Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in "Residential (Group A)" Zone at Lot 3678 in D.D. 120, Yuen Long, New Territories (Application No. A/YL/319)

Departmental Comments (Email from Planning Department dated 16.4.2024, 23.4.2024, 24.4.2024, 25.4.2024 and 28.5.2024)	
Departmental Comments	Response
1. Director of Environmental Protection (DEP), Environmental Protection Department (16.4.2024)	
Comments on Air Quality	
a) Table 2.6 - Please check with Transport Department to confirm if the road type of Fook Tak Street and Yuen Long Pau Cheung Square is Local Distributor or provide the peak traffic flow of these 2 roads to justify they can be considered as LD with limited traffic, and hence to determine the appropriate recommended buffer distance.	Please note that the Transport Department has no comments on the road classification (**Attachment 2**). Both Fook Tak Street and Yuen Long Pau Cheung Square are Local Distributor.
Comment on Sewerage Planning	
a) Please carry out detailed Sewerage Impact Assessment in a separate appendix with proper calculation and drawings to identify the existing and planned sewerage systems, and assess if there are any potential adverse sewerage impacts arising from the proposed development.	The detailed Sewerage Impact Assessment report (**Attachment 3**) is prepared separately and concludes that no adverse sewerage impacts have been raised from the development with the proposed upgraded pipe works.
2. District Planning Officer/Tuen Mun and Yuen Long West (DPO/TM&YLW), Planning Department (23.4.2024)	
a) The applicant should provide a block plan and photomontage(s) showing the proposed development for further consideration.	Please find the block plan and photomontages for showing the proposed development in **Attachment 4**.

3. Assistant Commissioner for Transport/New Territories, Transport Department (24.4.2024)	
a) Para. 2.4.2: Provide reference, justifications and elaboration for the adoption of Poisson Distribution and multi-server queuing theory for the analysis of suitability of provision of car waiting space for the car lift system in this Application.	The idea of the Possion Distribution based upon the passenger arrivals for the handling capacity is given. While for the multi-server queuing theory is considered when there has number of servers, so that every vehicle arrives can immediately enter the lift, and there is never anyone waiting. This formula usually treated it as a delay node instead of an actual queueing model. The above theories have been implemented in the approved planning applications including: - Prospoed commercial development at Nos 11-21 Nanking Street, Kowloon; - Proposed flats and shops and services/ eating place at Nos 15-15A, 17, 19 & 23 Saigon Street, Yau Ma Tei; - Office Building at 36 Wong Chuk Hang Road, Hong Kong; - Proposed Relaxation of the Building Height Restriction at 40 Lung Kong Road - Section 16 Application for Proposed Minor Relaxation of Plot Ratio for Permitted Non-polluting Industrial Use at 132-134 Tai Lin Pai Road , Kwai Chung
b) Para. 2.4.3 and Table 2.3: Provide more details, e.g. date, time and location, of how the peak l5-minutes arrival rate were collected. Moreover, the TIA adopted l hour peak arrival rate to derive the 15-minute peak arrival rate. This will underestimate the 15-minute arrival rate. Please provide the full	Noted. The details of the collected data are provided and are shown in the Appendix 2 of the Revised Traffic Impact Assessment (TIA) Report (**Attachemnt 5**).

details and collected data for the survey.	
c) Para. 2.4.4: Please provide manufacturer's catalogue/supporting document to justify the vertical speed of the car lift (i.e. 0.5m/s). Moreover, instead of using average servicing rate, please adopt the maximum travelling time (i.e. time require to travel from G/F to B2 level) for the analysis.	According to the vertical speed of the car lift which is provided by the operator, it was 0.44m/s. The use of average servicing rate is the requirement of the Poisson Distribution formula adopted. This is a probability approach and it is already much more conservative than simply considering the capacity. Therefore, use of maximum travelling will be over-conservative. For instance, if we adopt the maximum travelling time (22.73 sec.), the round trip time will then be 136.46. The capacity of the car lift in 15 min. will become 6.6 cars/15 mins (60x15/136.46=6.6). This is much greater than the demand of 3 cars in 15 mins as given in the revised TIA report (**Attachment 5**). Therefore, average servicing rate is adopted. The updated car lift assessment is updated and is shown in the revised TIA report Chapter 2 (**Attachment 5**).
d) Para. 2.4.5: Similar to Para. 2.4.4, please provide manufacturer's support for all data related to car lift operation. For the time estimated for car entering and exiting lift, considering the limited available space, the time required (i.e. 10s) is on the low side. Please substantiate it with observed data of	Noted. The manufactuerer's information is provided and is attached in the Appendix 3 of **Attachment 5** for your review. According to our observation on site at 248 Hennessy Road, the time for a car exiting and entering the lift will be around 10s and 15s respectively.We have applied in our calculation. Hence, the revised calculation and details are shown in the

similar operation. Moreover, please consider the worst case scenario that the time for car maneuvering should cater for the situation of both a car exiting and entering the lift at the same time. In all, the assessment should represent the worst case scenario.	revised TIA report paragragh 2.4.5 (**Attachment 5**).
e) Para 2.4.8: We reserve further comment on the whole Section 2 upon receiving further information on the above. Please provide operation data of existing car lift system of similar scale for reference. As a further general comment, the satisfactory operation of the car lift system together with the provision of the waiting space shall be well demonstrated that it will cause vehicle queuing outside the development.	Noted. The operational data of the car lift system is provided and is attached in the Appendix 3 of the revised TIA report (**Attachment 5**).
f) Para. 3.2.2: Table 2.1 shall read as Table 3.1.	Noted and amended in the revised TIA report (**Attachment 5**).
g) Para. 3.2.6 and Table 3.2: Junction A is an integrated junction. Please assess - the junction performance as a whole.	Noted. The intergrated Junction A calculation is provided and is shown in the revised TIA report (**Attachment 5**).
h) Para. 3.3.3: Please provide MC and cycle parking provisions. In view of the high demand of PC parking, please provide the maximum number of car parking space for the residential, shops and services developments otherwise, please provide full detailed justification for the current proposed provision.	Noted. The MC parking and cycle parking provision are provided in the Table 3.5 in the revised TIA report (**Attachment 5**).

i) Table 3.4: The provision of car parking spaces of RCHE should also meet the operational need, please provide confirmation of the operator.	Please find the letter from the RCHE operator to confirm the provision of the car parking spaces of RCHE in **Attachment 6**.
j) Table 3.6: Please provide parking provision in accordance with the high end parking standards in HKPSG.	Noted. As the development parameter has been changed, the parking nos for each usage have been amended and are shown in the revised TIA report - Table 3.5 (**Attachment 5**). The Appliciant will also provide with the high end parking standards according to the HKPSG.
k) Para. 3.3.4: Currently, there is no limitation on the type of vehicle entering Pau Cheung Square. Please provide justification why 11m long vehicle is not allowed to pass through. If affirmative, please consult FSD, and demonstrate how the need of the HGV and other long vehicles (e.g. construction vehicles) be addressed.	According to the Figure SP -06 of the revised TIA report (**Attachment 5**), it demonstrates a 11m vehicle cannot pass through the vehicular road along the Yuen Long Pau Chueng Square.
l) Table 4.3: Please indicate the average flat sizes for the residential developments.	Noted and it is supplemented in the Table 4.3 in the revised TIA report (**Attachment 5**).
m) Figure 3.7: Please include a layout to show the proposed run-in/out and carry out swept path analysis showing vehicles moving in and out of the vehicular access at Yuen Long Pau Cheung Square.	Noted. The Figures SP-01-SP-06 of the revised TIA report (**Attachment 5**) shows the vehicles moving in and our of the vehicular access at Yuen Long Pau Cheung Square.
n) Figure 3.8 and 3.9: Disabled car parking spaces shall be located close to the lift. The current locations are most undesirable as it is close to the car lift where potential conflicts between the	Noted. Please refer to Figures 2.4 and 2.5 of the revised TIA report and an annotation "D" is indicated for disabled car parking spaces. The locations are revised (**Attachment 5**).

operation of car lift/ car maneuvering and accessible users are expected.	
o) Figure 4.4: There is no proposed improvement works as shown. Please clarify.	The improvement works shown in the Figure 4.5 of the revised TIA report (**Attachment 5**) is proposed by the Highway Department . The HyD proposed works include: • An additional lane (turn right) is proposed in the Yuen Long Tung Tung Tai Street • Propsoed 2-3 lanes along the Long Yip Street • A slip road will be included (which covers part of the nullah)
p) Section 4.4, Figure 3.6 and 4.2: The 1 % p.a. traffic growth as suggested is not observed. For example, the numbers of vehicle entering and leaving Pau Cheung Square between 2024 and 2030 are the same. Moreover, please elaborate how the distribution of the increase in traffic flows of the planned adjacent developments to the AOI junctions.	Noted. The numbers of vehicle entering and leaving the Pau Cheung Square between 2024 and 2030 have been amended. The distribution of the increased in traffic flows of the planned adjacent development to the AOI junctions is shown in the Figure 4.2 in the revised TIA report (**Attachment 5**).
q) Para. 4.5.2 & Table 4.5: Please specify the in-house survey date and time. Please also provide the development parameter of referenced development and justify why the 2 development is comparable. Also, please provide evidence to prove that the trip generation/attraction is proportional to number of beds.	The in-house survey at the Salvation Army Kam Tin Residenece for Senior Citizens at 103 was conducted on 28 May 2024, during 0730-0930(AM peak) and 1730-1930 (PM Paek) respectively. As these two developments are located in the New Territories having similar site characteristics. Hence, these two developments are comparable. According to the Table 4.5 of the revised TIA report (**Attachment 5**), it records the number of generation and attraction of the existing

	RCHE. The formula of generating the estimated traffic trips is also shown in the Table 4.5 of the revised TIA report (**Attachment 5**).
r) Table 4.6: The calculation of PM Peak Attraction for shops and services is incorrect.	As the parameter has been changed, the trip generation has been amended accordingly. The detail calculation is shown in the Table 4.6 in the revised TIA report (**Attachment 5**).
s) The TIA should also include pedestrian demand assessment.	Noted. The pedesitran demand assessment is provided in the revised TIA report in Chapter 6 (**Attachment 5**).
t) Please provide construction traffic impact assessment.	Noted. The construction traffic impact assessment is provided in the revised TIA report in Chapter 5 (**Attachment 5**).
u) Other comments on Figures: please see attached markup.	Noted. The V/C assessment of the related junctions is provided in the revised TIA report in Table 4.8 (**Attachment 5**), and the plan has been amended and is shown in the Figure 3.1 in the revised TIA report (**Attachment 5**).
v) Sufficient space should be allowed for manoeuvring inside the proposed development.	Noted. The swpet path analysis is provided and is shown in the Figures SP-03-SP-06 9A (**Attachment 5**).
w) The applicant should submit revised TIA for our further review.	Noted and agreed.
4. Director of Social Welfare (DSW), Social Welfare Department (28.5.2024)	
a) Based on the applicant's clarification, we got to know that the applicant is intending to set up one number of RCHE which is to be operated by one	It is confirmed that the Applicant has an intention to set up one number of RCHE.

service taker. Would the applicant please advise us if otherwise.	
Schedule of Accommodation (SoA) for the proposed 170-p RCHE	
b) The applicant proposed the Schedule of Accommodation (SoA) for the intended 170-p RCHE of which the individual functional rooms/ areas for the 170-place RCHE are derived based on pro-rata basis of those in the standard SoA for a 150-p RCHE. While the design of the proposed RCHE is at very initial stage and the proposed NOFA for each individual function rooms/ areas may be changed/ adjusted, we have no adverse comments at this preliminary stage and are ready to tender comments on the SoA when a more detailed design of the RCHE is submitted in the future.	Noted. The SoA and the design will be further refined at the detailed design stage in the future.
Whether policy support would be rendered to the proposed RCHE	
c) Subject to the considerations of the Planning Department and relevant government departments on the application of planning permission, we from service perspective generally have no objection-in-principle to the development of the proposed private RCHE under the "Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments" (Incentive Scheme) on conditions that – i) the design and construction of the proposed RCHE shall be in	Noted with thanks for the no objection-in-principle from SWD under the "Incentive Scheme".

full compliance with prevailing statutory and licensing requirements; and ii) the proposed RCHE shall incur no financial implication, both in capital and recurrent, to the Government.	
d) Given the Enhanced Incentive Scheme with a 3-year pilot period has been put in place since 20 June 2023, the applicant should study details of the Scheme as set out in the attached Practice Note No. 5/2023 issued by LandsD on 20.6.2023.	The Applicant will study details of the Scheme as set out in the Practice Note No. 5/2023 issued by LandsD on 20.6.2023.
e) With a view to meeting the objective of providing a quality RCHE, the applicant should also refer to the following updated version of **(i)** Guidance Note of RCHE; (ii) Best Practice in Design and Operation of RCHE; and (iii) Best Practices Guidance - Basic Provision Schedule Specific Requirements for RCHE when Designing and Planning for the Proposed RCHE. Furthermore, given the RCHE is a newly planned project, the applicant is reminded to comply with the entire ventilation requirements stipulated in Para. 4.9 "Heating, Lighting and Ventilation" in the latest version of the Code of Practice for Residential Care Homes (Elderly Persons) (CoP). Upon receipt of Lands Department's formal referral with a detailed design proposal of the RCHE, we would consider the support-	Noted. The Applicant will refer to the latest version of (i) Guidance Note of RCHE; (ii) Best Practice in Design and Operation of RCHE; and (iii) Best Practices Guidance - Basic Provision Schedule Specific Requirements for RCHE when Designing and Planning for the Proposed RCHE. The Applicant will also comply with the entire ventilation requirements stipulated in Para. 4.9 "Heating, Lighting and Ventilation" in the latest version of the Code of Practice for Residential Care Homes (Elderly Persons) (CoP).

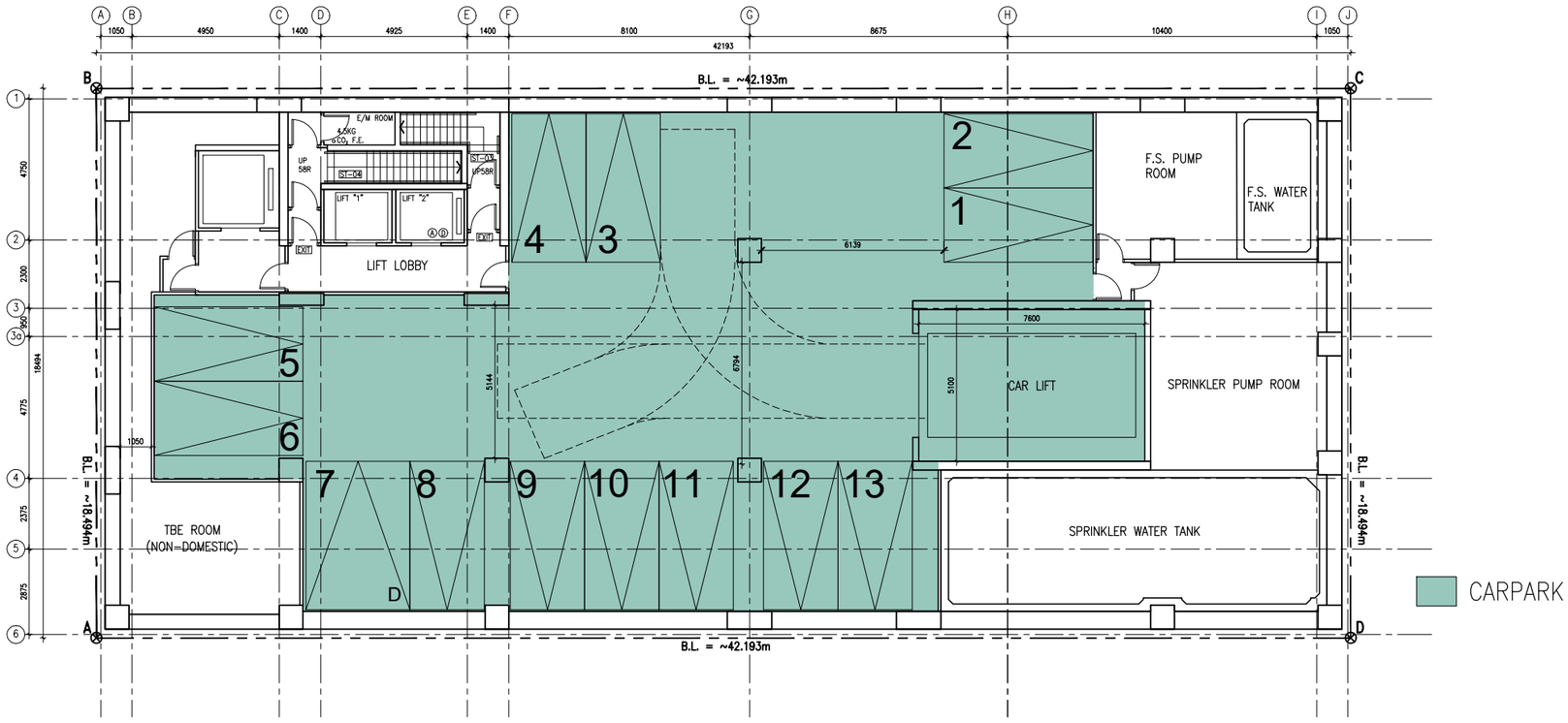
worthiness of the proposed RCHE under the Incentive Scheme and would seek the policy support from Labour and Welfare Bureau on the application as and when appropriate.	
Other Salient Design Issues of the RCHE	
f) 24m height requirement of a RCHE 1. According to the Supplementary Planning Statement, we note that the proposed RCHE(s) is located on 3/F to 9/F in the single composite building. All the dormitories provided for the elderly are situated from 3/F to 7/F where are at a height of not more than 24m above the ground level, measuring vertically from the ground of the building to the floor of the premises. The proposed office and back-of-house are situated on 8/F and 9/F.	Noted. The dormitories provided for the elderly are situated from 3/F to 7/F where are at a height of not more than 24m above the ground level, measuring vertically from the ground of the building to the floor of the premises. The proposed office and back-of-house, as part of the RCHE licencing area, are situated on 8/F and 9/F which are higher than 24m.
2. While it is stipulated in Para. 5.3.1 of CoP that "...no part of an RCHE shall be situated at a height more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated...", would the applicant please take note of the above and ensure the height of RCHE is in full compliance with statutory and licensing requirements.	Noted. The Applicant notes that no part of an RCHE shall be situated at a height more than 24m above the ground floor and will ensure the height of RCHE is in full compliance with statutory and licensing requirements. At the next stage of detailed design, the AP will design to justify that all ancillary facilities including the proposed office and back of house uses will comply with requirement in terms of fire safety, evacuations and rescue, and appropriate evacuation, contingency and fire drill plans to the satisfaction of DSW. It is also planned and designed that the residents normally do not have access (e.g. kitchen, laundry room, office, staff, resting room, etc.) to be situated at a height more than 24, above

	the ground, as per Code of Practice for RCHE (updated in March 2023).
g) Requirement of the natural lighting and ventilation for the rooms used for habitation 1. As observed on the layout plan, each bed of the RCHE spreading from 3/F to 7/F is separated by partitions/ walls and some beds are found not located at an area with direct view of a window. According to Para. 4.9.2 of CoP, "Every room used for habitation or for the purposes of an office or kitchen in RCHEs shall be provided with adequate natural lighting and ventilation for compliance with sections 29, 30, 32, 32 and 33 of the Building (Planning) Regulations, (Cap. 123 sub. leg. F)..." Would the applicant please review the design and provide openable and prescribed windows for the dormitories (rooms for habitation) for meeting the requirements as set out in CoP.	Please note that the dormitories/bed spaces on 3/F to 7/F are proposed as cubicles with partitions approximately 1.5m tall only. No individual rooms are partitioned such that Sections 29, 30, 32 and 33 of the Building (Planning) Regulations are fully complied with. Adequate natural lighting and ventilation can therefore penetrate from the building perimeter into the entire floor.
h) Provision of the attached toilet/ shower room to Isolation Rooms and End-of-life (EOL) Care Home 1. While Isolation Rooms are used for accommodation of the residents having infectious disease. For infection control purpose, please provide an attached toilet/ shower room to each Isolation Room.	As shown in the layout plans from 3/F to 7/F, the toilets/shower rooms have been attached to each Isolation Room. Please refer to **Attachment 1**.

2. The EOL Care Room is for rendering an holistic end-of-life care to the severely sick or terminally-ill service users. To cater for the caring need of the residents, "an attached toilet/ shower room to the EOL care room" is strongly suggested to be provided in the EOL Care Room.	As shown in the layout plan on 3/F, the toilet/shower room have been attached to the EOL care room. Please refer to **Attachment 1**.
Updated S16 Application Form and Updated Supplementary Planning Statement	
i) As indicated from the updated S16 Planning Form, the proposed GFA for the development is slightly revised when compared with that of the past submission, of which the total of GFA of the development is mildly decreased from original 9,453 sqm GFA to current 9,357 sqm GFA which comprises GFA of 1,546 sqm for "Shop and Services", GFA of 3,088 sqm for "Flats" and GFA of 4,723 sqm for "RCHE" (1546 + 3088 + 4723 = 9357).	Noted with thanks.
j) From the layout plan shown in the updated Supplementary Planning Statement, it is observed the disposition of the facilities of RCHE across 3/F to 9/F is more or less the same as that in the previous submission. Would the applicant please address the salient issues of the design of the RCHE as stated above.	Please refer to **Attachment 7** of the revised Schedule of Accommodation (SoA) of the proposed RCHE based on the updated Supplementary Planning Statement (changes are marked in red and highlighted in yellow). The provision of the proposed RCHE's facilities complies with the standard SoA provision for 250-p RCHE stipulated by SWD.

Attachment 1

Replacement of Appendix 2 (Drawing Nos. GBP001 to GBP011) of the Supplementary Planning Statement



B2/F LAYOUT PLAN

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- Read this drawing in conjunction with the specifications and all other related drawings.
- Notify the Architect immediately of any discrepancy found herein.

