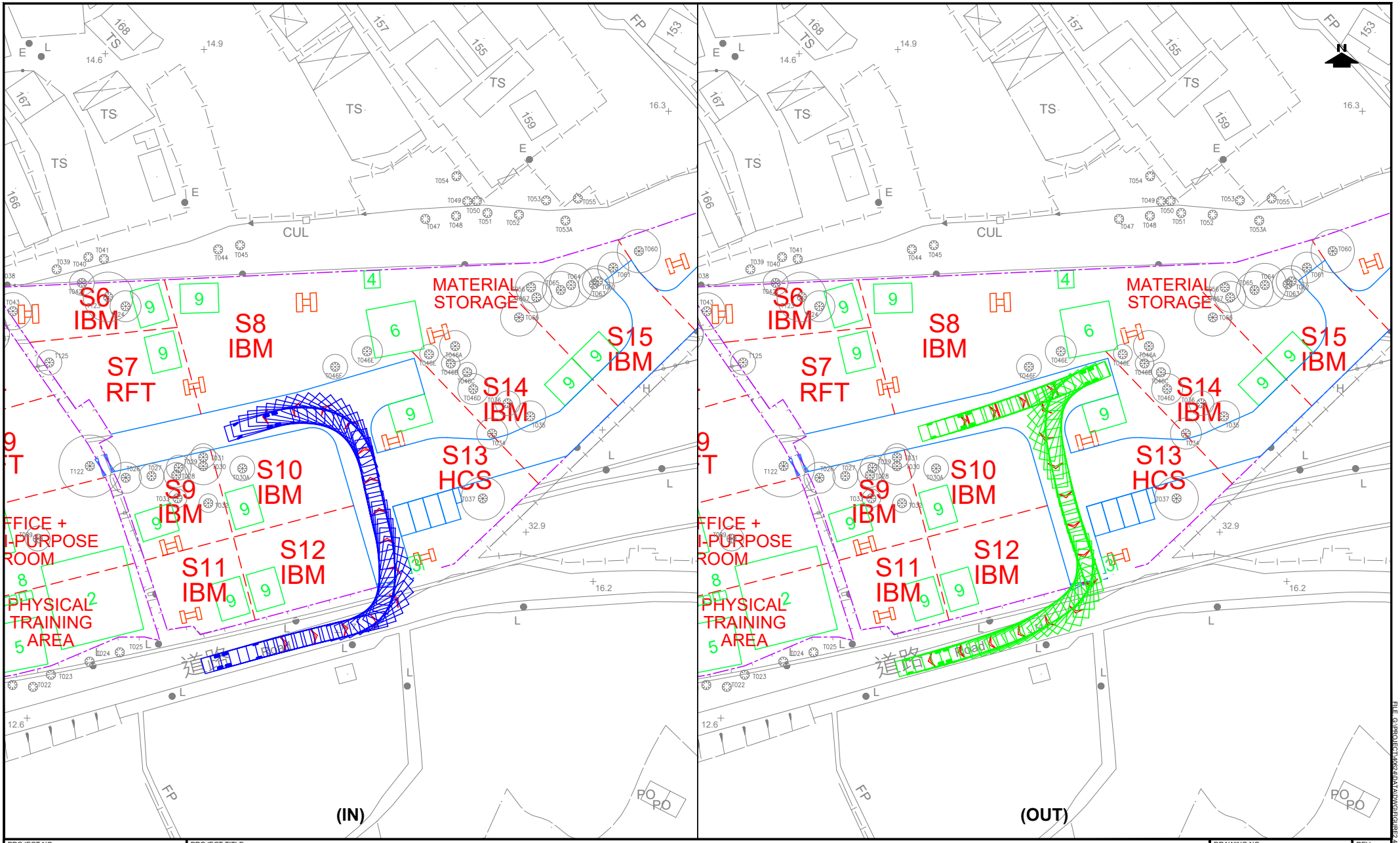
PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 2.2	REV. ·
DESIGNED BSL / DRAWN CLL / CHECKED SLN	DATE FEB 2020 / SCALE 1:1000 @ A4	DRAWING TITLE: PROPOSED LAYOUT PLAN	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE2.2E.DWG PLOT SCALE : 1 = 1



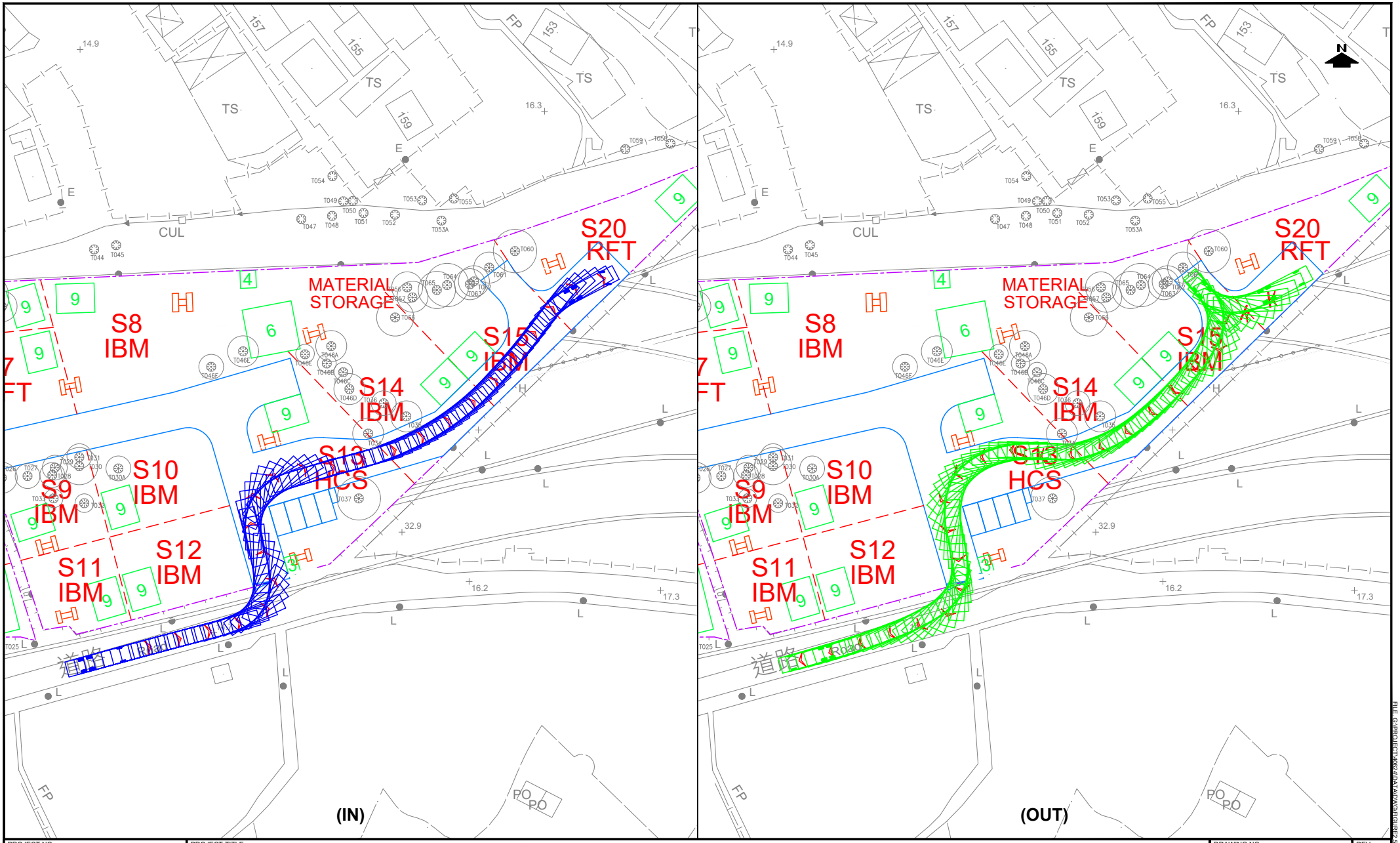
PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 2.3	REV. A
DESIGNED BSL / DRAWN CLL / CHECKED SLN	DATE JUN 2020 / SCALE 1:800 @ A4	DRAWING TITLE: SWEPT PATH ANALYSIS - HGV	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE2.3C.DWG PLOT SCALE : 1 = 1



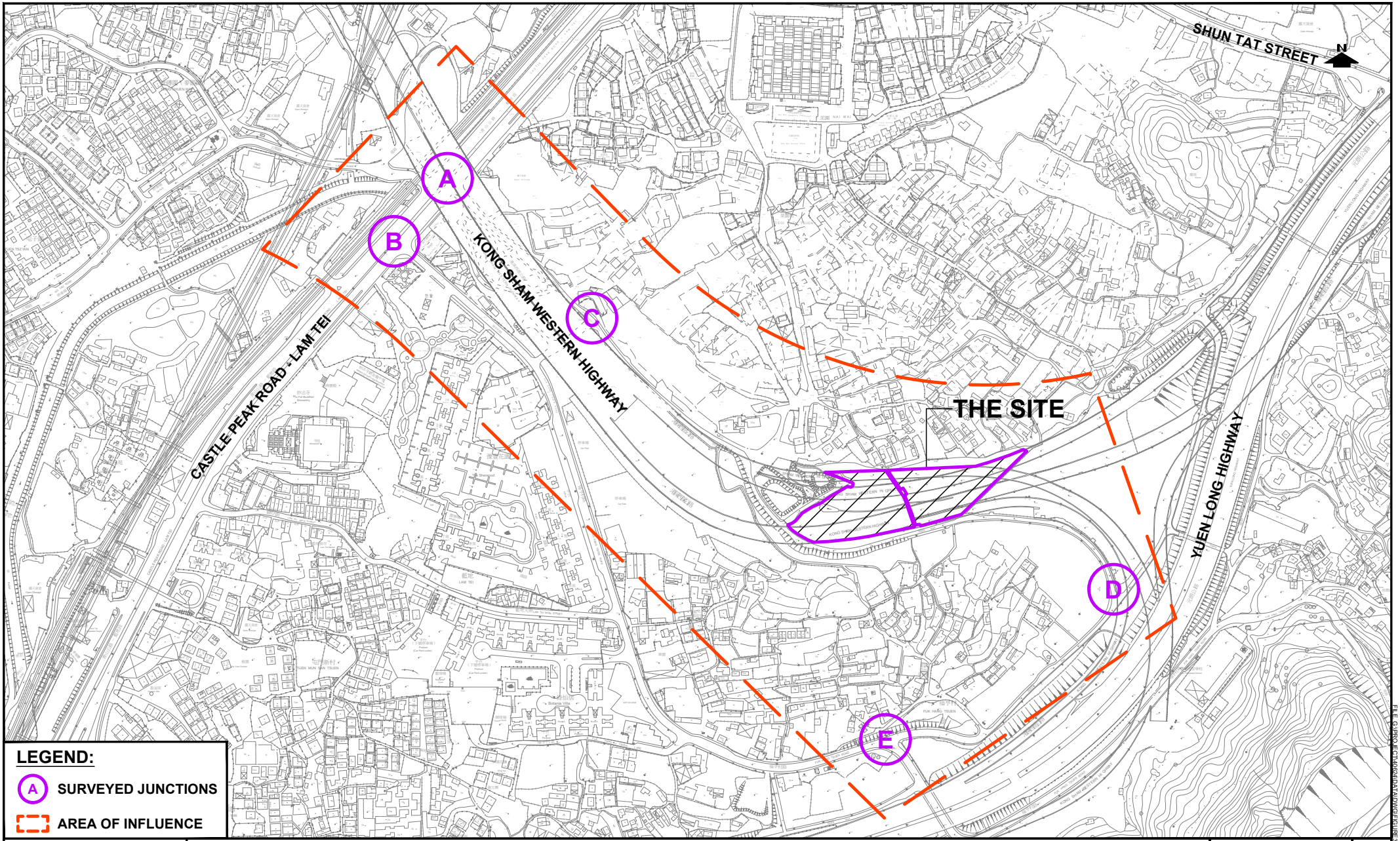
PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 2.4	REV. B
DESIGNED BSL / DRAWN CLL / CHECKED SLN	DATE JUN 2020 / SCALE 1:800 @ A4	DRAWING TITLE: SWEPT PATH ANALYSIS - HGV	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE2.4B.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 2.5	REV. B
DESIGNED BSL / DATE JUN 2020	DRAWING TITLE: SWEPT PATH ANALYSIS - HGV		
DRAWN CLL / SCALE 1:800 @ A4			
CHECKED SLN		LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE2.5B.DWG PLOT SCALE : 1 = 1

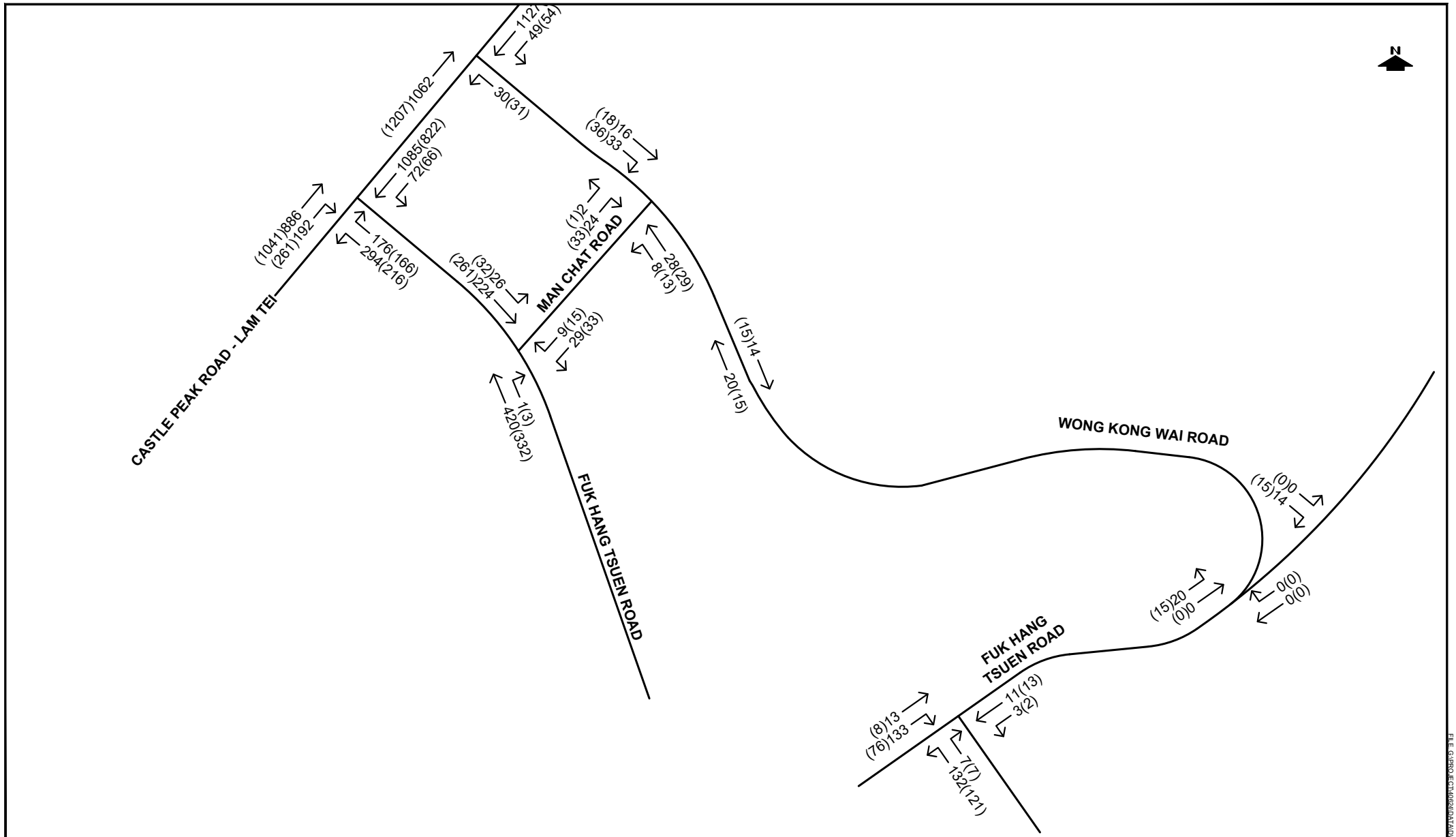


LEGEND:

- (A) SURVEYED JUNCTIONS
- AREA OF INFLUENCE

PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 3.1	REV. ·
DESIGNED BSL / DATE FEB 2020	DRAWING TITLE: LOCATION OF SURVEYED JUNCTIONS AND AREA OF INFLUENCE	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:5000			
CHECKED SLN			

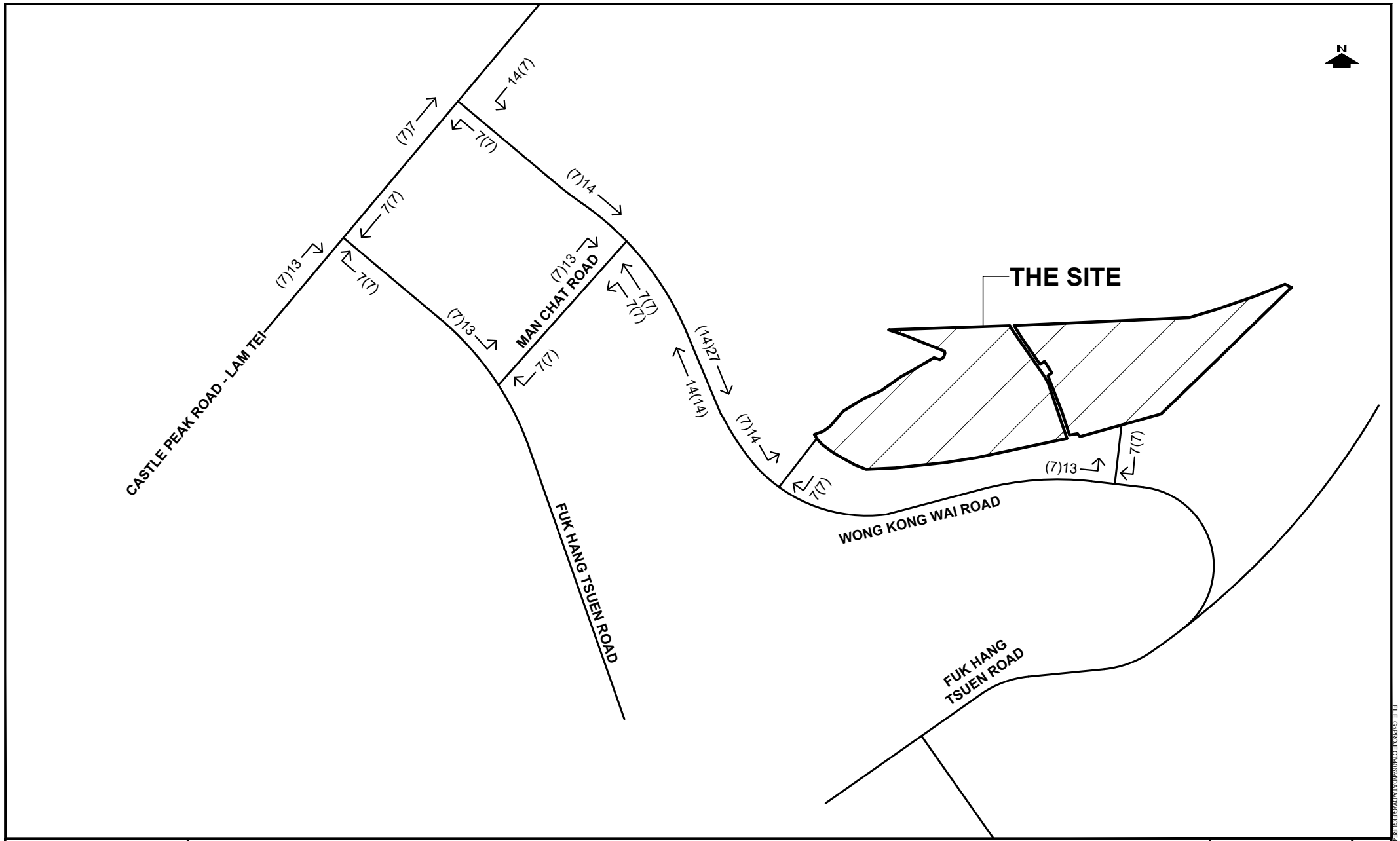
FILE: G:\PROJECT\40624\DATA\DWG\FIGURE3.1.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. **FIGURE 3.2**	REV. ·
DESIGNED BSL / DATE FEB 2020	DRAWING TITLE		
DRAWN CLL / SCALE N.T.S.	**2019 EXISTING TRAFFIC FLOWS**	LLA 顧問有限公司 Consultancy Limited	
CHECKED SLN			

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE3.2.DWG PLOT SCALE : 1 = 1

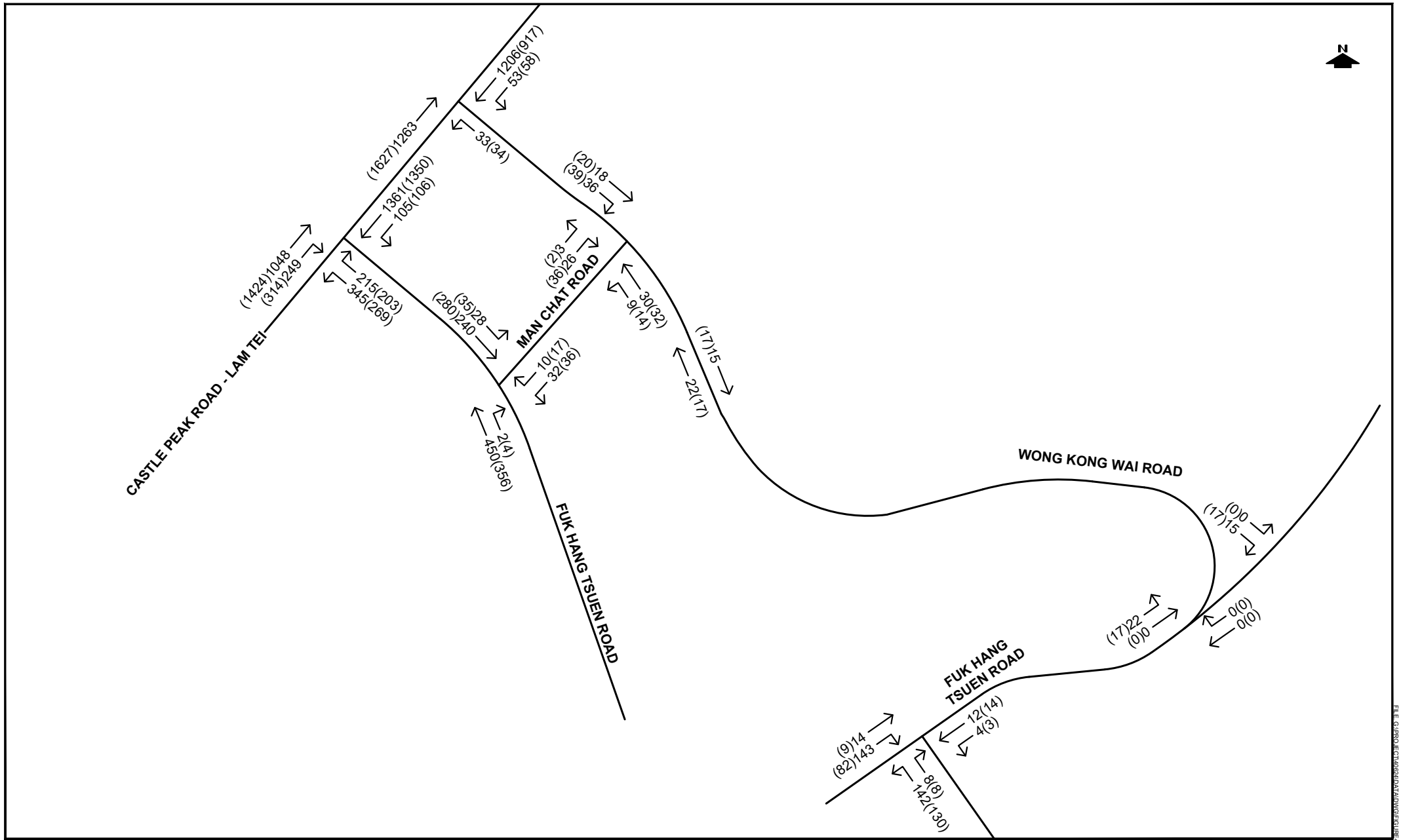
FILE: G:\PROJECT\40624\DATA\DWG\FIGURE3.2.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 4.1	REV. ·
DESIGNED BSL / DATE FEB 2020 / DRAWN CLL / CHECKED SLN / SCALE N.T.S.	DRAWING TITLE: DEVELOPMENT TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	

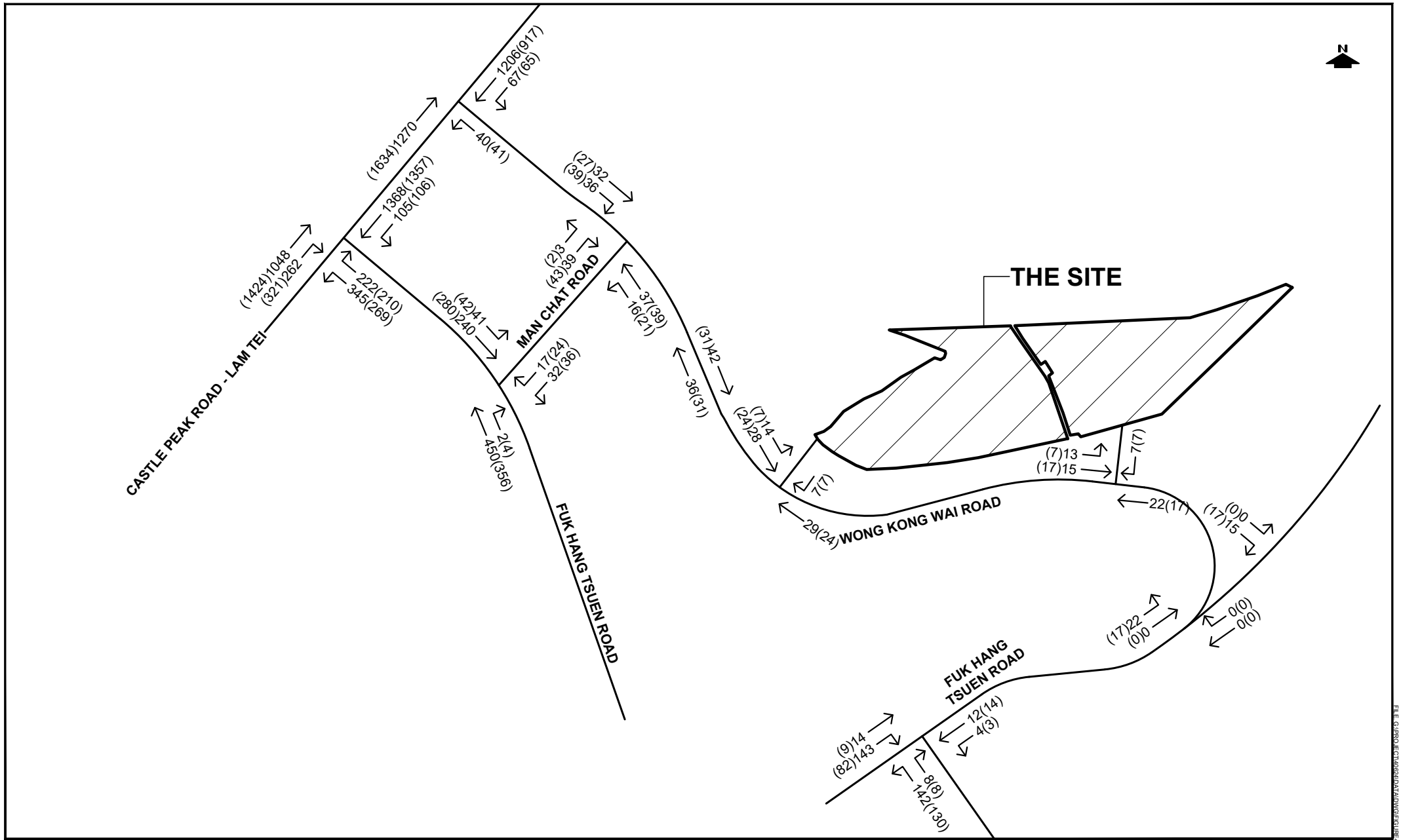
FILE: G:\PROJECT\40624\DATA\DWG\FIGURE4.1.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE4.1.DWG PLOT SCALE : 1 = 1