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

B2/F LAYOUT PLAN

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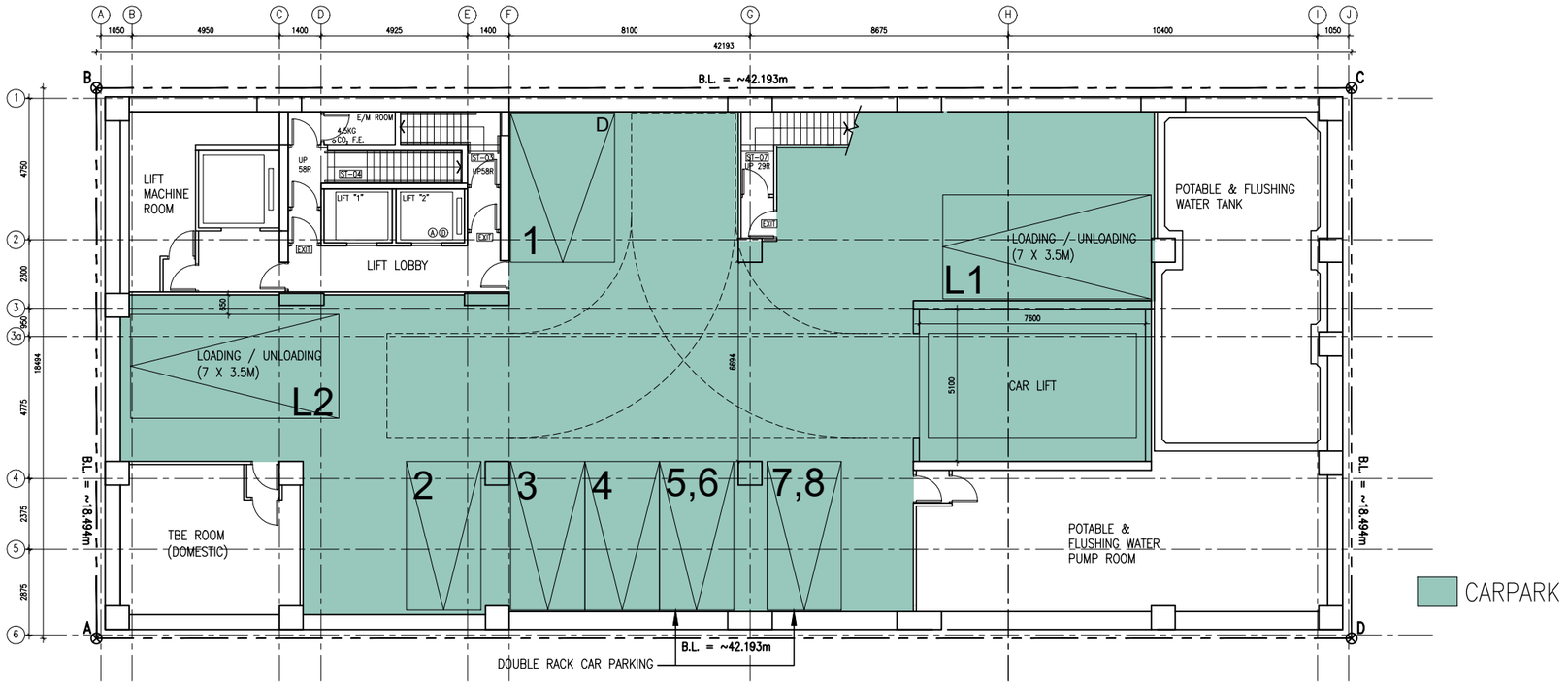
Revision Letter



B1/F LAYOUT PLAN

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
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Planning Consultant :
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Architect :
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Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

B1/F LAYOUT PLAN

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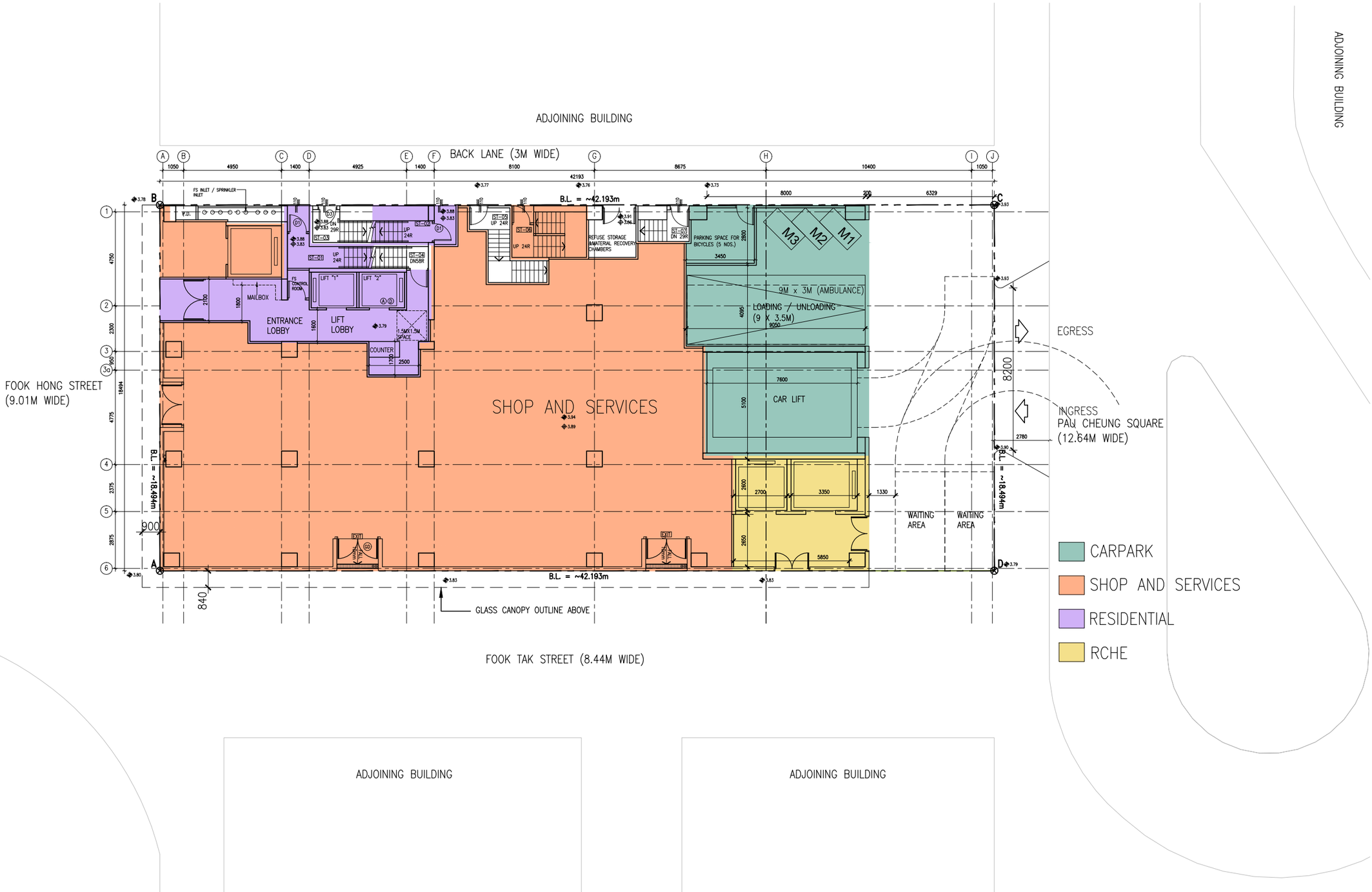

G/F LAYOUT PLAN

Rev.	Date	Description

Project Name:

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Planning Consultant :
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Traffic Consultant :
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Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

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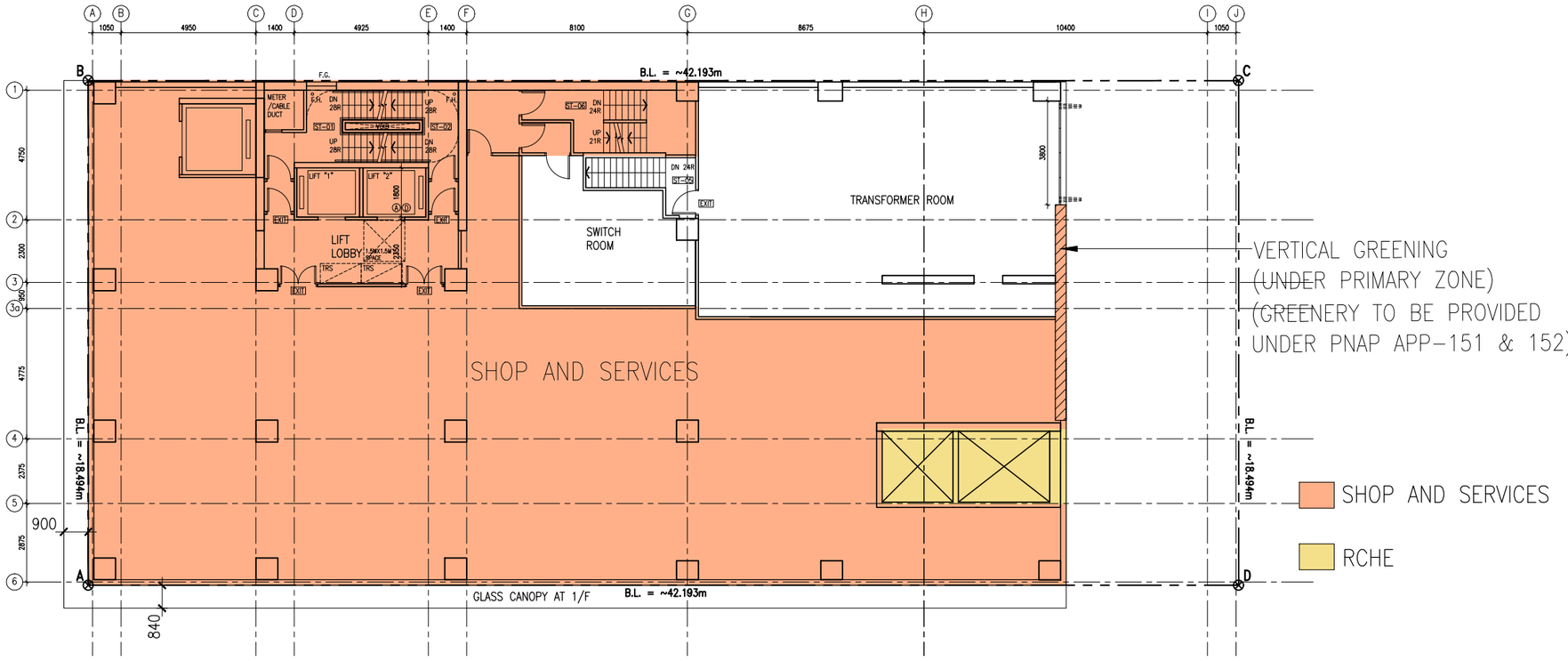

1/F LAYOUT PLAN

Rev.	Date	Description

Project Name:

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Planning Consultant :
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Traffic Consultant :
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Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

1/F LAYOUT PLAN

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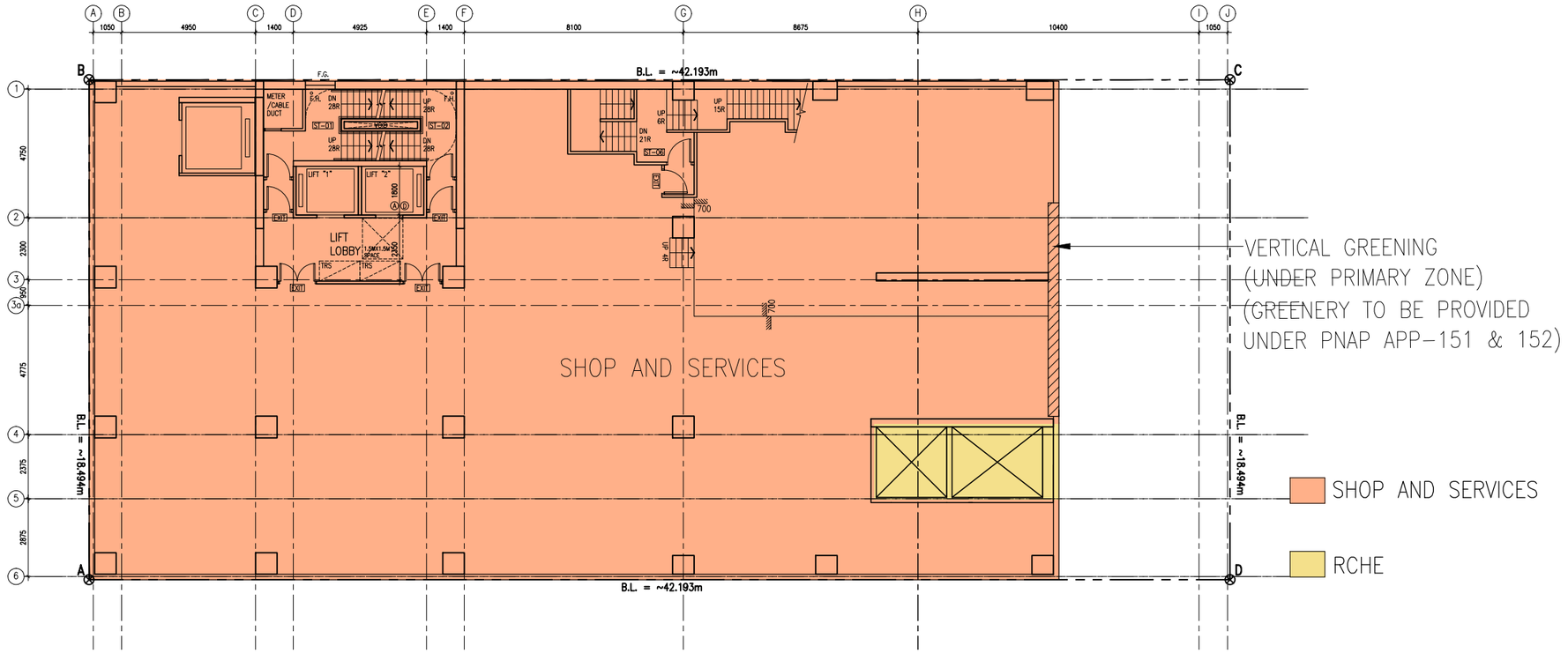

2/F LAYOUT PLAN

Rev.	Date	Description

Project Name:

Redevelopment of
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Planning Consultant :
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Architect :
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Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

2/F LAYOUT PLAN

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Drawing Number

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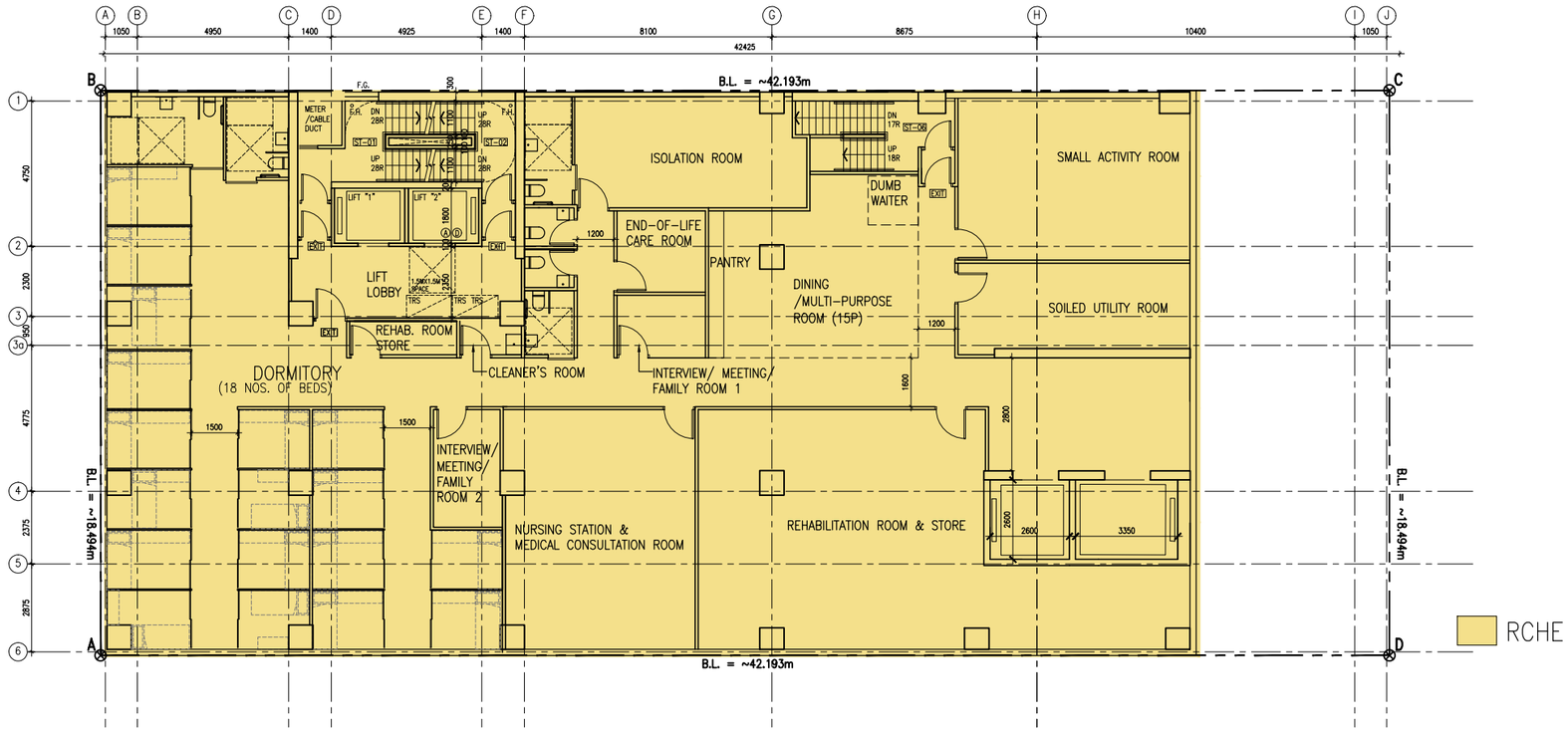

3/F LAYOUT PLAN
(DORMITORY FOR RCHE)

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

3/F LAYOUT PLAN

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Drawing Number

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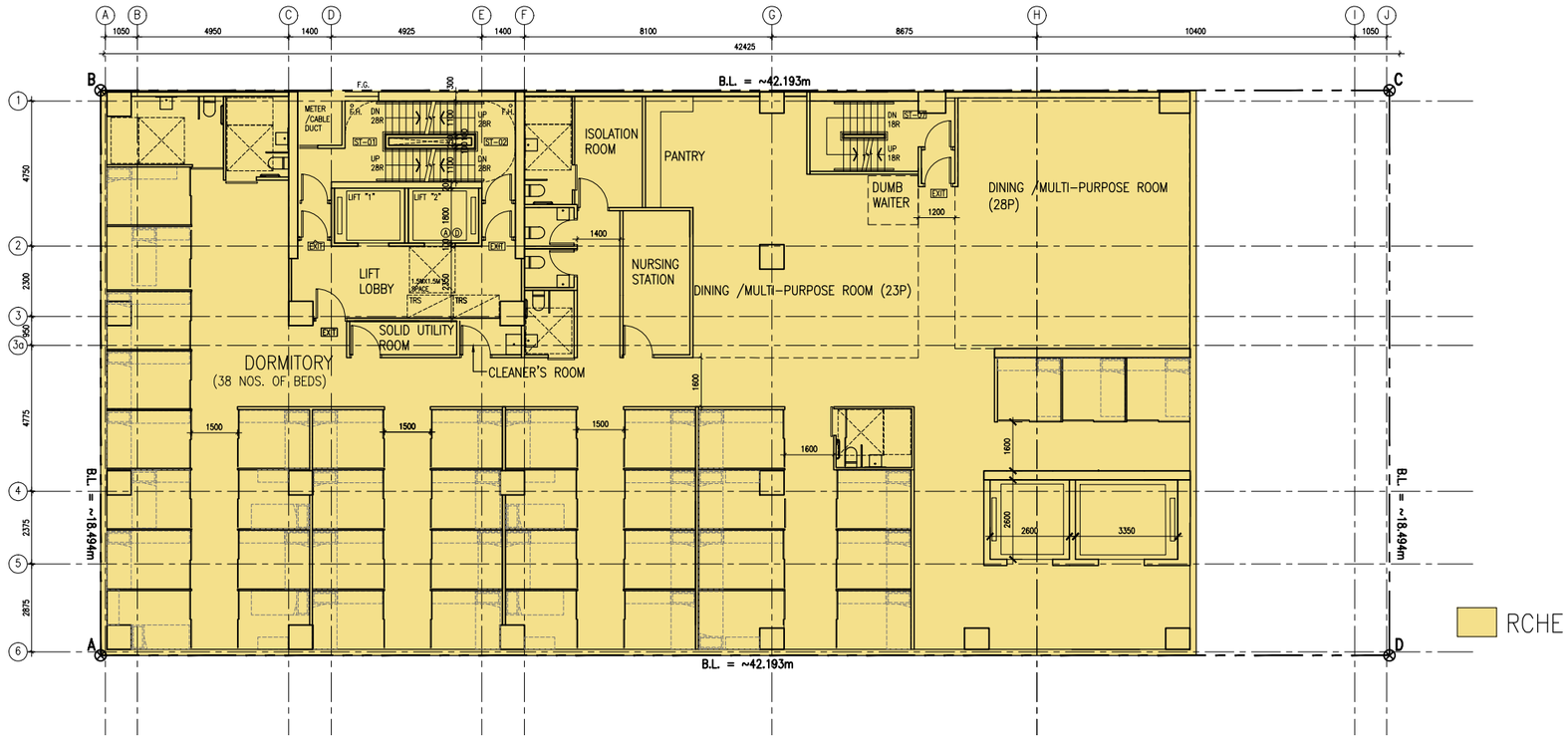
Revision Letter



4/F TO 7/F LAYOUT PLAN
(DORMITORY FOR RCHE)

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
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Planning Consultant :
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Architect :
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Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

4/F TO 7/F LAYOUT PLAN

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Drawing Number

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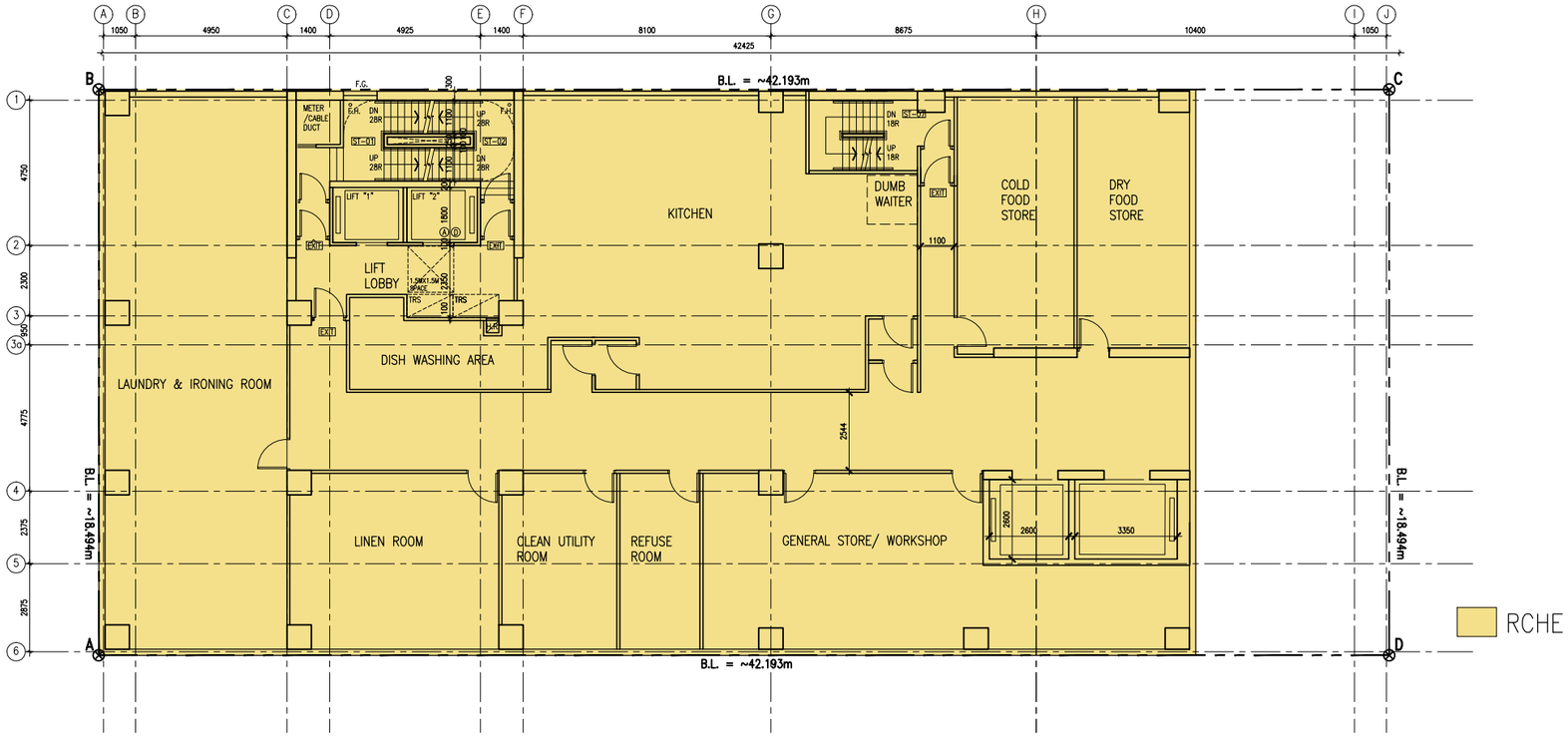
Revision Letter



8/F LAYOUT PLAN
(OFFICE & BOH FOR RCHE)

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

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8/F LAYOUT PLAN

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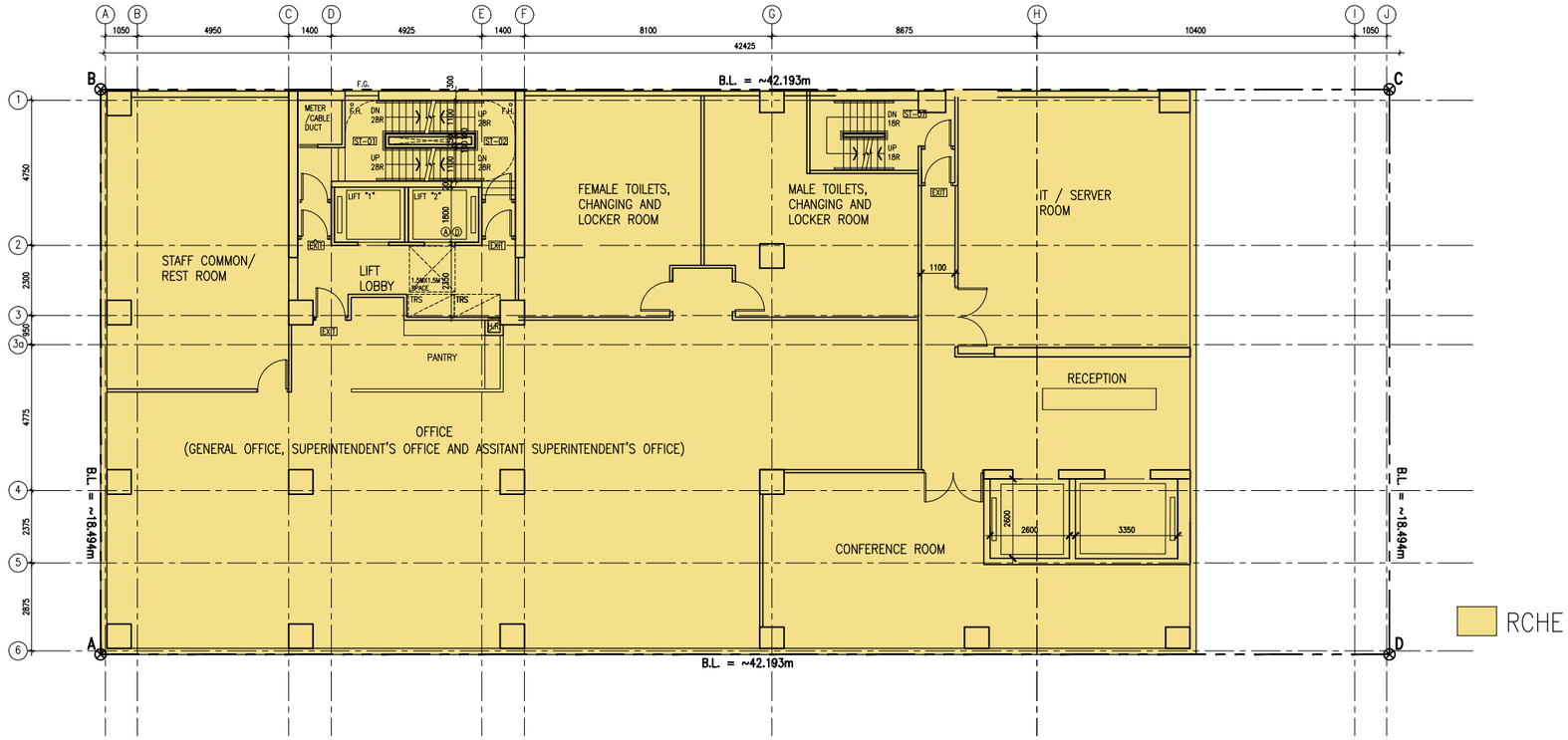
Revision Letter



9/F LAYOUT PLAN
(OFFICE & BOH FOR RCHE)

Rev.	Date	Description

Project Name:

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Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

9/F LAYOUT PLAN

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Drawing Number

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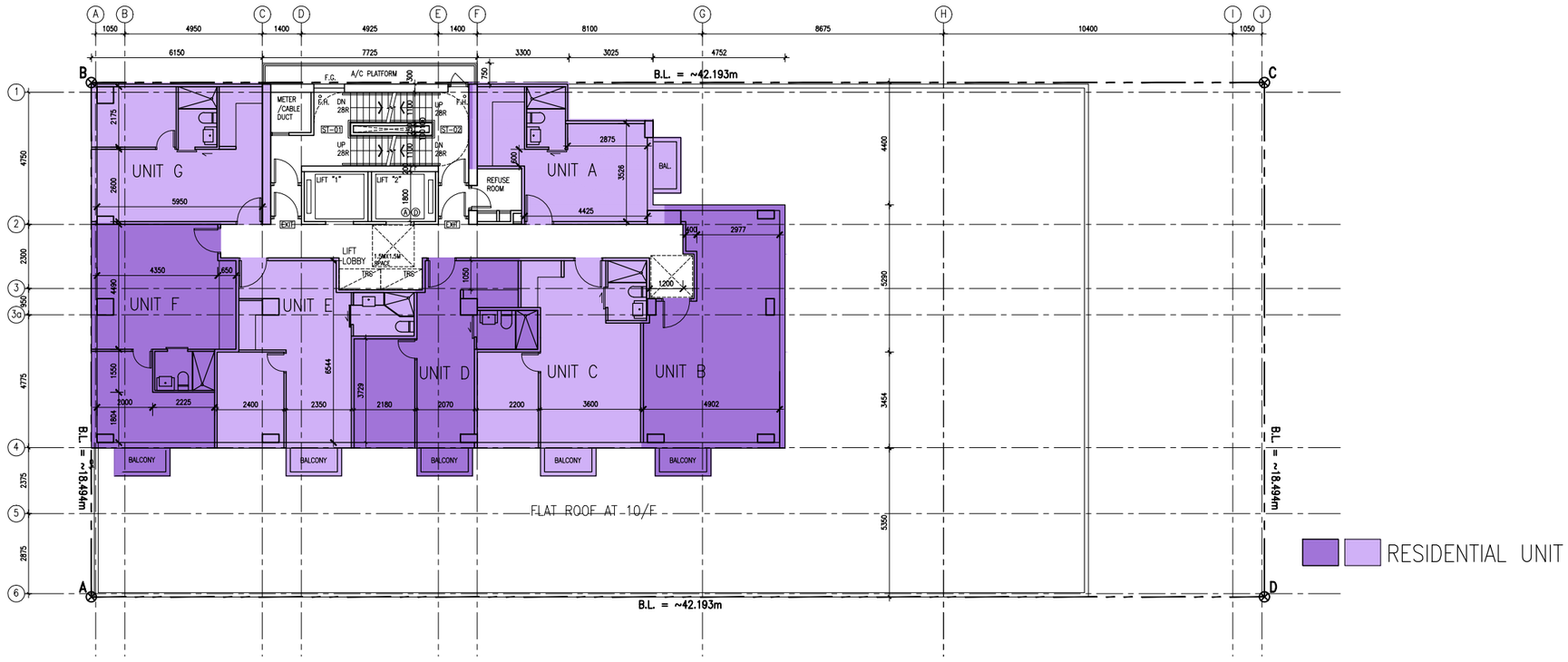
Revision Letter



10/F TO 19/F LAYOUT PLAN

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

10/F TO 17/F LAYOUT PLAN

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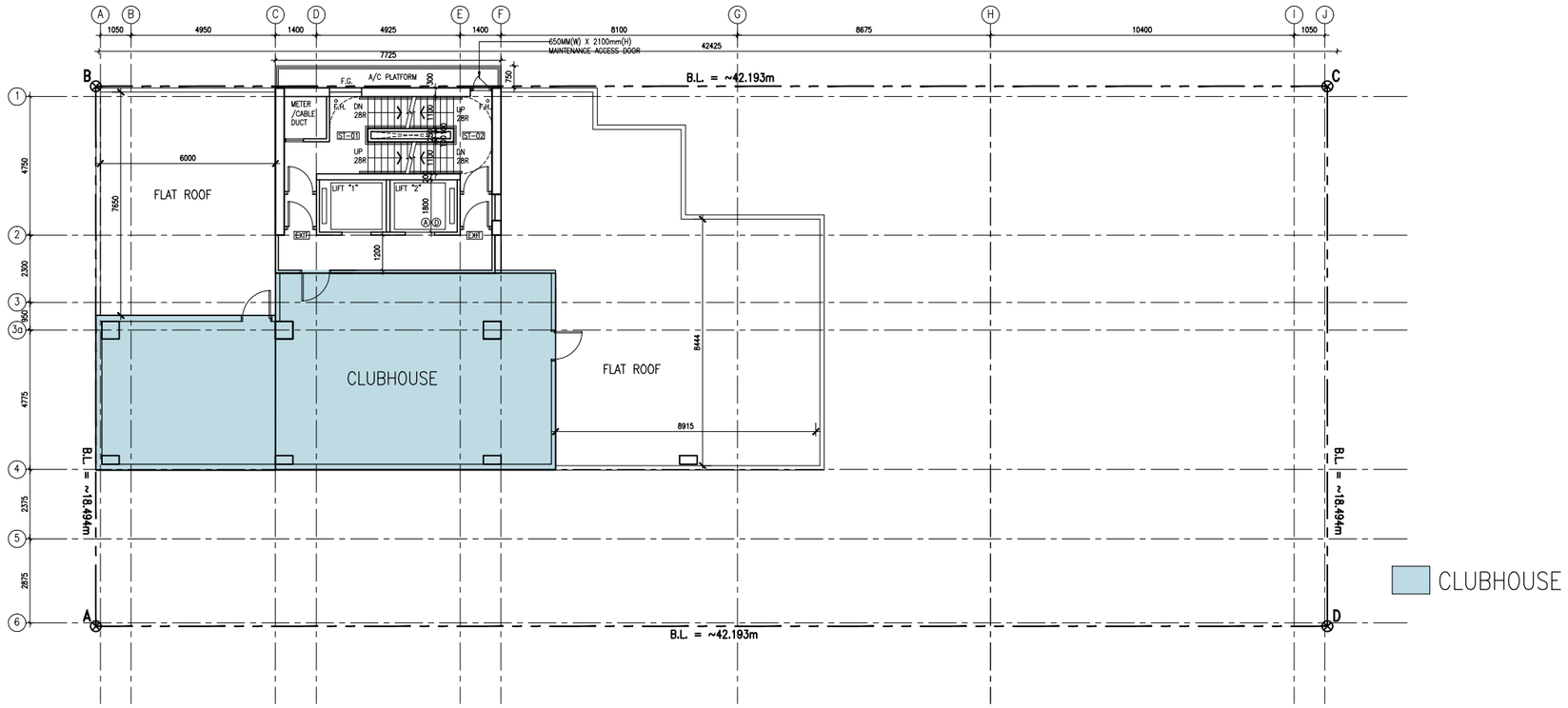
Drawing Number

GBP009

Revision Letter



20/F (CLUBHOUSE) LAYOUT PLAN

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

20/F (CLUBHOUSE)
LAYOUT PLAN

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Drawing Number

GBP011

Revision Letter

Attachment 2

Transport Department's Reply on the Road Classification

Claudia Yim

寄件者: Sai Tung CHAN <[redacted]>
寄件日期: Thursday, 23 May 2024 3:31 pm
收件者: Claudia Yim
副本: [redacted]
主旨: Re: 回覆: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

Dear Claudia,

I have no comment on the road classification.

Best regards,
Sarita ST CHAN
E/YLC, NTW, TD
[redacted]

From: "Claudia Yim "[redacted]
To: '"Sai Tung CHAN"' [redacted]
Cc: [redacted]
Date: 23/05/2024 15:16
Subject: 回覆: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

---

Dear Ms Chan,

It's typo. Sorry for the inconvenience caused.

Below is the revised table. We would like to seek for your confirmation and endorsement of the classification road types for both Fook Tak Street and Yuen Long Pau Cheung Square as follows:

Road Link	Road Name	Proposed Road Type	Justification for Road Type
41	Fook Tak Street	Local Distributor	Connects to Yuen Long On Ning Road (ATC5837) and others developments
36	Yuen Long Pau Cheung Square	Local Distributor	Connects to Yuen Long On Ning Road (ATC 6032) and others developments

Thanks and regards,

Claudia Yim

[redacted]

寄件者: Sai Tung CHAN [redacted]
寄件日期: Thursday, 23 May 2024 2:34 pm
收件者: Claudia Yim [redacted]
副本: [redacted]
主旨: Re: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

Dear Claudia,

The road link and the road name is not consistent with the attached map, Fook Tak Street should be road link 41 and Yuen Long Pau Cheung Square should be road link 36 as indicated in map? Please clarify.

Best regards,
Sarita ST CHAN
E/YLC, NTW, TD
[redacted]

From: "Claudia Yim " [redacted]
To: "'Sai Tung CHAN'" [redacted]
Cc:
Date: 16/05/2024 18:07
Subject: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

---

Dear Ms Chan,

We, CTA Consultants Ltd (CTA) are commissioned by the Applicant as the traffic consultant of the captioned project.

According to the comments from EPD issued on 16/04/2024, classification of road types for Fook Tak Street and Yuen Long Pau Cheung Square are required to be endorsed by TD. Comments from EPD is attached and highlighted for your reference.

Hence, we would like to seek for your confirmation and endorsement of the classification road types for both Fook Tak Street and Yuen Long Pau Cheung Square as follows:

Road Link	Road Name	Proposed Road Type	Justification for Road Type
70,40,71,68	Fook Tak Street	Local Distributor	Connects to Yuen Long On Ning Road (ATC5837) and others developments
34	Yuen Long Pau Cheung Square	Local Distributor	Connects to Wang Chau Road (ATC 5011) and others developments

Thanks and regards,

Claudia Yim

[redacted]

[attachment "20240416 A_YL_319_Departmental Comments to Applicant EPD.PDF" deleted by Sai Tung CHAN/TD/HKSARG] [attachment "FIG 1 - INDEX PLAN FOR TNIA.PDF" deleted by Sai Tung CHAN/TD/HKSARG]

Attachment 3

Sewerage Impact Assessment Report

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

SEWERAGE IMPACT ASSESSMENT REPORT

JUNE 2024

Table of Contents

List of Appendices

1. INTRODUCTION

1.1 PROJECT BACKGROUND

The Full Year Limited (the Applicant) proposes to develop a 23-storey composite building (including 2 basement floors) comprise a 23-storey composite building (including 2 basement floors) with mainly flat with shop and services and social welfare facility (Residential Care Home(s) for the Elderly) (RCHE(s)) in Lot No. 3678 in D.D. 120, Yuen Long, New Territories (the proposed development/the Site).

DeSPACE (International) Limited has been engaged to prepare a Sewerage Impact Assessment (SIA) Report for the Section 16 Planning Application under the Town Planning Ordinance of the proposed development due to the proposed minor relaxation of plot ratio restriction.

1.2 PROJECT LOCATION

The Site is located at south of Yuen Long Pau Cheung Square and is surrounded by composite buildings. It was formerly the site of an old theatre with around 60 years of history which was closed in 2020 and demolished. **Appendix 1** shows the location of the Site.

1.3 PROPOSED LAND USE

The Site is proposed for use and the master layout plan is provided in **Appendix 2**. The Site area, of approximately 780m^2, is expected to comprise a 23-storey composite building (including 2 basement floors) with mainly flat with shop and services and RCHE(s) in "Residential (A)" ("R(A)") zone within the approved Yuen Long Outline Zoning Plan No. S/YL/27 (the OZP). The anticipated year of the population intake is 2027/2028.

1.4 OBJECTIVE OF THE REPORT

The objective of this SIA Report is to assess whether the capacity of the sewerage networking is sufficient to cope with the peak sewage flow arising from the proposed Development during its operation stage and to recommend appropriate mitigation measures to alleviate unacceptable sewerage impact, if any.

2. BACKGROUND

2.1 EXISTING CONDITION

With reference to the drainage records obtained from Hong Kong Government Data, the sewage discharged from the application premises discharged via the public sewer (Manhole No. FMH1048046) along the north of the Site (Please refer to **Appendix 3**).

The collected sewage will flow along the 450mm diameter sewer underneath the north of the Site, then further flow via the 450mm diameter sewer at Manhole No. FMH1018371 underneath the Yuen Long Pau Cheung Square with the catchment from the south side.

2.2 SEWAGE IMPACT DURING OPERATION OF PROPOSED REDEVELOPMENT

Sewage during operation is mainly generated by the residents of the residential units and RCHE and the customers and staff of the shop and services. Sewage will be collected by internal sewage system within the Site and discharge to the municipal sewerage system via Manhole No. FMH1048046, then flow along the original sewerage pipe to downstream.

3. SEWERAGE ANALYSIS

3.1 ASSUMPTION

In order to assess the acceptability of the sewerage impact arising from the operation of the proposed development, the sewage generation has been estimated based on the assumptions shown in **Table 3.1**.

Table 3.1 Summary of Parameters for Estimating Sewage Generation from the Proposed Development

Parameters	**Value**	**Justification**
Population		
RCHE Dormitory at 3/F to 7/F	220 persons	There will be a range of 160-220 beds according to the supplementary planning statement, 220 persons is adopted for conservation approach. (NB: The current scheme proposes 170 RCHE beds)

Unit Flow Factors		
Car Park at B2/F, B1/F and G/F	0.18 m^3/day	GESF (Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.1 (J3 Transport, Storage & Communication)
Shop and Services at G/F to 2/F	0.28 m^3/day	GESF (Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) + 0.2 (Wholesale & Retail)
RCHE at G/F, 3/F to 9/F (Resident)	0.19 m^3/day	GESF (Table T-1) - UFF for Institutional and Special Class
RCHE at G/F, 3/F to 9/F (Employee)	0.28 m^3/day	GESF (Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (Community, Social & Personal Service)
Flat at 10/F to 20/F (clubhouse at 20/F)	0.37 m^3/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Catchment Inflow Factor		
P_{CIF}	1.00	Catchment Inflow Factor = 1 for vicinity located in 'Yuen Long' based on EPD's GESF Table T-4.
Peaking Factor		
P	8	Peaking factor = 8 for contributing population <1,000 for sewer (including storm water allowance) based on EPD's GESF Table T-5
Roughness Values (k_s)		
Existing Pipes	3mm	Conservation value of 'Old tuberculated water mains with Moderate degree of attack in poor condition' was adopted based on the Sewerage Manual (Part 1) Table 5

3.2 METHODOLOGY

Evaluation of the capacity of sewers has been conducted by estimating the sewage/ wastewater generation from the upstream and downstream catchments of the receiving sewers, and to further study the acceptability of the sewerage impact arising from operation of the proposed development.

The capacities of the downstream sewers have been calculated by Colebrook-White Equation for circular pipes flowing full, assuming full bore flow with no surcharge, as follows:

$$V = -\sqrt{8gDs} * \log(\frac{ks}{3.7D} + \frac{2.51v}{D\sqrt{2gDs}})$$

Where

v=mean velocity, m/s
g=gravitational acceleration, m/s^2
D=internal pipe diameter, m
ks=hydraulic pipeline roughness, m
v=kinematic viscosity of fluid, m^2/s
s=hydraulic gradient (energy loss per unit length due to friction)

The flow capacity of sewer from Manhole FMH1018375 to Manhole FMH1018369 has been assessed to ensure the downstream section have sufficient capacity for the sewage flowing from all the section upstream, provided that the capacity of the upstream sections is not exceeded. Therefore, if the sewerage system can provide sufficient receiving capacity for the cumulative sewage quantities, there would be no unacceptable impact on the downstream sewerage system.

3.3 Assessment Results & Discussion

Detailed calculations of sewage flow generation and hydraulic capacity are provided in **Appendices 5 to 8**. The estimated cumulative peak discharge of all downstream sewerage of the proposed Site account for no more than 100% of the hydraulic capacity of the concerned sewer. No exceedance of hydraulic capacity for all cumulative peak discharge is anticipated under the proposed sewerage network with upgraded pipework.

3.4 Assessment Summary

To summarize, there will be one sewer discharge point from the Site to the inlet of proposed sewer terminal manhole which will then be connected to the public sewer manhole along the Yuen Long Pau Cheung Square. In view of the proposed development and the vicinity, the following proposed upgraded pipe works are recommended:

- Proposed upgraded pipe works for the Manhole FMH1018373 and FMH-G01 by a new 185 mm and 300 mm diameter sewer respectively.

According to the estimated sewage generation calculations, it is anticipated that the proposed sewerage will have sufficient capacity to cater for the sewage generated from the proposed Site. No adverse sewerage impact associated with the proposed Development is anticipated.

Detailed alignment and the design of the connecting sewer will be subject to the detailed design of the Project. The Applicant shall be responsible for appointing a qualified engineer for properly design and construct of the connecting sewers, likely at the design stage of Project. Agreement and approval from relevant government departments, including DSD, shall be obtained in due course.

4. CONCLUSION

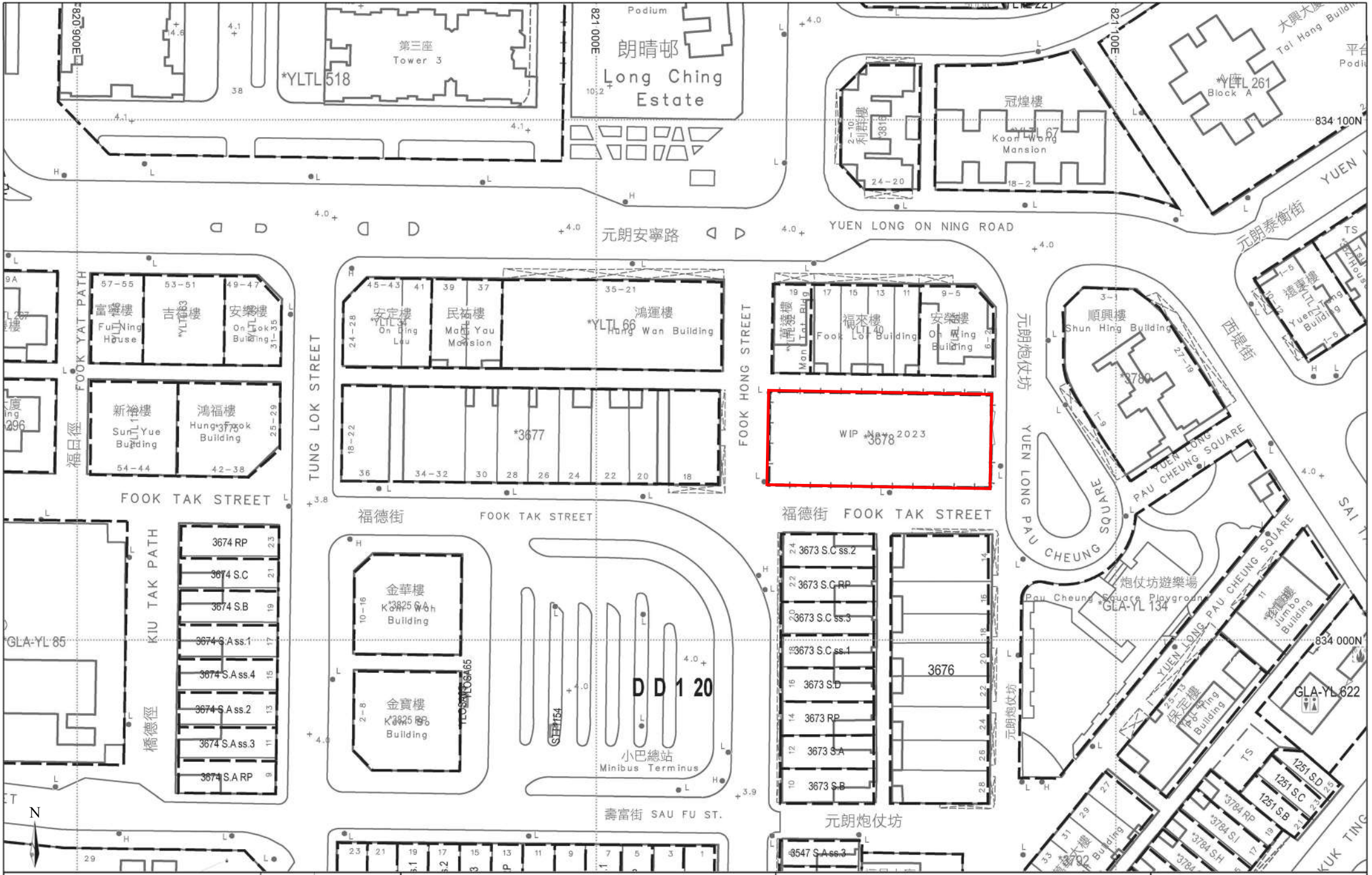
The potential sewerage impact due to the application site has been quantitatively addressed. Based on the estimated sewage flow for the Site presented in **Appendix 5**, the total peak sewage flow projected for the Site is about 151.14 m^3/day.

All sewage generated from the Site will be conveyed to the public sewerage system via the proposed sewer terminal manhole. The sewage generation calculations on the proposed sewerage system have indicated that the proposed upgraded pipe works for the Manhole FMH1018373 and FMH-G01 by a new 185 mm and 300 mm diameter sewer respectively, will have sufficient capacity to cater for sewage discharged from the Site and surrounding catchments

The maximum estimated peak flow from the proposed Site and all cumulative catchment areas will account for less than 100% of the flow capacity of the sewerage system. Hence, it is concluded that no adverse sewerage impacts arising from the development is anticipated.

Appendix 1

Location Plan



LEGEND: Application Site	FIGURE NO. 1	FIGURE TITLE: Location Plan	PROJECT NAME: Redevelopment of Yuen Long Theatre at Lot No. 3678 in D.D. 120, Yuen Long, New Territories	PREPARED BY: DeSPACE (International) Limited
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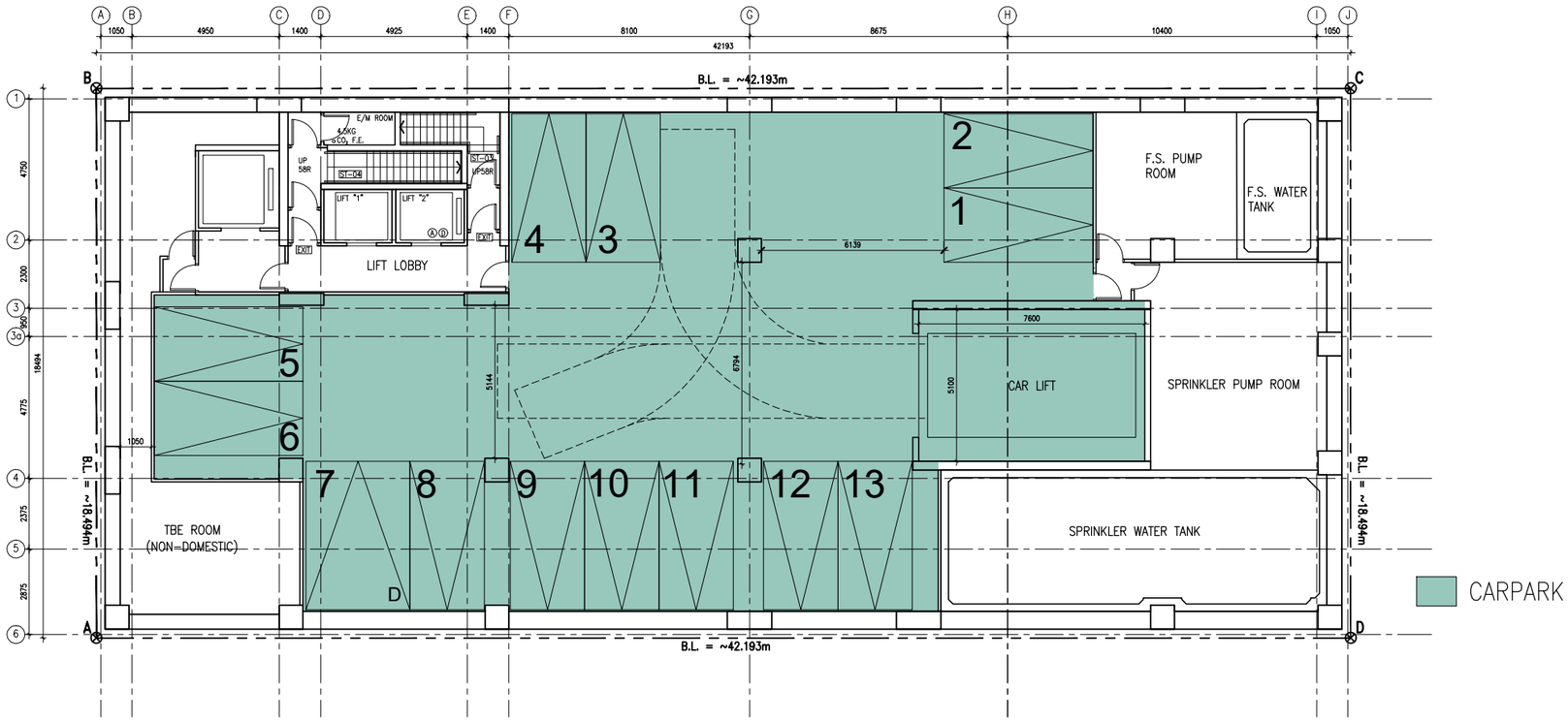
	DATE: 14.5.2024			

Appendix 2

Proposed Development Scheme



B2/F LAYOUT PLAN

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- Notify the Architect immediately of any discrepancy found herein.