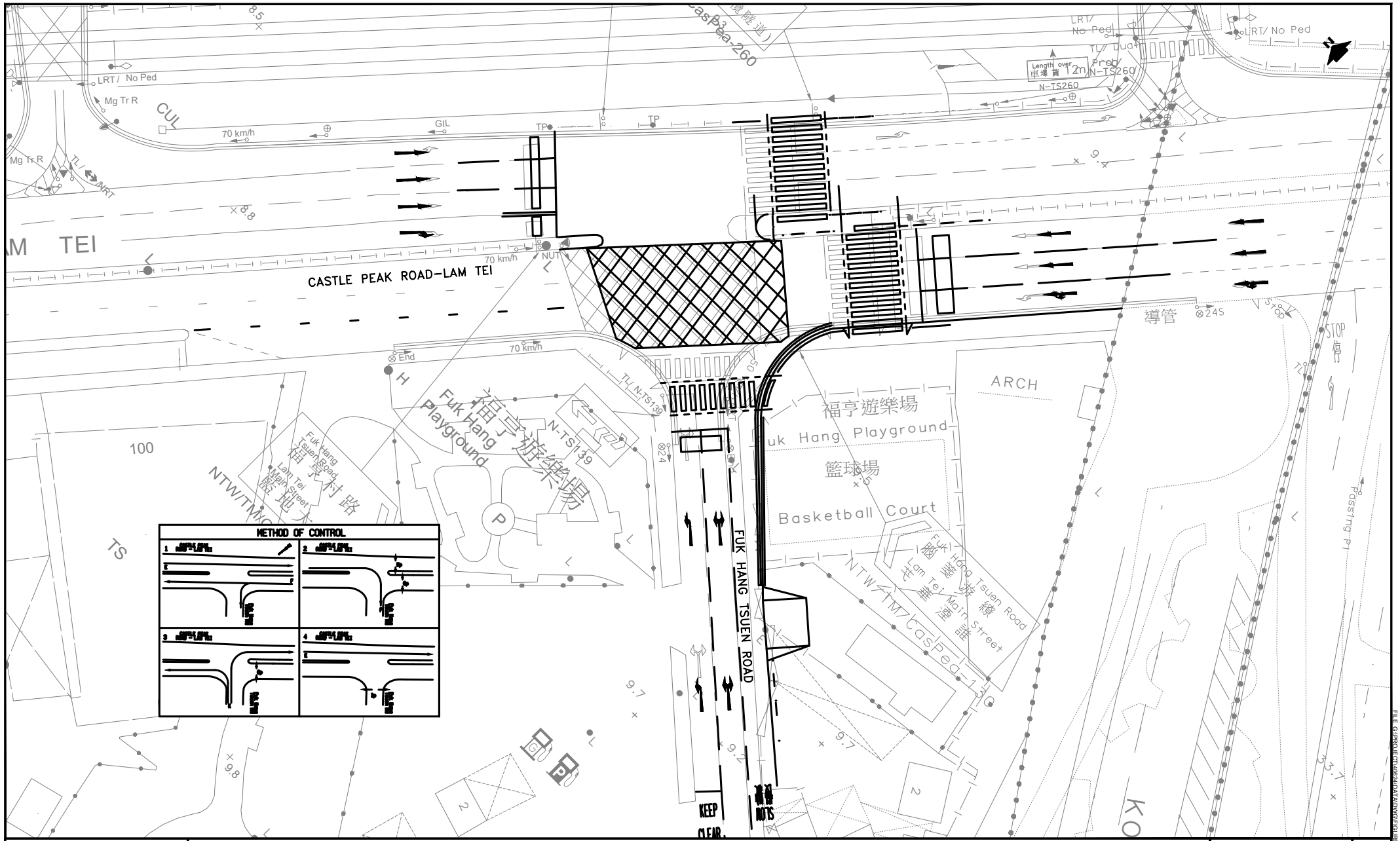
PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 4.2	REV. ·
DESIGNED BSL / DATE FEB 2020	DRAWING TITLE: 2024 REFERENCE TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE4.2.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 4.3	REV. ·
DESIGNED BSL / DATE FEB 2020	DRAWING TITLE: 2024 DESIGN TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE4.3.DWG PLOT SCALE : 1 = 1



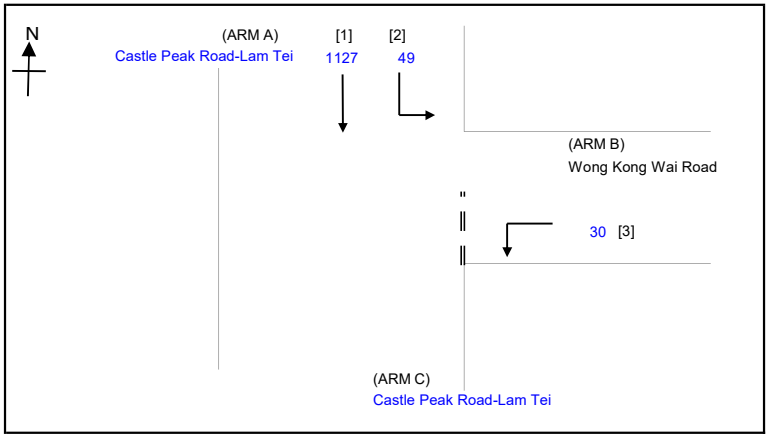
PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. **FIGURE 5**	REV. ·
DESIGNED BSL / DATE FEB 2020	DRAWING TITLE: **JUNCTION IMPROVEMENT AT J/O CASTLE PEAK ROAD-LAM TEI/FUK HANG TSUEN ROAD**	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:600			
CHECKED SLN			

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE5.DWG PLOT SCALE : 1 = 1

Appendix A

Junction Calculation Sheets
- Existing Scenario

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Castle Peak Road-Lam Tei	**2019 Existing AM**	FILENAME : J1_WKWR_CPRLT.xl	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	11.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	49	(pcu/hr)
q a-c	=	1127	(pcu/hr)

MINOR ROAD (ARM B)

W b-c	=	5.5	(metres)
Vr b-c	=	33	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	30	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9921
E	=	1.0820
F	=	1.3047
Y	=	0.6136
F for (Qb-ac)	=	1.0000

THE CAPACITY OF MOVEMENT :

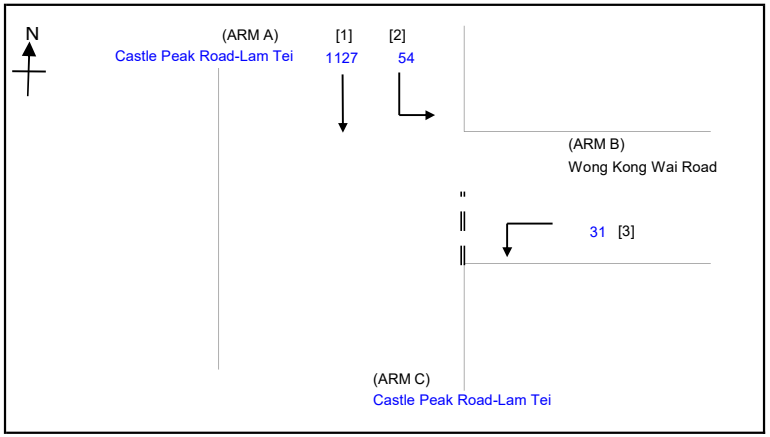
Q b-a	=	368		
*Q b-c	=	476	Q b-c (O) =	476
Q c-b	=	629		
Q b-ac	=	476		
TOTAL FLOW	=	1206	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0630
DFC c-b	=	0.0000

CRITICAL DFC = 0.06

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Castle Peak Road-Lam Tei	**2019 Existing PM**	FILENAME : J1_WKWR_CPRLT.xl	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	11.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	54	(pcu/hr)
q a-c	=	1127	(pcu/hr)

MINOR ROAD (ARM B)

W b-c	=	5.5	(metres)
Vr b-c	=	33	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	31	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9921
E	=	1.0820
F	=	1.3047
Y	=	0.6136
F for (Qb-ac)	=	1.0000

THE CAPACITY OF MOVEMENT :

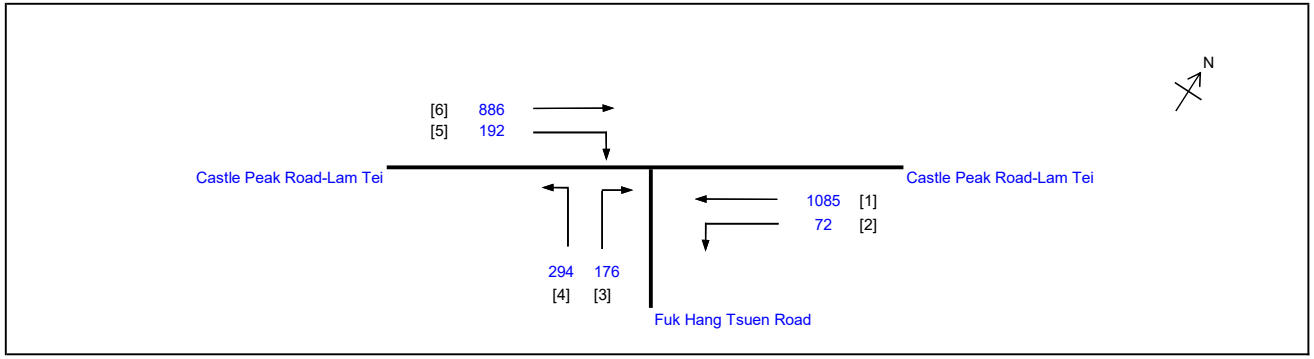
Q b-a	=	368		
*Q b-c	=	476	Q b-c (O) =	476
Q c-b	=	628		
Q b-ac	=	476		
TOTAL FLOW	=	1212	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

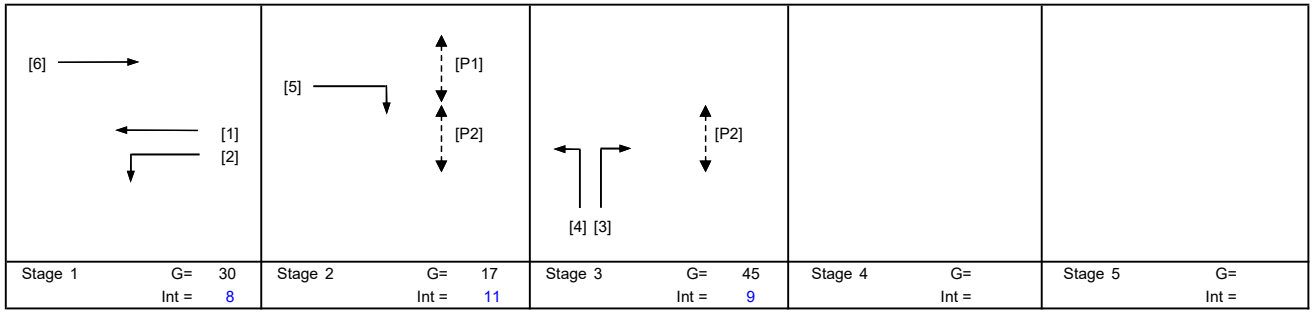
DFC b-a	=	0.0000
DFC b-c	=	0.0651
DFC c-b	=	0.0000

CRITICAL DFC = 0.07

LLA CONSULTANCY LIMITED	**TRAFFIC SIGNAL CALCULATION**			INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning	**2019 Existing AM**	PROJECT NO.: 40624	Prepared By:	BSL	Feb-20
J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei		FILENAME : J2_FHTR_CPRLT.xlsx	Checked By:	SLN	Feb-20
			Reviewed By:	SLN	Feb-20



No. of stages per cycle		N =	3
Cycle time		C =	120 sec
Sum(y)		Y =	0.572
Loss time		L =	25 sec
Total Flow		=	2705 pcu
Co	= (1.5*L+5)/(1-Y)	=	99.3 sec
Cm	= L/(1-Y)	=	58.4 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	24.6 %
Cp	= 0.9*L/(0.9-Y)	=	68.6 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**25 %**



Stage 1	G= 30	Stage 2	G= 17	Stage 3	G= 45	Stage 4	G=	Stage 5	G=
	Int = 8		Int = 11		Int = 9		Int =		Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	13	9
P2	2.3	11.4	10	10	2	70	10

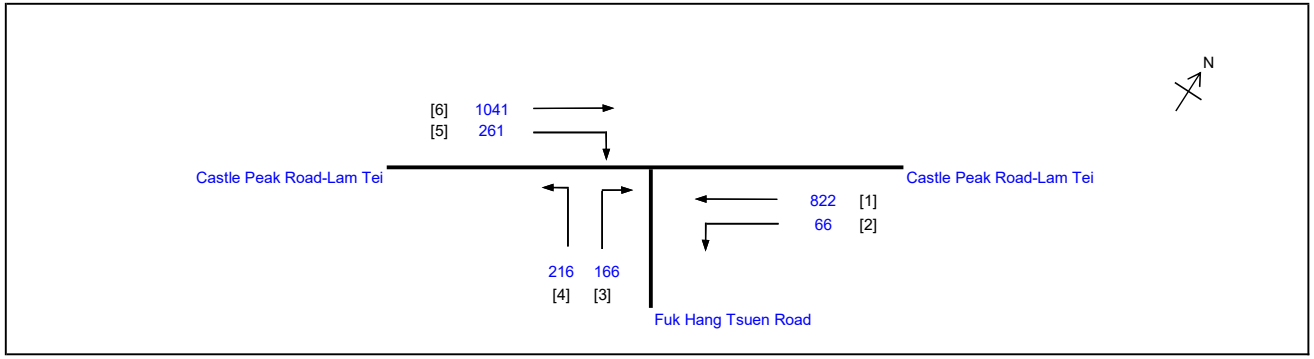
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.75	2				4260		798		798	0.00	4260							4260	0.187	0.187		31	31	0.723	57	40
1,2	1	3.60	1	10		N	1975	72	287		359	0.20	1917							1917	0.187			31	31	0.723	48	45
5	2	3.40	1	10			2095			192	192	1.00	1822							1822	0.105	0.105		18	18	0.723	30	60
6	1	3.40	3			N	6145		886		886	0.00	6145							6145	0.144			24	31	0.723	46	44
3,4	3	3.20	1	10		N	1935	294		176	470	1.00	1683							1683	0.279	0.279		46	46	0.723	54	35

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

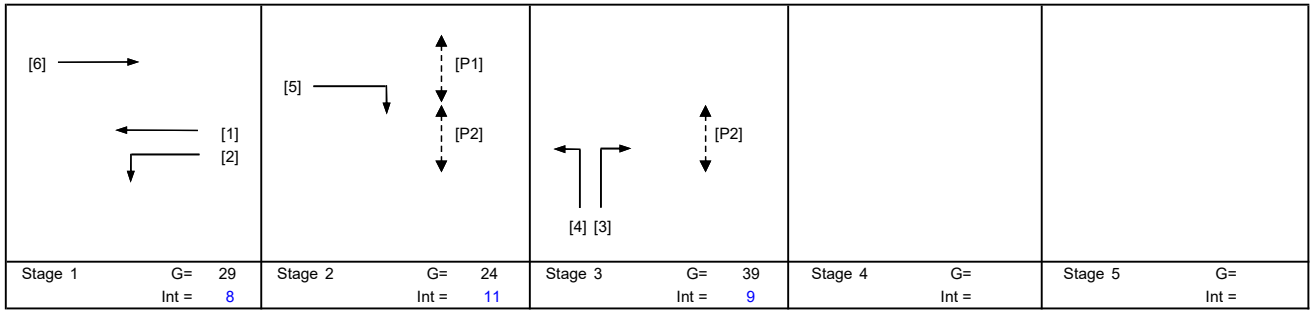
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning	PROJECT NO.: 40624	Prepared By:	BSL	Feb-20
J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei	FILENAME : J2_FHTR_CPRLT.xlsx	Checked By:	SLN	Feb-20
2019 Existing PM		Reviewed By:	SLN	Feb-20



No. of stages per cycle		N =	3
Cycle time		C =	120 sec
Sum(y)		Y =	0.540
Loss time		L =	25 sec
Total Flow		=	2572 pcu
Co	= (1.5*L+5)/(1-Y)	=	92.3 sec
Cm	= L/(1-Y)	=	54.3 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	32.0 %
Cp	= 0.9*L/(0.9-Y)	=	62.4 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**32 %**



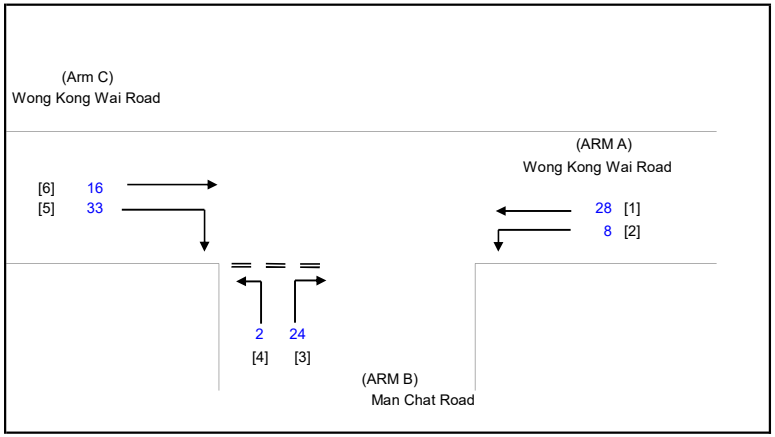
Stage 1	G= 29	Int = 8
Stage 2	G= 24	Int = 11
Stage 3	G= 39	Int = 9
Stage 4	G=	Int =
Stage 5	G=	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	20	9
P2	2.3	11.4	10	10	2	71	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.75	2				4260		613		613	0.00	4260							4260	0.144			25	30	0.682	48	43
1,2	1	3.60	1	10		N	1975	66	209		275	0.24	1906							1906	0.144			25	30	0.682	42	48
5	2	3.40	1	10			2095			261	261	1.00	1822							1822	0.143	0.143		25	25	0.682	36	48
6	1	3.40	3			N	6145		1041		1041	0.00	6145							6145	0.169	0.169		30	30	0.682	52	39
3,4	3	3.20	1	10		N	1935	216		166	382	1.00	1683							1683	0.227	0.227		40	40	0.682	48	37

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Co		PROJECT NO.: 40624	PREPARED BY:	SKL	Feb-20
J/O Wong Kong Wai Road / Man Chat Road	**2019 Existing AM**	FILENAME : J3_WKWR_MCR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.56	(metres)
W cr	=	0	(metres)
q a-b	=	8	(pcu/hr)
q a-c	=	28	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.56	(metres)
Vr c-b	=	20	(metres)
q c-a	=	16	(pcu/hr)
q c-b	=	33	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.68	(metres)
W b-c	=	3.68	(metres)
Vl b-a	=	17	(metres)
Vr b-a	=	20	(metres)
Vr b-c	=	20	(metres)
q b-a	=	24	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.83974
E	=	0.91257
F	=	0.90230
Y	=	0.87718
F for (Qb-ac)	=	0.07692308

THE CAPACITY OF MOVEMENT :

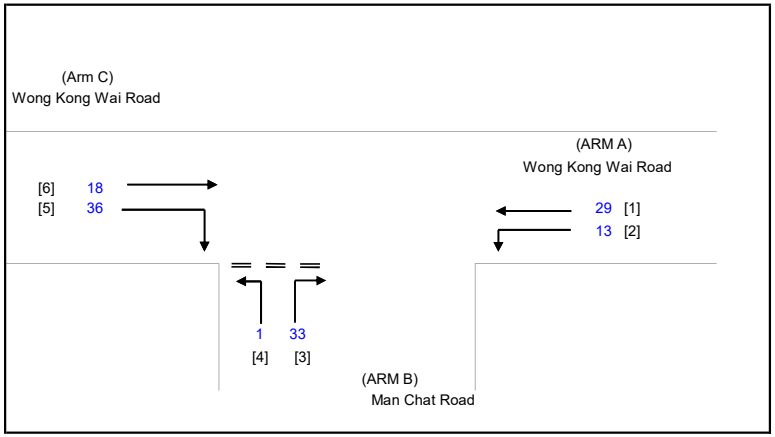
Q b-a	=	503		
Q b-c	=	671	Q b-c (O) =	663
Q c-b	=	662		
Q b-ac	=	513		
TOTAL FLOW	=	111	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0477
DFC b-c	=	0.0030
DFC c-b	=	0.0498
DFC b-c (share lane)	=	0.0039

CRITICAL DFC = 0.05

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Co		PROJECT NO.: 40624	PREPARED BY:	SKL	Feb-20
J/O Wong Kong Wai Road / Man Chat Road	**2019 Existing PM**	FILENAME : J3_WKWR_MCR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.56	(metres)
W cr	=	0	(metres)
q a-b	=	13	(pcu/hr)
q a-c	=	29	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.56	(metres)
Vr c-b	=	20	(metres)
q c-a	=	18	(pcu/hr)
q c-b	=	36	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.68	(metres)
W b-c	=	3.68	(metres)
Vl b-a	=	17	(metres)
Vr b-a	=	20	(metres)
Vr b-c	=	20	(metres)
q b-a	=	33	(pcu/hr)
q b-c	=	1	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.83974
E	=	0.91257
F	=	0.90230
Y	=	0.87718
F for (Qb-ac)	=	0.02941176

THE CAPACITY OF MOVEMENT :

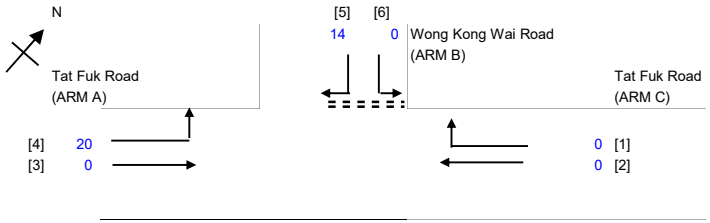
Q b-a	=	501		
Q b-c	=	670	Q b-c (O) =	659
Q c-b	=	660		
Q b-ac	=	505		
TOTAL FLOW	=	130	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0659
DFC b-c	=	0.0015
DFC c-b	=	0.0545
DFC b-c (share lane)	=	0.0020

CRITICAL DFC = 0.07

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Tat Fuk Road	**2019 Existing AM**	FILENAME : J4_WKWR_TFR.xls	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.48	(metres)
W cr	=	0.00	(metres)
q a-b	=	20	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.57	(metres)
Vr c-b	=	20	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.05	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	14	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7411
E	=	0.6096
F	=	0.9032
Y	=	0.8799
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

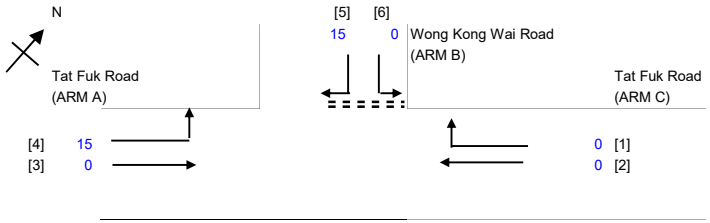
Q b-a	=	463			
Q b-c	=	453	Q b-c (O) =	449.6	
Q c-b	=	667			
Q b-ac	=	463			
TOTAL FLOW	=	34	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0302
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0000

CRITICAL DFC = 0.03

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Tat Fuk Road	**2019 Existing PM**	FILENAME : J4_WKWR_TFR.xls	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.48	(metres)
W cr	=	0.00	(metres)
q a-b	=	15	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.57	(metres)
Vr c-b	=	20	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.05	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	15	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7411
E	=	0.6096
F	=	0.9032
Y	=	0.8799
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

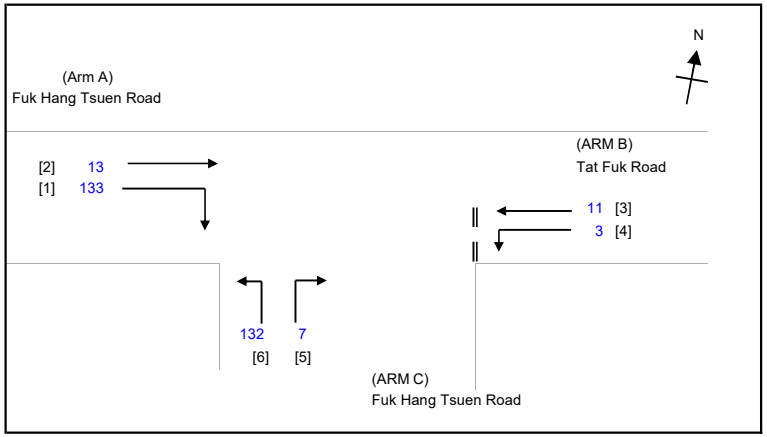
Q b-a	=	463			
Q b-c	=	453	Q b-c (O) =	449.3	
Q c-b	=	669			
Q b-ac	=	463			
TOTAL FLOW	=	30	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0324
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0000

CRITICAL DFC = 0.03

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Fuk Hang Tsuen Road / Tat Fuk Road	**2019 Existing AM**	FILENAME : J5_FHTR_TFR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.36	(metres)
W cr	=	0	(metres)
q a-b	=	13	(pcu/hr)
q a-c	=	133	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.18	(metres)
Vr c-b	=	20	(metres)
q c-a	=	132	(pcu/hr)
q c-b	=	7	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.62	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	25	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	50	(metres)
q b-a	=	11	(pcu/hr)
q b-c	=	3	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90579
E	=	0.61552
F	=	0.95534
Y	=	0.74608
F for (Qb-ac)	=	0.21428571

THE CAPACITY OF MOVEMENT :

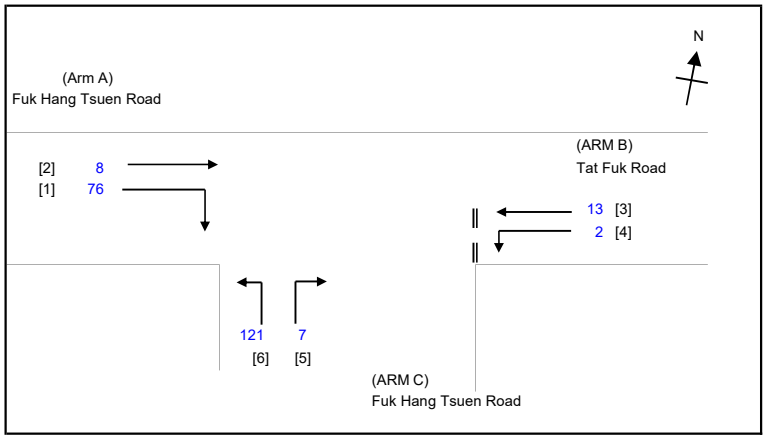
Q b-a	=	511			
Q b-c	=	435	Q b-c (O) =	432.7	
Q c-b	=	674			
Q b-ac	=	493			
TOTAL FLOW	=	299	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0215
DFC b-c	=	0.0069
DFC c-b	=	0.0104
DFC b-c (share lane)	=	0.0061