Rev.	Date	Description

Project Name:

Redevelopment of
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Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

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B2/F LAYOUT PLAN

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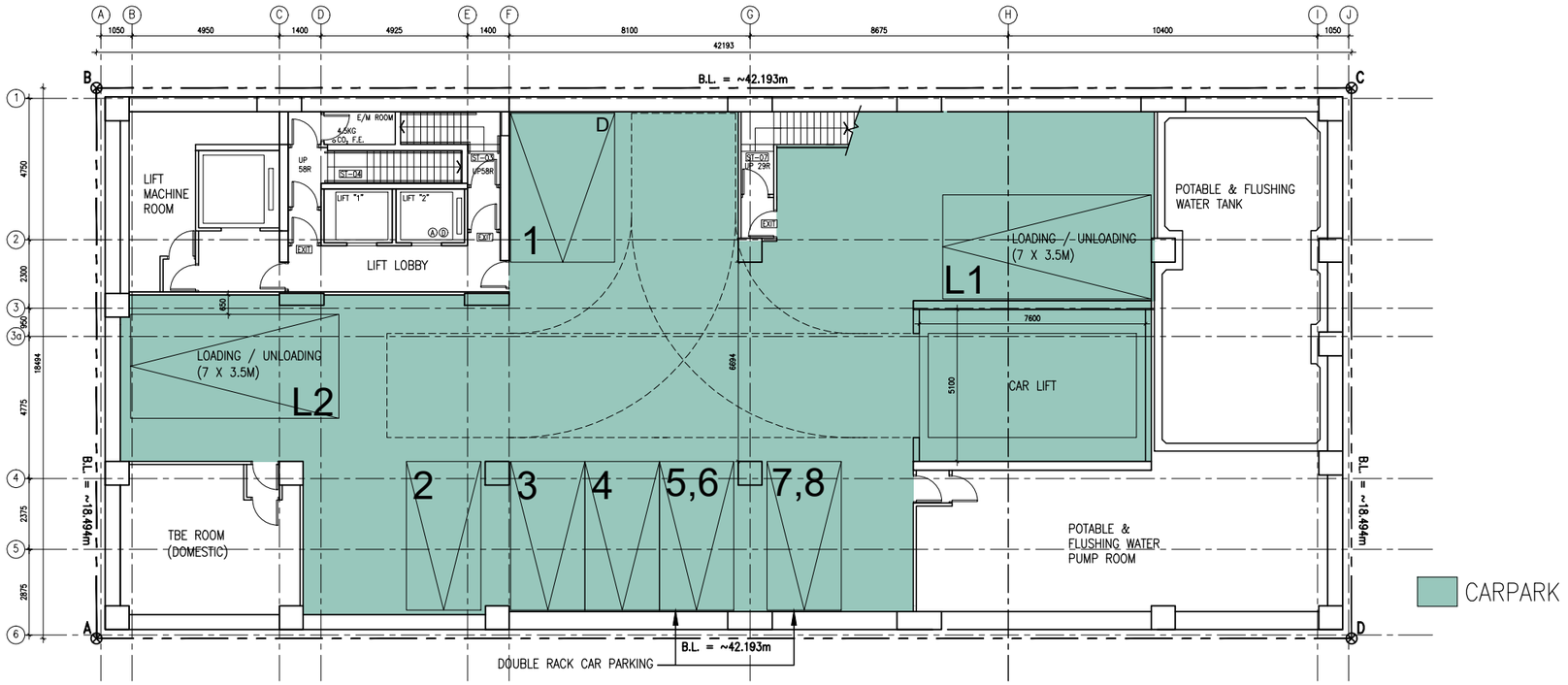

B1/F LAYOUT PLAN

Rev.	Date	Description

Project Name:

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Yuen Long Theatre
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Environmental Consultant :
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Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

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B1/F LAYOUT PLAN

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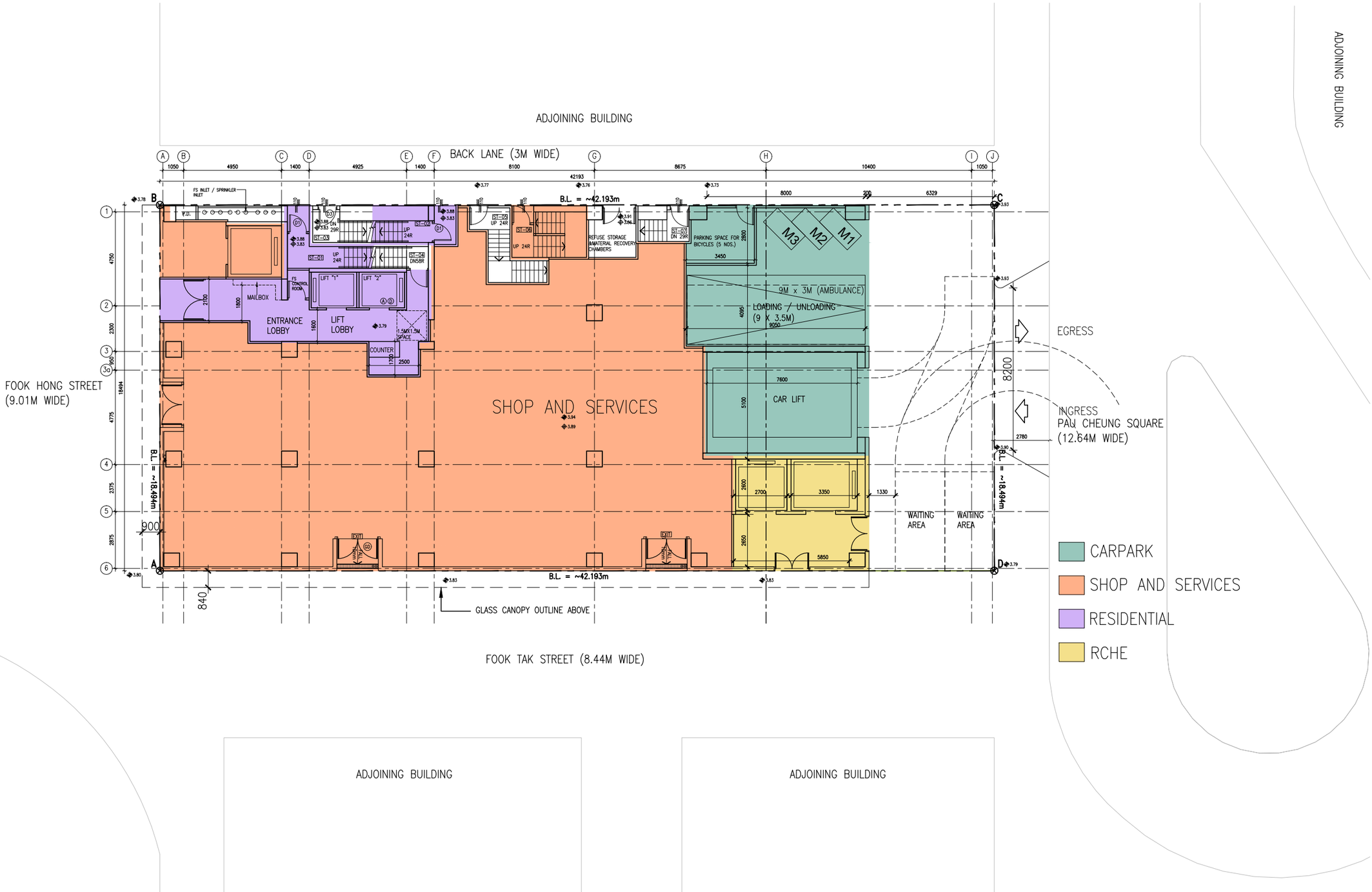

G/F LAYOUT PLAN

Rev.	Date	Description

Project Name:

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Yuen Long Theatre
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Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:
G/F LAYOUT PLAN

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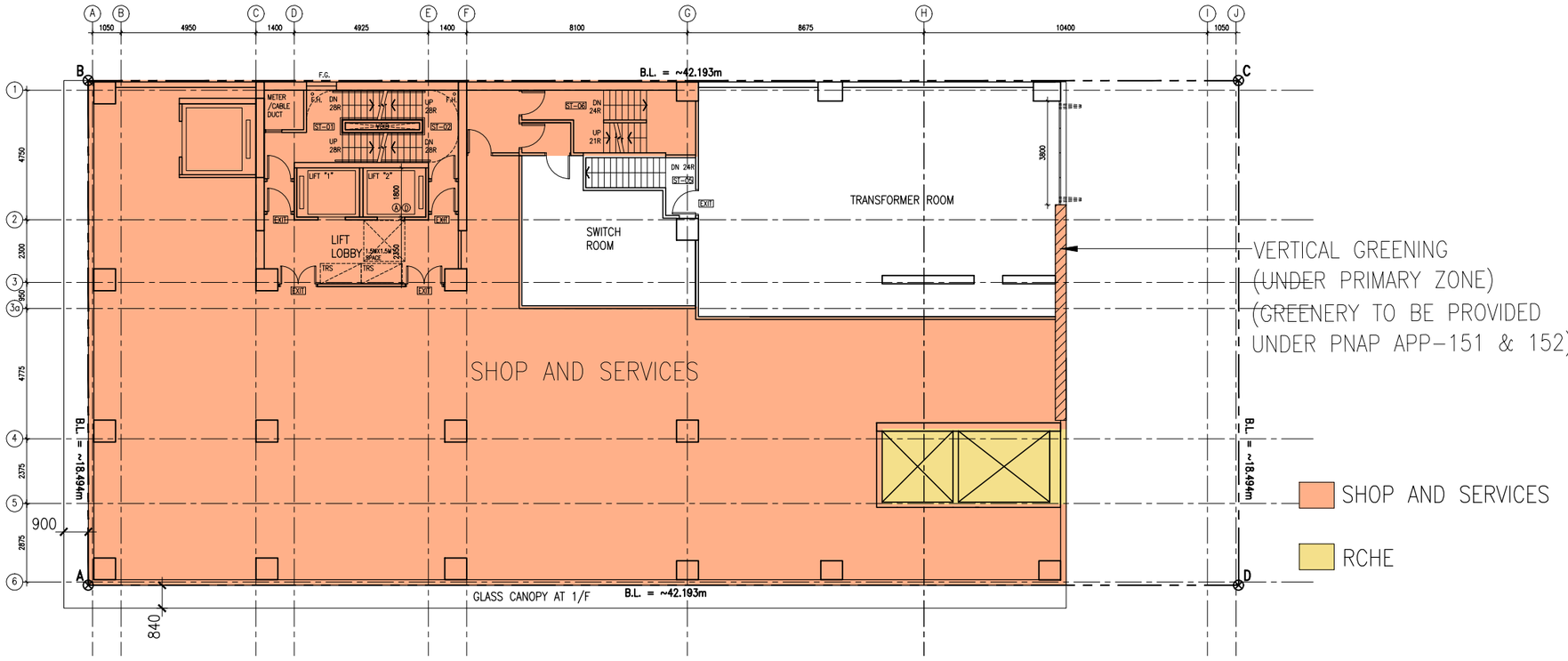

1/F LAYOUT PLAN

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Environmental Consultant :
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Structural and Geotechnical Engineer :
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Drawing Title:

1/F LAYOUT PLAN

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Drawing Number

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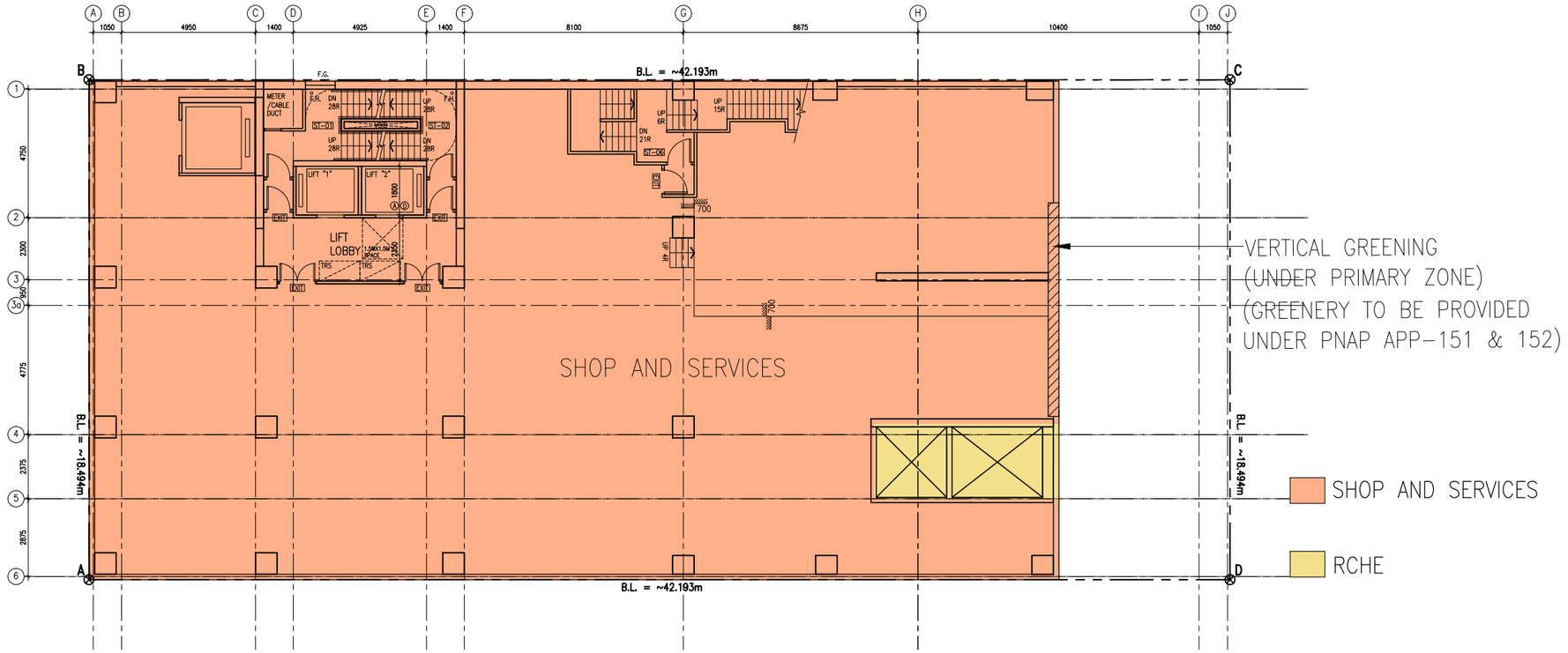

2/F LAYOUT PLAN

Rev.	Date	Description

Project Name:

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Environmental Consultant :
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Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

2/F LAYOUT PLAN

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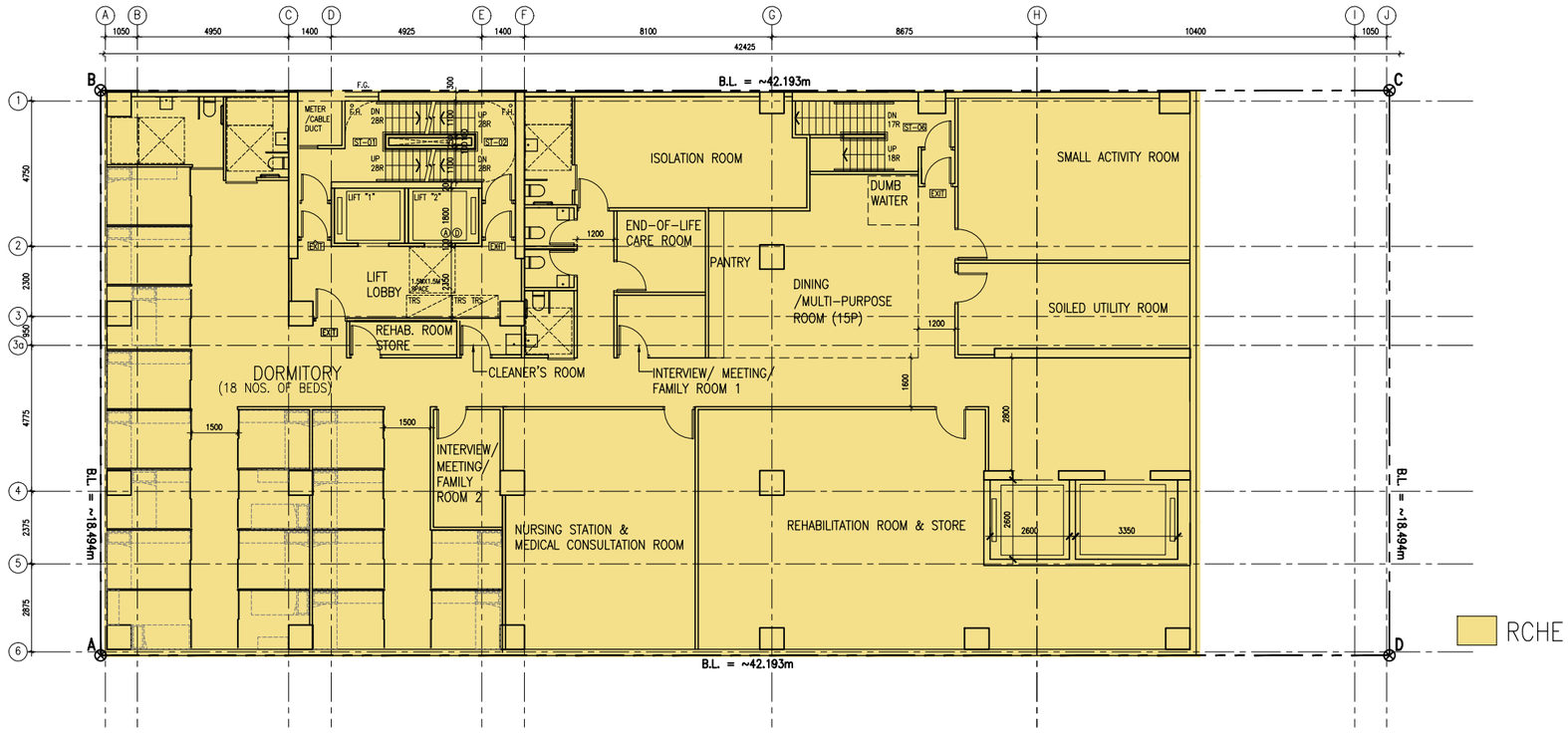

3/F LAYOUT PLAN
(DORMITORY FOR RCHE)

Rev.	Date	Description

Project Name:

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Environmental Consultant :
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Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

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3/F LAYOUT PLAN

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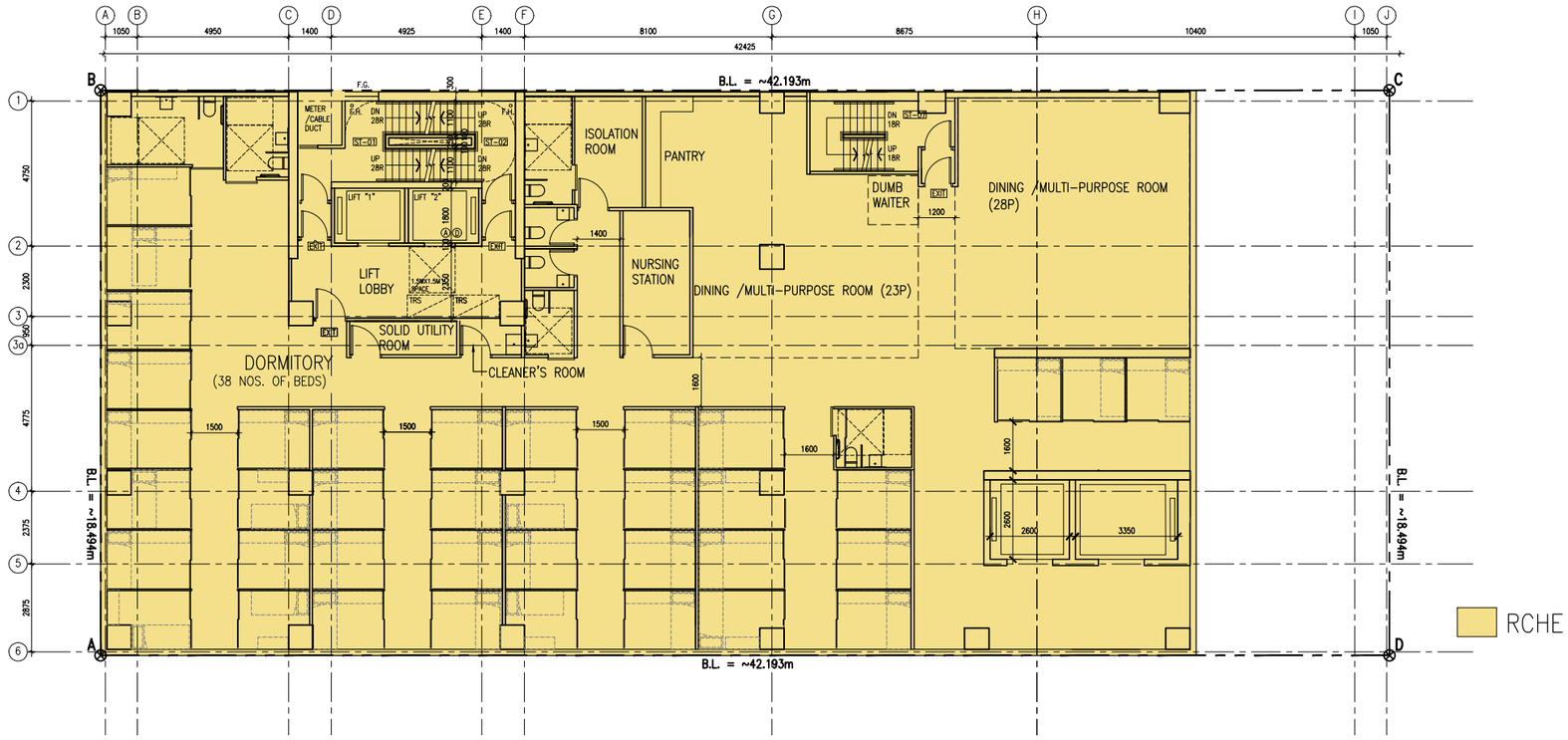

4/F TO 7/F LAYOUT PLAN
(DORMITORY FOR RCHE)

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Project Name:

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at Lot No. 3678 in
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Structural and Geotechnical Engineer :
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Drawing Title:

4/F TO 7/F LAYOUT PLAN

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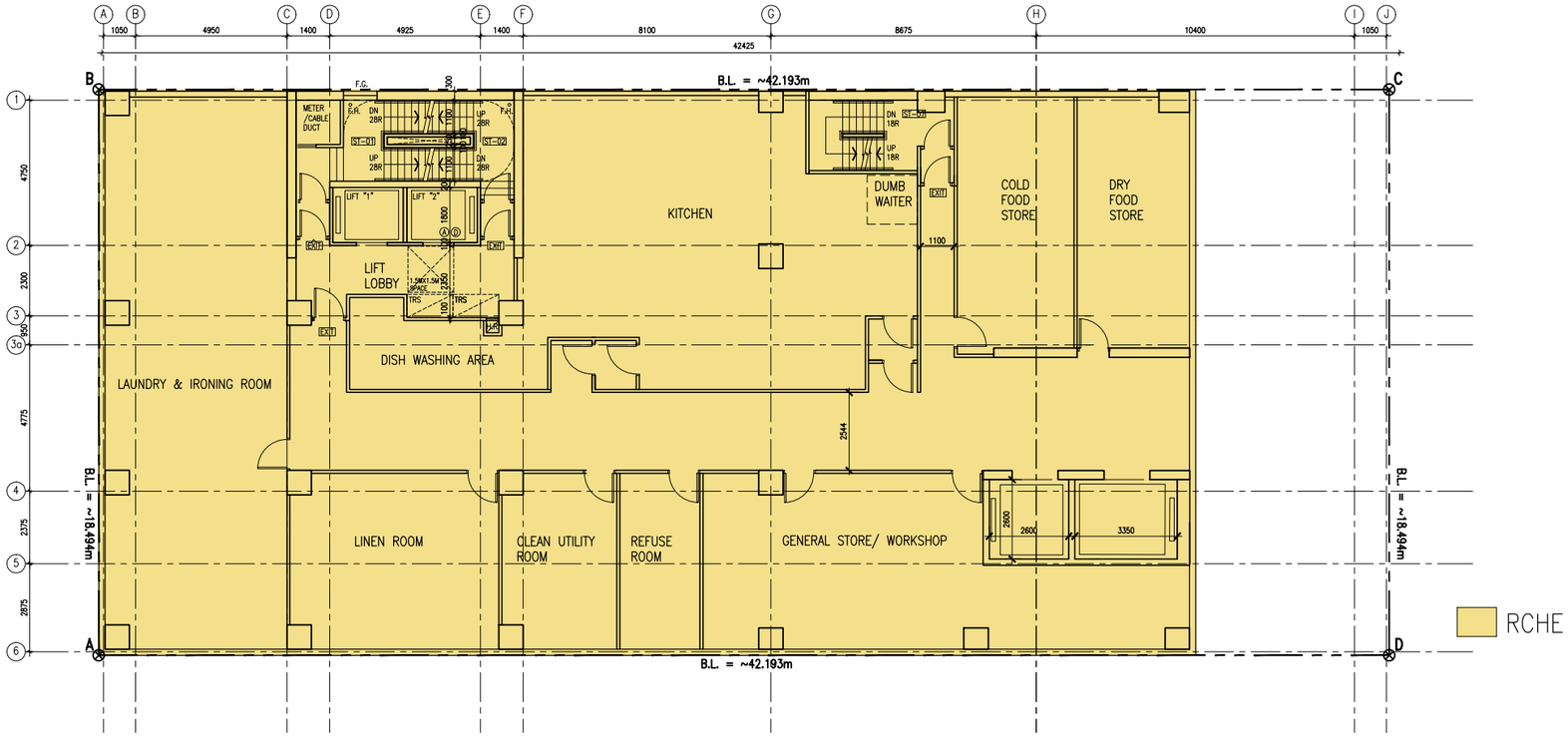

8/F LAYOUT PLAN
(OFFICE & BOH FOR RCHE)

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Drawing Title:

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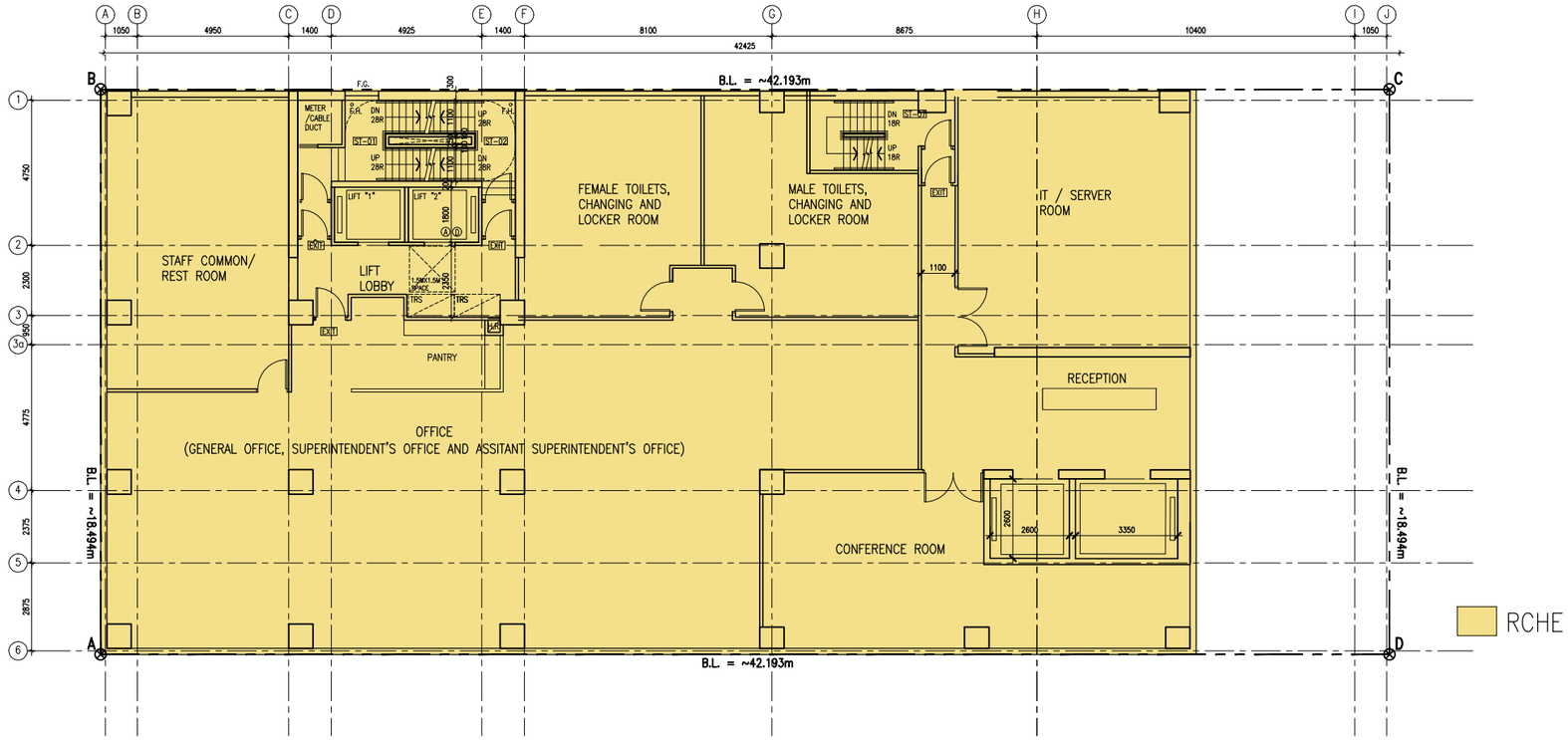

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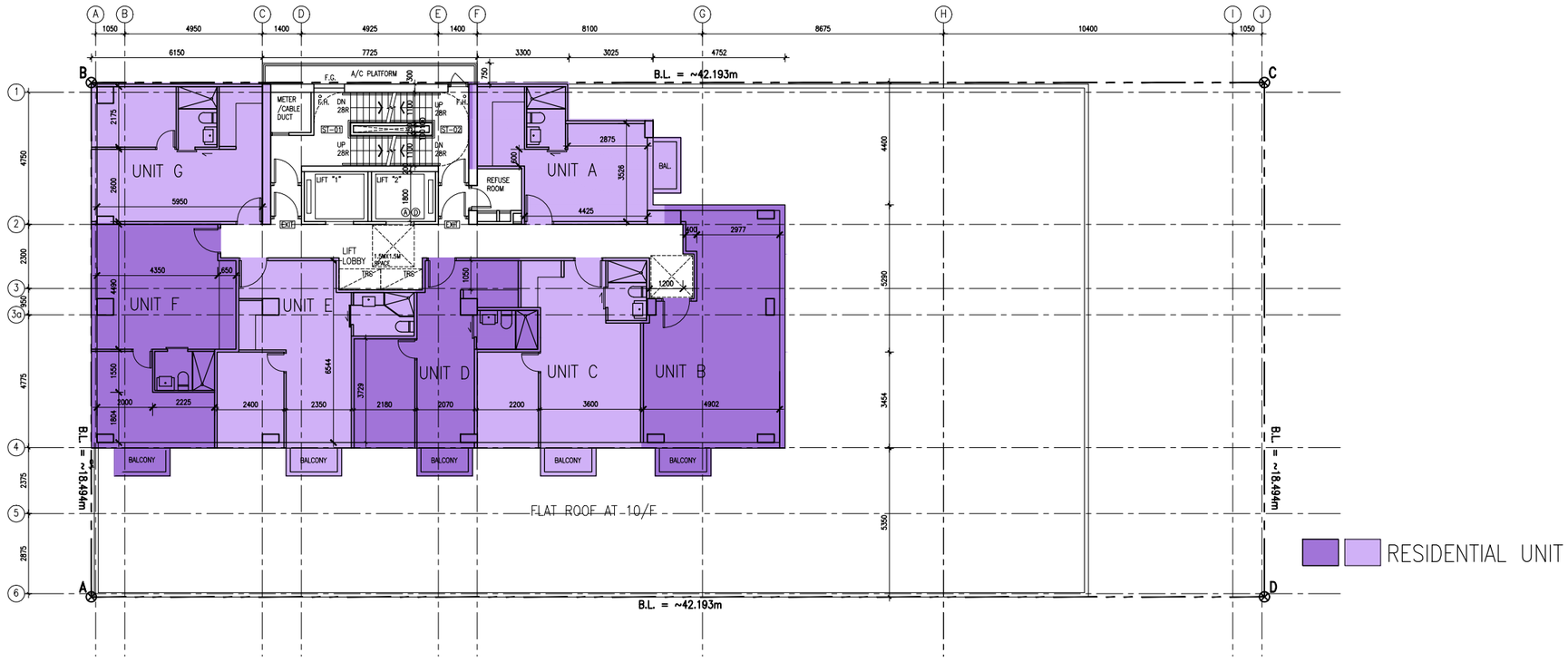

10/F TO 19/F LAYOUT PLAN

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10/F TO 17/F LAYOUT PLAN

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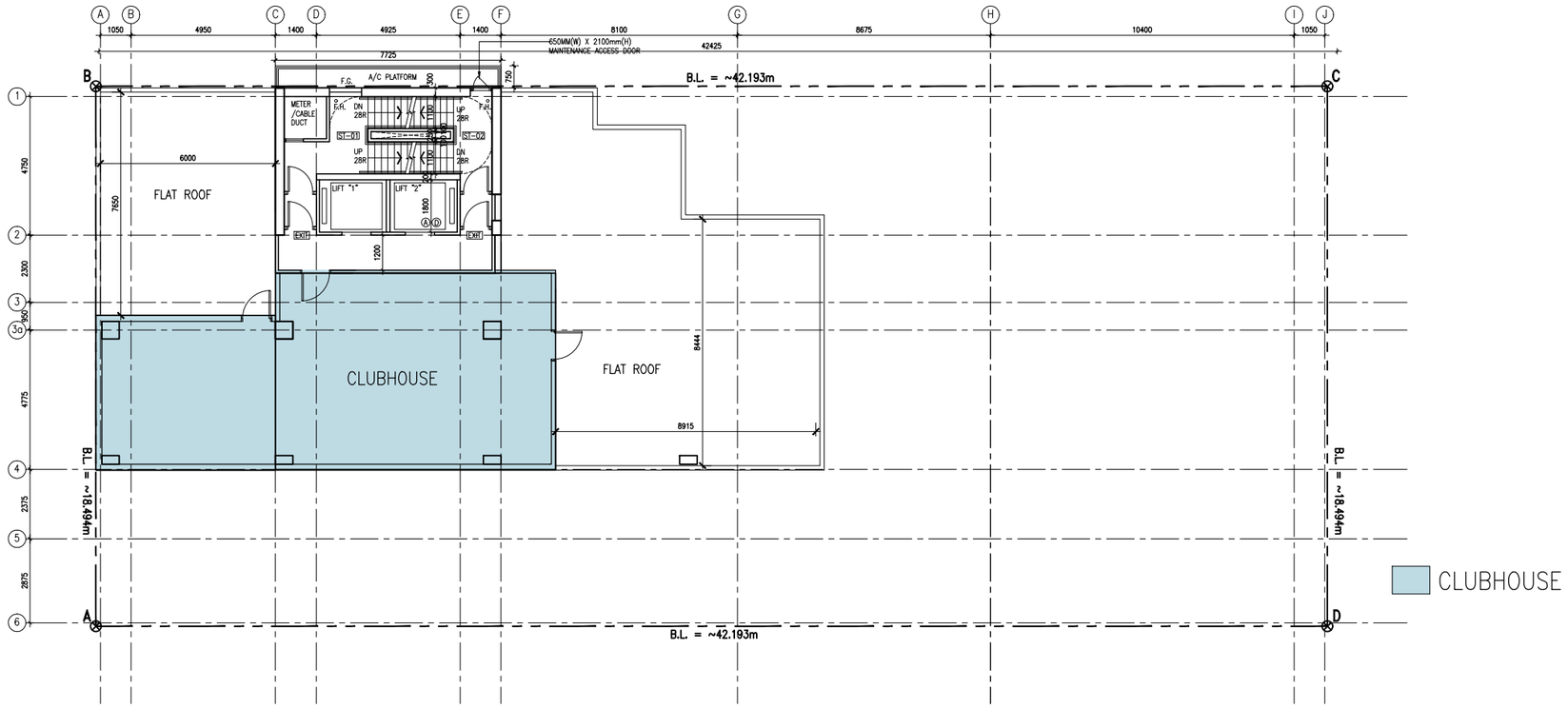

20/F (CLUBHOUSE) LAYOUT PLAN

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Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

20/F (CLUBHOUSE)
LAYOUT PLAN

Designed by:	JODY
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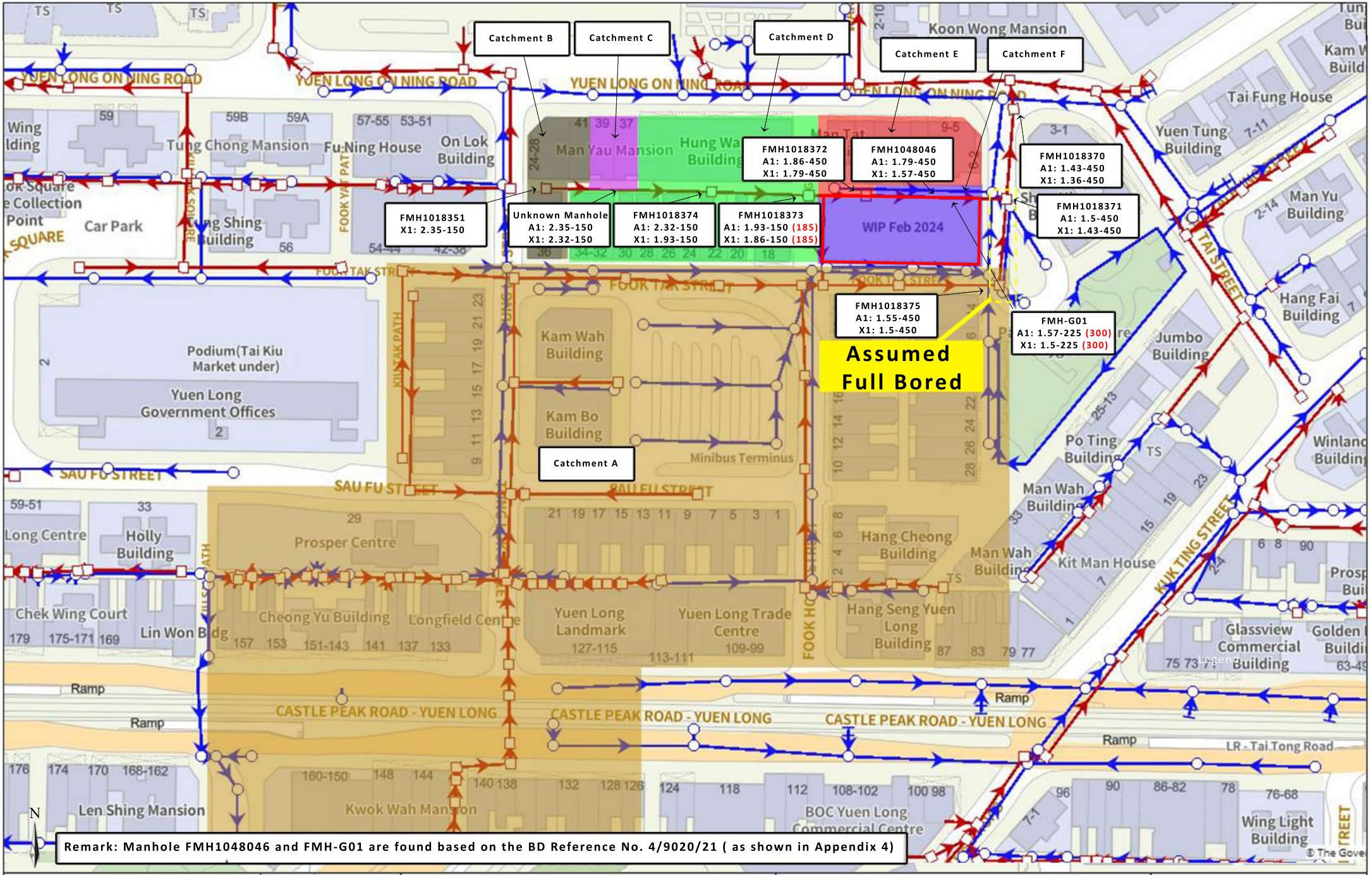
Drawing Number

GBP011

Revision Letter

Appendix 3

Existing Sewerage Plan



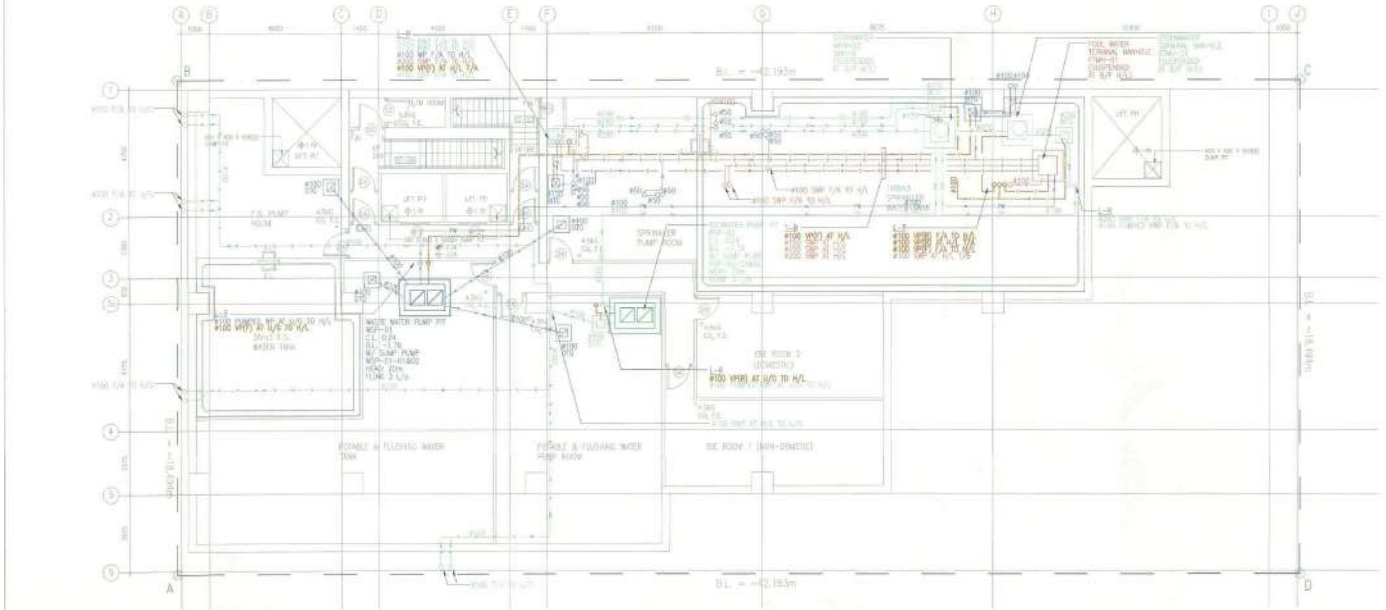
Remark: Manhole FMH1048046 and FMH-G01 are found based on the BD Reference No. 4/9020/21 (as shown in Appendix 4)

LEGEND: Application Site (400) Proposed Mitigation	FIGURE NO. 1 SCALE: A4 - 1:1300 DATE: 14.5.2024	FIGURE TITLE: Existing Sewerage Plan	PROJECT NAME: Redevelopment of Yuen Long Theatre at Lot No. 3678 in D.D. 120, Yuen Long, New Territories	PREPARED BY: DeSPACE (International) Limited

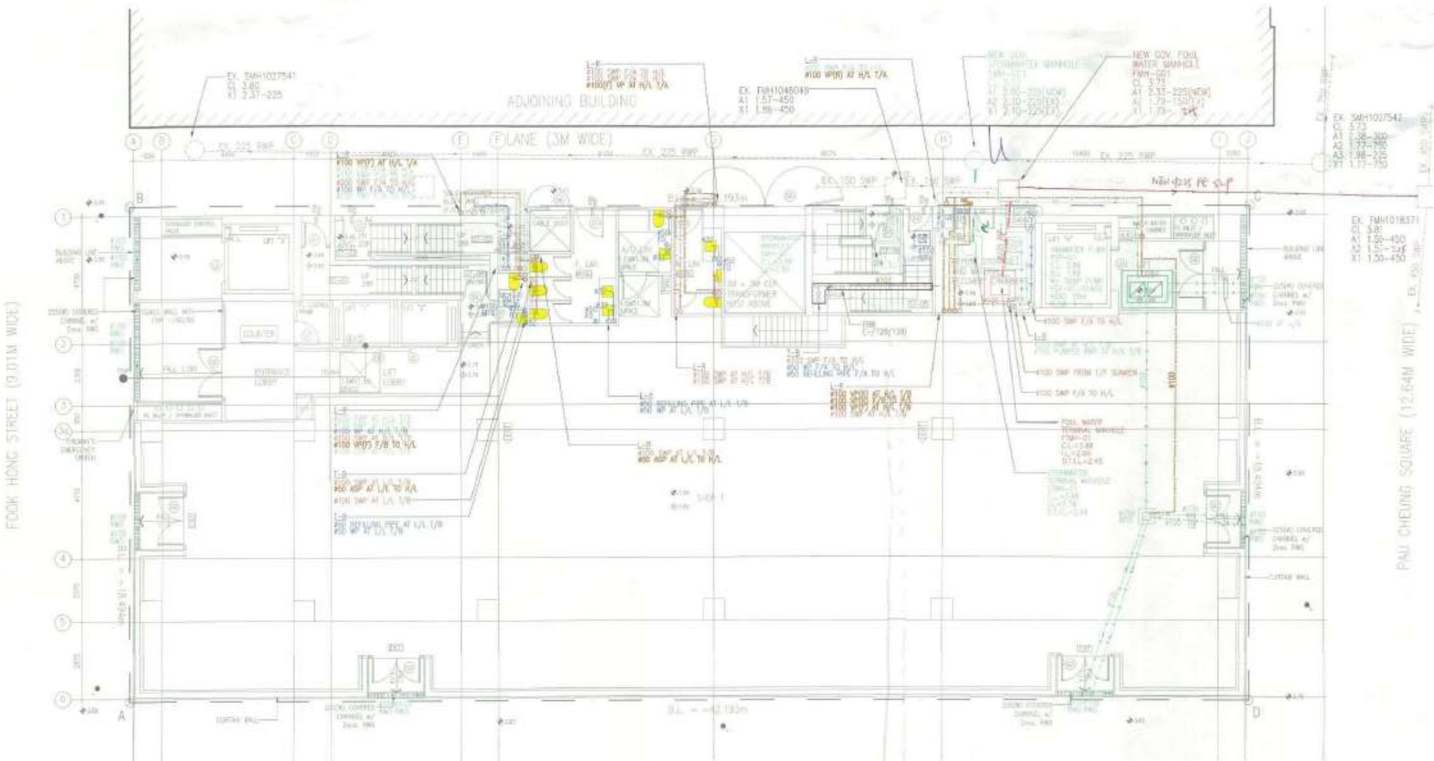
Appendix 4

Approved Drainage Plan

(BD Reference No. 4/9020/21)



B/F DRAINAGE LAYOUT PLAN



G/F DRAINAGE LAYOUT PLAN

NOTES:

1) DRAINAGE INSTALLATION AT DOWNSTREAM OF THE TERMINAL MANHOLES SHALL BE CONSTRUCTED BY THE DRAINAGE CONTRACTOR TO CURRENT GOVERNMENT STANDARD & TO DSD'S SATISFACTION AT HIS OWN COST AND WILL BE HANDOVERED TO DSD FOR MAINTENANCE.

DOWNSTREAM OF TERMINAL MANHOLES FALLS WITHIN GOVERNMENT LAND

B.D. Ref. : 4/9020/21

F.S.D. Ref. :

NOTES :

Check all measurement on site. Do not scale off drawings.

This drawing to be read in conjunction with the Specification and other related drawings. Any discrepancies are to be immediately reported to the Architect.

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DEVELOPER :

ARCHITECT/ DESIGNER :

A.LEAD architects ltd.
領匯建築師事務所有限公司

STRUCTURAL & GEOTECHNICAL CONSULTANT :

STW S.T. WONG & PARTNERS LIMITED CONSULTING ENGINEERS

MEP CONSULTANT :

KW KWONG WAH CONSULTANTS LTD
光華工程顧問有限公司

B.D.