CRITICAL DFC = 0.02

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Fuk Hang Tsuen Road / Tat Fuk Road	**2019 Existing PM**	FILENAME : J5_FHTR_TFR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.36	(metres)
W cr	=	0	(metres)
q a-b	=	8	(pcu/hr)
q a-c	=	76	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.18	(metres)
Vr c-b	=	20	(metres)
q c-a	=	121	(pcu/hr)
q c-b	=	7	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.62	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	25	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	50	(metres)
q b-a	=	13	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90579
E	=	0.61552
F	=	0.95534
Y	=	0.74608
F for (Qb-ac)	=	0.13333333

THE CAPACITY OF MOVEMENT :

Q b-a	=	527			
Q b-c	=	445	Q b-c (O) =	442.3	
Q c-b	=	690			
Q b-ac	=	514			
TOTAL FLOW	=	227	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

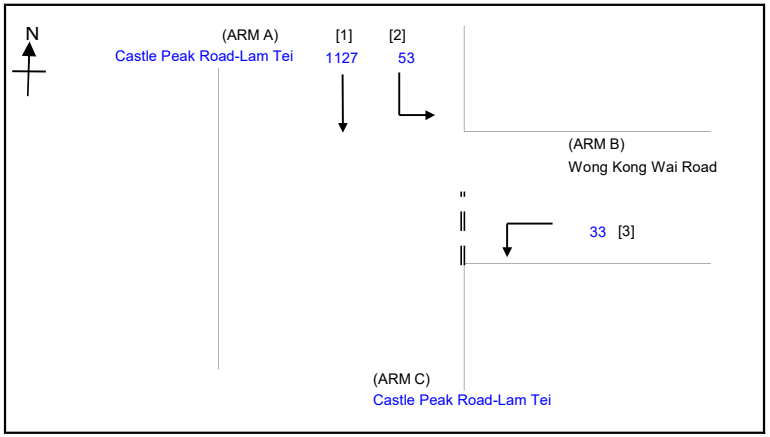
DFC b-a	=	0.0247
DFC b-c	=	0.0045
DFC c-b	=	0.0101
DFC b-c (share lane)	=	0.0039

CRITICAL DFC = 0.02

Appendix B

Junction Calculation Sheets
- Reference and Design Scenario

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Castle Peak Road-Lam Tei	**2024 Reference AM**	FILENAME : J1_WKWR_CPRLT.xl	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	11.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	53	(pcu/hr)
q a-c	=	1127	(pcu/hr)

MINOR ROAD (ARM B)

W b-c	=	5.5	(metres)
Vr b-c	=	33	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	33	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9921
E	=	1.0820
F	=	1.3047
Y	=	0.6136
F for (Qb-ac)	=	1.0000

THE CAPACITY OF MOVEMENT :

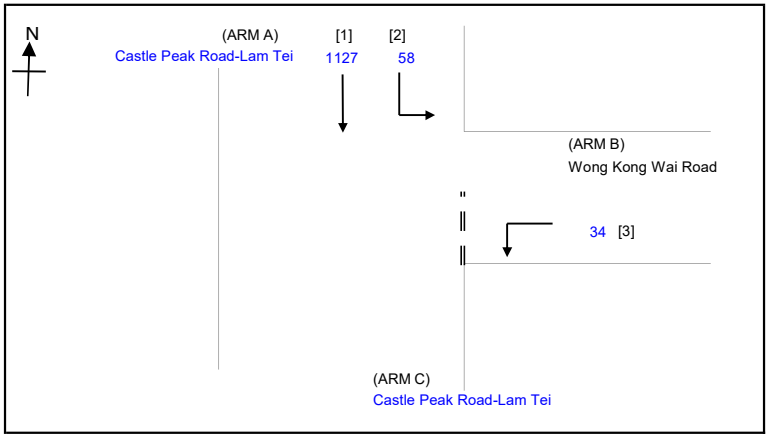
Q b-a	=	368		
*Q b-c	=	476	Q b-c (O) =	476
Q c-b	=	628		
Q b-ac	=	476		
TOTAL FLOW	=	1213	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0693
DFC c-b	=	0.0000

CRITICAL DFC = 0.07

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Castle Peak Road-Lam Tei	**2024 Reference PM**	FILENAME : J1_WKWR_CPRLT.xl	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	11.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	58	(pcu/hr)
q a-c	=	1127	(pcu/hr)

MINOR ROAD (ARM B)

W b-c	=	5.5	(metres)
Vr b-c	=	33	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	34	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9921
E	=	1.0820
F	=	1.3047
Y	=	0.6136
F for (Qb-ac)	=	1.0000

THE CAPACITY OF MOVEMENT :

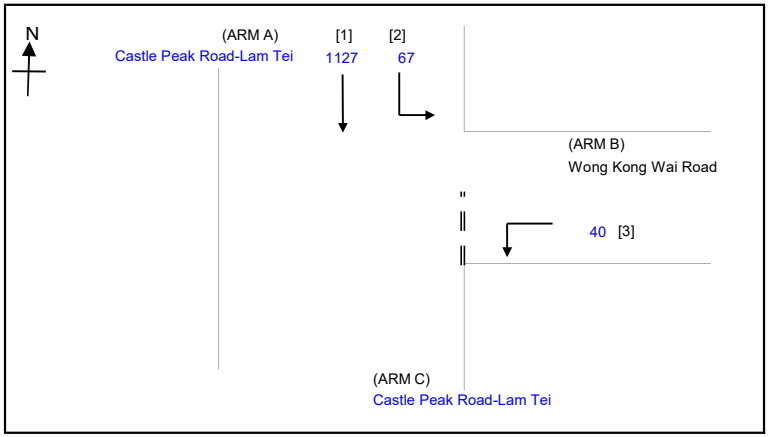
Q b-a	=	367		
*Q b-c	=	475	Q b-c (O) =	475
Q c-b	=	627		
Q b-ac	=	475		
TOTAL FLOW	=	1219	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0716
DFC c-b	=	0.0000

CRITICAL DFC = 0.07

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Castle Peak Road-Lam Tei	**2024 Design AM**	FILENAME : J1_WKWR_CPRLT.xl	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	11.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	67	(pcu/hr)
q a-c	=	1127	(pcu/hr)

MINOR ROAD (ARM B)

W b-c	=	5.5	(metres)
Vr b-c	=	33	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	40	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9921
E	=	1.0820
F	=	1.3047
Y	=	0.6136
F for (Qb-ac)	=	1.0000

THE CAPACITY OF MOVEMENT :

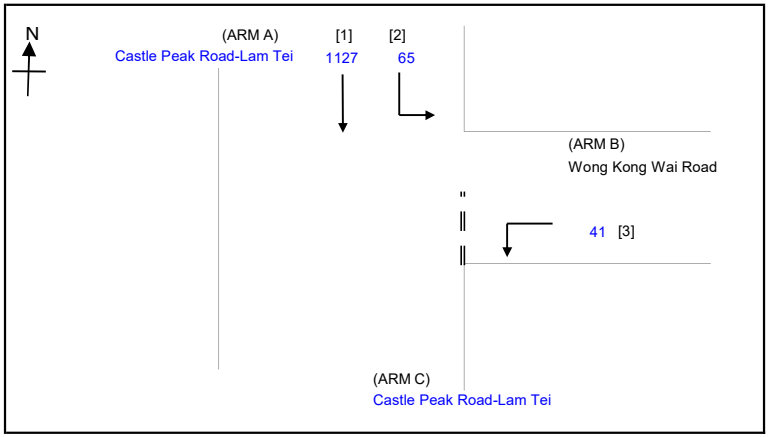
Q b-a	=	366		
*Q b-c	=	474	Q b-c (O) =	474
Q c-b	=	624		
Q b-ac	=	474		
TOTAL FLOW	=	1234	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0844
DFC c-b	=	0.0000

CRITICAL DFC = 0.08

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Castle Peak Road-Lam Tei	**2024 Design PM**	FILENAME : J1_WKWR_CPRLT.xl	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	11.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	65	(pcu/hr)
q a-c	=	1127	(pcu/hr)

MINOR ROAD (ARM B)

W b-c	=	5.5	(metres)
Vr b-c	=	33	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	41	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9921
E	=	1.0820
F	=	1.3047
Y	=	0.6136
F for (Qb-ac)	=	1.0000

THE CAPACITY OF MOVEMENT :

Q b-a	=	367		
*Q b-c	=	475	Q b-c (O) =	475
Q c-b	=	625		
Q b-ac	=	475		
TOTAL FLOW	=	1233	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0863
DFC c-b	=	0.0000

CRITICAL DFC = 0.09

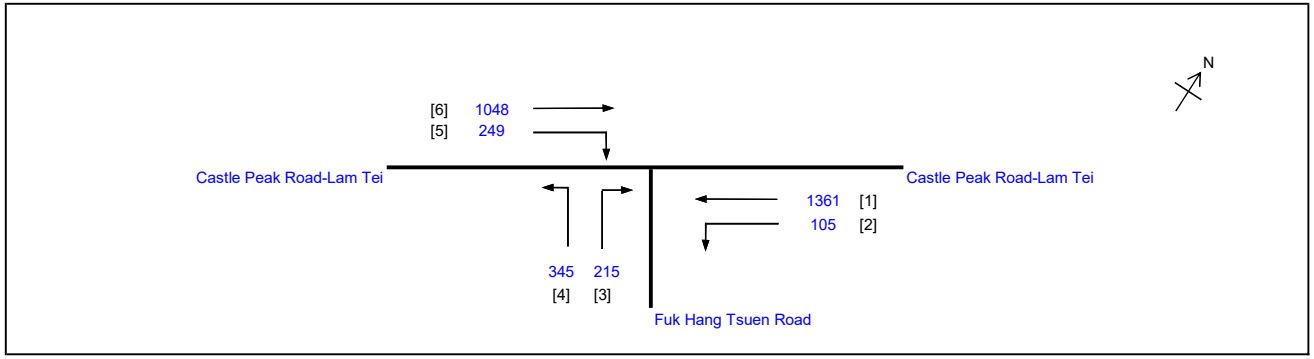
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

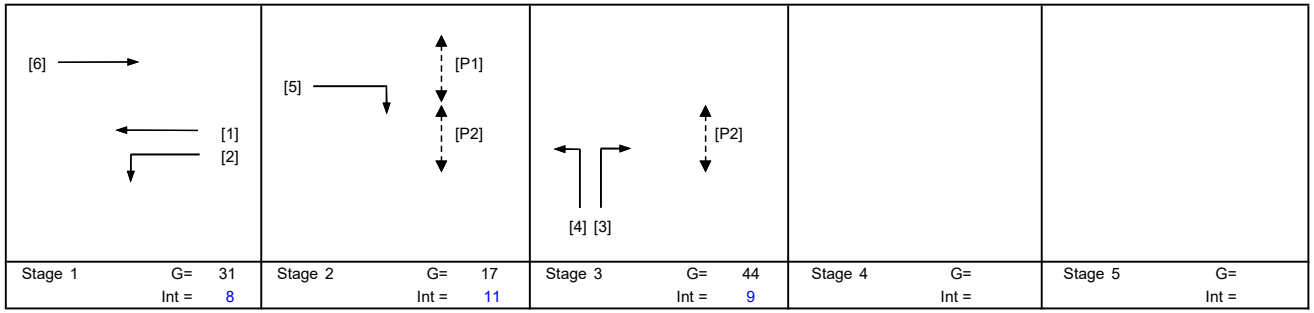
	INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning		
J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei		

2024 Reference AM

PROJECT NO.:	40624	Prepared By:	BSL Feb-20
FILENAME :	J2_FHTR_CPRLT.xlsx	Checked By:	SLN Feb-20
		Reviewed By:	SLN Feb-20



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.707
Loss time	L =	25 sec
Total Flow	=	3323 pcu
Co = (1.5*L+5)/(1-Y)	=	145.2 sec
Cm = L/(1-Y)	=	85.4 sec
Yult	=	0.713
R.C.ult = (Yult-Y)/Y*100%	=	0.7 %
Cp = 0.9*L/(0.9-Y)	=	116.8 sec
Ymax = 1-L/C	=	0.792
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**1 %**



Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
G= 31	G= 17	G= 44	G=	G=
Int = 8	Int = 11	Int = 9	Int =	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	13	9
P2	2.3	11.4	10	10	2	69	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.75	2				4260		1012		1012	0.00	4260							4260	0.238			32	32	0.893	78	45
1,2	1	3.60	1	10		N	1975	105	349		454	0.23	1909							1909	0.238	0.238		32	32	0.893	78	37
5	2	3.40	1	10			2095			249	249	1.00	1822							1822	0.137	0.137		18	18	0.893	54	46
6	1	3.40	3			N	6145		1048		1048	0.00	6145							6145	0.171			23	32	0.893	58	55
3,4	3	3.20	1	10		N	1935	345		215	560	1.00	1683							1683	0.333	0.333		45	45	0.893	84	28

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

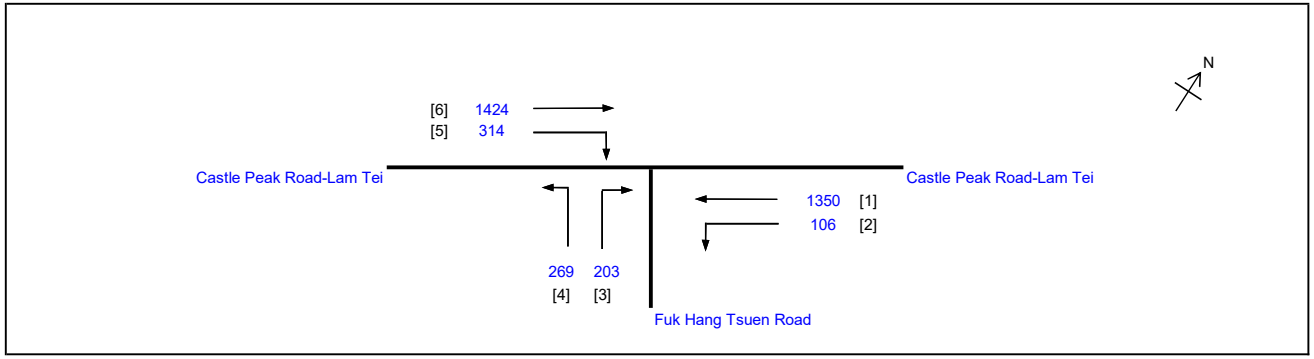
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

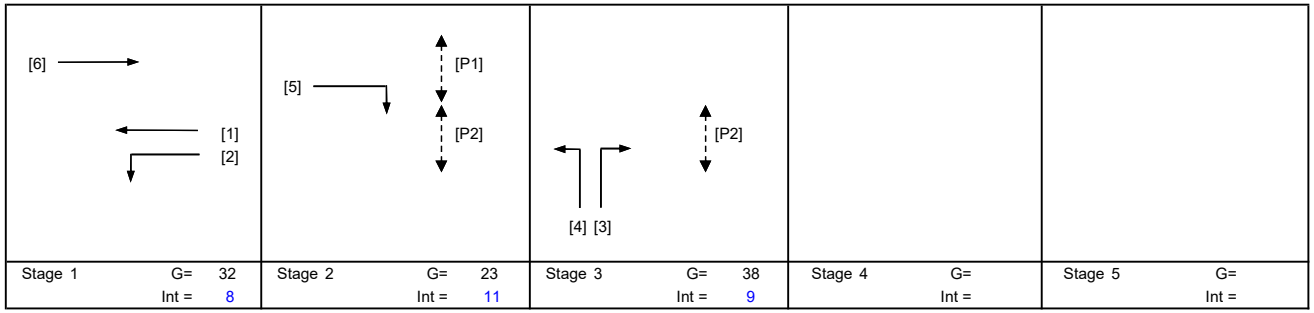
	INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning		
J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei		

2024 Reference PM

PROJECT NO.:	40624	Prepared By:	BSL Feb-20
FILENAME :	J2_FHTR_CPRLT.xlsx	Checked By:	SLN Feb-20
		Reviewed By:	SLN Feb-20



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.689
Loss time	L =	25 sec
Total Flow	=	3666 pcu
Co = (1.5*L+5)/(1-Y)	=	136.8 sec
Cm = L/(1-Y)	=	80.5 sec
Yult	=	0.713
R.C.ult = (Yult-Y)/Y*100%	=	3.4 %
Cp = 0.9*L/(0.9-Y)	=	106.8 sec
Ymax = 1-L/C	=	0.792
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**3 %**



Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
G= 32	G= 23	G= 38	G=	G=
Int = 8	Int = 11	Int = 9	Int =	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	19	9
P2	2.3	11.4	10	10	2	69	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.75	2				4260		1005		1005	0.00	4260							4260	0.236			33	33	0.871	75	44
1,2	1	3.60	1	10		N	1975	106	345		451	0.24	1908							1908	0.236	0.236		33	33	0.871	72	36
5	2	3.40	1	10			2095			314	314	1.00	1822							1822	0.172	0.172		24	24	0.871	60	42
6	1	3.40	3			N	6145		1424		1424	0.00	6145							6145	0.232			32	33	0.871	70	53
3,4	3	3.20	1	10		N	1935	269		203	472	1.00	1683							1683	0.281	0.281		39	39	0.871	72	32

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	BSL	Feb-20
Checked By:	SLN	Feb-20
Reviewed By:	SLN	Feb-20

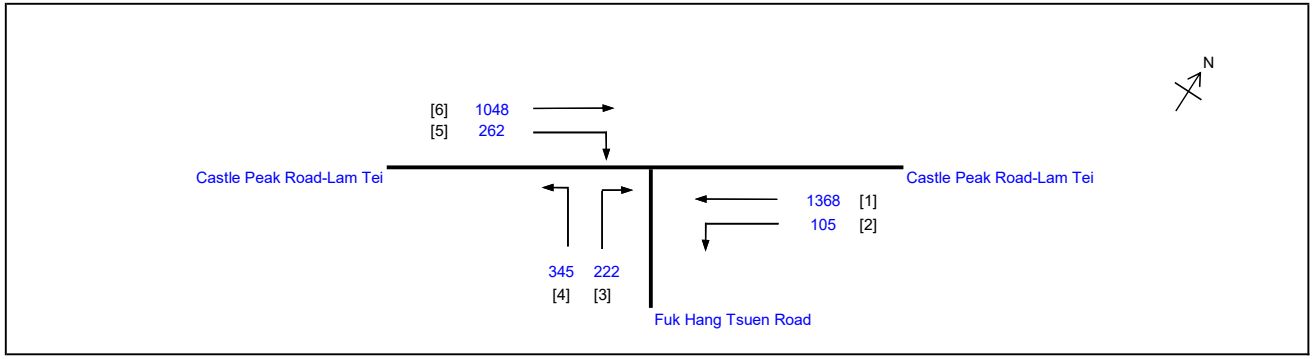
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

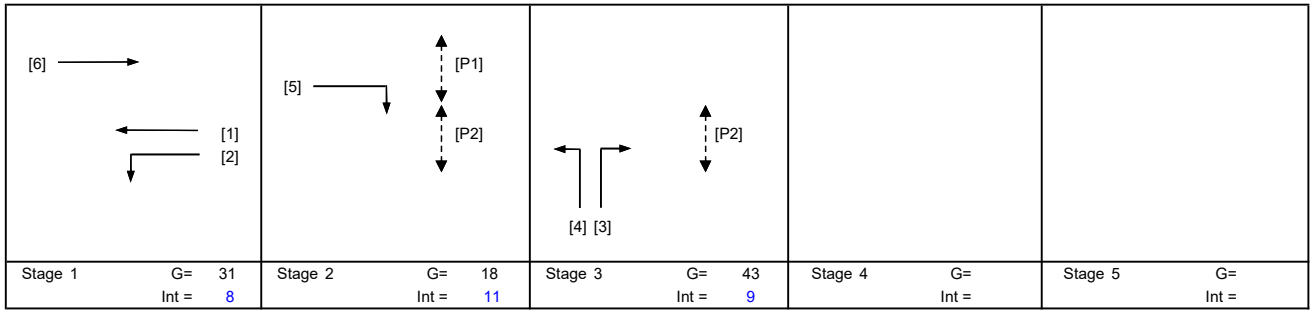
2024 Design AM

PROJECT NO.: 40624

FILENAME : J2_FHTR_CPRLT.xlsx



No. of stages per cycle		N =	3
Cycle time		C =	120 sec
Sum(y)		Y =	0.720
Loss time		L =	25 sec
Total Flow		=	3350 pcu
Co	= (1.5*L+5)/(1-Y)	=	151.6 sec
Cm	= L/(1-Y)	=	89.2 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	-1.0 %
Cp	= 0.9*L/(0.9-Y)	=	124.8 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**-1 %**



Stage 1	G= 31	Int = 8
Stage 2	G= 18	Int = 11
Stage 3	G= 43	Int = 9
Stage 4	G=	Int =
Stage 5	G=	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	14	9
P2	2.3	11.4	10	10	2	69	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.75	2				4260		1017		1017	0.00	4260							4260	0.239			32	32	0.909	81	45
1,2	1	3.60	1	10		N	1975	105	351		456	0.23	1909							1909	0.239	0.239		32	32	0.909	84	37
5	2	3.40	1	10			2095			262	262	1.00	1822							1822	0.144	0.144		19	19	0.909	66	46
6	1	3.40	3			N	6145		1048		1048	0.00	6145							6145	0.171			23	32	0.909	60	56
3,4	3	3.20	1	10		N	1935	345		222	567	1.00	1683							1683	0.337	0.337		44	44	0.909	90	28

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

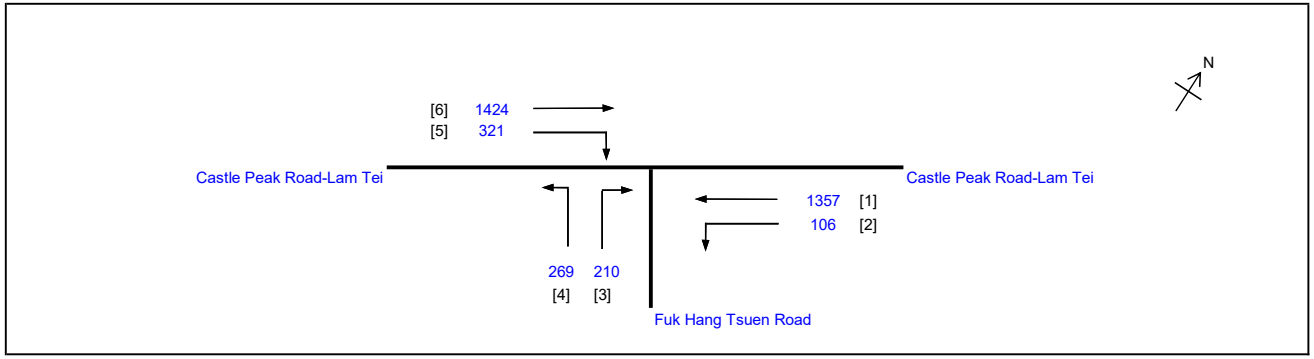
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

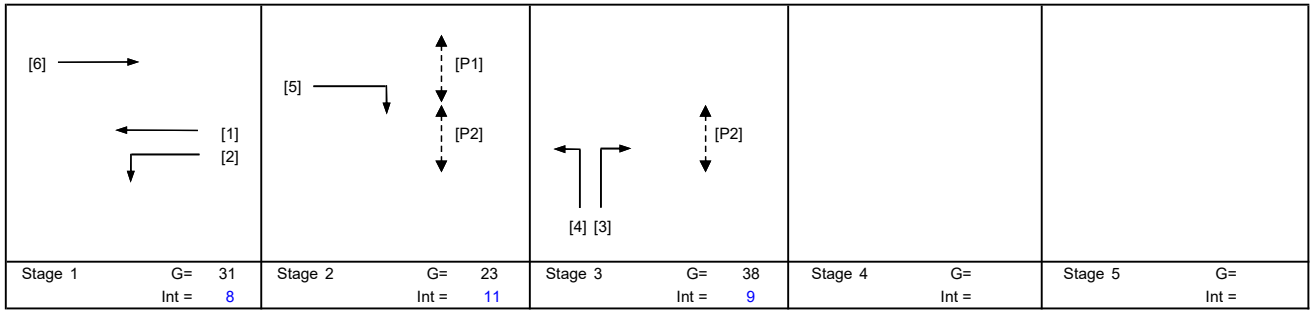
	INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning		
J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei		

2024 Design PM

PROJECT NO.:	40624	Prepared By:	BSL Feb-20
FILENAME :	J2_FHTR_CPRLT.xlsx	Checked By:	SLN Feb-20
		Reviewed By:	SLN Feb-20



No. of stages per cycle		N =	3
Cycle time		C =	120 sec
Sum(y)		Y =	0.698
Loss time		L =	25 sec
Total Flow		=	3687 pcu
Co	= (1.5*L+5)/(1-Y)	=	140.8 sec
Cm	= L/(1-Y)	=	82.8 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	2.0 %
Cp	= 0.9*L/(0.9-Y)	=	111.5 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**2 %**



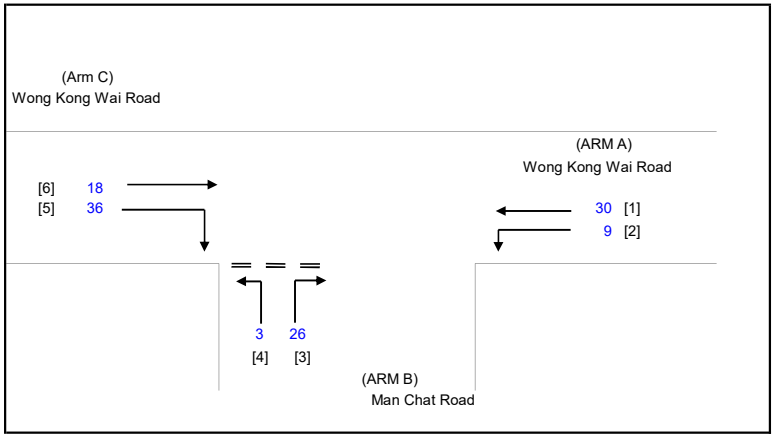
Stage 1	G= 31	Int = 8
Stage 2	G= 23	Int = 11
Stage 3	G= 38	Int = 9
Stage 4	G=	Int =
Stage 5	G=	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	19	9
P2	2.3	11.4	10	10	2	69	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.75	2				4260		1011		1011	0.00	4260							4260	0.237	0.237		32	32	0.882	75	45
1,2	1	3.60	1	10		N	1975	106	346		452	0.23	1908							1908	0.237			32	32	0.882	78	37
5	2	3.40	1	10			2095			321	321	1.00	1822							1822	0.176	0.176		24	24	0.882	60	42
6	1	3.40	3			N	6145		1424		1424	0.00	6145							6145	0.232			32	32	0.882	70	54
3,4	3	3.20	1	10		N	1935	269		210	479	1.00	1683							1683	0.285	0.285		39	39	0.882	72	32