16 AUG 2023

Revision	Description	Date
-	ISSUE FOR BD SUBMISSION	AUGUST 2023

AUTHORIZED PERSON (LIST A):

WOK SAI KIN

Project :

PROPOSED COMMERCIAL RESIDENTIAL DEVELOPMENT
AT 8-12 PAU CHEUNG SQUARE,
YUEN LONG, N.T.,
LOT 3678 IN D.D.120

Job No. : KW2150

Drawing Title :

DRAINAGE LAYOUT OF B/F TO G/F

Drawn :	CAD	Design :	CAD
Checked :	CAD	Authorised :	CAD
Scale @A1 :	1:100	Issue Date :	AUG 2023

Status :

Authority's Approval :

Plan Approved
CHEUNG Lai-sze
Senior Building Surveyor
for BUILDING AUTHORITY
12 OCT 2023

Drawing No. : KW2150-BD-3-01

Revision : -

Appendix 5

Calculation of Sewage Generation from the Proposed Development

Calculation of Sewage Generation from the Proposed Development

1. YLT - Car Park at B1 and B2		
Total GFA	958	m^2
Area/Employee	26.32	CIFSUS (Table 8) - Worker Density 3.8 (Transport)
Estimated Population	36	
Unit Flow Factor	0.18	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.1 (J3 Transport, Storage & Communication)
Estimated Dry Weather Flow	6.55	m^3/day
2. YLT - Shop at G/F to 2/F		
Total GFA	1546	m^2
Area/Employee	28.571	CIFSUS (Table 8) - Worker Density 3.5 (Retail Trade)
Estimated Population	54.11	
Unit Flow Factor	0.28	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) + 0.2 (Wholesale & Retail)
Estimated Dry Weather Flow	15.15	m^3/day
3. YLT- RCHE at G/F, 3/F to 9/F (Resident)		
Total number of beds	220	
Unit Flow Factor	0.19	GESF(Table T-1) - UFF for Institutional and Special Class
Estimated Dry Weather Flow	41.8	m^3/day
3. YLT- RCHE at G/F, 3/F to 9/F (Emlpoyee)		
Total GFA	1187	m^2
Area/Employee	30.3030303	CIFSUS (Table 8) - Worker Density 3.3 (Community, Social & Personal Service)
Estimated Population	39.171	
Unit Flow Factor	0.28	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (Community, Social & Personal Service)
Estimated Dry Weather Flow	10.96788	m^3/day
5. YLT - Flat at 10/F to 20/F		
Total number of units	74	
Total number of residents	207.2	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	76.664	m^3/day
Total Flow from Proposed Development		
Total Average Daily Dry Weather Flow	151.14	m^3/day

Appendix 6

Calculation of Sewage Generation from Upstream and Downstream Catchments

Calculation of Sewage Generation from Upstream and Downstream Catchments			Remarks
Catchment A			
Assumed Full Bored			
Catchment B			
36 Fook Tak St, Yuen Long	G/F to M/F		
Total GFA	177.276	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	6.20466		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	1.74	m^3/day	
36 Fook Tak St, Yuen Long	2/F to 5/F		
Total number of units	10	units	
Total number of residents	28	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	10.36	m^3/day	
On Ting Building, 41-45 On Ning Road	G/F to M/F		
Total GFA	289.476	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	10.13166		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	2.84	m^3/day	
On Ting Building, 41-45 On Ning Road	2/F to 5/F		
Total number of units	16	units	
Total number of residents	44.8	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	16.576	m^3/day	
Catchment C			
Man Yau Building, 37-39 On Ning Road	G/F to M/F		
Total GFA	223.584	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	7.82544		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	2.19	m^3/day	
Man Yau Building, 37-39 On Ning Road	2/F to 5/F		
Total number of units	10	units	
Total number of residents	28	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	10.36	m^3/day	
Catchment D			
20-34 Fook Tak St, Yuen Long	G/F to M/F		
Total GFA	865.98	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	30.3093		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	8.49	m^3/day	
20-34 Fook Tak St, Yuen Long	2/F to 5/F		
Total number of units	40	units	
Total number of residents	112	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	41.44	m^3/day	
Hung Wan Building, 21-35 On Ning Road	G/F to M/F		
Total GFA	762.96	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	26.7036		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	7.48	m^3/day	

Hung Wan Building, 21-35 On Ning Road	2/F to 5/F		
Total number of units	36	units	
Total number of residents	100.8	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	37.296	m^3/day	
18 Fook Tak St, Yuen Long	G/F to M/F		
Total GFA	177.48	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	6.2118		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	1.74	m^3/day	
18 Fook Tak St, Yuen Long	2/F to 5/F		
Total number of units	10	units	
Total number of residents	28	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	10.36	m^3/day	
Catchment E			
C1(i).Man Tat Building, 19 On Ning Rd	G/F to M/F		
Total GFA	133.722	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	4.68027		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	1.3104756	m^3/day	
C1(ii).Man Tat Building, 19 On Ning Rd	2/F to 5/F		
Total number of units	8	units	
Total number of residents	22.4	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	8.288	m^3/day	
Fook Loi Building, 11-17 On Ning Road	G/F to M/F		
Total GFA	338.538	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	11.84883		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	3.3176724	m^3/day	
Fook Loi Building, 11-17 On Ning Road	2/F to 5/F		
Total number of units	30	units	
Total number of residents	84	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	31.08	m^3/day	
C3(i).On Wing Building, 5-9 On Ning Road	G/F to M/F		
Total GFA	252.96	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	8.8536		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	2.479008	m^3/day	
C3(ii).On Wing Building, 5-9 On Ning Road	2/F to 5/F		
Total number of units	20	units	
Total number of residents	56	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	20.72	m^3/day	
Catchment F			
The Subject Site			
Estimated Dry Weather Flow	151.14	m^3/day	Refer to Appendix 5

Appendix 7

Total Estimated Peak Flow After Development

Total Estimated Peak Flow After Development

After Development

Catchment	From the Most Upstream	Total Estimated Dry Weather Flow (m^3/day)	Catchment Inflow Factor[1]	Cumulative Average Dry Weather Flow (m^3/day)	Contributing Population[2]	Peaking Factor [3]	Total Estimated Peak Flow (m^3/day)	Total Estimated Peak Flow (L/s)
B	36 Fook Tak St, Yuen Long	12.10	1	12.10	44.80	8	96.78	1.12
	On Ting Building, 41-45 On Ning Road	19.41	1	31.51	116.70	8	252.08	2.92
B to C	Man Yau Building, 37-39 On Ning Road	12.55	1	44.06	163.19	8	352.49	4.08
B to C to D	20-34 Fook Tak St, Yuen Long	49.93	1	93.99	348.10	8	751.90	8.70
	Hung Wan Building, 21-35 On Ning Road	44.77	1	138.76	513.93	8	1110.09	12.85
	18 Fook Tak St, Yuen Long	12.10	1	150.86	558.74	8	1206.88	13.97
B to C to D to E	Man Tat Building, 19 On Ning Rd	9.60	1	160.46	594.29	8	1283.67	14.86
	Fook Loi Building, 11-17 On Ning Road	34.40	1	194.86	721.69	8	1558.85	18.04
	On Wing Building, 5-9 On Ning Road	23.20	1	218.06	807.61	8	1744.44	20.19
B to C to D to E to F	**The Subject Site**	151.14	1	369.19	1367.37	6	2215.14	25.64
B to C to D to E to F to A	Assumed Full Bored							

Remarks:

[1] Catchment Inflow Factor = 1.00 (Central Kolwoon) based on EPD's GESF Table T-4

[2] Based on the equation from GESF:

$$\text{Contributing Population} = \frac{\text{Calculated total average flow } (m^3/day)}{0.27\ (m^3/person/day)}$$

[3]Peaking Factor=8 for population <1000, and 6 for population 1000-5000 (including stormwater allowance) base on EPD's GESF Table T-5

Appendix 8

Calculation of Flow Capacity

Calculation of Flow Capacity

Proposed Building (Without Mitigation Measures)

Pipe Name	Manhole Reference		Length (m)	Invert Level (mPD)		d (m)	r (m)	A_w (m^2)	P_w (m^2)	R (m)	s	k_s (m)	V (m/s)	Q_c (m^3/s)	ADWF (m^3/day)	P_c	P	Catchment	% of capacity %	Remarks
	Upstream	Downstream		Upstream	Downstream															
FWD1019563	FMH1018375	FMH1018371	23	1.55	1.5	0.45	0.225	0.025	1.414	0.018	0.002	0.003	0.757	0.120	151.14	559.78	8	A	100%	Assumed full bored
FWD1019541	FMH1018351	Unknown[note 3]	18	2.41	2.35	0.15	0.075	0.003	0.471	0.006	0.003	0.003	0.446	0.008	151.14	559.78	8	B	37.01%	
FWD1062244	Unknown[note 3]	FMH1018374	27	2.35	2.32	0.15	0.075	0.003	0.471	0.006	0.001	0.003	0.256	0.005	151.14	559.78	8	B+C	90.07%	
FWD1019562	FMH1018374	FMH1018373	26.5	2.32	1.93	0.15	0.075	0.003	0.471	0.006	0.015	0.003	0.941	0.017	151.14	559.78	8	B+C	84.04%	
FWD1019561	FMH1018373	FMH1018372	15.5	1.93	1.86	0.15	0.075	0.003	0.471	0.006	0.005	0.003	0.520	0.009	151.14	559.78	8	B+C+D	152.09%	
FWD1019560 (A)	FMH1018372	FMH1048046[note 3]	15.3	1.86	1.79	0.45	0.225	0.025	1.414	0.018	0.005	0.003	1.100	0.175	151.14	559.78	8	B+C+D+E	11.54%	
FWD1019560 (B)	FMH1048046[note 3]	FMH-G01[note 3]	2.7	1.79	1.57	0.45	0.225	0.025	1.414	0.018	0.081	0.003	4.652	0.740	151.14	559.78	8	B+C+D+E+site(F)	3.47%	
FWD1062247	FMH-G01[note 3]	FMH1018371	19	1.57	1.5	0.225	0.1125	0.006	0.707	0.009	0.004	0.003	0.620	0.025	151.14	559.78	8	B+C+D+E+site(F)	103.98%	
FWD1019559	FMH1018371	FMH1018370	24	1.5	1.43	0.45	0.225	0.025	1.414	0.018	0.003	0.003	0.878	0.140	151.14	559.78	8	A+B+C+D+E+site(F)	26.36%	
FWD1019558	FMH1018370	FMH1018369	6.4	1.43	1.36	0.45	0.225	0.025	1.414	0.018	0.011	0.003	1.703	0.271	151.14	559.78	8	A+B+C+D+E+site(F)	13.59%	

Proposed Building (With Mitigation Measures)

Pipe Name	Manhole Reference		Length (m)	Invert Level (mPD)		d (m)	r (m)	A_w (m^2)	P_w (m^2)	R (m)	s	k_s (m)	V (m/s)	Q_c (m^3/s)	ADWF (m^3/day)	P_c	P	Catchment	% of capacity %	Remarks
	Upstream	Downstream		Upstream	Downstream															
FWD1019563	FMH1018375	FMH1018371	23	1.55	1.5	0.45	0.225	0.025	1.414	0.018	0.002	0.003	0.757	0.120	151.14	559.78	8	A	100.00%	Assumed full bored
FWD1019541	FMH1018351	Unknown[note 3]	18	2.41	2.35	0.15	0.075	0.003	0.471	0.006	0.003	0.003	0.446	0.008	151.14	559.78	8	B	37.01%	
FWD1062244	Unknown[note 3]	FMH1018374	27	2.35	2.32	0.15	0.075	0.003	0.471	0.006	0.001	0.003	0.256	0.005	151.14	559.78	8	B+C	90.07%	
FWD1019562	FMH1018374	FMH1018373	26.5	2.32	1.93	0.15	0.075	0.003	0.471	0.006	0.015	0.003	0.941	0.017	151.14	559.78	8	B+C	84.04%	
FWD1019561	FMH1018373	FMH1018372	15.5	1.93	1.86	0.185	0.0925	0.004	0.581	0.007	0.005	0.003	0.601	0.016	151.14	559.78	8	B+C+D	86.49%	
FWD1019560 (A)	FMH1018372	FMH1048046[note 3]	15.3	1.86	1.79	0.45	0.225	0.025	1.414	0.018	0.005	0.003	1.100	0.175	151.14	559.78	8	B+C+D+E	11.54%	
FWD1019560 (B)	FMH1048046[note 3]	FMH-G01[note 3]	2.7	1.79	1.57	0.45	0.225	0.025	1.414	0.018	0.081	0.003	4.652	0.740	151.14	559.78	8	B+C+D+E+site(F)	3.47%	
FWD1062247	FMH-G01[note 3]	FMH1018371	19	1.57	1.5	0.3	0.15	0.011	0.942	0.012	0.004	0.003	0.753	0.030	151.14	559.78	8	B+C+D+E+site(F)	85.59%	
FWD1019559	FMH1018371	FMH1018370	24	1.5	1.43	0.45	0.225	0.025	1.414	0.018	0.003	0.003	0.878	0.140	151.14	559.78	8	A+B+C+D+E+site(F)	26.36%	
FWD1019558	FMH1018370	FMH1018369	6.4	1.43	1.36	0.45	0.225	0.025	1.414	0.018	0.011	0.003	1.703	0.271	151.14	559.78	8	A+B+C+D+E+site(F)	13.59%	

Legend

d = pipe diameter, m

r = pipe radius (m) = 0.5d

A_w = wetted area (m^2) = (r^2/2)

P_w = wetted perimeter (m) = 2 x r x π

R = Hydraulic radius (m) = A_w/P_w

s = Slope of the total energy line

k_s = hydraulic pipeline roughness, mm

V = Velocity of flow calculated based on Colebrook-White Equation, m/s

Q_c = Flow Capacity (10% sedimentation incorporated), m^3/s

P_c = Contributing Population = ADWF/0.27

P = Peaking Factor (including stormwater allowance)

ADWF = Average Dry Weather Flow, m^3/day

Remarks:

(1) The value of k_s = 0.6mm (for velocities greater than 1.2m/s, otherwise 3mm) is adopted for the calculation of slimed clayware sewer, poor condition (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(2) The mean velocity is calculated using the Colebrook-White Equation.

(3) The invert level of the Unknown Manhole, Manhole FMH1048046 and FMH-G01 are not found in the Drainage Record via Geoinfo Map.
Interpolation is used to calculate the appropriate invert levels. Manhole FMH1048046 and FMH-G01 are found based on the BD Reference No. 4/9020/21 **(as shown in Appendix 4)**

Attachment 4

Block Plan and Photomontage

WIP Aug 2003

WIP Jan 2003

N

TAI LEE STREET

Shing Fat Industrial Building

Tai Hing Building

Rest Garden

RCP

YUEN LONG ON

Rainbow Mansion

Lee Kwan Building

Koon Wong Mansion

YUEN LONG TAI HANG STREET

Kam Wah Building

Wong Building

Sing Building

YUEN LONG TUNG TAI ST

YUEN LONG ON NING RD

TAI FUNG STREET

Yuen Tung Building

Tsui Wah House

Tai Fung House

Polly Mansion

Yick Kwan Building

FOOK YAT PATH

Fu Ning Building

Kut Cheung Building

On Lok House

Sun Yue Building

Hung Fook Building

TAK STREET

On Ting Bldg

Man Yau Building

Hung Wan Building

Man Tat Bldg

Fook Loi Building

On Wing Building

LANE

SITE

FOOK TAK STREET

FOOK HONG STREET

PAU CHEUNG SQUARE

Shun Hing Building

Man Yu Building

Nam Cheung Building

Tai Cheung Building

Kam Lun Building

Hang Fai Building

YUEN LONG TAI CHEUNG

SAI TAI STREET

Jumbo Building

Po Ting Building

Shing F

Winsome Commercial Building

Winland Building

TUNG LOK STREET

Kam Wah Building

Kam Po Building

Public Light Bus Terminus

SAU FU ST.

FUK TING ST.

KUK TING STREET

SHUI CHE KW

Prosper Centre

Hong Ping Villa

Happy Plaza

Yuen Long Trade Centre

O.T.B. Yuen Long Building

Hang Seng Yuen Long Building

Hang Cheong Building

Prosperous Building

Podium

Glassview Commercial Building

Golden Hall Building

Sing Shun Building

BLOCK PLAN

1:1000

Rev.	Date	Description

Project Name:

Redevelopment of Yuen Long Theatre at Lot No. 3678 in D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

BLOCK PLAN

Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: N.T.S.	Paper: A3

Drawing Number: GBP015

Revision Letter:

RESIDENTIAL

RCHE

SHOP AND SERVICES

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

PHOTOMONTAGE 1

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Drawing Number

GBP014

Revision Letter

RESIDENTIAL

RCHE

SHOP AND SERVICES

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

PHOTOMONTAGE 2

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Scale: 1 : 200	Paper: A3

Drawing Number

GBP015

Revision Letter

RESIDENTIAL

RCHE

SHOP AND SERVICES

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

PHOTOMONTAGE 3

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Drawn by:	JODY
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Scale: 1 : 200	Paper: A3

Drawing Number

GBP016

Revision Letter

Attachment 5

Revised Traffic Impact Assessment Report

Yuen Long Theatre Lot 3678 DD 120

Revised Traffic Impact Assessment Report

JUNE 2024

CTA Consultants Limited

志達顧問有限公司

1. INTRODUCTION

1.1 Background

1.1.1 CTA Consultants Limited ("CTA") is commissioned by the Applicant to prepare a Traffic Impact Assessment Study for a proposed development of Lot 3678 in DD120, Yuen Long for RCHE, residential and retail uses.

1.1.2 The client intends to provide 220 beds for the RCHE purpose and 74 units for the residential use and shops and services (the "Proposed Development").

1.1.3 This TIA study aims to examine the impact of the traffic generated by the proposed number of beds in the vicinity. Improvement proposals where needed would be recommended if necessary to resolve any foreseeable traffic issues.

1.2 Study Objectives

1.2.1 The main objectives of this study are listed below:

- To assess the existing traffic condition in the vicinity of the proposed development;
- To forecast traffic flows on the adjacent road network in the design year 2030;
- To estimate the likely traffic generated by the proposed development;
- To appraise the traffic impact induced by the proposed development on the adjacent road network;
- To recommend traffic improvement measures to alleviate any foreseeable traffic problem to the surrounding road network, if any.

2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 The proposed development is located at Lot 3678 in D.D. 120, Yuen Long as shown in **Figure 2.1**.

2.2 Development Proposal

2.2.1 Development parameters of the proposed development are listed in **Table 2.1**.

Table 2.1 Development Parameters of the Proposed Development

	Development Parameters	
Proposed Use	Flats, Residential Care Home for the Elderly (RCHE) & Shops and services	
Site Area	~780m^2	
Accountable GFA	Shop and services	1,546 m^2
	RCHE	4,723 m^2
	Flats	3,088 m^2
	Total	9,357 m^2
No of blocking	1	
No of beds & units	220 Beds (RCHE) & 74 units (Flats)	
No of storey	21 storeys and 2 basement floors	
Nos of staffs	Total of 80 staffs (including 2 shifts, each shift will have 40 staffs)	

2.2.2 It is anticipated that the proposed development will be commissioned in year 2027. Therefore, design year 2030 (i.e., 3 years after the planned commencement year of the proposed development) is adopted for the Traffic Impact Assessment.

2.2.3 Staffs are not allowed to use the parking spaces unless they are authorised by their management team.

2.2.4 Therefore, staffs will take the public transport to/ from their work.

2.3 Provision of Access Arrangement

2.3.1 Yuen Long Pau Cheung Square is the only road connects to the proposed development. The vehicular access of the proposed development will be also located at the Yuen Long Pau Cheung Square. The location of the vehicular access is shown in the **Figure 2.2**.

2.4 Car lift Assessment

2.4.1 The details breakdown of the car park are listed in the **Table 2.2**, and the car park layout plans are shown in the **Figure 2.3, Figure 2.4 and Figure 2.5**.

Table 2.2 Breakdown of the Car Parking Spaces

Total Car Park Nos	19 PV +2 Disable Parking + 2 (L/UL for 7m) +1(L/UL for ambulance) +3 Motorcycle	
the Breakdown of the car parking spaces	G/F	1 L/UL spaces for ambulance (which will be shared-use with the LGV)+ 3 (Motorcycle)
	B1/F	7 (PV) +1 (Disable Parking) +2 L/UL
	B2/F	12 (PV) spaces +1(Disable Parking)
Car Entry/Exit	1 no.	
Waiting Spaces at G/F	2 no.	

2.4.2 The Queue Length / Waiting Space Assessment

Methodology

The queuing situation can be assessed based on a single channel queuing system, thus Poisson distribution and multi-server queuing (M/M/N) theory is used.

The assessment is work out the probability that n vehicles are in the car-lift system.

The formula in deriving the probability is given by:

$$P(n) = \frac{1}{\sum_{n=0}^{N-1} \frac{e^n}{n!} + \frac{e^N}{N!\left(1-\frac{e}{N}\right)}} \qquad \text{for } n = 0$$

$$P(n) = \frac{e^n}{n!} P(0) \qquad \text{for } 0 < n \le N$$

$$P(n) = \frac{e^n}{N^{n-N} N!} P(0) \qquad \text{for } n > N$$

where:

	$P(n)$	= Probability of n vehicles in the system
	λ	= Peak 15-minutes arrival rate
	μ	= Servicing rate
	n	= Number of vehicles in the system
	N	= Number of car lift
	e	= λ / μ

2.4.3 The Derivation of Arrival Rate (λ)

In house trip generation/ attraction data due to the parking space for the proposed development is shown in the **Table 2.3**.

Table 2.3 Peak 15 Minutes Arrival Rate for the Proposed Development

GFA: 1546 m²	**Trip Generations (pcu/15 mins /GFA) at Weekday (Commercial)**			
	AM Peak		**PM Peak**	
	Generation	Attraction	Generation	Attraction
Rate	0.0410	0.0433	0.051	0.060
Predicted	1	1	1	1
Beds Nos: 220	**Trip Generations (pcu/15 mins/beds) at Weekday (RCHE)**			
	AM Peak		**PM Peak**	
	Generation	Attraction	Generation	Attraction
Rate	0.0004	0.0020	0.0017	0.0003
Predicted	1	1	1	1
Flats Nos: 72	**Trip Generations (pcu/15mins /Flats) at Weekday (Residential)**			
	AM Peak		**PM Peak**	
	Generation	Attraction	Generation	Attraction
Rate	0.001	0.008	0.010	0.007
Predicted	1	1	1	1
Total	3	3	3	3

The maximum arrival rate at 15 mins (λ) is 3 veh/15 mins

2.4.4 Servicing Rate (μ)

The vertical speed of the car lifts in the proposed development is assumed to be 0.44 m/s ("s") in this assessment.

	Distance in m (d)	Travelling Time in sec (t) (=d/s)	Parking Spaces (P)	P x t
G/F to B1/F	5 m	~11.36	10	113.60
G/F to B2/F	10m	~22.73	13	295.49
		Total	23	409.09
				409.09/23 μ =17.79 sec

2.4.5 Estimate Car Lift Round Trip Time

Estimate Trip Time for Arrival	Required Time
Door Opening time at G/F	7.5 sec
Car existing lift (for departing vehicle, if any)	10.0 sec
Car entering lift (for arriving vehicle)	15.0 sec
Safety Buffer	5.0 sec
Door Closing time at G/F	8.0 sec
Travelling time from G/F to parking floors	17.79 sec
Door opening time at parking floors	7.5 sec
Car existing lift (for arriving vehicle)	10.0 sec
Car entering lift (for departing vehicle)	15.0 sec
Safety Buffer	5.0 sec
Door Closing time at parking floor	8.0 sec
Travelling time from parking floor to G/F	17.79 sec
Total Round Trip Time	126.58 sec

Servicing rate (μ) = 15 mins x 60/126.58 = 7.110 veh/15 mins

The probability that n vehicles are in the car-lift system is given by:

$$P(n) = \frac{1}{\sum_{n=0}^{N-1}\frac{e^n}{n!} + \frac{e^N}{N!\left(1-\frac{e}{N}\right)}} \qquad \textbf{for } n = 0$$

$$P(n) = \frac{e^n}{n!}P(0) \qquad \textbf{for } 0 < n \le N$$

$$P(n) = \frac{e^n}{N^{n-N}N!}P(0) \qquad \textbf{for } n > N$$

where: $P(n)$ = Probability of n vehicles in the system
λ = Peak 15-minutes arrival rate = 3
μ = Servicing rate = 7.110 veh/15mins
N = Number of car lift = 1
e = λ / μ = 0.4220
n = Number of vehicles in the system

2.4.6 Probability of requiring Waiting Space

Table 2.4 Probability of requiring waiting space

n	λ	μ	e	N	P(n)
0	3	7.110	0.4220	1	0.578059072
1	3	7.110	0.4220	1	0.243906781
2	3	7.110	0.4220	1	0.102914256
				Total	0.924880107

As can be seen, it is anticipated that the probability for car park traffic will require waiting space is 0.0751 (= 1- 0.924880107), i.e. approximately 1 out of 13 times.

2.4.7 Probability of requiring 1 no. Waiting Space

Table 2.5 Probability of requiring more than 1 waiting space

n	λ	μ	e	N	P(n)
0	3	7.110	0.4220	1	0.578059072
1	3	7.110	0.4220	1	0.243906781
2	3	7.110	0.4220	1	0.102914256
3	3	7.110	0.4220	1	0.043423734
				Total	0.968303843

As can be seen, it is anticipated that the probability for car park traffic will require more than "one" waiting spaces is negligible and is 0.0317 (= 1- 0.968303843), i.e. approximately 1 out of 31 times.