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Co		PROJECT NO.: 40624	PREPARED BY:	SKL	Feb-20
J/O Wong Kong Wai Road / Man Chat Road	**2024 Reference AM**	FILENAME : J3_WKWR_MCR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.56	(metres)
W cr	=	0	(metres)
q a-b	=	9	(pcu/hr)
q a-c	=	30	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.56	(metres)
Vr c-b	=	20	(metres)
q c-a	=	18	(pcu/hr)
q c-b	=	36	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.68	(metres)
W b-c	=	3.68	(metres)
Vl b-a	=	17	(metres)
Vr b-a	=	20	(metres)
Vr b-c	=	20	(metres)
q b-a	=	26	(pcu/hr)
q b-c	=	3	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.83974
E	=	0.91257
F	=	0.90230
Y	=	0.87718
F for (Qb-ac)	=	0.10344828

THE CAPACITY OF MOVEMENT :

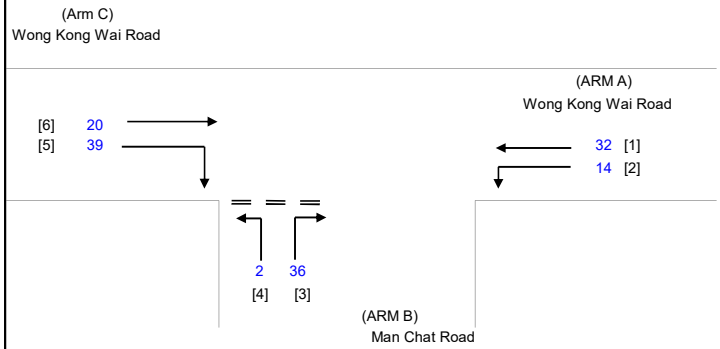
Q b-a	=	501		
Q b-c	=	670	Q b-c (O) =	661.3
Q c-b	=	661		
Q b-ac	=	514		
TOTAL FLOW	=	122	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0519
DFC b-c	=	0.0045
DFC c-b	=	0.0545
DFC b-c (share lane)	=	0.0058

CRITICAL DFC = 0.05

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Co		PROJECT NO.: 40624	PREPARED BY:	SKL	Feb-20
J/O Wong Kong Wai Road / Man Chat Road	**2024 Reference PM**	FILENAME : J3_WKWR_MCR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.56	(metres)
W cr	=	0	(metres)
q a-b	=	14	(pcu/hr)
q a-c	=	32	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.56	(metres)
Vr c-b	=	20	(metres)
q c-a	=	20	(pcu/hr)
q c-b	=	39	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.68	(metres)
W b-c	=	3.68	(metres)
Vl b-a	=	17	(metres)
Vr b-a	=	20	(metres)
Vr b-c	=	20	(metres)
q b-a	=	36	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.83974
E	=	0.91257
F	=	0.90230
Y	=	0.87718
F for (Qb-ac)	=	0.05263158

THE CAPACITY OF MOVEMENT :

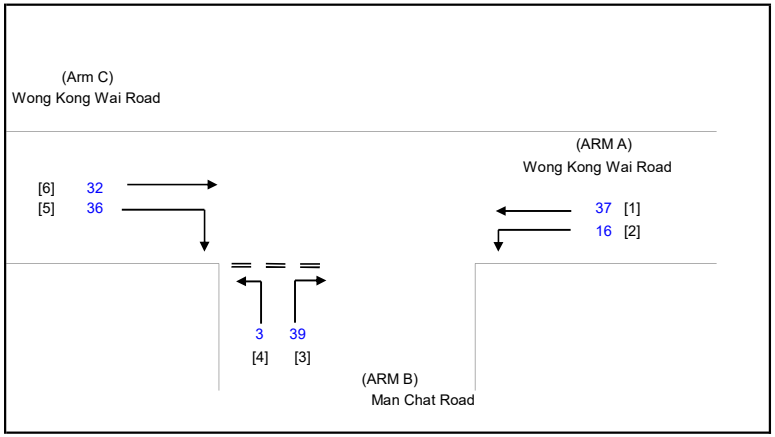
Q b-a	=	498		
Q b-c	=	669	Q b-c (O) =	656.9
Q c-b	=	659		
Q b-ac	=	505		
TOTAL FLOW	=	143	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0723
DFC b-c	=	0.0030
DFC c-b	=	0.0592
DFC b-c (share lane)	=	0.0040

CRITICAL DFC = 0.07

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Co		PROJECT NO.: 40624	PREPARED BY:	SKL	Feb-20
J/O Wong Kong Wai Road / Man Chat Road	**2024 Design AM**	FILENAME : J3_WKWR_MCR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.56	(metres)
W cr	=	0	(metres)
q a-b	=	16	(pcu/hr)
q a-c	=	37	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.56	(metres)
Vr c-b	=	20	(metres)
q c-a	=	32	(pcu/hr)
q c-b	=	36	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.68	(metres)
W b-c	=	3.68	(metres)
Vl b-a	=	17	(metres)
Vr b-a	=	20	(metres)
Vr b-c	=	20	(metres)
q b-a	=	39	(pcu/hr)
q b-c	=	3	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.83974
E	=	0.91257
F	=	0.90230
Y	=	0.87718
F for (Qb-ac)	=	0.07142857

THE CAPACITY OF MOVEMENT :

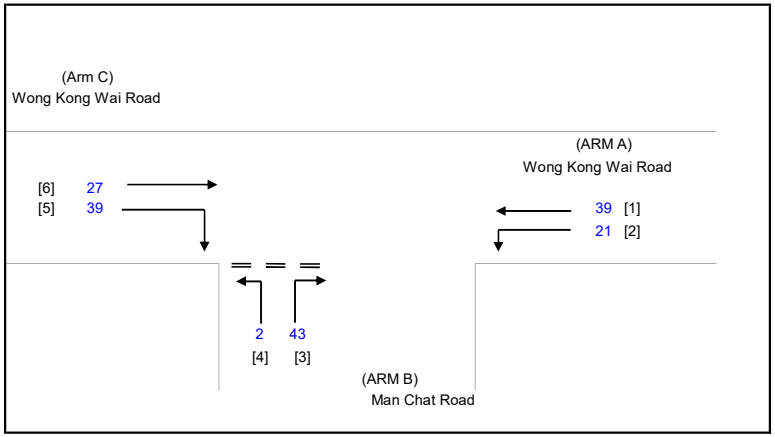
Q b-a	=	496		
Q b-c	=	667	Q b-c (O) =	653.9
Q c-b	=	657		
Q b-ac	=	505		
TOTAL FLOW	=	163	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0786
DFC b-c	=	0.0045
DFC c-b	=	0.0548
DFC b-c (share lane)	=	0.0059

CRITICAL DFC = 0.08

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Co		PROJECT NO.: 40624	PREPARED BY:	SKL	Feb-20
J/O Wong Kong Wai Road / Man Chat Road	**2024 Design PM**	FILENAME : J3_WKWR_MCR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.56	(metres)
W cr	=	0	(metres)
q a-b	=	21	(pcu/hr)
q a-c	=	39	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.56	(metres)
Vr c-b	=	20	(metres)
q c-a	=	27	(pcu/hr)
q c-b	=	39	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.68	(metres)
W b-c	=	3.68	(metres)
Vl b-a	=	17	(metres)
Vr b-a	=	20	(metres)
Vr b-c	=	20	(metres)
q b-a	=	43	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.83974
E	=	0.91257
F	=	0.90230
Y	=	0.87718
F for (Qb-ac)	=	0.04444444

THE CAPACITY OF MOVEMENT :

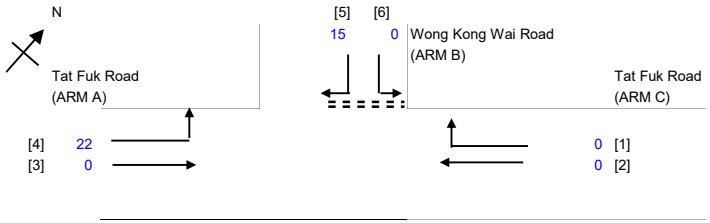
Q b-a	=	494		
Q b-c	=	666	Q b-c (O) =	651.5
Q c-b	=	655		
Q b-ac	=	500		
TOTAL FLOW	=	171	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0870
DFC b-c	=	0.0030
DFC c-b	=	0.0595
DFC b-c (share lane)	=	0.0040

CRITICAL DFC = 0.09

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Tat Fuk Road	**2024 Reference AM**	FILENAME : J4_WKWR_TFR.xls	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.48	(metres)
W cr	=	0.00	(metres)
q a-b	=	22	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.57	(metres)
Vr c-b	=	20	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.05	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	15	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7411
E	=	0.6096
F	=	0.9032
Y	=	0.8799
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

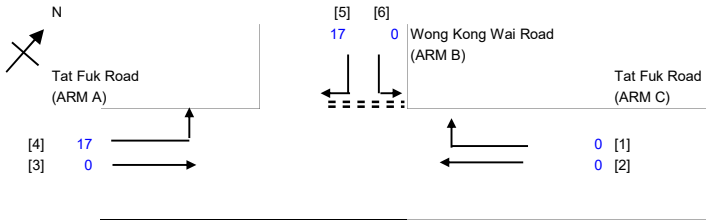
Q b-a	=	463		
Q b-c	=	452	Q b-c (O) =	448.3
Q c-b	=	666		
Q b-ac	=	463		
TOTAL FLOW	=	37	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0324
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0000

CRITICAL DFC = 0.03

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Tat Fuk Road	**2024 Reference PM**	FILENAME : J4_WKWR_TFR.xls	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.48	(metres)
W cr	=	0.00	(metres)
q a-b	=	17	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.57	(metres)
Vr c-b	=	20	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.05	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	17	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7411
E	=	0.6096
F	=	0.9032
Y	=	0.8799
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

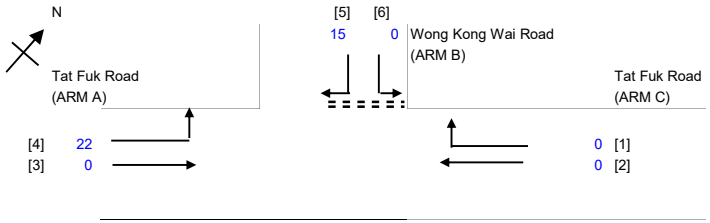
Q b-a	=	463		
Q b-c	=	453	Q b-c (O) =	448.8
Q c-b	=	668		
Q b-ac	=	463		
TOTAL FLOW	=	34	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0367
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0000

CRITICAL DFC = 0.04

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Tat Fuk Road	**2024 Design AM**	FILENAME : J4_WKWR_TFR.xls	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.48	(metres)
W cr	=	0.00	(metres)
q a-b	=	22	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.57	(metres)
Vr c-b	=	20	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.05	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	15	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7411
E	=	0.6096
F	=	0.9032
Y	=	0.8799
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

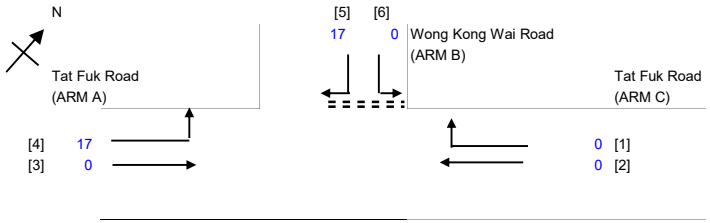
Q b-a	=	463		
Q b-c	=	452	Q b-c (O) =	448.3
Q c-b	=	666		
Q b-ac	=	463		
TOTAL FLOW	=	37	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0324
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0000

CRITICAL DFC = 0.03

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Wong Kong Wai Road / Tat Fuk Road	**2024 Design PM**	FILENAME : J4_WKWR_TFR.xls	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.48	(metres)
W cr	=	0.00	(metres)
q a-b	=	17	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.57	(metres)
Vr c-b	=	20	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.05	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	17	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.7411
E	=	0.6096
F	=	0.9032
Y	=	0.8799
F for (Qb-ac)	=	0.0000

THE CAPACITY OF MOVEMENT :

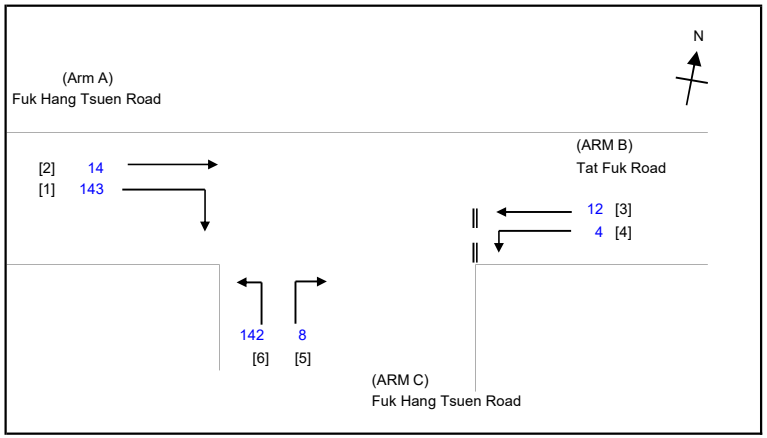
Q b-a	=	463		
Q b-c	=	453	Q b-c (O) =	448.8
Q c-b	=	668		
Q b-ac	=	463		
TOTAL FLOW	=	34	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0367
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0000

CRITICAL DFC = 0.04

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Fuk Hang Tsuen Road / Tat Fuk Road	**2024 Reference AM**	FILENAME : J5_FHTR_TFR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.36	(metres)
W cr	=	0	(metres)
q a-b	=	14	(pcu/hr)
q a-c	=	143	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.18	(metres)
Vr c-b	=	20	(metres)
q c-a	=	142	(pcu/hr)
q c-b	=	8	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.62	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	25	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	50	(metres)
q b-a	=	12	(pcu/hr)
q b-c	=	4	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90579
E	=	0.61552
F	=	0.95534
Y	=	0.74608
F for (Qb-ac)	=	0.25

THE CAPACITY OF MOVEMENT :

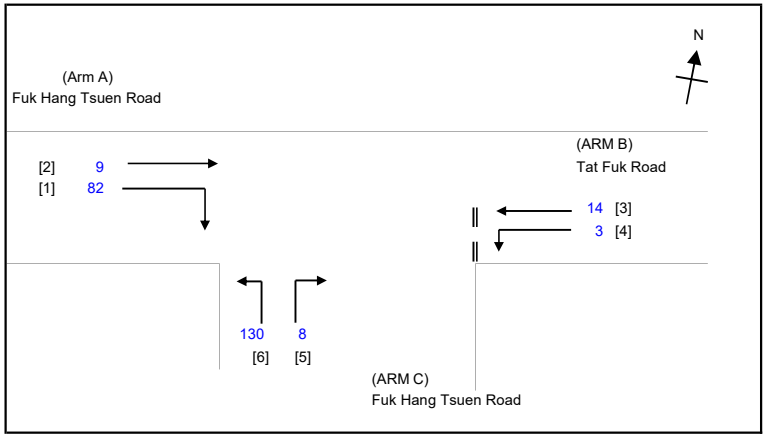
Q b-a	=	507			
Q b-c	=	434	Q b-c (O) =	431.4	
Q c-b	=	671			
Q b-ac	=	487			
TOTAL FLOW	=	323	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0237
DFC b-c	=	0.0092
DFC c-b	=	0.0119
DFC b-c (share lane)	=	0.0082

CRITICAL DFC = 0.02

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Fuk Hang Tsuen Road / Tat Fuk Road	**2024 Reference PM**	FILENAME : J5_FHTR_TFR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.36	(metres)
W cr	=	0	(metres)
q a-b	=	9	(pcu/hr)
q a-c	=	82	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.18	(metres)
Vr c-b	=	20	(metres)
q c-a	=	130	(pcu/hr)
q c-b	=	8	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.62	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	25	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	50	(metres)
q b-a	=	14	(pcu/hr)
q b-c	=	3	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90579
E	=	0.61552
F	=	0.95534
Y	=	0.74608
F for (Qb-ac)	=	0.17647059

THE CAPACITY OF MOVEMENT :

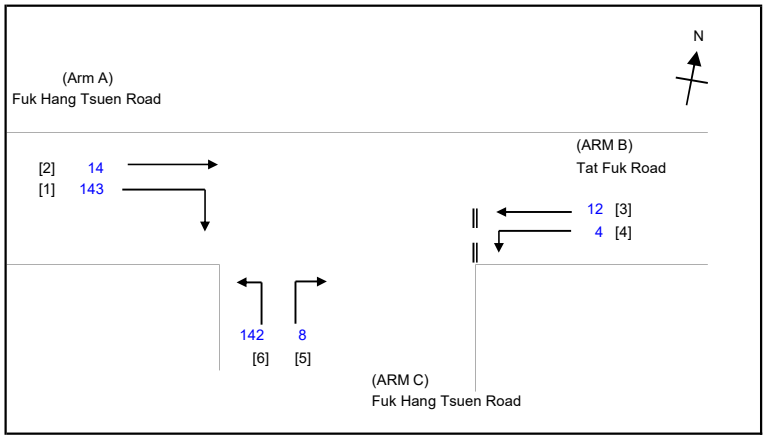
Q b-a	=	524			
Q b-c	=	444	Q b-c (O) =	441	
Q c-b	=	688			
Q b-ac	=	508			
TOTAL FLOW	=	246	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0267
DFC b-c	=	0.0068
DFC c-b	=	0.0116
DFC b-c (share lane)	=	0.0059

CRITICAL DFC = 0.03

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Fuk Hang Tsuen Road / Tat Fuk Road	**2024 Design AM**	FILENAME : J5_FHTR_TFR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.36	(metres)
W cr	=	0	(metres)
q a-b	=	14	(pcu/hr)
q a-c	=	143	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.18	(metres)
Vr c-b	=	20	(metres)
q c-a	=	142	(pcu/hr)
q c-b	=	8	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.62	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	25	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	50	(metres)
q b-a	=	12	(pcu/hr)
q b-c	=	4	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90579
E	=	0.61552
F	=	0.95534
Y	=	0.74608
F for (Qb-ac)	=	0.25

THE CAPACITY OF MOVEMENT :

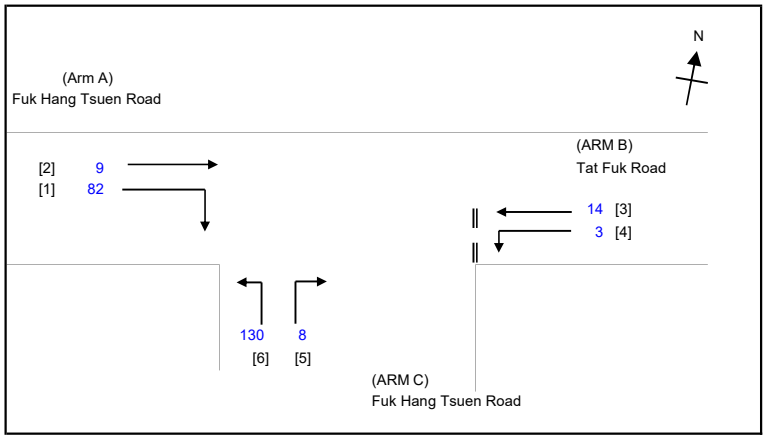
Q b-a	=	507			
Q b-c	=	434	Q b-c (O) =	431.4	
Q c-b	=	671			
Q b-ac	=	487			
TOTAL FLOW	=	323	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0237
DFC b-c	=	0.0092
DFC c-b	=	0.0119
DFC b-c (share lane)	=	0.0082

CRITICAL DFC = 0.02

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Feasibility for Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry C		PROJECT NO.: 40624	PREPARED BY:	BSL	Feb-20
J/O Fuk Hang Tsuen Road / Tat Fuk Road	**2024 Design PM**	FILENAME : J5_FHTR_TFR.xlsx	CHECKED BY:	SLN	Feb-20
		REFERENCE NO.:	REVIEWED BY:	SLN	Feb-20



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.36	(metres)
W cr	=	0	(metres)
q a-b	=	9	(pcu/hr)
q a-c	=	82	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.18	(metres)
Vr c-b	=	20	(metres)
q c-a	=	130	(pcu/hr)
q c-b	=	8	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.62	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	25	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	50	(metres)
q b-a	=	14	(pcu/hr)
q b-c	=	3	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90579
E	=	0.61552
F	=	0.95534
Y	=	0.74608
F for (Qb-ac)	=	0.17647059

THE CAPACITY OF MOVEMENT :

Q b-a	=	524			
Q b-c	=	444	Q b-c (O) =	441	
Q c-b	=	688			
Q b-ac	=	508			
TOTAL FLOW	=	246	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0267
DFC b-c	=	0.0068
DFC c-b	=	0.0116
DFC b-c (share lane)	=	0.0059

CRITICAL DFC = 0.03

Appendix C

Junction Calculation Sheets

- 2024 Design Scenario (With Junction Improvement)

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	BSL	Feb-20
Checked By:	SLN	Feb-20
Reviewed By:	SLN	Feb-20

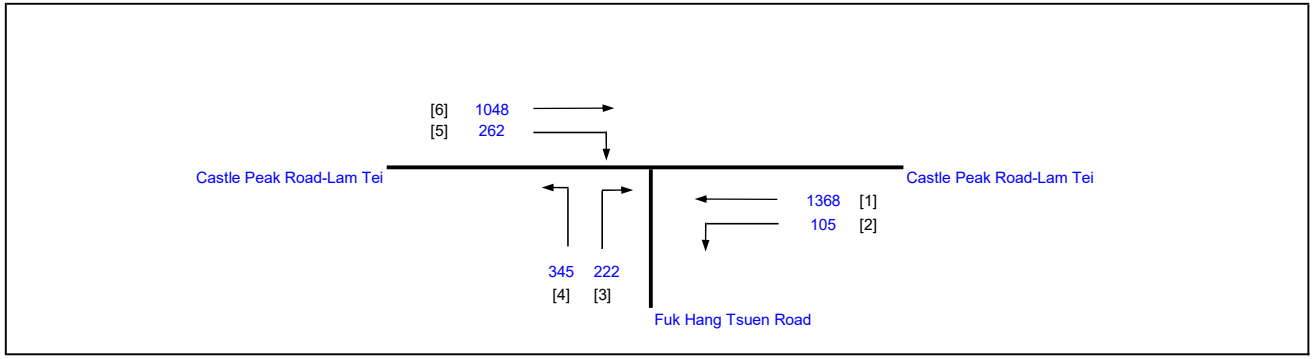
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

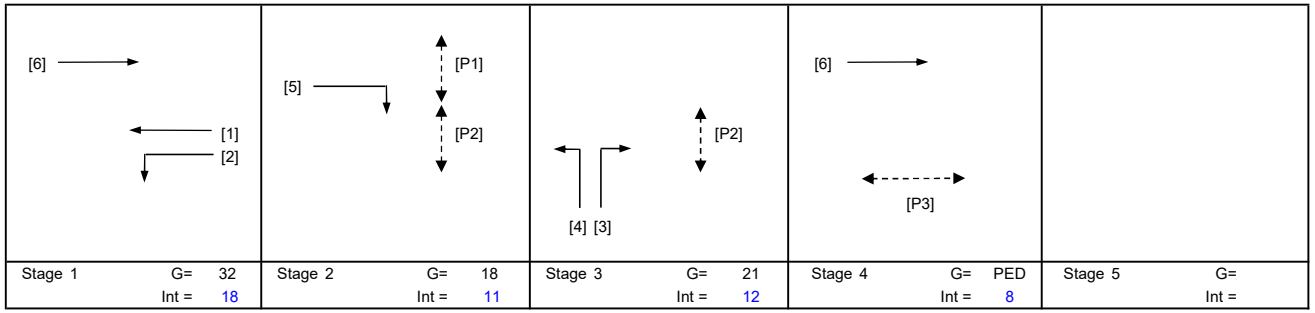
2024 Design AM (IMP)

PROJECT NO.: 40624

FILENAME : J2_FHTR_CPRLT.xlsx



No. of stages per cycle		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.536
Loss time		L =	46 sec
Total Flow		=	3350 pcu
Co	= (1.5*L+5)/(1-Y)	=	159.6 sec
Cm	= L/(1-Y)	=	99.2 sec
Yult		=	0.555
R.C.ult	= (Yult-Y)/Y*100%	=	3.5 %
Cp	= 0.9*L/(0.9-Y)	=	113.8 sec
Ymax	= 1-L/C	=	0.617
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**3 %**



Stage 1	G= 32	Int = 18
Stage 2	G= 18	Int = 11
Stage 3	G= 21	Int = 12
Stage 4	G= PED	Int = 8
Stage 5	G=	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	5	9	3	12	9
P2	2,3	8	5	7	0	49	7
P3	4	10.3	5	9	2	13	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							46					
1	1	3.75	2				4260		1013		1013	0.00	4260							4260	0.238	0.238		33	33	0.870	75	44
1,2	1	3.75	1	12		N	1990	105	355		460	0.23	1935							1935	0.238			33	33	0.870	72	36
6	1,4	3.40	3			N	6145		1048		1048	0.00	6145							6145	0.171			24	24	0.870	56	55
5	2	3.40	1	12			2095			262	262	1.00	1862							1862	0.141	0.141		19	19	0.870	54	45
3,4	3	3.40	1	12			2095	72		222	294	1.00	1862							1862	0.158	0.158		22	22	0.870	60	44
4	3	3.40	1	12		N	1955	273			273	1.00	1738							1738	0.157			22	22	0.870	54	44

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	BSL	Feb-20
Checked By:	SLN	Feb-20
Reviewed By:	SLN	Feb-20

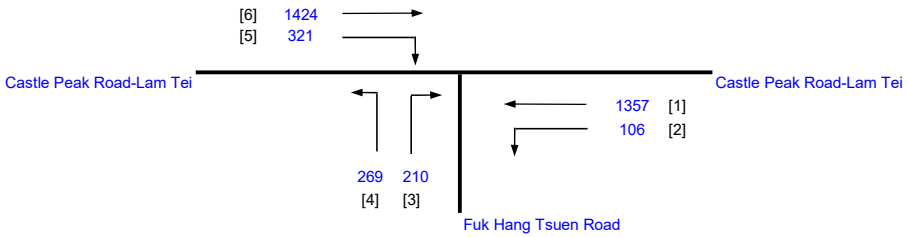
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

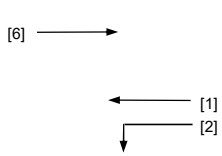
2024 Design PM (IMP)

PROJECT NO.: 40624

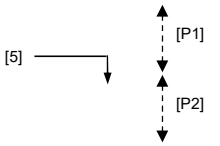
FILENAME : J2_FHTR_CPRLT.xlsx



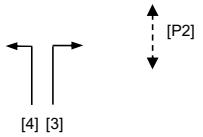
No. of stages per cycle		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.542
Loss time		L =	46 sec
Total Flow		=	3687 pcu
Co	= (1.5*L+5)/(1-Y)	=	161.5 sec
Cm	= L/(1-Y)	=	100.4 sec
Yult		=	0.555
R.C.ult	= (Yult-Y)/Y*100%	=	2.4 %
Cp	= 0.9*L/(0.9-Y)	=	115.6 sec
Ymax	= 1-L/C	=	0.617
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**2 %**



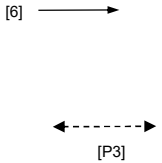
Stage 1 G= 31 Int = 18



Stage 2 G= 23 Int = 11



Stage 3 G= 17 Int = 12



Stage 4 G= PED Int = 8

Stage 5 G= Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	5	9	3	17	9
P2	2,3	8	5	7	0	50	7
P3	4	10.3	5	9	2	18	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							46					
1	1	3.75	2				4260		1007		1007	0.00	4260							4260	0.236	0.236		32	32	0.879	75	45
1,2	1	3.75	1	12		N	1990	106	350		456	0.23	1934							1934	0.236			32	32	0.879	78	37
6	1,4	3.40	3			N	6145		1424		1424	0.00	6145							6145	0.232			32	32	0.879	70	54
5	2	3.40	1	12			2095			321	321	1.00	1862							1862	0.172	0.172		24	24	0.879	60	43
3,4	3	3.40	1	12			2095	38		210	248	1.00	1862							1862	0.133	0.133		18	18	0.879	54	46
4	3	3.40	1	12		N	1955	231			231	1.00	1738							1738	0.133			18	18	0.879	54	46

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

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PlanArch Consultants Ltd.
建港規劃顧問有限公司

TPB Ref.: A/TM-LTYY/398
Our Ref.: pa/tm.ltyy/1906605

By Hand and Email

Secretary
Town Planning Board
15/F., North Point Government Offices,
No. 333, Java Road, North Point, Hong Kong
(Attn.: Mr. Raymond KAN)

17 June 2020

Dear Sir,

S16 Application for Proposed Temporary Training Ground
(Hong Kong Institute of Construction, Construction Industry Council)
for a Period of 3 Years at Government Land under Kong Sham Western Highway
(next to Wong Kong Wai Road near Fuk Hang Tusen),
Lam Tei, Tuen Mun, New Territories

We refer to the captioned S16 application submitted to the Town Planning Board on 25.2.2020 and the subsequent comments from the Planning Department (PlanD) and Transport Department (TD).

1. Temporary Use of the Proposed Development

The captioned application applies for a period of 3 years in order to provide sufficient flexibility for the proposed development. The proposed duration allows the temporary training ground to start as a pilot operation instead of a long-term development, and that the surrounding communities can observe and understand that the proposed training ground will not bring any negative impact to them and to the environment. Hence, their acceptance of the operation of the training ground at the site could be obtained.

It is intended that the operation of proposed temporary training ground at the application site will be reviewed after 3 years, and a more comprehensive development plan may be prepared to investigate the possibility of a long-term development.

2. Road Widening Works and Link Capacity Assessment of Fuk Hang Tsuen Road

In addition to our submission of Further Information on 29.4.2020, we would like to further address the comments from TD on road widening works and link capacity assessment of Fuk

Hang Tsuen Road. Attached please find the revised pages to the Traffic Impact Assessment (TIA) for your consideration (**Appendix A**).

It is understood that there is no programme for Fuk Hang Tsuen Road widening works at this stage. So, it is anticipated that the proposed development will be operated before the completion of the road widening works.

Link capacity assessment at Fuk Hang Tsuen Road is conducted and presented in Table R2 of the revised TIA (**Appendix A**). The results show that Fuk Hang Tsuen Road will operate with capacity in both reference and design scenarios in 2024.

A sensitivity test is also conducted assuming the capacity of Fuk Hang Tsuen Road reduced to 800 veh/hr and the result is presented in Table R3 of the revised TIA (**Appendix A**). The results show that Fuk Hang Tsuen Road will operate over 0.85 in both reference and design scenarios in 2024. With Fuk Hang Tsuen Road widening works, the v/c ratios can be improved significantly to 0.36.

At the same time, an updated junction capacity assessment is carried out at J/O Cast Peak Road-Lam Tei / Fuk Hang Tsuen Road and presented in updated Table 4.6 of the revised TIA (**Appendix A**). The result shows that with the Fuk Hang Tsuen Road junction improvement works, the RCs can be improved to more than 15%. The calculations are also attached for reference.

The applicant, Construction Industry Council (CIC), is a statutory body established on 2007 under Cap. 587 Construction Industry Council Ordinance. The main function of CIC is to convey the needs and aspirations of the construction industry to the Hong Kong Government. It also serves as an advisory body advising the Government on construction-related matters. In particular, CIC is empowered to steer forward research and manpower development. It provides training courses for the construction industry and establish and maintain industrial training centres for the construction industry.

It is understood that the Fuk Hang Tsuen Road widening works will affect the basketball court of "Fuk Hang playground" and many private lots along Fuk Hang Tsuen Road. Land resumption will be involved and the project scale of such works is relatively large.

The application for the proposed training ground at Lam Tei under the captioned application is only for a temporary use for 3 years, it will have no funding / capacity / resources for the extensive scope of works involving land resumption, objections handling as well as civil engineering works for road widening and junction improvements.

The information serves as clarification of the background information of the application under the Section 5(b) of the TPB Guideline No. 32, and we would like to seek an exemption from

publication and recounting requirement. In case you decide that the above information in accepted but not exempted from publication and recounting requirement, we would like to proceed with the application with the further information.

Should you have any questions, please feel free to contact the undersigned.

Thank you for your kind attention.

Yours faithfully,
For and on behalf of
PlanArch Consultants Ltd.

w/e.
cc. Client
DPO/ TMYLW, PlanD (Attn.: Mr. Keith FUNG)
C for T, TD (Attn.: Ms. WAN Mei Yin)

Table 2.2 Car Parking Provisions of the Existing CIC Training Grounds – Bar Bending and Timber Formwork Training

Site	Name of Training Ground	Maximum Staff No.	Maximum Student No.	No. of Carparking Provision	No. of space / staff
1	Kwun Tong - Wai Lok Street	28	400	8	0.29
2	Tin Yuet Road	7	90	2	0.29
3	5-7 Wong Lung Hang Road, Tung Chung	6	70	2	0.33
4	Tung Chau Street, Sham Shui Po	4	60	0	0
5	Siu Lun Street, Tuen Mun	5	80	2	0.40

Table 4.5 2024 Junction Capacity Assessment

No.	Junction	Type/ Capacity Index(1)	2024 Reference		2024 Design	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Castle Peak Road-Lam Tei/ Wong Kong Wai Road	Priority/DFC	0.07	0.07	0.08	0.09
B	Castle Peak Road-Lam Tei/ Fuk Hang Tsuen Road	Signals/RC	3%	5%	1%	4%
C	Wong Kong Wai Road / Man Chat Road	Priority/DFC	0.05	0.07	0.08	0.09
D	Wong Kong Wai Road / Tat Fuk Road	Priority/DFC	0.03	0.04	0.03	0.04
E	Fuk Hang Tsuen Road / Tat Fuk Road	Priority/DFC	0.02	0.03	0.02	0.03

Note: (1) DFC = Design flow to capacity ratio for priority junction.
(2) RC = Reserved capacity for signalized junction.

Table 4.6 Junction Capacity Assessment for Design Year 2024 with Junction Improvement)

No.	Junction Location	Type /Capacity Index(1)	2024 Design			
			Without Improvement		With Improvement	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
B	Castle Peak Road – Lam Tei/Fuk Hang Tsuen Road	Signalized /RC	1%	4%	16%	15%

Table R1 Level of Service (LOS) of the Surveyed Footpaths

Ref	Location	Actual Width (m)	Effective Width (m)[1][2]	Peak Hour Flow (ped/hr)		Flow Rate[3] ped/hr/m [LOS]	
				AM	PM	AM	PM
Existing Scenario							
P1	Northern footpath of Wong Kong Wai Road (between Castle Peak Road – Hung Shui Kiu and Man Chat Road)	1.5	0.5	14	8	0.5 [A]	0.3 [A]
P2	Northern footpath of Wong Kong Wai Road (between Man Chat Road and local access road)	2.0	1.0	18	10	0.3 [A]	0.2 [A]
P3	Southern footpath of Wong Kong Wai Road (between local access road and the Proposed Site Access)	1.0	0.6	4	1	0.1 [A]	0.1 [A]
Future Scenario (With the Proposed Development)							
P1	Northern footpath of Wong Kong Wai Road (between Castle Peak Road – Hung Shui Kiu and Man Chat Road)	1.5	0.5	415	409	13.8 [A]	13.6 [A]
P2	Northern footpath of Wong Kong Wai Road (between Man Chat Road and local access road)	2.0	1.0	419	411	7.0 [A]	6.9 [A]
P3	Southern footpath of Wong Kong Wai Road (between local access road and the Proposed Site Access)	1.0	0.6	400	400	11.1 [A]	11.1 [A]

Note: (1) A clearance zone of 0.5m on side with obstruction was adopted for P1 and P2.
(2) A clearance zone of 0.2m on side with obstruction was adopted for P3.
(3) For LOS "C" or above, flow volumes should be less than 33 ped/m/min.

Table R2 Link Capacity Assessment at Fuk Hang Tsuen Road (Between Castle Peak Road and Man Chat Road)

Road		**Capacity (veh/hr)**	**Peak hour Traffic Flow [1] (veh/hr)**		**V/C Ratio**	
			AM	**PM**	**AM**	**PM**
Existing Scenario		1,400	616	595	0.44	0.43
2024 Design Scenario	**Without** FHTR widening works	1,400	784	760	0.56	0.54
	With FHTR widening works	2,200			0.36	0.35

Note: (1) The traffic flow is converted from pcu/hr to veh/hr by adopting the surveyed pcu factors.

Table R3 Link Capacity Assessment at Fuk Hang Tsuen Road (Between Castle Peak Road and Man Chat Road) – Sensitivity Test

Scenarios	Capacity (veh/hr)	Peak hour Traffic Flow [1] (veh/hr)		V/C Ratio	
		AM	PM	AM	PM
Existing Scenario	800	616	595	0.77	0.74
2024 Reference Scenario	800	767	749	0.96	0.94
2024 Design Scenario	800	784	760	0.98	0.95

Note: (1) The traffic flow is converted from pcu/hr to veh/hr by adopting the surveyed pcu factors.

P1

P2

P3

KONG SHAM WESTERN HIGHWAY

CASTLE PEAK ROAD - LAM TEI

THE SITE

N

LEGEND:

P1 ⟷ SURVEYED FOOTPATH

← — → PEDESTRIAN ROUTING

PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN		DRAWING NO. FIGURE R1 / REV. ·
DESIGNED BSL	DATE APR 2020	DRAWING TITLE: PEDESTRIAN ROUTINGS TO CASTLE PEAK ROAD	LLA 顧問有限公司 Consultancy Limited
DRAWN CLL	SCALE 1:5000		
CHECKED SLN			

FILE: G:\PROJECT\40624\DATA\DWG\FIGURER1.DWG PLOT SCALE : 1 = 1

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	BSL	Jun-20
Checked By:	SLN	Jun-20
Reviewed By:	SLN	Jun-20

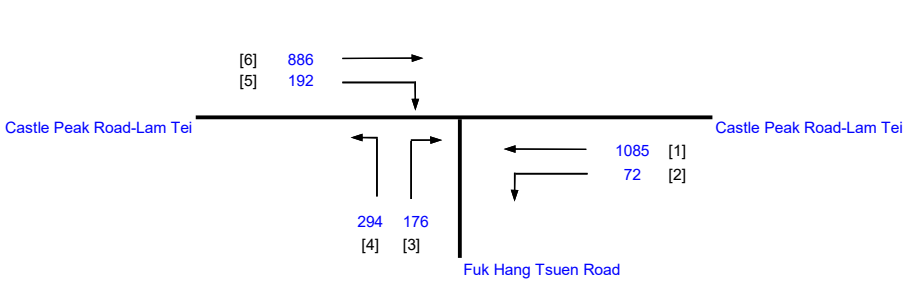
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

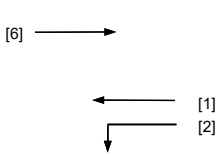
2019 Existing AM

PROJECT NO.: 40624

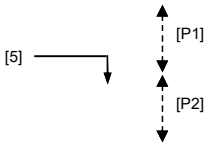
FILENAME : J2_FHTR_CPRLT.xlsx



No. of stages per cycle		N =	3
Cycle time		C =	120 sec
Sum(y)		Y =	0.562
Loss time		L =	25 sec
Total Flow		=	2705 pcu
Co	= (1.5*L+5)/(1-Y)	=	97.1 sec
Cm	= L/(1-Y)	=	57.1 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	26.7 %
Cp	= 0.9*L/(0.9-Y)	=	66.6 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**27 %**



Stage 1 G= 31 Int = 8



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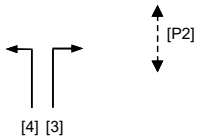


Stage 3 G= 45 Int = 9

Stage 4 G= Int =

Stage 5 G= Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	12	9
P2	2.3	11.4	10	10	2	69	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.65	2				4240		798		798	0.00	4240							4240	0.188	0.188		32	32	0.710	57	39
1,2	1	3.65	1	12		N	1980	72	287		359	0.20	1932							1932	0.186			31	32	0.710	48	44
5	2	3.40	1	15			2095			192	192	1.00	1905							1905	0.101	0.101		17	17	0.710	30	59
6	1	3.40	3			N	6145		886		886	0.00	6145							6145	0.144			24	32	0.710	46	43
3,4	3	3.20	1	12		N	1935	294		176	470	1.00	1720							1720	0.273	0.273		46	46	0.710	54	34

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

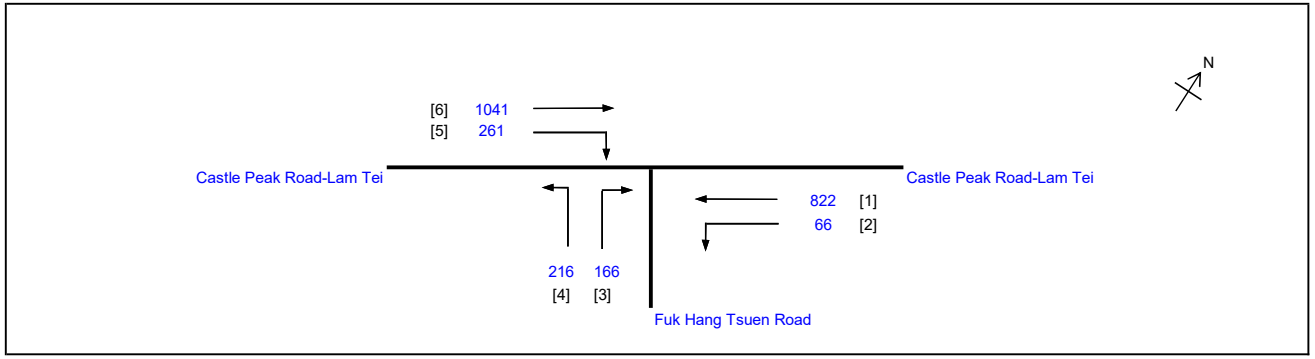
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

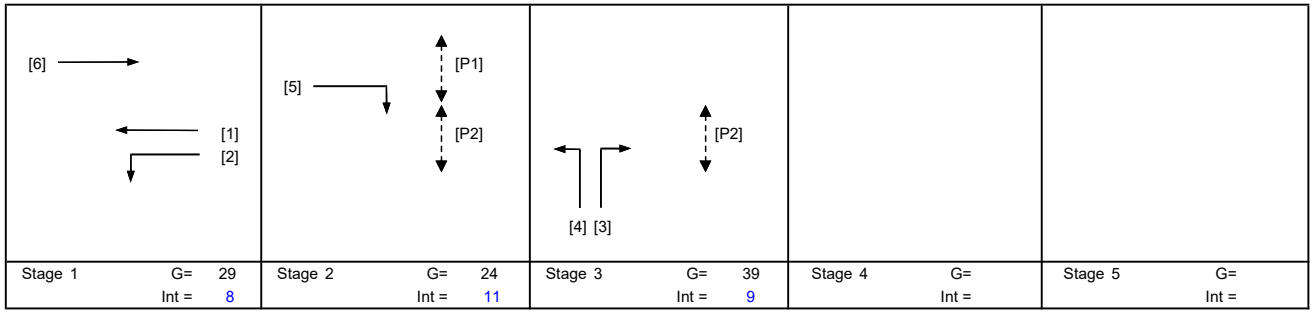
	INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning		
J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei		

2019 Existing PM

PROJECT NO.:	40624	Prepared By:	BSL Jun-20
FILENAME :	J2_FHTR_CPRLT.xlsx	Checked By:	SLN Jun-20
		Reviewed By:	SLN Jun-20



No. of stages per cycle		N =	3
Cycle time		C =	120 sec
Sum(y)		Y =	0.529
Loss time		L =	25 sec
Total Flow		=	2572 pcu
Co	= (1.5*L+5)/(1-Y)	=	90.1 sec
Cm	= L/(1-Y)	=	53.0 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	34.8 %
Cp	= 0.9*L/(0.9-Y)	=	60.6 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**35 %**



Stage 1	G= 29	Stage 2	G= 24	Stage 3	G= 39	Stage 4	G=	Stage 5	G=
	Int = 8		Int = 11		Int = 9		Int =		Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	20	9
P2	2.3	11.4	10	10	2	71	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.65	2				4240		613		613	0.00	4240							4240	0.145			26	30	0.668	48	42
1,2	1	3.65	1	12		N	1980	66	209		275	0.24	1922							1922	0.143			26	30	0.668	42	47
5	2	3.40	1	15			2095			261	261	1.00	1905							1905	0.137	0.137		25	25	0.668	36	48
6	1	3.40	3			N	6145		1041		1041	0.00	6145							6145	0.169	0.169		30	30	0.668	50	38
3,4	3	3.20	1	12		N	1935	216		166	382	1.00	1720							1720	0.222	0.222		40	40	0.668	48	37

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

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Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning		
J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei		

2024 Reference AM

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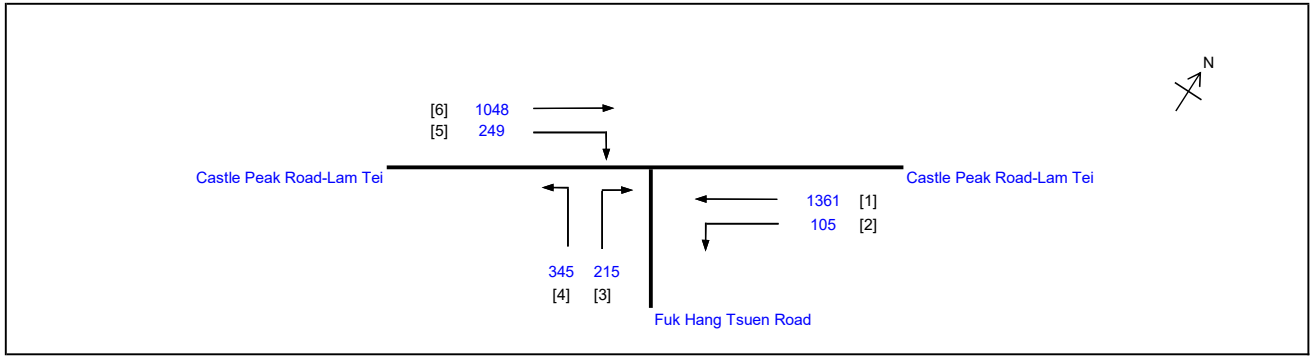
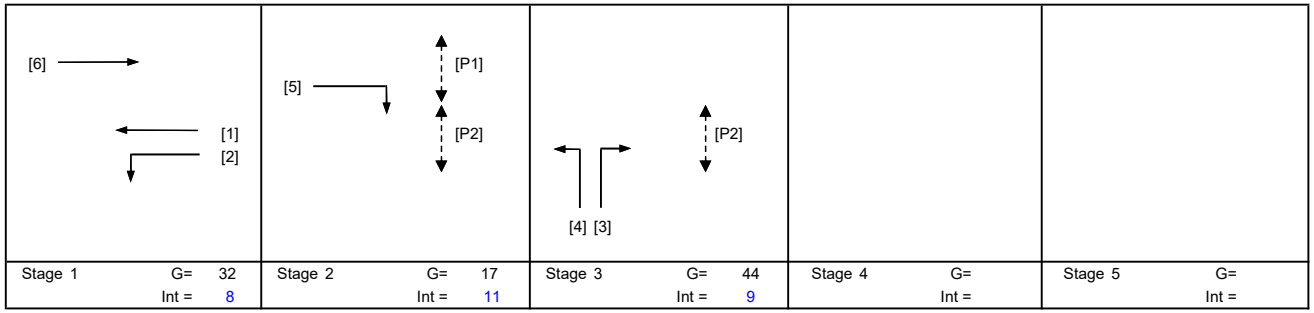
		Reviewed By:	SLN Jun-20



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.694
Loss time	L =	25 sec
Total Flow	=	3323 pcu
Co = (1.5*L+5)/(1-Y)	=	139.0 sec
Cm = L/(1-Y)	=	81.8 sec
Yult	=	0.713
R.C.ult = (Yult-Y)/Y*100%	=	2.6 %
Cp = 0.9*L/(0.9-Y)	=	109.4 sec
Ymax = 1-L/C	=	0.792
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**3 %**



Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
G= 32	G= 17	G= 44	G=	G=
Int = 8	Int = 11	Int = 9	Int =	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	13	9
P2	2.3	11.4	10	10	2	69	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.65	2				4240		1008		1008	0.00	4240							4240	0.238			33	33	0.877	75	44
1,2	1	3.65	1	12		N	1980	105	353		458	0.23	1925							1925	0.238	0.238		33	33	0.877	78	37
5	2	3.40	1	15			2095			249	249	1.00	1905							1905	0.131	0.131		18	18	0.877	54	47
6	1	3.40	3			N	6145		1048		1048	0.00	6145							6145	0.171			23	33	0.877	58	55
3,4	3	3.20	1	12		N	1935	345		215	560	1.00	1720							1720	0.326	0.326		45	45	0.877	78	28

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

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TRAFFIC SIGNAL CALCULATION

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Prepared By:	BSL	Jun-20
Checked By:	SLN	Jun-20
Reviewed By:	SLN	Jun-20

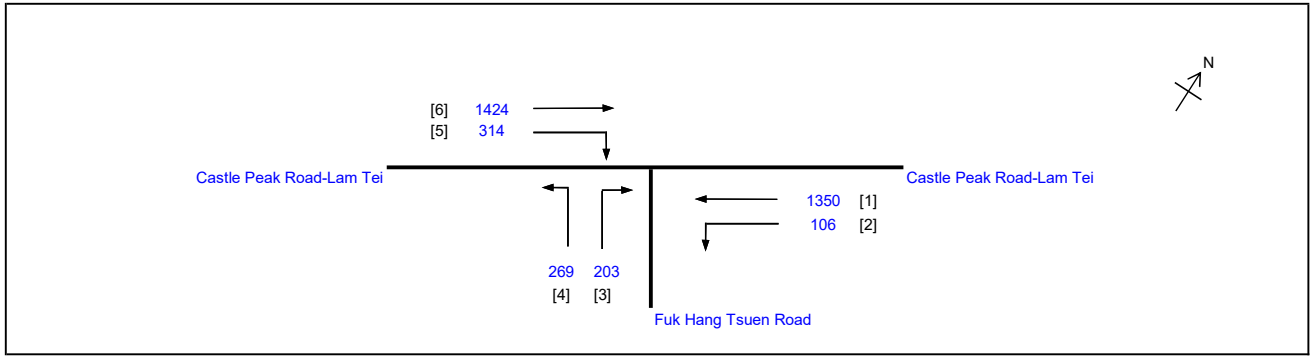
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

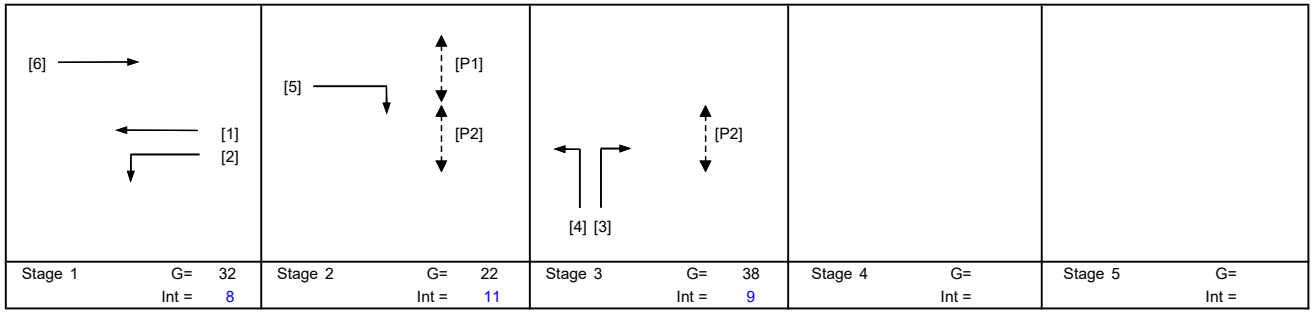
2024 Reference PM

PROJECT NO.: 40624

FILENAME : J2_FHTR_CPRLT.xlsx



No. of stages per cycle		N =	3
Cycle time		C =	120 sec
Sum(y)		Y =	0.676
Loss time		L =	25 sec
Total Flow		=	3666 pcu
Co	= (1.5*L+5)/(1-Y)	=	131.0 sec
Cm	= L/(1-Y)	=	77.1 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	5.5 %
Cp	= 0.9*L/(0.9-Y)	=	100.3 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**5 %**



Stage 1	G= 32	Int = 8
Stage 2	G= 22	Int = 11
Stage 3	G= 38	Int = 9
Stage 4	G=	Int =
Stage 5	G=	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	18	9
P2	2.3	11.4	10	10	2	68	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.65	2				4240		1002		1002	0.00	4240							4240	0.236	0.236		33	33	0.853	72	43
1,2	1	3.65	1	12		N	1980	106	348		454	0.23	1924							1924	0.236			33	33	0.853	72	36
5	2	3.40	1	15			2095			314	314	1.00	1905							1905	0.165	0.165		23	23	0.853	60	43
6	1	3.40	3			N	6145		1424		1424	0.00	6145							6145	0.232			33	33	0.853	68	53
3,4	3	3.20	1	12		N	1935	269		203	472	1.00	1720							1720	0.274	0.274		39	39	0.853	72	32

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

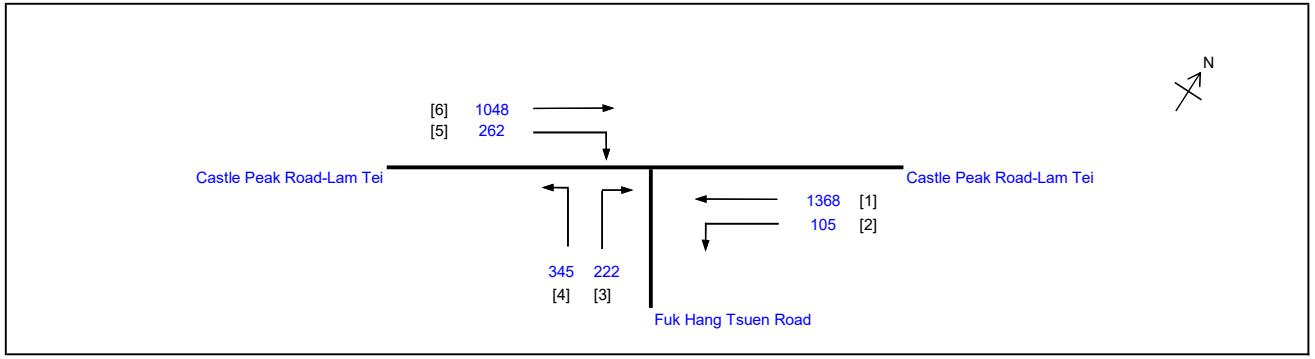
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