2.4.8 Probability of requiring 2 no. Waiting Space

Table 2.5 Probability of requiring more than 2 waiting space

n	λ	μ	e	N	P(n)
0	3	7.110	0.4220	1	0.578059072
1	3	7.110	0.4220	1	0.243906781
2	3	7.110	0.4220	1	0.102914256
3	3	7.110	0.4220	1	0.043423734
4	3	7.110	0.4220	1	0.018322252
				Total	0.986626094

As can be seen, it is anticipated that the probability for car park traffic will require more than "two" waiting spaces is negligible and is 0.0134 (= 1- 0.986626094), i.e. approximately 1 out of 74 times.

2.4.9 Summary and Conclusion

The above assessment shows that there's a chance for creating a queue for car waiting, more than "two" waiting space provided is negligible. The results are given as:

Probability of requiring a waiting space = 0.0751
(1 out of 13 times)

Probability of requiring more than "one" waiting spaces = 0.0317
(1 out of 31 times)

Probability of requiring more than "two" waiting spaces = 0.0134
(1 out of 74 times)

Based on the assessment results, it is concluded that the proposed development requires 2 waiting spaces on the G/F.

3. EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

3.1.1 The proposed development is located in Lot 3678 in D.D. 120, Yuen Long as shown in **Figure 2.1**.

3.1.2 Wang Chau Road is a single two-lane Local Distributor road, which connects Yuen Long On Lok Road and Yuen Long On Ning Road.

3.1.3 Yuen Long On Ning Road is a District Distributor road parallel to Castle Peak Road Yuen Long Section, connecting many north-south Local Distributor roads of the direction of this area.

3.1.4 Yuen Long Pau Cheung Square is the only vehicular access to Yuen Long Cinema, it is a cul-de-sac in the south end, but a turnaround back to the Yuen Long On Ning Road in the north.

3.1.5 Long Yip Street and Yuen Long On Lok Road are the two Primary Distributor road connect the east-west direction of the area where Yuen Long Cinema situated.

3.2 Critical Junctions in Surrounding Area

3.2.1 In order to study the existing traffic condition of the area as requested by the Transport Department, a comprehensive traffic survey has been conducted.

3.2.2 Based on the location of the Lot and the rad network in the vicinity, five key junctions are identified for this Traffic Impact Assessment (TIA) due to the Proposed Development and listed in **Table 3.1**. The location of the junctions is shown in **Figure 3.1**, while the details of each are illustrated from **Figures 3.2** to **Figure 3.6** respectively.

3.2.3 The traffic count surveys were carried out at the critical junctions in the vicinity of the Proposed Development.

Table 3.1 Identified Key Junctions

Ref.	Junction	Type	Figure No.
A	Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road	Signal	3.2
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	3.3
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung	Priority	3.4
D	Yuen long Tai Hang Street/ Yuen long Tung Tai Street	Priority	3.5
E	Wang Chau Road/ Tai Lee Street	Priority	3.6

Traffic Survey

3.2.4 In order to appraise the existing traffic conditions of these junctions, a traffic survey in the form of manual classified was conducted on 08 January 2024 during AM and PM peak. The conducted survey time would be from 7:30am to 9:30am, and from 5:30pm to 7:30pm.

3.2.5 Throughout the survey, the peak hour flows occurred from 7:45am to 8:45am and from 5:30pm to 6:30 pm respectively. The 2024 observed traffic flows are presented in **Figure 3.7**.

Junction Assessments

3.2.6 Operation performance of the critical junctions has been examined in accordance with the existing traffic flow and the results are summarised in the **Table 3.2** below. Details of the junction assessment are enclosed in the **Appendix 1**.

Table 3.2 Existing Operational Performance of Key Junctions in 2024

Ref.	Junction	Method of Control	Year 2024 RC/DFC (1)	
			AM Peak	PM Peak
A	Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road	Signal	68%	89%
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	90%	66%
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung	Priority	0.04	0.04
D	Yuen long Tai Hang Street/ Yuen long Tung Tai Street	Priority	0.28	0.34
E	Wang Chau Road/ Tai Lee Street	Priority	0.13	0.18

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

3.2.7 The assessment results in **Table 3.2** indicate that all key junctions are operating with ample capacities during the peak hours in 2024.

3.3 Internal Transport Facilities Provisions

3.3.1 There is no requirements stipulated in the latest Hong Kong Planning Standards and Guidelines (HKPSG). Yet, the parking provision of other existing RCHE have been referenced and summarized in the Table 3.3.

Table 3.3 Examples of Existing RCHE

Name of RCHE	Location	No. of beds	No. of Staff	Observed no. of Parking Provision	Parking Facilities[1][2][3] (Category 1/2/3)
Assemblies of God Holy Light Church Aged Home	91 Sung Ching Sun Tsuen, Tai Tong Road, Yuen Long	60	19	Nil	Category 1
Chinese Christian Worker's Fellowship Wah Hei Elderly Home (Comet Mansion	G/F & M/F, Shop 27, Comet Mansion, 45-67 Fung Cheung Road, Yuen Long	105	29	Nil	Category 1
Pok Oil Hospital Jockey Club Care and Attention Home	Lot 1392 & 837 R.P. in D.D. 115, Au Tau, Yuen Long	213	124	Nil	Category 2
Po Leung Kuk Tin Yan Home for the Elderly cum Green Joy Day Care Centre for the Elderly	3/F and 4/F, Ancillary Facilities Block, Tin Yan Estate, Tin Shui Wai	106	74	Nil	Category 2
Yan Oi Tong Tin Ka Ping Care and Attention Home	G/F & 1/F, Wah Ping House, Long Ping Estate, Yuen Long	85	51	Nil	Category 2
T.W.G.Hs. Y. C. Liang Memorial Home for the Elderly	G/F & 1/F, Yiu Yat House, Tin Yiu Estate, Tin Shui Wai	88	47	Nil	Category 1
Caritas Ying Shui Home	3/F, Ying Shui House, Shui Pin Wai Estate, Yuen Long	75	47	Nil	Category 2
Salvation Army Kam Tin Residence for Senior Citizens (The)	103 Kam Tin Road, Yuen Long	150	81	1 car parking space + 1 light bus parking spaces	Category 3
Pok Oi Hospital Yeung Chun Pui Care and Attention Home	58 Sha Chau Lei Tsuen, Ha Tsuen, Yuen Long	143	92	2 car parking spaces + 1 light bus parking spaces	Category 3
Pok Oi Hospital Tai Kwan Care & Attention Home	G/F-3/F & KW307, Shui Kwok House, Tin Shui Estate, Tin Shui Wai, Yuen Long	109	75	Nil	Category 2
Ching Chung Taoist Association of Hong Kong Limited Ching Chung Care and Attention Home for the Aged	57 Sha Chau Lei Chuen, Ping Ha Road, Yuen Long	120	61	1 car parking space + 1 light bus parking spaces	Category 3

Note: (1) Category 1 refers to homes with nil provision of car parking spaces within the Site and no public car parking spaces can be found in the close proximity.

(2) Category 2 refers to homes with nil provision of car parking spaces within the Site but may use the public car parking spaces of nearby car park.

(3) Category 3 refers to homes with provision of car parking spaces within the Site.

3.3.2 The proposed internal transport facilities provision for the proposed development is summarized in **Table 3.4**.

Table 3.4 Car Parking Provision Requirement for RCHE

Type	Proposed Dimensions	Proposed Number of Spaces Parameters
Private Cars	5m(L) x 2.5m(W) x min.2.4m(H)	2
Private Cars for Disabilities	5m(L) x 3.5m(W) x min.2.4m(H)	1
L/UL (for ambulance)	9m(L) x 3m(W)	1

3.3.3 Whilst, for the development of the residential units and shops, the transport provision requirements will be referenced to the Hong Kong Planning Standards and Guidelines (HKPSG). The provision requirement is summarized in the **Table 3.5**.

Table 3.5. Proposed Internal Transportation Provision under the HKPSG Requirements

Residential Development										
Proposed Development			**Parking Requirement**							**Loading/Unloading Requirement**
			Private Car Parking Space (5m(L) x 2.5m(W) x 2.4m(H))				**Visitors Car parking**	**Motor Cycle**	**Bicycle Parking Space**	**Loading / Unloading Bay for Goods Vehicles (LGV: 7m(L) x 3.5 m(W) x 3.6m(H)) (HGV: 11m(L) x 3.5 m(W) x 4.7m(H))**
Private Housing (1 towers; P.R= 3.96)	*GFA*	*No. of Flat*	GPS: 1 space per 4-7 flats			GPS x R1 X R2 X R3	More than 75 units per block should provide at 5 visitor space per block in addition in the requirement	1 motorcycle parking space per 110-250 flats	Within a 0.5-2km radius of rail station, 2 bicycle parking space for every 15 flats with flat size smaller than 70m2	Provision of minimum 1 L/UL bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority
			R1(1)	R2(1)	R3(1)					
	FS ≤40	74	0.5	0.75	1.0	4-7	/	1	5	1
Sub- total						**4-7**	**/**	**1**	**5**	**1**
Shops and Services										
Shops and services	**1546 sqm**		1 car space per 150-300m^{2}GFA				/	5% to 10% of the total provision for private cars with respect to each type of development should be provided	/	*1 loading/ unloading bay for goods vehicle for every 800 to 1200 sqm, or part thereof GFA*
	Sub-total		***6-11***				**/**	***1-2***	**/**	***2-3 LGV: 1-2 HGV: 1***
Total			**10-18 (2)**				**/**	**3**	**/**	**LGV 1-2 HGV 2**

Note

(1) GPS = Global Parking Standard; R1= Demand Adjustment Ratio; R2= Accessibility Adjustment Ratio; R3= Development Intensity Adjustment Ratio

(2) Including 1 accessible car parking spaces for 1-50 car parking spaces

3.3.4 According to Table 3.5, the HKPSG requires to provide in total of 2 HGV for both residential, shops and services. However, the existing Yuen Long Pau Cheung Square does not allow 11m vehicle to pass through. Hence, no HGV parking space will be provided in the proposed development.

3.3.5 The overall parking provision for the proposed development is summarized in the **Table 3.6**, and the layout of the car park is also shown in **Figure 2.3, Figure 2.4 and Figure 2.5.**

Table 3.6 Car Parking Provision Requirement for the Proposed Development

Type	Internal Transport Provision		
	RCHE Use	**Residential Use + Shops and services**	**Total**
Private Cars	2	17	19
Disable Private Car Park	1	1	2
L/UL (for ambulance)	1	/	1
L/UL (7m x 3.5m)	/	3 (1 of the L/UL will be shared use with the ambulance)	3
Motorcycle	/	3	3
Bicycle	/	5	5

3.4 Public Transport Services in the Vicinity of the Proposed Development

3.4.1 Numerous road-based public transport services are provided in vicinity of the proposed development. Details of the current services of franchised buses and GMB routes within 500 meters catchment area are listed in **Table 3.7**, and the location of the nearby public transport stations is shown in **Figure 3.8**.

Table 3.7 Public Transport Services in the Vicinity of the Proposed

Service	Route	Origin - Destination	Headway (min)
Franchised Buses	251C	Kong Ha Wai – Tuen Long	30
	264R	Tai Po Market Station – Tin Yiu	30(1)
	265S	Tin Shui Wai Town Center – Tai Po Industrial Estate (via Yuen Long)	07:25(2)
	268A	Long Ping Estate – Kwun Tong Ferry	15(2)
	268B	Long Ping Station – Hung Hom (Hung Luen Road)	20(2)
	268C	Long Ping Station – Kwun Tong Ferry	5-20(2); 7-20(3); 10-20(4)
		Kwun Tong Ferry – Long Ping Station (omit Sze Mei Street)	30(2)
	268P	Kwun Tong Ferry – Long Ping Station	17:50; 18:10(5)
		Ma Wang Road (San Shui House) – Kwun Tong Ferry	07:10(5); 07:20(5); 07:30(5)
	268x	Jordan (West Kowloon Station) – Hung Shui Kiu (Hung Fuk Estate)	6-30(5); 10-30(3); 12-30(4)
		Hung Shui Kiu (Hung Fuk Estate) - Jordan (West Kowloon Station)	10-30(5); 12-30(3); 12-30(4)
		Yuet Ping House Long Ping Estate – Jordan (West Kowloon Station)	08:00(2)
	269D	Lek Yuen – Tin Fu	7-20(2); 7-20(3); 10-25(4)
		Tin Fu –Lek Yuen	7-25(5); 7-20(3); 10-20(4)
		Tin Shui Wai Station – Lek Yuen	07:20(5)
	276	Sheung Shui – Tin Tsz	15-30(5) ;25-30(3) (4)
		Tin Tsz - Sheung Shui	15-30(2) ; 25-30(3)
	276C	Fangling (Cheung Wah) – Tin Shui Wai Station	06:50(5); 07:20(5); 18:00(5); 18:20(5)
		Tin Shui Wai Station – Fangling (Cheung Wah)	07:10(5); 07:20(5); 18:00(5); 18:30(5)
	276P	Sheung Shui – Tin Shui Wai Station	7-25(5); 7-25(3); 8-25(4)
		Tin Shui Wai Station – Tin Shui Wai	7-20(5); 5-25(3); 8-20(4)
	53	YOHO Mall (Yuen Long) – Tsuen Wan (Nina Tower)	30-35(5); 25-35(1)
		Tsuen Wan (Nina Tower) - YOHO Mall (Yuen Long)	30-35(5); 30-35(1)
	54	Yuen Long (West) – Sheung Tsuen (Circular)	30(5); 20-30(1)
	64K	Tai Po Market Station – Yuen Long (West)	7-15(5); 7-15(3); 8-15(4)
		Shueng Tusen Playground – Yuen Long (West)	07:00(5); 07:30(5)
		Yuen Long (West) – Tai Po Market Station	6-15(5); 8-15(3); 7-15(4)
	64X	Yuen Long (West) – Hong Kong Science Park	07:15(5)
	68M	Tsuen Wan Station – Yuen Long (West)	5-20(5); 8-20(3); 9-20(4)
		Yuen Long (West) - Tsuen Wan Station	7-20(5) ; 7-20(3); 9-20(4)
	68X	Mong Kok (Park Avenue) –Hung Shui Kiu (Hung Fuk Estate)	9-25(5) ; 10-25(3); 15-25(4)
		Hung Shui Kiu (Hung Fuk Estate) - Mong Kok (Park Avenue)	10(5); 15-20(3) ; 12-20(4)
		Yuen Long (West) – Mong Kok (Park Avenue)	07:40(5); 08: 10(5)
		Yuet Ping House Long Ping Estate – Mong Kok (Park Avenue)	07:50(5)
	69	Yuen Long (Tak Yip Street) – Tin Shui Wai Town Center	15-20
		Tsin Shui Wai Town Centre – Yuen Long (Tak Yip Stree)	

Service	Route	Origin - Destination	Headway (min)
		Yuen Ling (Tak Yip Street) – Tin Shui Wai Town Centre	
	76K	Sheung Shui (Ching Ho) – Long Ping Estate	25-30(5) ; 25-30(3); 30(4)
		Long Ping Estate – Fanling (Wah Ming)	
	77K	Sheung Shui – Yuen Long (West)	06:55; school days
	968	Causeway bay (Tin Hau) – Yuen Long (West)	5-20(5) ; 6-15(3); 6-15(4)
		Yuen Long (West) - Causeway bay (Tin Hau)	3-20(5); 7-15(3); 8-15(4)
	968A	Yuen Long (West) – Causeway Bay (Tin Hau)	15(5)
	968X	Quarry Bay (King's Road) – Yuen Long (Tak Yip Street)	17:40(5); 17:55(5); 18:10(5); 18:25(5); 18:40(5)
		Yuen Long (Tak Yip Street) – Quarry Bay (King's Road)	07:00(5); 07:12(5); 07:24(5); 07:36(5); 07:48(5); 08:00(5)
	B1	Lok Ma Chau Station – Tin Tsz	12-20(5); 8-15(3)(4)
		Lok Ma Chau Station – Ma Wang Road (San Shui House) / Ma Wang Road (San Shui House) - Lok Ma Chau Station	15-20(5) (3) (4)
		Tin Tsz –Lok Ma Chau Station	10-20(5); 12-20(3) (4)
	N269	Mei Foo – Tin Tsz	10-20
		Tin Tsz - Mei Foo	14-20
	N368	Central (Macau Ferry) – Yuen Long (West)	20-24
		Yuen Long (West) - Central (Macau Ferry)	20-25
	P968	Long Ping Station – Causeway Bay (Tin Hau)	06:50(5); 07:10(5); 07:30(5); 08:00(5), 08:30(5)
		Causeway Bay (Tin Hau) - Long Ping Station	16:15(5); 16:55(5); 17:25(5); 18:25(5); 18:55(5); 19:35(5); 20:15(5); 21:15(5)
		Yuen Long (West) – Causeway Bay (Tin Hau)	09:30(5); 10:30(5)
	A36	Airport (Ground Transportation Center) – Kam Sheung Road Station/ Kam Sheung Road Station – Airport (Ground Transportation Centre)	20-60
		Airport (Ground Transportation Center) – Kam Sheung Road Station (via Cad Headquarter)	17:15; 17:55
		Kam Sheung Road Station – Airport (Ground Transportation Center) (via Cathy city and Cad Headquarter)	07:25
		Kam Sheung Road Station – Airport (Ground Transportation Center) (via Cathy city)	07:40(5) (1); 07:25(5)
	A37	Long Ping Station – Airport (Ground Transportation Centre)	20-30
		Long Ping Station – Airport (Ground Transportation Centre via Asia World Expo)	06:00:06:20; 06:40: 07:00; 07:20
		Airport (Ground Transportation Centre) – Long Ping Station	30-40
		Airport (Ground Transportation Centre) – Pat Heung Road	12-25(4); 15-30(5)
	E36	Airport (Ground Transportation Centre) – Pat Heung Road / Pat Heung Road – Airport (Ground Transportation Center)	15-25(5) (3); 12-25 (4)
	E36A	Yuen Long (Tak Yip Street) – Tung Chung (Yat Tung)	25-35(5); 30-35; 25-60(3); 35-40(4)
		Tung Chung (Yat Tung) - Yuen Long (Tak Yip Street)	30-45; 25-60(3); 25-60(4)
	E36S	Airport (Ground Transportation Center) – Yuen Long (Ma Wang Road)	20-30(3) (2)
		Yuen Long (Ma Wang Road) – Airprot (Ground Transportation Center)	15-25(3) (2)
	N30	Yuen Long Station – Airport (Cheong Tat Road)	03:25; 04:20
		Airport (Cheong Tat Road) - Yuen Long Station	00:20; 01:10

Service	Route	Origin - Destination	Headway (min)
	NA36	Cathy Pacific City – Kam Sheung Road Station	00:35; 01:05; 01:30; 02:00; 02:30
		Kam Sheung Road Station- Cathy Pacific City	03:45; 04:20; 04:55
	B2	Yuen Long Station – Shenzhen Bay Port / Shenzhen Bay Port - Yuen Long Station	20-30
	K65	Lau Fau Shan – Yuen Long Station / Yuen Long Station - Lau Fau Shan	9-16 (3) (2)
	K66	Tai Tong Wong Nai Tun Tsuen – Long Ping	4-25(2); 8-15(3); 10-15(4)
	K68	Yuen Long Industrial Estate – Yuen Long Park (Circular)	10-15(1) (3); 12-15(4)
	K73	Yuen Ling West – Tin Heng	4-10(2); 7-10(3) (4)
	K74	Tins Shui Wai Town Centre – A Tau (Circular)	20-60(2) (3); 30/60(4)
GMB	31	Yuen Long (Hong King Street) – Tong Yan San Tsuen (circular)	6-10
		Tong Yan San Tsuen (circular) – Yuen Long (Hong King Street) (evening service)	15-20
	32	Yuen Long Station (North) Public Transport Interchange – Tan Kwai Tsuen/ Tan Kwai Tsuen – Yuen Long Station (North) Public Transport Interchange	10-15
	33	Ha Pak Nai – Yuen Long (Tai Fung Street)	10-15
	35	Sha Kiu (Tsim Bei Tsui) – Yuen Long (Tai Fung Street)	18-23
		Mong Tseng Wai – Yuen Long (Tai Fung Street)	13-14
		Yuen Long (Tai Fung Street) – Mong Tseng Wai	18-23
	36	Tai Shang Wai Rural Office - Yuen Long (Fook Hong Street)/ Yuen Long (Fook Hong Street) - Tai Shang Wai Rural Office	10-15
	37	Yau Tam Mei Village - Yuen Long (Fook Hong Street)/ Yuen Long (Fook Hong Street) - Yau Tam Mei Village Office	12-15
	38	Ha Chuk Yuen (Near Ho Sang Farm) - Yuen Long (Fook Hong Street)/ Yuen Long (Fook Hong Street) - Ha Chuk Yuen (Near Ho Sang Farm)	10-15
	39	Kung Um - Yuen Long Station/ Yuen Long (Fung Cheung Road) - Kung Um	5-8
	39A	Kung Um Road (Near Muk Kiu Tau) - Yuen Long (Kau Yuk Road) (Circular)	7-20
	601	Pak Wai Tsuen - Yuen Long (Fung Cheung Road)	20
	601C	Pak Wai Tsuen - Yuen Long (Fung Cheung Road - Kam Sheung Road Station (Circular)	20
	602	Tai Kong Po - Yuen Long (Fung Cheung Road)	20
	603	Fung Kat Heung - Yuen Long (Fung Cheung Road)	25
	604	Shan Ha Tsuen - Yuen Long (Fung Cheung Road)	10-20
	608	Wang Toi Shan (Pat Heung) - Yuen Long (Fung Cheung Road) (Circular)	10-13
	609	Yuen Long Stadium - Pok Oi Hospital (Circular)	6-15
	609s	Long Shin Estate - Yuen Long Station (North) Public Transport Interchange	10
	611	Shan Pui Road - Fau Tsoi Street (Circular)	8-15
	611B	Tak Yip Street - Fau Tsoi Street (Circular)	30
	611P	Shan Pui Road - On Shun Street (Circular)	20-30
	71	Shek Wu Tong (Ho Pui) - Yuen Long (Yuen Long Tai Hang Street)	15
	72	Lui Kung Tin - Yuen Long (Yuen Long Tai Hang Street	10
	73A	Yuen Long (Sung Shan San Tsuen) - Yuen Long (Fook Hong	10-20

Service	Route	Origin - Destination	Headway (min)
		Street) Public Light Bus Terminus	
	74	Shing Uk Tsuen - Yuen Long (Fook Hong Street)	8-15
	74A	Tung Tau Wai - Yuen Long (Fook Hong Street)	15
	75	Ha Wan Tsuen – Yuen Long (Fook Hong Street)	15-30
	76	Siu Hum Tsuen - Yuen Long (Fook Hong Street)	15-20
	79S	Lok Ma Chau Control Poing - Tin Shui Wai (Grandeur Terrace	30-60
MTR	Tuen Ma Line	To Tuen Mun	2.7-7.3
		To Wu Kai Sha	2.7-7.3
		To Hung Hum	2.7-7.3
Light Rail	610	Tuen Mun Ferry Pier – Yuen Long/ Yuen Long – Tuen Mun Ferry Pie	8-17
	614	Tuen Mun Ferry Pier – Yuen Long/ Yuen Long – Tuen Mun Feery Pier	12-23
	615	Tuen Mun Ferry Pier – Yuen Long/ Yuen Long – Tuen Mun Ferry Pier	13-25
	761P	Tin Yat – Yuen Long	5-15

Note: (1) Saturdays, Sundays, and Public Holidays
(2) Monday to Friday
(3) Saturdays (Except Public Holidays)
(4) Sunday and Public Holidays
(5) Monday to Friday (Except for public holidays)

3.4.2 It reveals that the proposed development is currently well-served by the comprehensive public transport services in the vicinity.

4. FUTURE TRAFFIC CONDITION & TRAFFIC IMPACT ASSESSMENT

4.1 Design Year

4.1.1 It is anticipated that the proposed development would be completed in 2027 tentatively. In order to assess the possible traffic impacts to the local road network due to the proposed development, year 2030 (i.e., 3 years after construction work completion) has been adopted as the design year for this TIA.

4.2 Traffic Forecast

4.2.1 The traffic growth can be estimated by applying growth factor, based on the following information sources:

I. Historical traffic growth in Annual Traffic Census (ATC) published by the Transport Department (TD).

II. Territorial planning assumptions prepared by the Planning Department.

Historical Trend

4.2.2 Transport Department has traffic count stations in the vicinity of the proposed development. The traffic counts reported in the Annual Traffic Census over a period of seven years, i.e., 2012 to 2018 are summarized in **Table 4.1**.

Table 4.1 Historical Traffic Data from Annual Traffic Census (ATC)

ATC Stn	Road Name	Annual Average Daily Traffic (AADT)							Avg. Annual Growth Rate
		2012	2013	2014	2015	2016	2017	2018	
5011	Wang Chau Road (From Yuen Long On Ning Rd to Yuen Long On Lok Rd)	5,380	5,240*	5,010*	4,880*	5,150	5,400	5,970	1.75%
5837	Yuen Long On Ning Rd (From Tai Kiu Rd to Wang Chau Rd)	17,080	17,220	17,040*	16,890*	11,900*	9,900	10,140	-8.32%
5812	Long Yip St & Yuen Long On Lok Rd (From Tai Kiu Rd to Wang Chau Rd)	19,860	20,700	20,570	21,520	22,950	23,050	23,790	3.06%
6032	Yuen Long On Ning Rd (From Wang Chau Rd to Tai Cheung Rd)	15,730	14,280	14,130	14,020	14,600	15,350	16,080	0.37%
6008	Long Yip St & Yuen Long On Lok Rd (From Wang Chau Rd to Tai Cheung St)	32,000	29,280	29,090	30,440	32,160	31,810	32,160	0.08%
Total		**90,050**	**86,720**	**85,840**	**87,750**	**86,760**	**85,510**	**84,140**	**-0.36%**

*Note: *AADT estimated by Growth factor*

***Due to the social movement in 2019 and COVID in 2020, the traffic flow will not be reliable and hence the growth rate will only take into account from 2016 to 2018*

****As the traffic flow listed in the designated ATC stations are predicted, yet the flow will not be reliable and will not take it into the account.*

Planning Data

4.2.3 Reference has also been made to the latest 2019-Based Territorial Population Employment Data Matrices (TPEDM) planning data published by the Planning Department for projection of population and employment within the study district from years 2019 to 2031. The average annual growth rates in terms of population and employment from 2019 to 2031 are tabulated in **Table 4.2**.