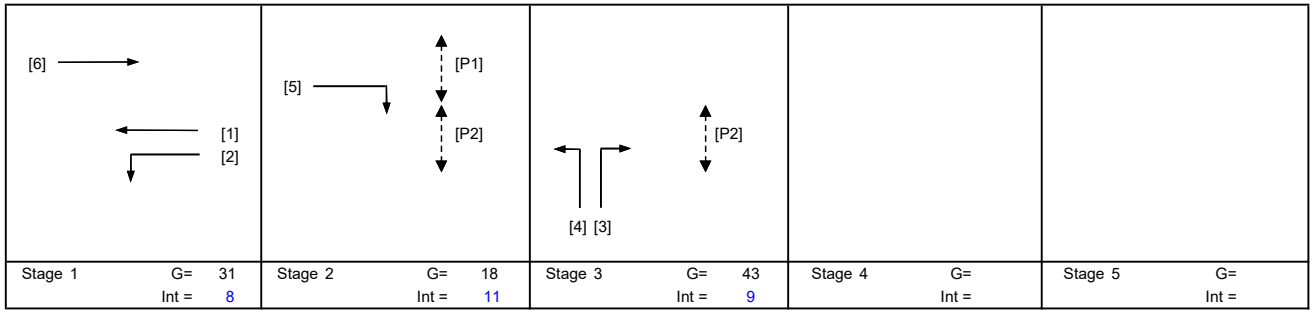
	INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning		
J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei		

2024 Design AM

PROJECT NO.:	40624	Prepared By:	BSL Jun-20
FILENAME :	J2_FHTR_CPRLT.xlsx	Checked By:	SLN Jun-20
		Reviewed By:	SLN Jun-20



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.706
Loss time	L =	25 sec
Total Flow	=	3350 pcu
Co = (1.5*L+5)/(1-Y)	=	144.6 sec
Cm = L/(1-Y)	=	85.1 sec
Yult	=	0.713
R.C.ult = (Yult-Y)/Y*100%	=	0.9 %
Cp = 0.9*L/(0.9-Y)	=	116.1 sec
Ymax = 1-L/C	=	0.792
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**1 %**



Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
G= 31	G= 18	G= 43	G=	G=
Int = 8	Int = 11	Int = 9	Int =	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	14	9
P2	2.3	11.4	10	10	2	69	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.65	2				4240		1013		1013	0.00	4240							4240	0.239			32	32	0.892	78	45
1,2	1	3.65	1	12		N	1980	105	355		460	0.23	1925							1925	0.239	0.239		32	32	0.892	78	37
5	2	3.40	1	15			2095			262	262	1.00	1905							1905	0.138	0.138		19	19	0.892	60	46
6	1	3.40	3			N	6145		1048		1048	0.00	6145							6145	0.171			23	32	0.892	58	55
3,4	3	3.20	1	12		N	1935	345		222	567	1.00	1720							1720	0.330	0.330		44	44	0.892	84	28

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

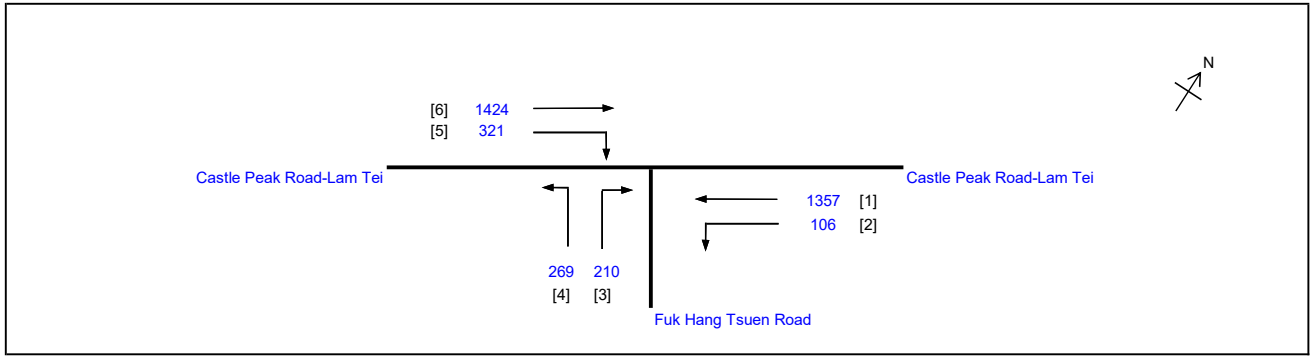
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

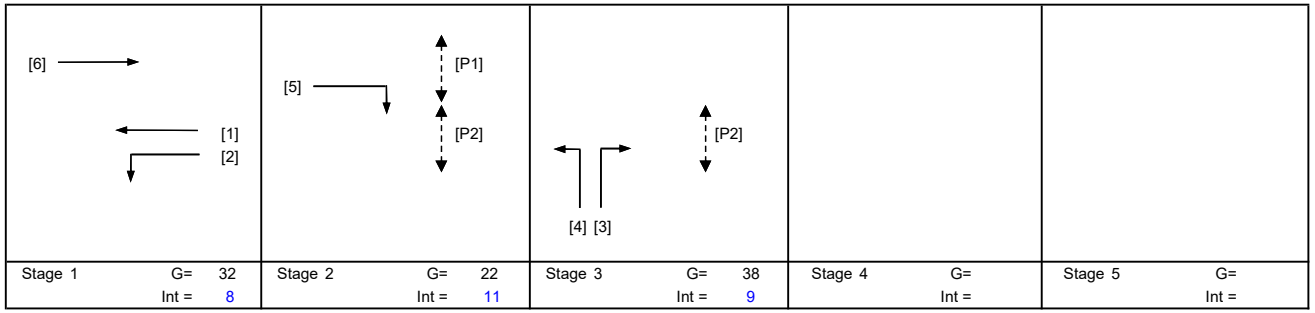
	INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning		
J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei		

2024 Design PM

PROJECT NO.:	40624	Prepared By:	BSL Jun-20
FILENAME :	J2_FHTR_CPRLT.xlsx	Checked By:	SLN Jun-20
		Reviewed By:	SLN Jun-20



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.685
Loss time	L =	25 sec
Total Flow	=	3687 pcu
Co = (1.5*L+5)/(1-Y)	=	134.7 sec
Cm = L/(1-Y)	=	79.2 sec
Yult	=	0.713
R.C.ult = (Yult-Y)/Y*100%	=	4.1 %
Cp = 0.9*L/(0.9-Y)	=	104.4 sec
Ymax = 1-L/C	=	0.792
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**4 %**



Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
G= 32	G= 22	G= 38	G=	G=
Int = 8	Int = 11	Int = 9	Int =	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	18	9
P2	2.3	11.4	10	10	2	68	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.65	2				4240		1007		1007	0.00	4240							4240	0.238	0.238		33	33	0.865	75	44
1,2	1	3.65	1	12		N	1980	106	350		456	0.23	1924							1924	0.237			33	33	0.865	72	36
5	2	3.40	1	15			2095			321	321	1.00	1905							1905	0.169	0.169		23	23	0.865	60	43
6	1	3.40	3			N	6145		1424		1424	0.00	6145							6145	0.232			32	33	0.865	68	53
3,4	3	3.20	1	12		N	1935	269		210	479	1.00	1720							1720	0.278	0.278		39	39	0.865	72	32

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	BSL	Jun-20
Checked By:	SLN	Jun-20
Reviewed By:	SLN	Jun-20

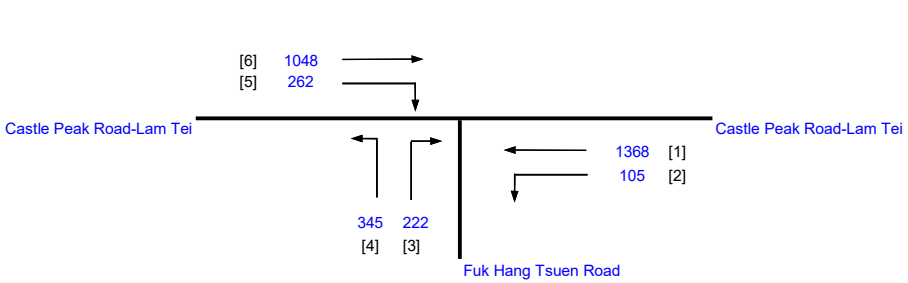
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

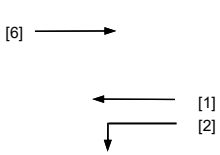
2024 Design AM

PROJECT NO.: 40624

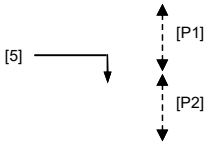
FILENAME : J2_FHTR_CPRLT.xlsx



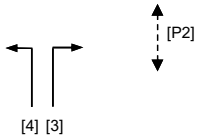
No. of stages per cycle		N =	3
Cycle time		C =	120 sec
Sum(y)		Y =	0.706
Loss time		L =	25 sec
Total Flow		=	3350 pcu
Co	= (1.5*L+5)/(1-Y)	=	144.6 sec
Cm	= L/(1-Y)	=	85.1 sec
Yult		=	0.713
R.C.ult	= (Yult-Y)/Y*100%	=	0.9 %
Cp	= 0.9*L/(0.9-Y)	=	116.1 sec
Ymax	= 1-L/C	=	0.792
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**1 %**



Stage 1 G= 31 Int = 8



Stage 2 G= 18 Int = 11



Stage 3 G= 43 Int = 9

Stage 4 G= Int =

Stage 5 G= Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	14	9
P2	2.3	11.4	10	10	2	69	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.65	2				4240		1013		1013	0.00	4240							4240	0.239			32	32	0.892	78	45
1,2	1	3.65	1	12		N	1980	105	355		460	0.23	1925							1925	0.239	0.239		32	32	0.892	78	37
5	2	3.40	1	15			2095			262	262	1.00	1905							1905	0.138	0.138		19	19	0.892	60	46
6	1	3.40	3			N	6145		1048		1048	0.00	6145							6145	0.171			23	32	0.892	58	55
3,4	3	3.20	1	12		N	1935	345		222	567	1.00	1720							1720	0.330	0.330		44	44	0.892	84	28

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

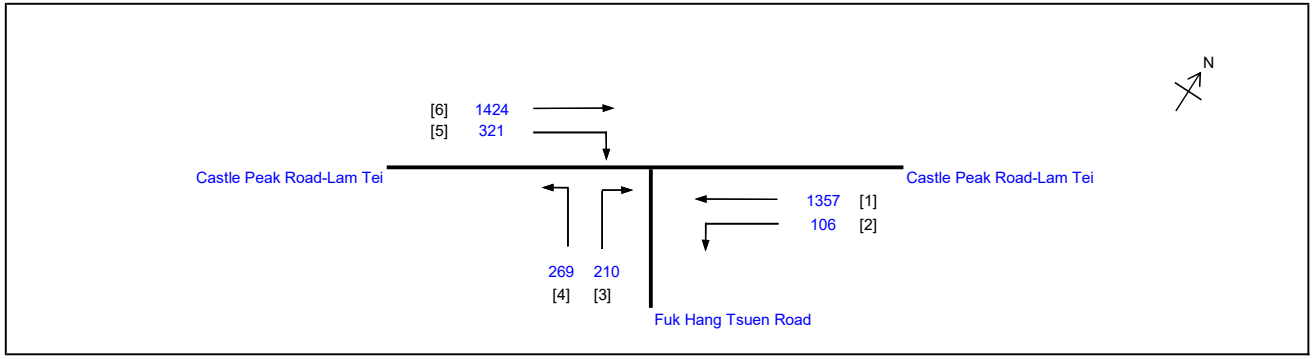
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

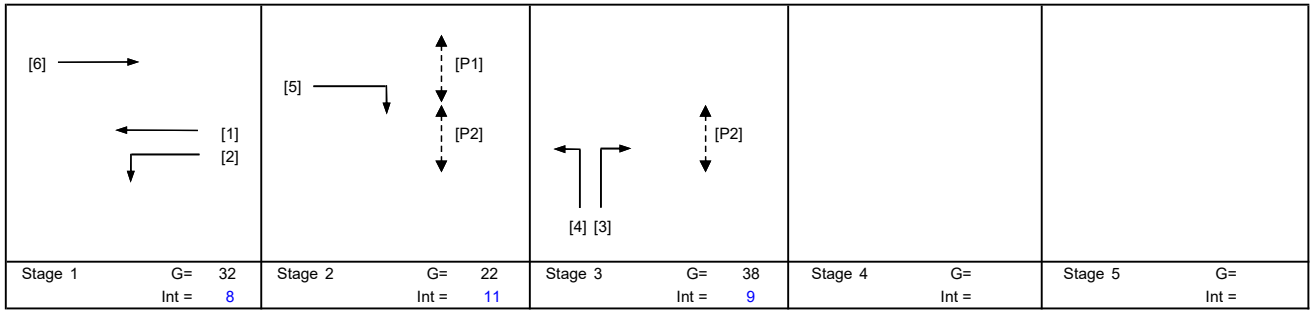
	INITIALS	DATE
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning		
J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei		

2024 Design PM

PROJECT NO.:	40624	Prepared By:	BSL Jun-20
FILENAME :	J2_FHTR_CPRLT.xlsx	Checked By:	SLN Jun-20
		Reviewed By:	SLN Jun-20



No. of stages per cycle	N =	3
Cycle time	C =	120 sec
Sum(y)	Y =	0.685
Loss time	L =	25 sec
Total Flow	=	3687 pcu
Co = (1.5*L+5)/(1-Y)	=	134.7 sec
Cm = L/(1-Y)	=	79.2 sec
Yult	=	0.713
R.C.ult = (Yult-Y)/Y*100%	=	4.1 %
Cp = 0.9*L/(0.9-Y)	=	104.4 sec
Ymax = 1-L/C	=	0.792
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**4 %**



Stage 1	Stage 2	Stage 3	Stage 4	Stage 5
G= 32	G= 22	G= 38	G=	G=
Int = 8	Int = 11	Int = 9	Int =	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	9	9	2	18	9
P2	2.3	11.4	10	10	2	68	10

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							25					
1	1	3.65	2				4240		1007		1007	0.00	4240							4240	0.238	0.238		33	33	0.865	75	44
1,2	1	3.65	1	12		N	1980	106	350		456	0.23	1924							1924	0.237			33	33	0.865	72	36
5	2	3.40	1	15			2095			321	321	1.00	1905							1905	0.169	0.169		23	23	0.865	60	43
6	1	3.40	3			N	6145		1424		1424	0.00	6145							6145	0.232			32	33	0.865	68	53
3,4	3	3.20	1	12		N	1935	269		210	479	1.00	1720							1720	0.278	0.278		39	39	0.865	72	32

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	BSL	Jun-20
Checked By:	SLN	Jun-20
Reviewed By:	SLN	Jun-20

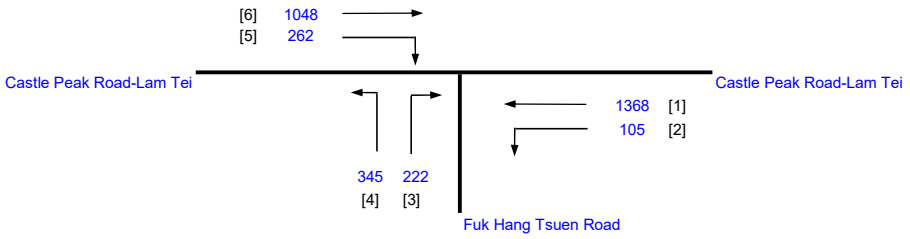
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

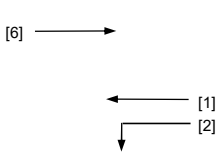
2024 Design AM (IMP)

PROJECT NO.: 40624

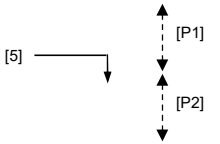
FILENAME : J2_FHTR_CPRLT.xlsx



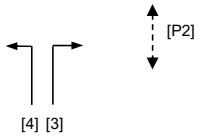
No. of stages per cycle		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.534
Loss time		L =	37 sec
Total Flow		=	3350 pcu
Co	= (1.5*L+5)/(1-Y)	=	129.9 sec
Cm	= L/(1-Y)	=	79.5 sec
Yult		=	0.623
R.C.ult	= (Yult-Y)/Y*100%	=	16.5 %
Cp	= 0.9*L/(0.9-Y)	=	91.1 sec
Ymax	= 1-L/C	=	0.692
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**16 %**



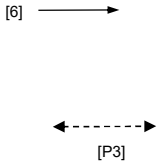
Stage 1 G= 36 Int = 8



Stage 2 G= 20 Int = 11



Stage 3 G= 24 Int = 9



Stage 4 G= PED Int = 12

Stage 5 G= Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	5	9	3	14	9
P2	2,3	8	5	7	0	54	7
P3	4	10.3	5	5	2	19	5

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							37					
1	1	3.65	2				4240		1013		1013	0.00	4240							4240	0.239	0.239		37	37	0.773	69	38
1,2	1	3.65	1	12		N	1980	105	355		460	0.23	1925							1925	0.239			37	37	0.773	60	43
6	1,4	3.40	3			N	6145		1048		1048	0.00	6145							6145	0.171			26	26	0.773	54	44
5	2	3.40	1	15			2095			262	262	1.00	1905							1905	0.138	0.138		21	21	0.773	42	59
3,4	3	3.40	1	12			2095	72		222	294	1.00	1862							1862	0.158	0.158		25	25	0.773	48	55
4	3	3.40	1	12		N	1955	273			273	1.00	1738							1738	0.157			24	25	0.773	42	56

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	BSL	Jun-20
Checked By:	SLN	Jun-20
Reviewed By:	SLN	Jun-20

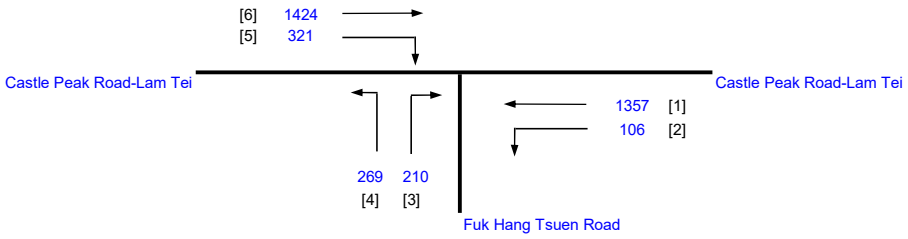
Feasibility for Proposed Ttraining Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council - TIA Study in Support of the Planning

J/O Fuk Hang Tsuen Road/Castle Peak Road-Lam Tei

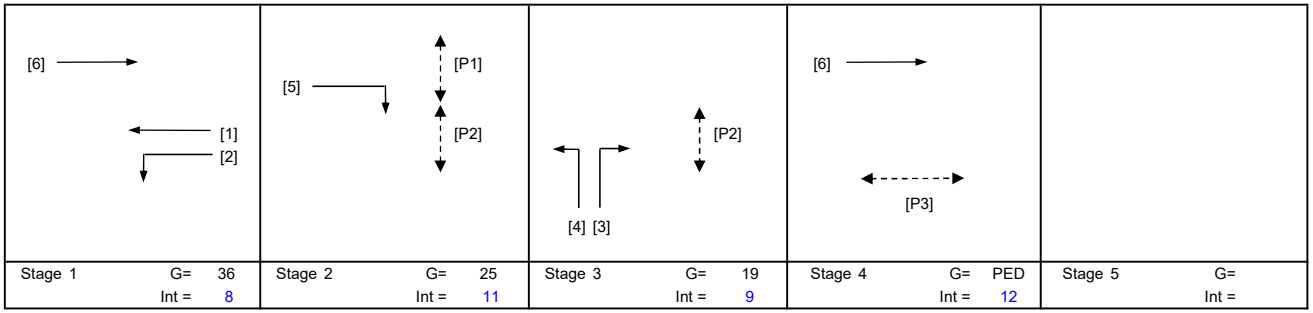
2024 Design PM (IMP)

PROJECT NO.: 40624

FILENAME : J2_FHTR_CPRLT.xlsx



No. of stages per cycle		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.539
Loss time		L =	37 sec
Total Flow		=	3687 pcu
Co	= (1.5*L+5)/(1-Y)	=	131.3 sec
Cm	= L/(1-Y)	=	80.3 sec
Yult		=	0.623
R.C.ult	= (Yult-Y)/Y*100%	=	15.4 %
Cp	= 0.9*L/(0.9-Y)	=	92.3 sec
Ymax	= 1-L/C	=	0.692
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**15 %**



Stage 1	G= 36	Int = 8
Stage 2	G= 25	Int = 11
Stage 3	G= 19	Int = 9
Stage 4	G= PED	Int = 12
Stage 5	G=	Int =

Pedestrian Phase	Stage	Width (m)	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	2	10.8	5	9	3	19	9
P2	2,3	8	5	7	0	54	7
P3	4	10.3	5	5	2	24	5

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							37					
1	1	3.65	2				4240		1007		1007	0.00	4240							4240	0.238	0.238		37	37	0.780	69	39
1,2	1	3.65	1	12		N	1980	106	350		456	0.23	1924							1924	0.237			36	37	0.780	60	44
6	1,4	3.40	3			N	6145		1424		1424	0.00	6145							6145	0.232			36	36	0.780	66	38
5	2	3.40	1	15			2095			321	321	1.00	1905							1905	0.169	0.169		26	26	0.780	48	54
3,4	3	3.40	1	12			2095	38		210	248	1.00	1862							1862	0.133	0.133		20	20	0.780	42	61
4	3	3.40	1	12		N	1955	231			231	1.00	1738							1738	0.133			20	20	0.780	42	62

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

Appendix Ie of
RNTPC Paper No. A/TM-LTYY/456

RE: Planning Application No. A/TM-LTYY/456 - Departmental Comments16/06/2023 12:14
From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
Cc: [redacted], "ekytam@pland.gov.hk" <ekytam@pland.gov.hk>, "dhhng@pland.gov.hk" <dhhng@pland.gov.hk>
File Ref:

2 Attachments

20230210 LTTG FS251.pdf 20230616 LTTG FS251.pdf

Dear Sir/Madam,

We refer to your email dated 7 June 2023.

We enclosed the full set of valid FS251 for your perusal.

Best regards,
Ferrero YIP

Ferrero Yip
Assistant Manager – Estates Office
CONSTRUCTION INDUSTRY COUNCIL
[redacted]
Tel: [redacted] **Email:** [redacted]

CONSTRUCTION INDUSTRY COUNCIL 建造業議會

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From: dhhng@pland.gov.hk <dhhng@pland.gov.hk>
Sent: Wednesday, June 7, 2023 10:40 AM
To: [redacted]
Cc: [redacted]; ekytam@pland.gov.hk
Subject: Planning Application No. A/TM-LTYY/456 - Departmental Comments

Our Reference: ( ) in TPB/A/TM-LTYY/456

Dear Ferrero,

Application No. A/TM-LTYY/456 under s.16 of the Town Planning Ordinance

We spoke. Please find attached comments of Director of Fire Services on the captioned application.

(i) The type and numbers of FSIs listed on the FS251 should be tally with the FSIs listed on the previously submitted FSI proposal.
(ii) Full set of ***valid***FS251 covering all the FSIs implemented on the application site shall be submitted.

Should you wish to submit further information in response to the above, please do so preferably as soon as possible in writing to Secretary of the Town Planning Board (Address: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong; Fax: 2877 0245) with a copy to us. In submitting the further information, reference should be made to the TPB Guidelines No. 32A on the Submission of Further Information in Relation to Applications for Amendment of Plan, Planning Permission and Review.

Alternatively, you can request the TPB to defer the consideration of the application in order to allow more time to prepare the further information. For details, please refer to the TPB Guidelines No. 33A on Deferment of Decision on Representations, Comments, Further Representations and Applications. Both guidelines could be retrieved from the TPB website: http://www.info.gov.hk/tpb/en/forms/guideline.html.

Regards,
Danny NG
for District Planning Officer/Tuen Mun and Yuen Long West
Planning Department
Tel: 2158 6201

FIRE SERVICE (INSTALLATIONS AND EQUIPMENT) REGULATIONS
消防（裝置及設備）規例
(Regulation 9(1))
（第九條(1)款）

CERTIFICATE OF FIRE SERVICE INSTALLATION AND EQUIPMENT
消防裝置及設備證書

FSD Ref.: 消防處檔號

Serial Number: 30216032673

Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground

Address 地址

Government Land (STT no. MX 18030 : CS-225 & CS-226),
Kong Sham Western Highway,Wong Kong Wai Road, Lam Tei, Tuen Mun, NT

Type of Building 樓宇類型: ☐ Industrial 工業 ☐ Commercial 商業 ☐ Domestic 住宅 ☐ Composite 綜合 ☐ Licensed premises 持牌處所 ☐ Institutional 社團

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

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

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
24	34 nos. x 5 kg CO2 F.E.	STT No. MX 18030 : CS-225 & CS-226	Conforms with FSD requirements	16/06/2023	15/06/2024
25	4 nos. x sand bucket	Ditto	Ditto	16/06/2023	15/06/2024

Part 2 第二部 Installation / Modification / Repair / Inspection works 裝置/改裝/修理/檢查工作

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Nature of Work Carried out 完成之工作內容	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)

Part 3 第三部 Defects 損壞事項

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Outstanding Defects 未修缺點	Comment on Defects 缺點評述

Remark 備註

I/We hereby certify that the above installations/equipment have been tested and found to be in efficient working order in accordance with the Codes of Practice for Minimum Fire Service Installations and Equipment and Inspection, Testing and Maintenance of Installations and Equipment published from time to time by the Director of Fire Services. Defects are listed in Part 3.

本人藉此證明以上之消防裝置及設備經試驗，證明性能良好，符合消防處處長不時公佈的最低限度之消防裝置及設備守則與裝置及設備之檢查測試及保養守則的規格，損壞事項列於第三部.

如證書涉及年檢事項，應張貼於大廈或處所當眼處以供消防處人員查核

This certificate should be displayed at prominent location of the building or premises for FSD's inspection if any annual maintenance work is involved.

For and on behalf of
美利堅消防工程有限公司
AMERICAN FIRE ENGINEERING COMPANY LIMITED

Authorized Signature: 受權人簽署

Name: 姓名 [redacted]

FSD/RC No.: 消防處註冊號碼 RC 3 / 0216 RC /

Company Name: 公司名稱 [redacted]

Telephone: 聯絡電話 23941455

Date: 日期 16/06/2023

For FSD use only

☐ Inspected

☐ Key-in

☐ Verified

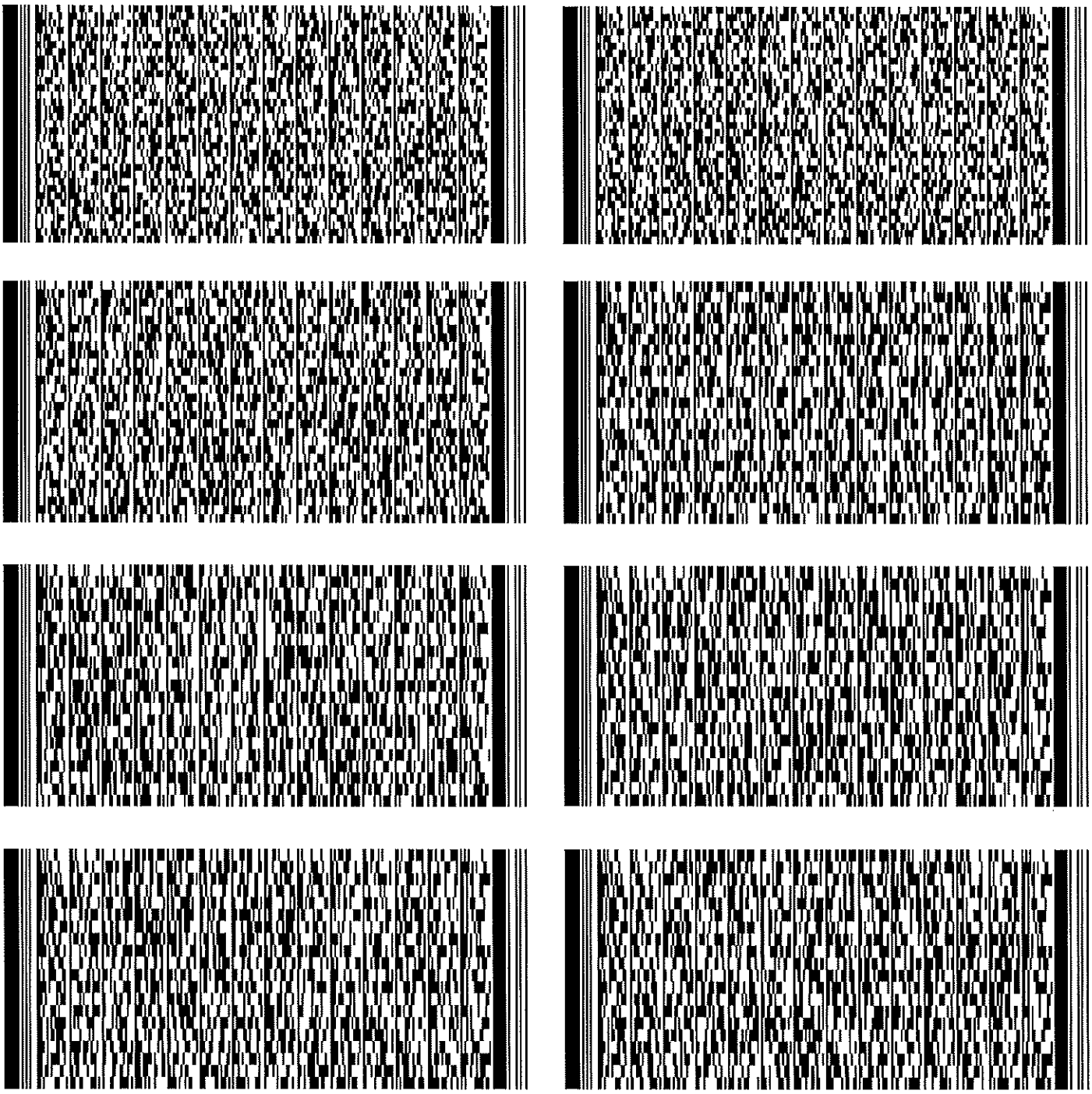
F.S. 251 (Rev. 01/2012)
1b48-66a6-fb0e-9e84-664f-2125-e841-e65f

Serial Number

30216032673

Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground



FIRE SERVICE (INSTALLATIONS AND EQUIPMENT) REGULATIONS
消防（裝置及設備）規例
(Regulation 9(1))
（第九條(1)款）

FSD Ref.: 消防處檔號

Serial Number: 10259015063

CERTIFICATE OF FIRE SERVICE INSTALLATION AND EQUIPMENT
消防裝置及設備證書

Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground

Address 地址

Government Land (STT no. MX 18030 : CS-225 & CS-226),
Kong Sham Western Highway,Wong Kong Wai Road, Lam Tei, Tuen Mun, NT

Type of Building 樓宇類型: ☐ Industrial 工業 ☐ Commercial 商業 ☐ Domestic 住宅 ☐ Composite 綜合 ☐ Licensed premises 持牌處所 ☐ Institutional 社團

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

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Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
13	MFA System	STT No. MX 18030 : CS-225 & CS-226	Conforms with FSD requirements	08/02/2023	07/02/2024
23	Hose Reel	Ditto	Ditto	08/02/2023	07/02/2024

Part 2 第二部 Installation / Modification / Repair / Inspection works 裝置/改裝/修理/檢查工作

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Nature of Work Carried out 完成之工作內容	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)

Part 3 第三部 Defects 損壞事項

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Outstanding Defects 未修缺點	Comment on Defects 缺點評述

Remark 備註

I/We hereby certify that the above installations/equipment have been tested and found to be in efficient working order in accordance with the Codes of Practice for Minimum Fire Service Installations and Equipment and Inspection, Testing and Maintenance of Installations and Equipment published from time to time by the Director of Fire Services. Defects are listed in Part 3.

本人藉此證明以上之消防裝置及設備經試驗，證明性能良好，符合消防處處長不時公佈的最低限度之消防裝置及設備守則與裝置及設備之檢查測試及保養守則的規格，損壞事項列於第三部.

如證書涉及年檢事項，應張貼於大廈或處所當眼處以供消防處人員查核

This certificate should be displayed at prominent location of the building or premises for FSD's inspection if any annual maintenance work is involved.

For and on behalf of
美利堅消防工程有限公司
AMERICAN FIRE ENGINEERING COMPANY LIMITED

Authorized Signature: 受權人簽署 ..... Authorized Signature(s)

Name: 姓名 [redacted]

FSD/RC No.: 消防處註冊號碼 RC1 / 0259 RC2 / 0405

Company Name: 公司名稱 American Fire Engineering Company Limited

Telephone: 聯絡電話 23941455

Date: 日期 10/02/2023

For FSD use only
☐ Inspected
☐ Key-in
☐ Verified

Serial Number

10259015063

Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground

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

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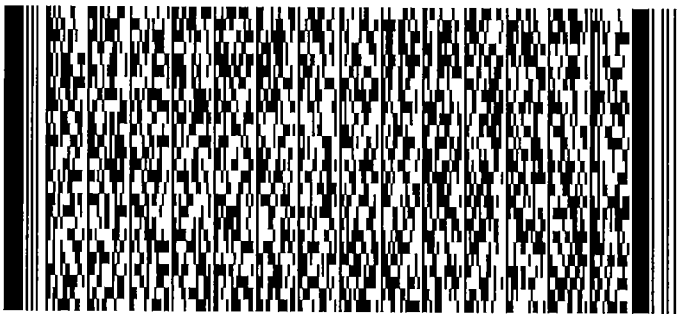
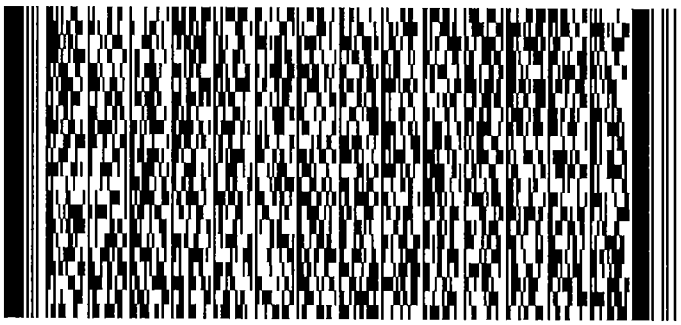
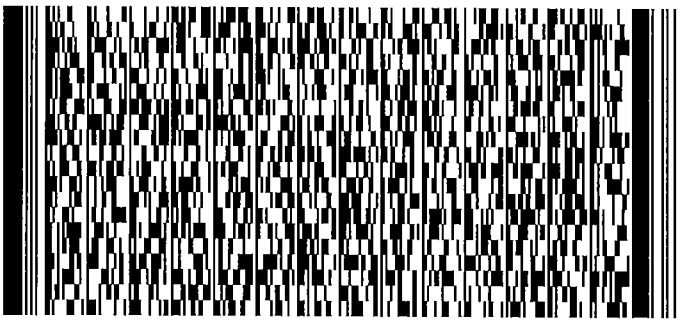
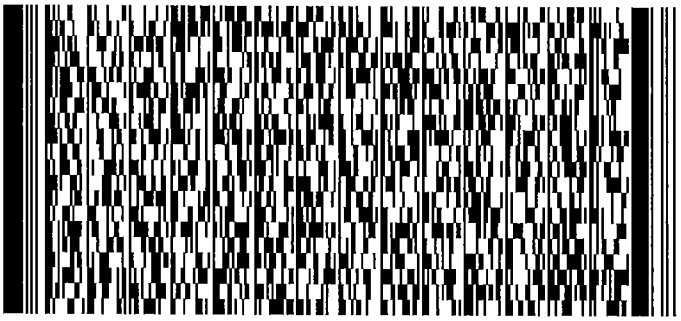
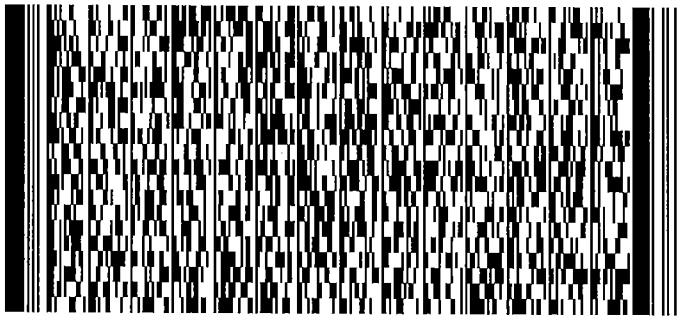
Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
11	Emergency Lighting System	STT No. MX 18030 : CS-225 & CS-226	Conforms with FSD requirements	08/02/2023	07/02/2024
12	Exit Signs	Ditto	Ditto	08/02/2023	07/02/2024

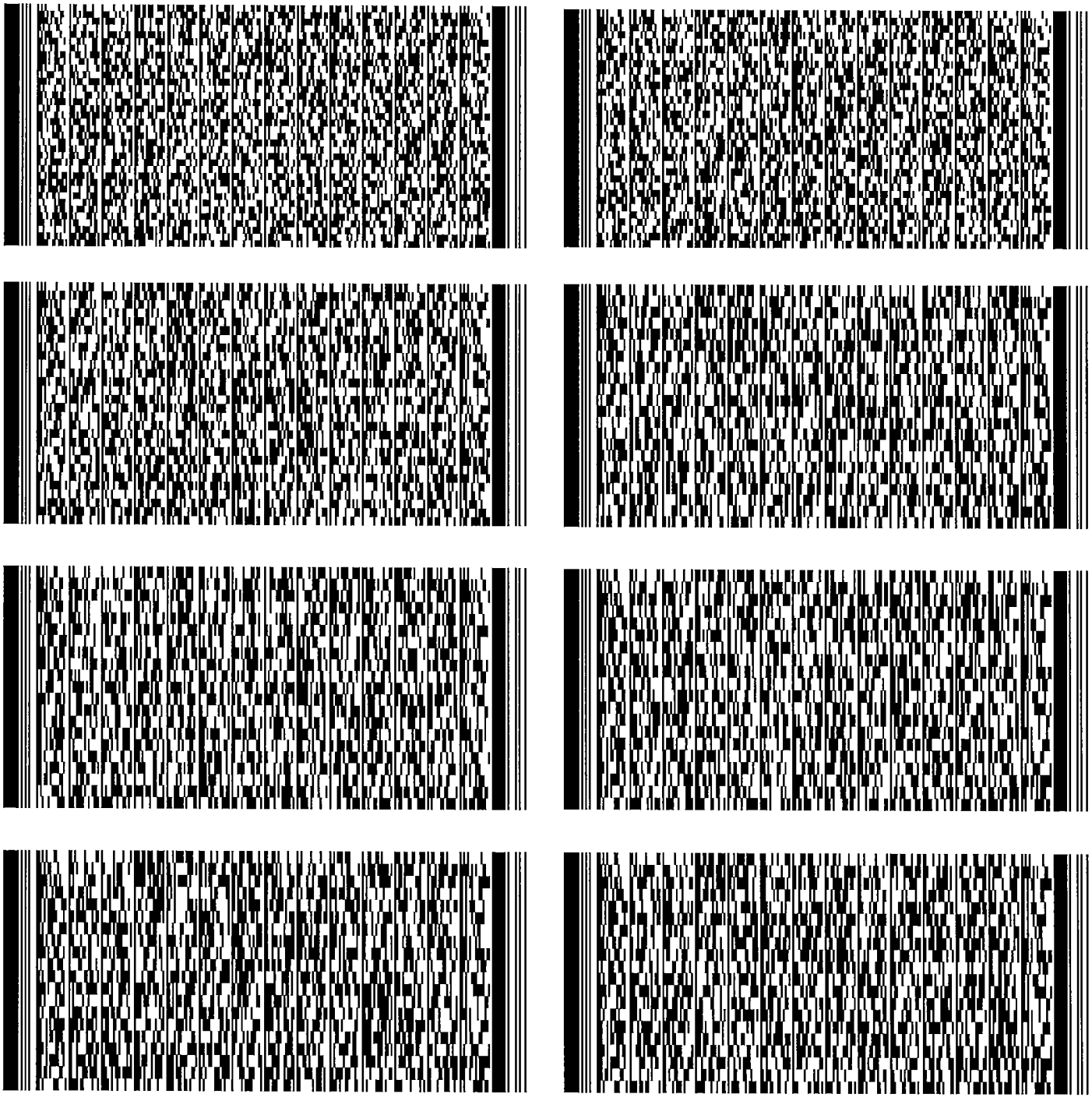







Serial Number

10259015063

Name of Client 顧客姓名

Construction Industry Council - Lam Tei Training Ground



RE: Planning Application No. A/TM-LTYY/456 - Departmental Comments19/06/2023 17:19
From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
Cc: "dhhng@pland.gov.hk" <dhhng@pland.gov.hk>, "ekytam@pland.gov.hk" <ekytam@pland.gov.hk>, [redacted]

5 Attachments

RtoC for TD_20230619.pdf Figure 2.2.pdf Figure 2.3 to 2.5.pdf Section 2.4.pdf Table 4.4.pdf

Dear Sir/Madam,

For responding to comments from Commissioner for Transport dated 1 June 2023, we would like to submit the following with attachments to replace the previous submission dated 5 June 2023 for your consideration.

There was no substantial change of the traffic volume in vicinity to the proposed development in the past three years, and the current traffic generation and attraction arising from the proposed development would be maintained. Moreover, there will be no large development at the site surroundings in upcoming 3 years which will affect the traffic condition of Wong Kong Wai Road. Therefore, the proposed renewal would not cause adverse traffic impact to the existing road network.

Best Regards,
Ferrero YIP

Ferrero Yip
Assistant Manager – Estates Office
CONSTRUCTION INDUSTRY COUNCIL
[redacted]

CONSTRUCTION INDUSTRY COUNCIL 建造業議會

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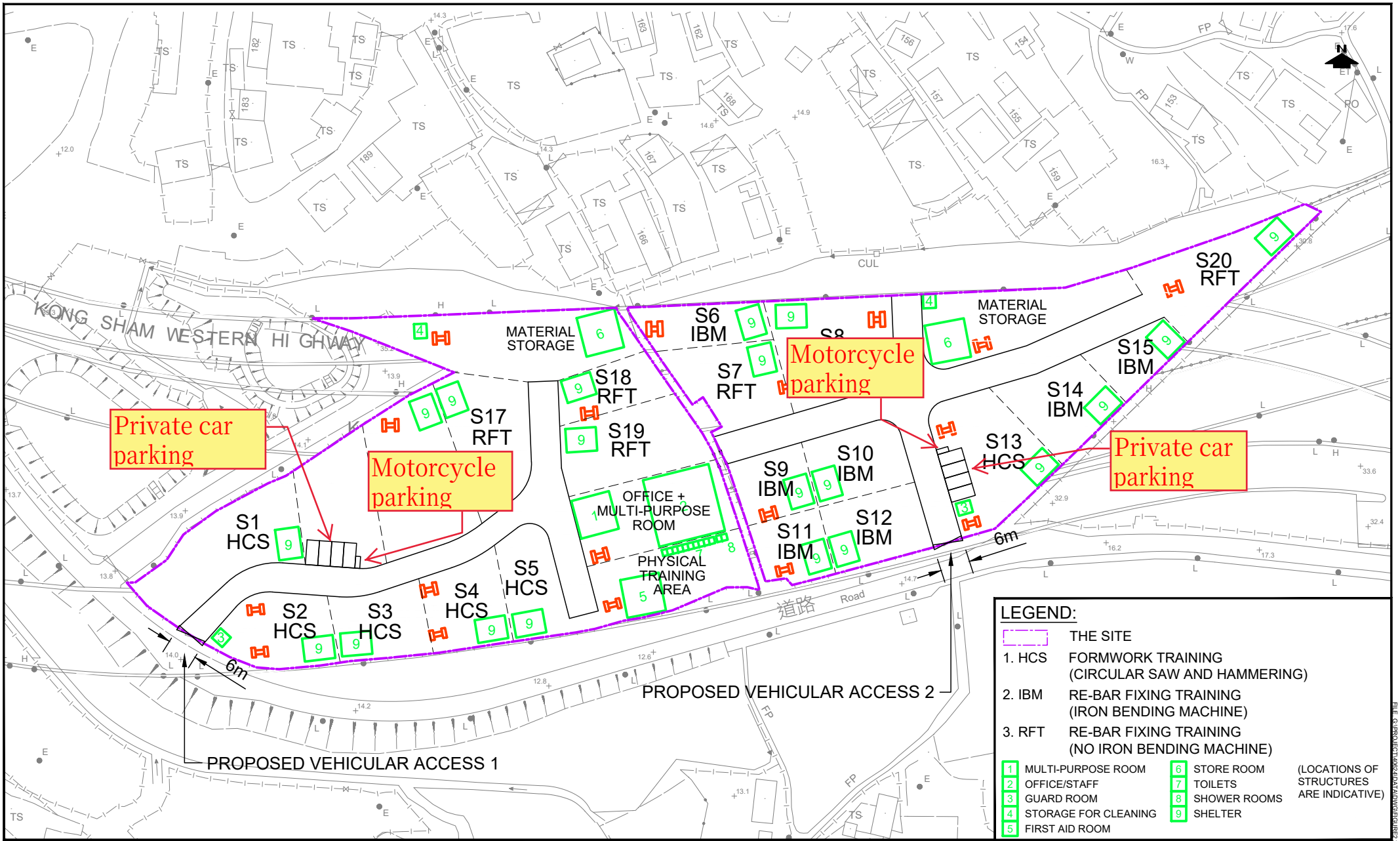
CIC Sustainable Construction Award 2023 | Apply Now | Play a leading role in sustainable development!

Application No. A/TM-LTYY/456 under s.16 of the Town Planning Ordinance

Summary of Responses to Comments (19 June 2023)

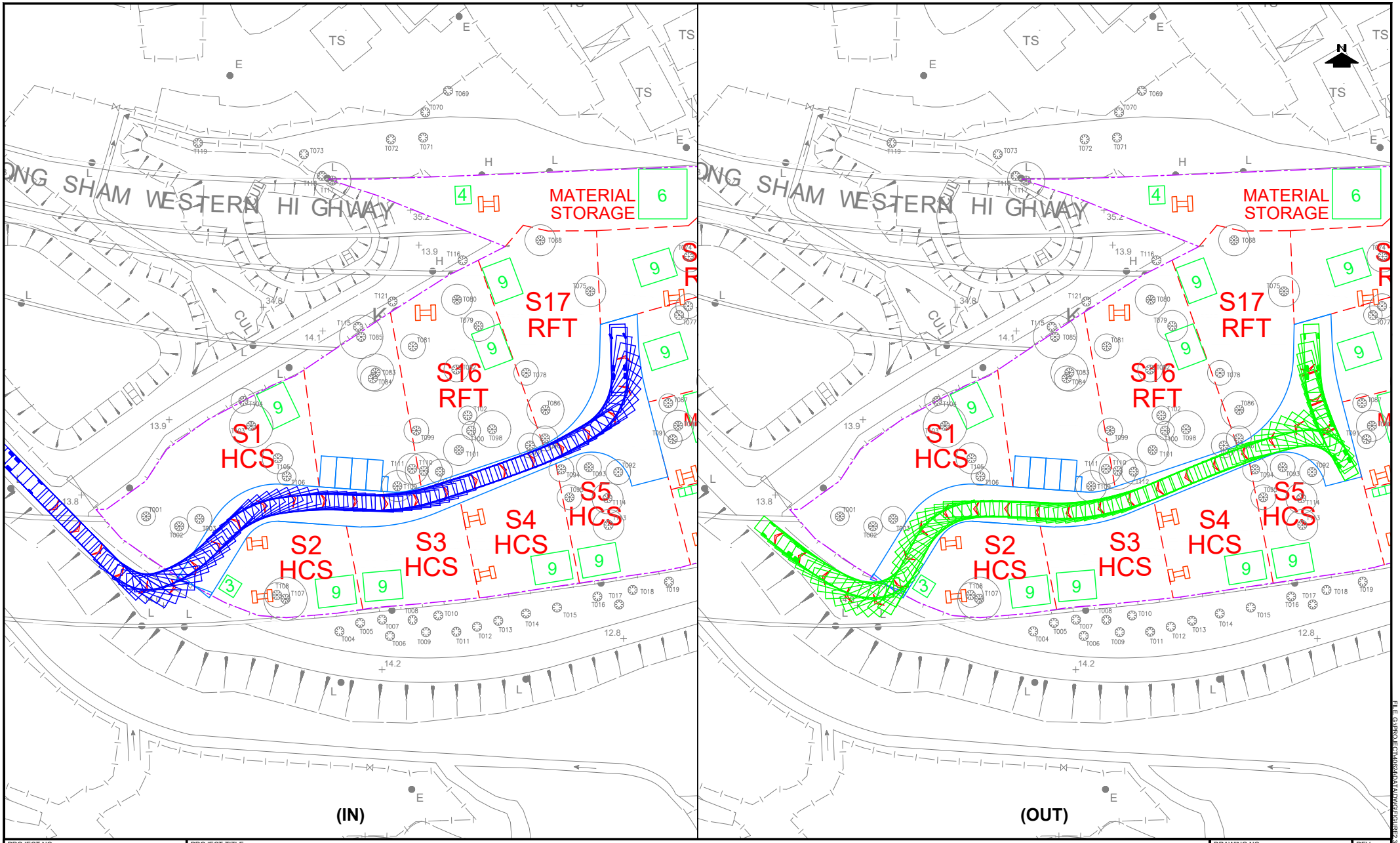
	Comments	Responses
	Comments from Commissioner for Transport via PlanD's email dated 1 June 2023	
a.	Please advise the number of vehicular and pedestrian trip generation and attraction by the subject site.	Please refer to Table 4.4
b.	Please clarify if any shuttle service will be provided by the subject site.	No shuttle service will be provided.
c.	Please clarify the size of proposed private car and motorcycle parking spaces and their locations as they are not easily readable on the layout plan	Please refer to Figure 2.2 Parking space of private car: 5m x 2.5m Parking space of motorcycle: 2.4m x 1m
d.	Please clarify the width of the proposed two vehicular accesses and the internal driveways of the subject site.	About 6m width.
e.	Please supplement the swept path analysis showing the vehicles (i) using the private car and motorcycle parking spaces, (ii) manoeuvring within the internal driveway, and (iii) entering and leaving the site from Wong Kong Wai Road through the proposed vehicular accesses.	Please refer to Figure 2.3 to 2.5

f.	Please justify that the proposed parking provisions are sufficient to cater for the parking demand due to the proposed use.	Please refer to Section 2.4
g.	It is noted that internal driveways are reserved within the subject site. Please ensure that no queuing and / or waiting of motor vehicles from the subject site onto public roads would occur and no motor vehicles shall be permitted to reverse into and out of the subject site onto adjacent public roads or Government Land.	Noted.



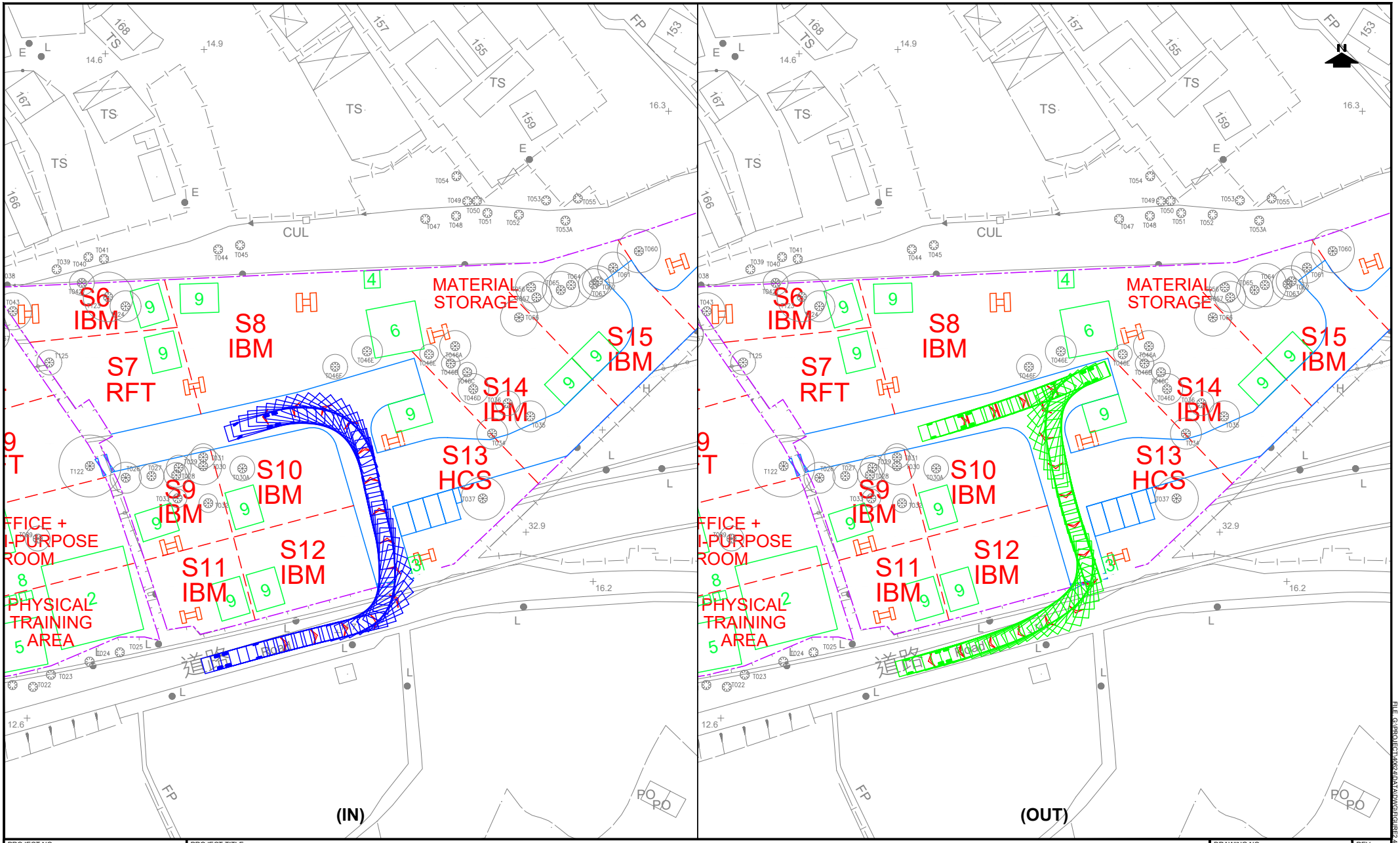
PROJECT NO. 40624	PROJECT TITLE PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 2.2	REV. ·
DESIGNED BSL / DRAWN CLL / CHECKED SLN	DATE FEB 2020 / SCALE 1:1000 @ A4	DRAWING TITLE PROPOSED LAYOUT PLAN	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE2.2E.DWG PLOT SCALE : 1 = 1



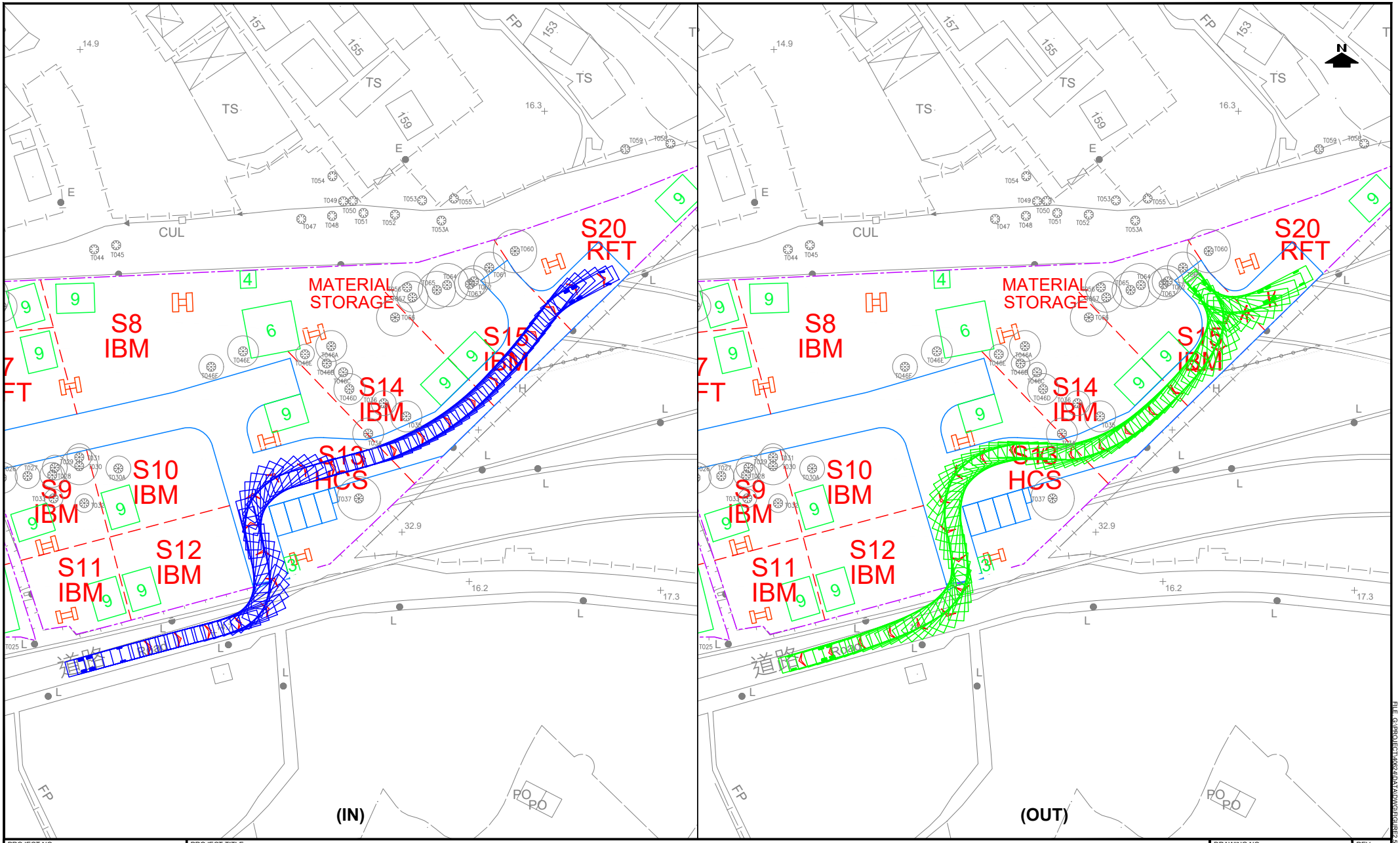
PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 2.3	REV. A
DESIGNED BSL / DRAWN CLL / CHECKED SLN	DATE JUN 2020 / SCALE 1:800 @ A4	DRAWING TITLE: SWEPT PATH ANALYSIS - HGV	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE2.3C.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 2.4	REV. B
DESIGNED BSL / DRAWN CLL / CHECKED SLN	DATE JUN 2020 / SCALE 1:800 @ A4	DRAWING TITLE: SWEPT PATH ANALYSIS - HGV	LLA 顧問有限公司 Consultancy Limited

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE2.4B.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40624	PROJECT TITLE: PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN	DRAWING NO. FIGURE 2.5	REV. B
DESIGNED BSL / DATE JUN 2020	DRAWING TITLE: SWEPT PATH ANALYSIS - HGV		
DRAWN CLL / SCALE 1:800 @ A4			
CHECKED SLN		LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\40624\DATA\DWG\FIGURE2.5B.DWG PLOT SCALE : 1 = 1

2.4 Proposed Car parking and Loading/unloading Provisions

2.4.1 There is no specific guideline set in the Hong Kong Planning Standards and Guidelines for training grounds, the proposed car parking provision will be based on the existing provisions of other CIC training grounds as well as meeting the operational needs. **Table 2.2** listed out the existing car parking provisions at the five existing training grounds operated by CIC.

Table 2.2 Car Parking Provisions of the Existing CIC Training Grounds – Bar Bending and Timber Formwork Training

Site	Name of Training Ground	Maximum Staff No.	Maximum Student No.	No. of Carparking Provision	No. of space / staff
1	Kwun Tong - Wai Lok Street	28	400	8	0.29
2	Tin Yuet Road	7	90	2	0.29
3	5-7 Wong Lung Hang Road, Tung Chung	6	70	2	0.33
4	Tung Chau Street, Sham Shui Po	4	60	0	0
5	Siu Lun Street, Tuen Mun	5	80	2	0.40

2.4.2 For all the existing CIC training grounds, the car parking spaces are solely reserved for staff use and no space is allowed for visitors and trainers. Having considered the provision rate per staff at the five existing training grounds, it is suggested to provide 8 car parking spaces, which is equivalent to the rate of 0.4 space/staff, for the proposed training ground. Also, two additional motorcycle parking spaces will also be provided to serve the possible demand.

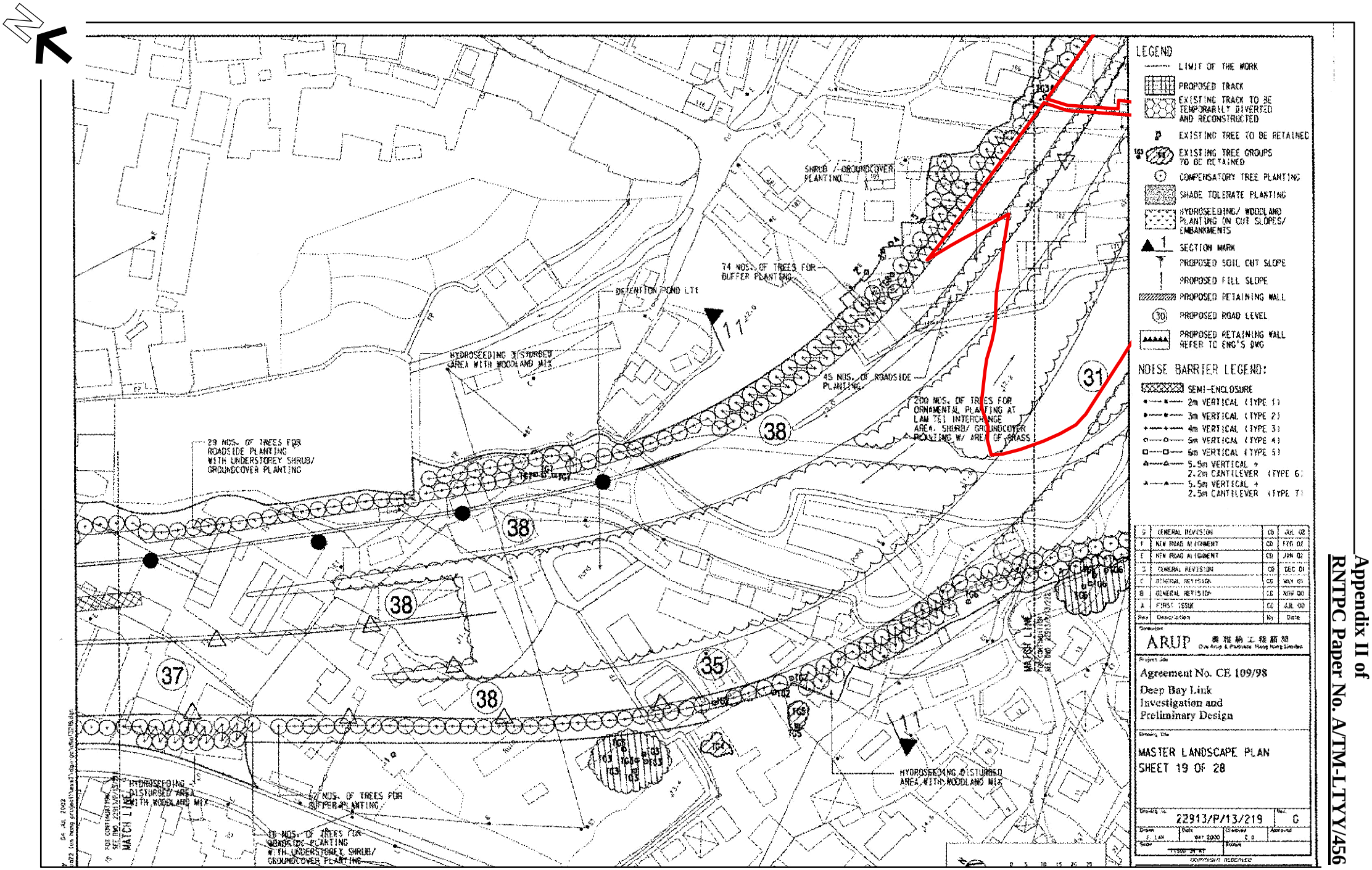
2.4.3 There is no regular loading/unloading demand at the proposed training ground. The minimal loading/unloading activities can be carried out along the internal access road and will not generate a traffic queue onto the public road.

2.4.4 Existing carpark provision is enough, no additional parking space is required.

Table 4.4 Proposed Training Ground Development Traffic Generation

Site	No. of Trainees	Unit/ Content	AM Peak Hour			PM Peak Hour		
			Gen.	Att.	Total	Gen.	Att.	Total
Kwun Tong - Wai Lok Street	100(1)	pcu/hr	2	4	6	3	2	5
Tin Yuet Road	30(1)	pcu/hr	1	2	3	1	1	2
Derived Trip Rates								
Kwun Tong - Wai Lok Street	-	pcu/hr/ trainee	0.0200	0.0400	-	0.0300	0.0200	-
Tin Yuet Road	-	pcu/hr/ trainee	0.0333	0.0667	-	0.0333	0.0333	-
Traffic Generation/ Attraction of the Proposed Training Ground	400	pcu/hr	14	27	41	14	14	28

Note: (1) The number of trainees during the surveyed periods are provided by the corresponding CIC training Centre.

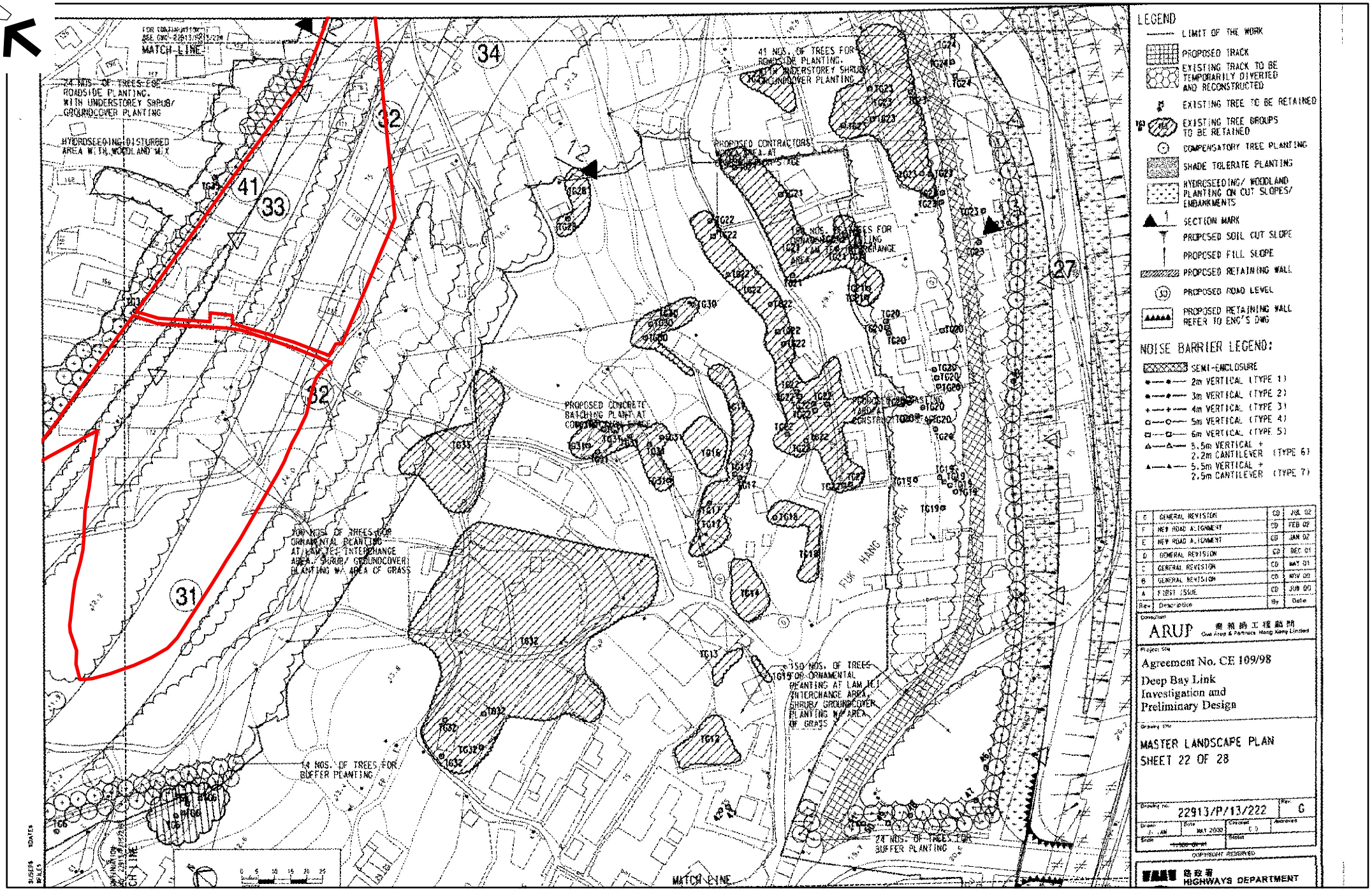


Appendix II of
RNTPC Paper No. A/TM-LTYY/456

本摘要圖於2020年6月12號擬備，
所根據資料來源為繪圖所示
EXTRACT PLAN PREPARED ON 12/6/2020
BASED ON SOURCE AS SHOWN IN THE DRAWING

SCALE 1:1,500

圖例 LEGEND
申請地點 (界線只作識別用)
APPLICATION SITE (BOUNDARY FOR IDENTIFICATION ONLY)



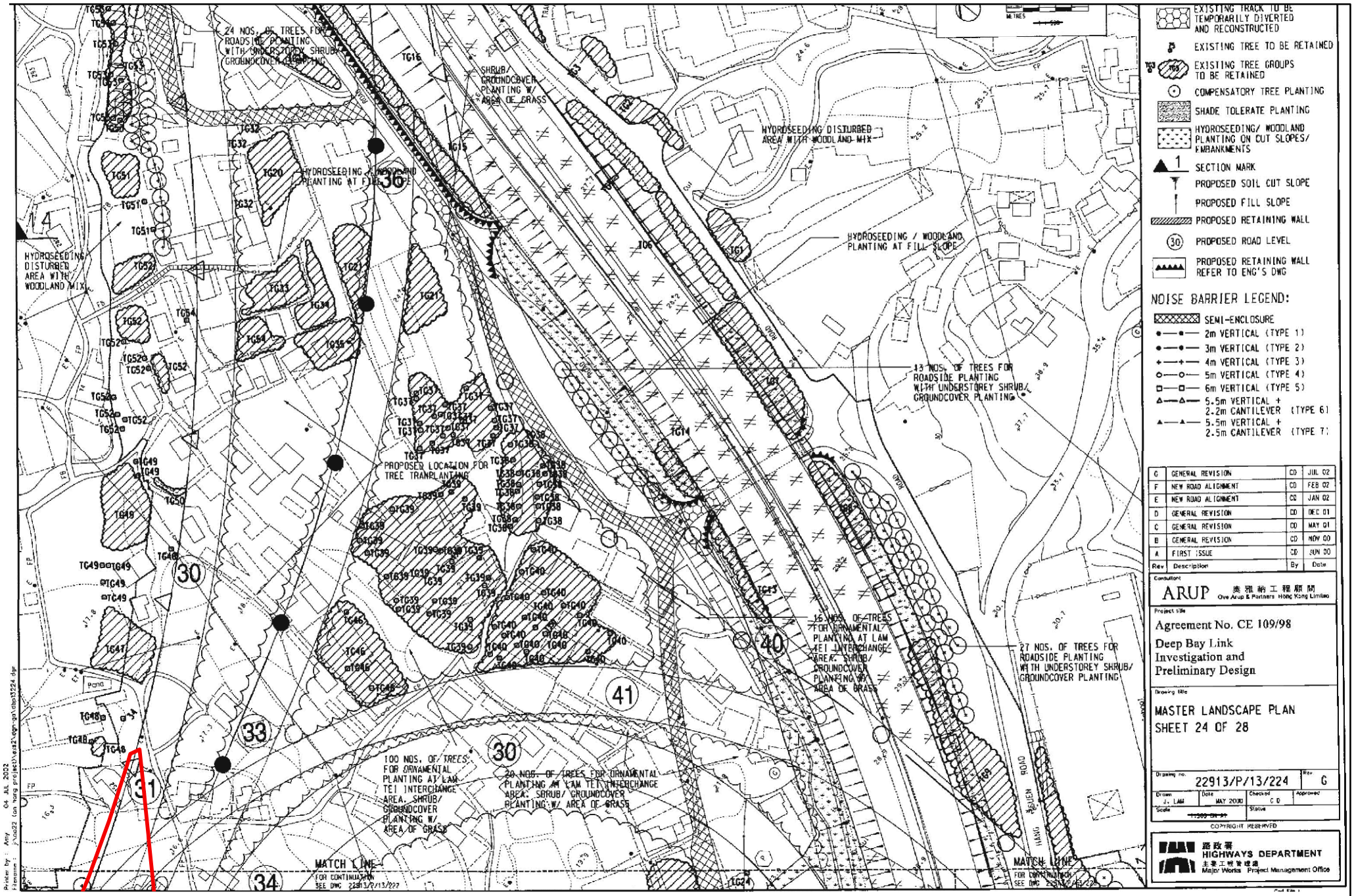
本摘要圖於2020年6月12號擬備，
所根據資料來源為繪圖所示

EXTRACT PLAN PREPARED ON 12/6/2020
BASED ON SOURCE AS SHOWN IN THE DRAWING

SCALE 1:1,500

圖例 LEGEND

申請地點 (界線只作識別用)
APPLICATION SITE (BOUNDARY FOR IDENTIFICATION ONLY)



本摘要圖於2020年6月18號擬備，
所根據資料來源為繪圖所示
EXTRACT PLAN PREPARED ON 18/6/2020
BASED ON SOURCE AS SHOWN IN THE DRAWING

SCALE 1:1,500

圖例 LEGEND

申請地點 (界線只作識別用)
APPLICATION SITE (BOUNDARY FOR IDENTIFICATION ONLY)

Relevant Extracts of Town Planning Board Guidelines on
"Renewal of Planning Approval and Extension of Time for Compliance with Planning Conditions for Temporary Use or Development"
(TPB-PG No. 34D)

1. The criteria for assessing applications for renewal of planning approval include:

   (a) whether there has been any material change in planning circumstances since the previous temporary approval was granted (such as a change in the planning policy/land-use zoning for the area) or a change in the land uses of the surrounding areas;

   (b) whether there are any adverse planning implications arising from the renewal of the planning approval (such as pre-emption of planned permanent development);

   (c) whether the planning conditions under previous approval have been complied with to the satisfaction of relevant Government departments within the specified time limits;

   (d) whether the approval period sought is reasonable; and

   (e) any other relevant considerations.

2. Under normal circumstances, the approval period for renewal should not be longer than the original validity period of the temporary approval. In general, the Board is unlikely to grant an approval period exceeding three years unless there are strong justifications and the period is allowed for under the relevant statutory plans. Depending on the circumstances of each case, the Board could determine the appropriate approval period, which may be shorter than the time under request.

Previous Application covering the Application Site

Approved Application

	Application No.	Proposed Use(s)	Date of Consideration (RNTPC)
1	A/TM-LTYY/398	Proposed Temporary Training Ground (Hong Kong Institute of Construction, Construction Industry Council) for a Period of 3 Years	26.6.2020

Government Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/Tuen Mun, Lands Department (DLO/TM, LandsD):

No comment on the application.

2. Traffic

(a) Comments of the Commissioner for Transport (C for T):

No adverse comment on the application.

(b) Comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD):

No adverse comment on the application.

3. Environment

Comments of the Director of Environmental Protection (DEP):

- no objection to the application; and
- no environmental complaint concerning the Site received in the past three years.

4. Drainage

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- no objection in principle to the application; and
- should the application be approved, conditions should be included to request the applicant to submit condition records of the existing drainage facilities of the Site and to maintain the existing drainage facilities properly as per the drainage proposal to ensure that it will not cause adverse drainage impact to the adjacent area.

5. Fire Safety

Comments of the Director of Fire Services (D of FS):

No in-principle objection to the renewal application subject to the existing fire service installations implemented on the Site being maintained in efficient working order at all times.

6. Water Supplies

Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

No objection to the application.

7. Building Matters

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- no in-principle objection to the application subject to the following condition:

- it is mentioned in the proposal that the existing footpath between two pieces of site (i.e. CS225 and CS226) will be retained. If it is the case and the footpath is remained as Government Land, the development intensity and site areas of the two pieces of site shall be separately considered. Otherwise, if the case of existing footpath is to be included in the site areas and required to be retained as part of any street under the Building (Planning) Regulation (B(P)R) 2, it may be deducted from the site area for the purpose of plot ratio and site coverage calculations under the B(P)R 23 (2) (a).

8. Long Term Development

Comments of the Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD):

No comment on the application.

9. Landscape

Comments of the Chief Town Planner, Urban Design and Landscape Section, Planning Department (CTP/UD&L, PlanD);

No adverse comment on the application.

10. District Officer's Comments

Comments of the District Officer (Tuen Mun), Home Affairs Department (DO(TM), HAD):

No comment from departmental point of view.

11. Other Departments

The following departments have no comment on the application:

- Director of Electrical and Mechanical Services (DEMS);

- Director of Agriculture, Fisheries and Conservation (DAFC); and

- Commissioner of Police (C of P).

Recommended Advisory Clauses

(a) to note the comments of the District Lands Officer/ Tuen Mun, Lands Department (DLO/TM, LandsD) that;

as noted from the planning statement of the current renewal application, there is no change in layout, use and development parameters as compared with the previous one, which conform with the tenancy agreement of the Site held under STT No. STTTM0012;

(b) to note the comments of the Director of Environmental Protection (DEP) that:

(i) the project is subject to control by Water Pollution Control Ordinance (Cap. 358) and its Technical Memorandum. The applicant should make reference to the good practices stated in ProPECC PN 1/94 "Construction Site Drainage" and ProPECC PN 5/93 "Drainage Plan to be commented by the Environmental Protection Department" to minimize water quality impacts to its watercourse nearby; and

(ii) regarding the proposed adoption of chemical toilet and portable shower rooms for sewage and wastewater disposal on-site, adequate capacity of wastewater/sewage storage should be implemented. Besides, licensed sewage collector should be employed to regularly collect and dispose wastewater. The applicant should also regularly arrange wastewater collection on-site to minimise the nuisance and hygiene issues due to the wastewater generated in operation phase;

(c) to note the comments of the Commissioner for Transport (C for T) that:

no queuing and / or waiting of motor vehicles from the application site (the Site) onto public roads would occur and no motor vehicles shall be permitted to reverse into and out of the Site onto adjacent public roads or Government Land;

(d) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that:

the applicant should note that approval of the s.16 application by the Town Planning Board does not imply approval of tree works such as pruning, transplanting and/or felling under lease. The applicant is reminded to approach relevant authority/government department(s) direct to obtain necessary approval on tree works, where appropriate;

(e) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

(i) if the existing structures are erected on leased land without approval of the Buildings Department (BD) (not being a New Territories Exempted House), they are unauthorized under the Buildings Ordinance (BO) and should not be designated for any approved use under the captioned application;

(ii) before any new building works (including shelters, containers and structures as temporary buildings) are to be carried out on the application site (the Site), the prior approval and consent of the BD should be obtained, otherwise they are unauthorized building works (UBW). An Authorized Person (AP) should be

appointed as the coordinator for the proposed building works in accordance with the BO;

(iii) for UBW erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;

(iv) in connection with (ii) above, the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively;

(v) if the Site does not abut on a specified street of not less than 4.5m wide, its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at the building plan submission stage;

(vi) sanitary fitment and BFA facilities shall be provided to the development; and

(vii) detailed comments will be provided at the building plan submission stage;

(f) to note the comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD) that:

(i) existing water mains will be affected. The cost of any necessary diversion shall be borne by the development;

(ii) in case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5 metres from the centre line of the water main shall be provided to his office. No structure shall be built or materials stored within this waterworks reserve. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works;

(iii) no trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the water main; and

(iv) Government shall not be liable to any damage whatsoever and however caused arising from burst or leakage of the public water mains within and in close vicinity of the Site.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

A/TM-LTYY/456 Fuk Hang Tsuen Highway HK Inst Const
28/05/2023 03:15

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
File Ref:

Dear TPB Members,

It is depressing to note that even The Construction Industry Council, a statutory body, appears to have failed to fulfill conditions. Seven Extensions of Time recorded.

Perhaps members could question if it has finally decided to demonstrate its support of the much vaunted lawful society we are told we now live in by ticking all the boxes?

Mary Mulvihill

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Thursday, 28 May 2020 3:36 AM CST
Subject: Re: A/TM-LTYY/398 Fuk Hang Tsuen Highway HK Inst Const

Dear TPB Members,

Regrettably much information you are provided with is not shared with the general public.

Responses to comments of the Antiquities and Monuments Office.

So there are also issues of heritage involved that were not included in the original description of the plans.

Hopefully you will raise questions on this matter also.

Mary Mulvihill

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Monday, April 20, 2020 3:52:32 AM
Subject: A/TM-LTYY/398 Fuk Hang Tsuen Highway HK Inst Const

A/TM-LTYY/398
Government Land under Kong Sham Western Highway (next to Wong Kong Wai

Road near Fuk Hang Tsuen), Lam Tei, Tuen Mun
Site area : About 10,300sq.m Government Land
Zoning : 'Road'
Applied use : Training Ground (Hong Kong Institute of Construction / 8 Vehicle Parking (10)

Dear TPB Members,

While supporting the use of the vast quantities of land currently wasted under highways – West Kowloon is an appalling example – Application mentions intention to provide a rest garden. Can members please ask PlanD to provide details on the current population and the provision of OS and recreational in the district.

We now have a new breed of district councilors who take far greater interest in the provision of community facilities than their predecessors.

Mary Mulvihill

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/TM-LTYY/456

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

以不影響附近居民為大前提下同意申請。

「提意見人」姓名/名稱 Name of person/company making this comment 陶錫源

簽署 Signature [signature] 日期 Date 29/5/2015