Table 4.2 2019-Based Planning Data from 2019 to 2031

Yuen Long District				
Data	**Year**			**Average Annual Growth Rate**
	2019	**2026**	**2031**	
Population	175,150	172,350	159,850	-0.76%
Employment	68,100	70,700	70,250	0.26%
Total	**243,250**	**243,050**	**230,100**	**-0.46%**

Adopted Growth Rate

4.2.4 A.A.D.T. of ATC indicates that the traffic flow of the local road network has an average annual growth rate of **-0.36%** from year 2012 to year 2018.

4.2.5 Whilst, the planning data indicates that the population and employment data of the study area are expected to grow with an average annual growth rate of -0.76% and 0.26% respectively from 2019 to 2030.

4.2.6 Therefore, as the conservative approach, the annual growth rate **+1%** p.a. has been adopted for projecting traffic forecasts from year 2019 to year 2030.

4.3 Traffic Generations of Planned Adjacent New Developments

4.3.1 To fully reflect the growth traffic, trip generation of the future vicinity developments have been taken into consideration. The planned development is detailed in **Table 4.3**, shows the detailed location in **Figure 4.1.**

Table 4.3 Planned Adjacent Developments in the Vicinity

Planning Application No.	Development Site	Site area	Applied use	Use	Total floor area	Development Parameter	The Average Flat Size
Wang Chau Phase 1		3.97ha	Public Housing	Domestic	219,600m^2	4,400 Flats	~50m^2
A/ YL/290	Tung Tau Industrial Area Playground, Keung Yip Street, Tung Tau Industrial Area, Yuen Long	14,417 m^2	Proposed Underground Public Vehicle Park (excluding Container Vehicle) and Re-provisioning of Permitted Sports Facilities	Non-domestic	/	/	/
Multi storey Building in YLE	West of the existing YLIE, bounded by Fuk Hi Street to the east and Kai Shan to the west	1.0-1.4 ha	Industrial uses	Non-domestic	291,500 m^2	/	/
A/YL/304	21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long, New Territories (Yuen Long Town Lot No. 362)	7,271 m^2	Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Flat with Shop and Services/Eating Place and Social Welfare Facility Uses	Domestic	43,662 m^2	1019 Flats	~ 43 m^2
				Non-domestic	1,600 m^2	/	/

4.3.2 The estimation on trip generations and attractions of the adjacent planned developments is shown in **Table 4.4**.

Table 4.4 Estimated Trip Generations and Attractions of Adjacent Developments

Development Type	Average Flat Size m^2	Range	Trip Rates			
			Weekday AM Peak		Weekday PM Peak	
			Gen.	Att.	Gen.	Att.
			pcu/hr			
Private Housing	60 m^2	Mean	0.0718	0.0425	0.0286	0.0370
Public Housing	40 m^2	Mean	0.0432	0.0326	0.0237	0.0301
Commercial	/	Mean	0.2296	0.2434	0.31	0.3563
Industrial		Mean	0.0926	0.1386	0.135	0.1049

Planning Application No.	Development Site	Uses	Trip Rates			
			Weekday AM Peak		Weekday PM Peak	
			Gen.	Att.	Gen.	Att.
	Wang Chau Phase 1	Domestic	190	143	104	132
A/ YL/290	Tung Tau Industrial Area Playground, Keung Yip Street, Tung Tau Industrial Area, Yuen Long	Non-domestic	27(1)	42(1)	33(1)	31(1)
Multi storey Building in YLE	West of the existing YLIE, bounded by Fuk Hi Street to the east and Kai Shan to the west	Non-domestic	270	404	394	306
A/YL/304	21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long, New Territories (Yuen Long Town Lot No. 362)	Domestic	73	43	29	38
		Non-domestic	4	4	5	6
Total			**564**	**636**	**565**	**513**

Note: (1) According to its TIA report

4.3.3 The above-mentioned traffic flows were added to the traffic flows to obtain the reference traffic flows as described in Section 4.4.

4.4 Reference Traffic Flow in Year 2030

4.4.1 The reference traffic flow is estimated by applying the adopted growth rate to the observed traffic flow in the current year, and the 2030 reference traffic flows for Junction A to C can be computed with the following calculation:

2030 Reference Traffic Flows (without proposed development) = **2024 (Observed Traffic Flows** x **Adopted Growth Factor i.e. +1% p.a. for 6 years**) + **Traffic Flows of Planned Adjacent Developments**

4.4.2 The traffic flow distribution of the planned adjacent development to the AOI is provided and is shown in the **Figure 4.2**.

4.4.3 The 2030 reference traffic flows at surrounding critical junctions are shown in **Figure 4.3**.

4.5 Traffic Generations of the Proposed Development

4.5.1 As the use of RCHE does not specify in the latest Transport Planning & Design Manual (TPDM), the estimation of the traffic trips related to the RCHE is based on the in- house survey.

4.5.2 The estimation of the traffic trips related to the proposed development is based on the in-house survey carried out at Salvation Army Kam Tin Residence for Senior Citizens at 103, Kam Tin Road, Yuen Long, New Territories and summarised in the **Table 4.5.**

Table 4.5 Adopted Trip Rates for the Proposed Development

Use	Units / Parameters	AM		PM	
		Gen.	Att.	Gen.	Att.
Salvation Army Kam Tin Residence for Senior Citizens at 103, Kam Tin Road, Yuen Long, New Territories	(pcu/hr)	4	6	10	8
Adopted Traffic Trip Rates (150 beds)	(pcu/hr/bed)	0.0267	0.04	0.06667	0.0533
Estimated Traffic Trips (220 beds)	(pcu/hr)	**6**	**9**	**15**	**12**

4.5.3 While for the traffic generation and attraction of the proposed development of the residential and shops, references have been made to the trip generation rates as stipulated in Volume 1 Chapter 3 Appendix C Table 1 of the latest T.P.D.M. published by Transport Department. The adopted trip rates are also summarized in below **Table 4.6**.

4.5.4 Based on the adopted trip rate listed above and the development parameters in Table 2.1, the trip generated and attracted by the proposed development are estimated and summarized in the **Table 4.6**

Table 4.6 Adopted Trip Rate and Trips of Proposed Development

Residential Use										
			Trips Rates				**Trips**			
Use	**Average Flat Size (sq. m.)**	**No. of Flats**	**Weekday AM Peak (pcu/hr/flat)**		**Weekday PM Peak (pcu/hr/flat)**		**Weekday AM Peak (pcu/hr)**		**Weekday PM Peak (pcu/hr)**	
			Gen.	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**
Private Housing: High-Density	FS ≤ 60	74	0.0718	0.0425	0.0286	0.0370	6	4	3	3
	Total					***Sub-Total***	6	4	3	3
RCHE										
			Trips Rates				**Trips**			
Use	**No of beds**		**Weekday AM Peak (pcu/hr/bed)**		**Weekday PM Peak (pcu/hr/bed)**		**Weekday AM Peak (pcu/hr)**		**Weekday PM Peak (pcu/hr)**	
			Gen.	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**
RCHE	220		0.0267(1)	0.04(1)	0.0666(1)	0.0533(1)	6	9	15	12
						Sub-Total	6	9	15	12
Shops and services										
			Trips Rates				**Trips**			
Use	**Average Size (sq. m.)**		**Weekday AM Peak (pcu/hr/flat)**		**Weekday PM Peak (pcu/hr/flat)**		**Weekday AM Peak (pcu/hr)**		**Weekday PM Peak (pcu/hr)**	
			Gen.	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**
Shops and services	1546		0.2296	0.2434	0.31	0.3563	4	4	5	6
						Sub-Total	4	4	5	6
						Total	**16**	**17**	**23**	**21**

Note (1) : Reference to the Table 4.5 in the TIA report

4.6 Traffic Forecast for Design Year 2030

4.6.1 The net traffic trips of the proposed development, which is shown in the **Figure 4.3**, is then superimposed onto the year 2030 reference traffic flow (without the proposed development) as:

2030 Design Traffic Flows (with proposed development)	=	**2030 Reference Traffic Flows (without proposed development)**	+	**Proposed Development Traffic Flows**

4.6.2 The 2030 design traffic flows at surrounding critical junctions are shown in **Figure 4.4**.

4.7 Planned Junction Improvement Scheme

4.7.1 According to the TIA report of the Public Housing Development at Wang Chau, Yuen Long the relevant planned junction improvement will be implemented. The proposed junction layout of the Junction A (Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road) has been taken into consideration in the assessment of this TIA.

4.7.2 The details design of the improvement work is shown in the **Figure 4.5**.

4.8 Operational Assessment

4.8.1 To assess traffic impacts due to the proposed development, operational assessment of the critical junctions identified in **Chapter 3** are carried out for both the reference (without the proposed development) and the design scenario (with the proposed development) in year 2032. The results are summarized in **Table 4.7**.

Table 4.7 Operational Performance of Key Junctions in Year 2030

Ref.	Junction	Method of Control (1)	Year 2030 RC/DFC			
			Reference Scenario (without the proposed development)		Design Scenario (with the proposed development)	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road	Signal	49%	71%	49%	70%
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	79%	56%	74%	52%
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung Square	Priority	0.05	0.05	0.07	0.08
D	Yuen long Tai Hang Street/ Yuen long Tung Tai Street	Priority	0.30	0.36	0.34	0.38
E	Wang Chau Road/ Tai Lee Street	Priority	0.14	0.19	0.14	0.19

Notes: (1) RC = Reserve Capacity for Signalized Junction
DFC = Ratio of Flow to Capacity for Priority Junction

4.8.2 Based on the assessment results given in **Table 4.7**, all key junctions would operate with ample capacities in both reference and design scenarios in year 2030.

4.8.3 The road links assessment is also carried out in the Design Case (with proposed development) in year 2030. The results are summarised in the **Table 4.8**, and the road link index is shown in the **Figure 3.1**.

Table 4.8 Road Link Performance for Design Year 2030 (with Adjacent Development and with Proposed Development)

Ref.	Road Name	Direction	Capacity	Year 2030 RFC (1)			
				Flow (Veh/ hr)		V/C	
				AM Peak	PM Peak	AM Peak	PM Peak
L1	Yuen Long On Lok Road	WB	2046	1305	1300	0.64	0.64
L2	Wang Chau Road	SB	744	370	455	0.50	0.61
L3	Yuen Long Tai Hang Road	EB	744	195	240	0.26	0.32
L4	Sui Tai Street	SB	744	415	460	0.56	0.62
L5	Yuen Long On Ning Road	EB	2046	610	700	0.30	0.34
L6	Yuen Long Tung Tai Street	EB	720	370	390	0.51	0.54
L7	Tai Lee Street	WB	744	65	100	0.09	0.13

4.8.4 The results are given from Table 4.8 that the V/C for the road links is less than or equal to 0.85. As per the guidelines given in Guidelines and Requirements of Traffic Impact Assessment, the V/C is considered acceptable for all the phases with respect to their design years.

5. CONSTRUCTION TIA ASSESSMENT

5.1 Design Year of the Construction Program

5.1.1 It is anticipated that the proposed development will be commissioned in year 2027. Therefore, the design year for this TIA (construction) is also chosen to be 2027.

5.2 Existing Traffic Flow in 2024

5.2.1 Operation performance of the critical junctions has been examined in accordance with the existing traffic flow and the results are summarised and are shown in the **Table 5.1** below. The 2024 existing traffic flows at the critical junctions are also shown in the **Figure 3.8**. Details of the junction assessment calculations are enclosed in the **Appendix 1**.

Table 5.1 Existing Operational Performance of Key Junctions in 2024

Ref.	Junction	Method of Control	Year 2024 RC/DFC (1)	
			AM Peak	PM Peak
A	Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road	Signal	68%	89%
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	90%	66%
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung	Priority	0.04	0.04
D	Yuen long Tai Hang Street/ Yuen long Tung Tai Street	Priority	0.28	0.34
E	Wang Chau Road/ Tai Lee Street	Priority	0.13	0.18

5.2.2 The assessment, it indicates that all key junctions are operating with ample capacities during the peak hour.

5.3 Reference Traffic Flow in Year 2027

5.3.1 The reference traffic flow is estimated by applying the adopted growth rate to the observed traffic flow in the current year, and the 2027 reference traffic flows for all junctions can be computed with the following calculation:

2027 Reference Traffic Flows (without proposed development) = **2024 (Observed Traffic Flows** x **Adopted Growth Factor i.e. +1% p.a. for 3 years**) + **Traffic Flows of Planned Adjacent Developments**

5.3.2 The details of the planned adjacent development and those trip generation and attraction can be reference to this **TIA report Chapter 4 Table 4.3**.

5.3.3 The 2027 reference traffic flows at the critical junctions are shown in **Figure 5.1**

5.4 Traffic Generation during Construction

5.4.1 As the site is only 780 m^2 and the total GFA to be constructed is only 9,357 m^2, it will not generate large volume of traffic due to the construction activities.

5.4.2 It is assumed that the worst case will be having **4 construction vehicles per hour** generated / attracted due to the construction works.

5.5 Traffic Forecast for Design Year 2027

5.5.1 The net traffic trips of the proposed development, which is shown in the **Figure 5.1**, is then superimposed onto the year 2027 reference traffic flow (without the proposed development) as:

2027 Design Traffic Flows (with proposed development) = **2027 Reference Traffic Flows (without proposed development)** + **Traffic due to Construction Works**

5.5.2 The 2027 design traffic flows at the critical junctions are shown in **Figure 5.2**.

5.6 Operational Assessment

5.6.1 To assess traffic impacts due to the proposed development, operational assessment of the critical junctions identified in **Chapter 3** are carried out for both the reference (without the proposed development) and the design scenario (with the proposed development) in year 2027. The results are summarized in **Table 5.3**.

Table 5.3 Operational Performance of Key Junctions in Year 2027

Ref.	Junction	Method of Control (1)	Year 2027 RC/DFC			
			Reference Scenario (without the proposed development)		Design Scenario (with the proposed development)	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road	Signal	39%	55%	39%	54%
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	84%	60%	82%	59%
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung Square	Priority	0.05	0.05	0.06	0.06
D	Yuen long Tai Hang Street/ Yuen long Tung Tai Street	Priority	0.28	0.35	0.29	0.36
E	Wang Chau Road/ Tai Lee Street	Priority	0.14	0.19	0.14	0.19

Notes: (1) RC = Reserve Capacity for Signalized Junction
DFC = Ratio of Flow to Capacity for Priority Junction

5.6.2 Based on the assessment results given in **Table 5.3**, all key junctions would operate with ample capacities in both reference and design scenarios in year 2027.

6. PEDESTRIAN IMPACT ASSESSMENT

6.1 Existing pedestrian network

6.1.1 To investigate the serviceability of pedestrian pathways in the vicinity in design year 2030, a pedestrian assessment is conducted

6.1.2 Pedestrian count surveys were carried out to obtain the existing pedestrian demand on the major pedestrian pathways in the vicinity of the proposed development site.

6.1.3 The survey was carried out on normal weekdays in May 2024.

6.1.4 The assessment of section is shown in the **Figure 6.1**, and the observed pedestrian flow is shown in the **Figure 6.2**. The LOS assessment result of the critical sections of footpath in observed year 2024 is summarised in the **Table 6.1**.

Table 6.1 LOS Assessment of the Critical Sections of Footpath in Observed Year 2024

Critical Sections	Width (m)	Effective Width (m)(1)	Observed Scenario (Year 2024)					
			AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)(2)	LOS(3)	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)	LOS
A	9.8	6.3	640	1.69	A	1185	3.13	A
B	8.9	7.9	320	0.68	A	725	1.53	A
C	2.1	1.6	135	1.41	A	310	3.23	A
D	3.7	2.7	550	3.40	A	1175	7.25	A

Notes: (1) Effective Width = Total Footpath Width – Death Width (0.5m from one side with street furniture and 0.5 from walls/ 1m from shop frontage) (According to T.P.D.M Volume 2 Chapter 3.4 Clause 3.4.11.5)

(2) Two-way Pedestrian Flow Rate (ped/min/m) = Pedestrian Flow/Minutes/Effective Footpath Width.

(3) LOS details extracted from the HCM are tabulated in TPDM Volume 6 Chapter 10 Clause 10.4.2.3.

6.1.1 The results of the assessment shown in **Table 6.1** indicates that all critical sections are operating with ample reserved capacities during AM and PM peak hours.

6.2 Future Pedestrian Condition

6.2.1 Based on the observed flows and the adopted growth rate of +1 %, future pedestrian reference flows at the critical sections (without proposed development) in Year 2030 are estimated and summarized in **Table 6.2** and **Figure 6.3**.

Table 6.2 Performance of Critical Footpath in Reference Scenario

Critical Sections	Width (m)	Effective Width (m)	Reference Scenario (Year 2030)					
			AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)	LOS	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)	LOS
A	9.8	6.3	680	1.80	A	1260	3.33	A
B	8.9	7.9	340	0.72	A	770	1.62	A
C	2.1	1.6	145	1.51	A	330	3.44	A
D	3.7	2.7	585	3.61	A	1245	7.69	A

6.2.2 To estimate the future trip generated by the proposed development, is applied to the pedestrian assessment, survey has been conducted on a commercial buildings with shops, Kwong Wah Plaza at Tai Tong Road, Yuen Long.

6.2.3 Based on the survey, the trip rate were found and summarized in **Table 6.3**.

Table 6.3 Trip Generation Rates of Proposed Development

Use	Units	Trip Rate			
		Weekday AM Peak		Weekday PM Peak	
		Gen.	Att.	Gen.	Att.
Retail + Office	(pcu/hr/100 sqm GFA)	3.0610	3.3469	8.5102	7.1815

6.2.4 Based on the adopted trip rate, the pedestrian trips by proposed development is estimated and summarized in **Table 6.4.**

Table 6.4 Estimated Traffic Trips of the Proposed Development

Use	Weekday AM Peak (pcu/hr)		Weekday PM Peak (pcu/hr)	
	Gen.	Att.	Gen.	Att.
Shops and Services	48	52	132	112

6.2.5 For the residential use, the distribution of trips by transport mode are taken into the consideration which derived from the TCS 2011 (Travel Characteristics Survey 2011 Report) published by the Transport Department. The extracts of the modal split detail is given in the **Table 6.5**.

Table 6.5 Distribution of Boarding by Transport Mode

Mode	TCS Modal Split %	Adjusted Modal Split %
Rail	30%	33%
Franchised Bus	27%	31%
GMB	13%	15%
Private Cars	12%	14%
SPB	9%	-
Taxi	6%	7%
Tram	2%	-
Ferry	1%	-
Total	100%	100%

6.2.6 The pedestrian from the proposed development that may affect the footpath of the surrounding area are mainly be the pedestrian access to the MTR station, Bus and GMB stops. Based on the model split given in the **Table 6.5**, the distribution to the rail, bus and GMB stops area 33%, 31% and 15% respectively.

6.2.7 The expected peak hour pedestrian flow to these transport mode are shown in the **Table 6.5** based on population per flat in Yuen Long district is 2.8, the daily trip rate of 1.83 and a peak hour factor of 12%, which extracted from both Census 2011 and TCS report 2011 accordingly.

6.2.8 The expected peak hour pedestrian flow to MTR station, GMB and Bus stops is shown in the **Table 6.6.**

Table 6.6 Expected Peak Hour Pedestrian Flow to MTR station, Bus and PLB Stops

Proposed Development	Population (= Flats Nos* 2.8)	Peak Hour Passenger Trips (= population* daily trip per person (1.83) * peak hour factor (12%))	Passenger trip related to MTR (33%)	Passenger trip related to Bus (31%)	Passenger trip related to GMB (15%)
Lot 3678 DD120	202	45	15	14	7

6.2.9 For the RCHE, there are two working shifts. They start from 7:30am to 7:30 pm, and 7:30pm to 7:30am. As mentioned in paragraph 2.2.3 and 2.2.4, staffs are mainly take public transport to/ from the working. To reflect the pedestrian pattern generated by the proposed development, we assume the peak hour when staffs travel to and from the proposed development will be 7:00am to 8:00am and from 7:00pm to 8:00p.m.

6.2.10 Therefore, 40 staffs will be included during the AM peak calculation, and none of the staffs will be included in the PM calculation.

6.2.11 Whilst, for the visitors, the RCHE will allow visitors to visit during 10:30am to 8:30pm. Taking the reference of the peak hour public transport passengers demand and assume the pedestrian flow of the proposed development. The details of the calculation of the peak hour public transport passengers demand and the pedestrian flow of the proposed development is shown in the **Table 6.7**.

Table 6.7 Calculation of Peak Hour Public Transport Passengers Demand and the Pedestrian Flow of the Proposed Development

Calculation	Results
Estimated Demand of Proposed Site	
No. of beds	220
Trip Rate per Person	2 visitors/ bed
Daily trips generated from proposed development	= 220 beds x 2[4] x 20% [4] = 88 trips
% of Daily trips in peak hours	12%[1]
Peak hour trips	= 88 trips x 12%[2] = 11 trips/hr
Public Transport Passengers Trips and Pedestrian Trips	
	2-way
For GMB	= 11 trips/hr x 15%[3] = 2 passengers/hr
For Franchised Bus	= 11 trips/hr x 31%[3] = 4 passengers/hr
For Rail	= 11 trips/hr x 33%[3] = 4 passengers/hr
Total	= 2+4+4 = **10 passengers/hr**

Notes:

(1) Extracted from TCS Report 2011 Table 3.3.

(2) Peak hour consists of 12% of daily trips according to E2.9 of TCS Report 2011.

(3) Extracted from the Table 6.5

(4) The methodology is reference to the approved planning application Y_NE-KTS_16

6.2.12 From all the above, the pedestrian flow of the proposed development is then superimposed onto the year 2030 reference pedestrian flow (without the proposed development) as shown in **Figure 6.4** to derive at the year 2030 pedestrian flow (with the proposed development).

6.2.13 The assessment of the design scenario is summarized in **Table 6.8**

Table 6.8 Performance of Critical Footpath in Design Scenario

Critical Sections	Width (m)	Effective Width (m)(1)	Design Scenario (Year 2030)					
			AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)	LOS	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)	LOS
A	9.8	6.3	695	1.84	A	1300	3.44	A
B	8.9	7.9	360	0.76	A	820	1.73	A
C	2.1	1.6	415	4.32	A	660	6.88	A
D	3.7	2.7	835	5.15	A	1530	9.44	A

Notes: (1) Effective Width = Total Footpath Width – Death Width (0.5m from railings or walls each for both sides).

(2) Two-way Pedestrian Flow Rate (ped/min/m) = Peak Pedestrian Flow / 60 min / Effective Width.

(3) LOS details extracted from the HCM are tabulated in TPDM Volume 6 Chapter 10 Clause 10.4.2.3.

6.2.14 From the assessment result in **Table 6.8,** it is revealed that the concerned section of footpaths would all operate with LOS A. Therefore, the application is acceptable from the traffic points of view.

7. SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 CTA Consultants Limited (CTA) is commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and technical justifications in supporting the S16 Town Planning Application for proposed development in Lots 3678 in DD 120.

Junction Assessment and Performance

7.1.2 To appraise the existing traffic condition, a vehicular survey in the form of manual classified count was conducted at the surrounding road network of the proposed development. Current operational performance of the critical junctions has been assessed with the observed traffic flow. The results reveal that all critical junctions are at present operating within its capacities.

7.1.3 Assessment of operational performance of the critical junctions indicates that all critical junctions will still operate within their capacities in both reference and design scenarios in year 2030.

7.1.4 As the traffic trips of both committed planning and proposed development do not produce significant impact on the surrounding road network. Therefore, the application is supported from the traffic points of view.

Junction Assessment and Performance during the Construction

7.1.5 Assessment results of operational performance of the critical junctions indicate that all critical junctions will still operate within their capacities in both reference and design scenarios in year 2027.

7.1.6 As the traffic trips of both committed planning and proposed development do not produce significant impact on the surrounding road network. Therefore, the application is supported from the traffic points of view.

Pedestrian Assessment

7.1.7 Pedestrian assessment was also carried out to identify the pedestrian condition in the vicinity.

7.1.8 The pedestrian results also revealed that the concerned sections of footpath and pedestrian crossing would all operate with ample reserved capacity during AM and PM peak hours in design year 2030.

7.2 Conclusion

7.2.1 Traffic Impact Assessment (TIA) study indicates that no adverse traffic impact will be induced by the proposed development.

7.2.2 Therefore, the proposed development at Lots 3678 in DD 120 is reckoned feasible from traffic engineering point of view.

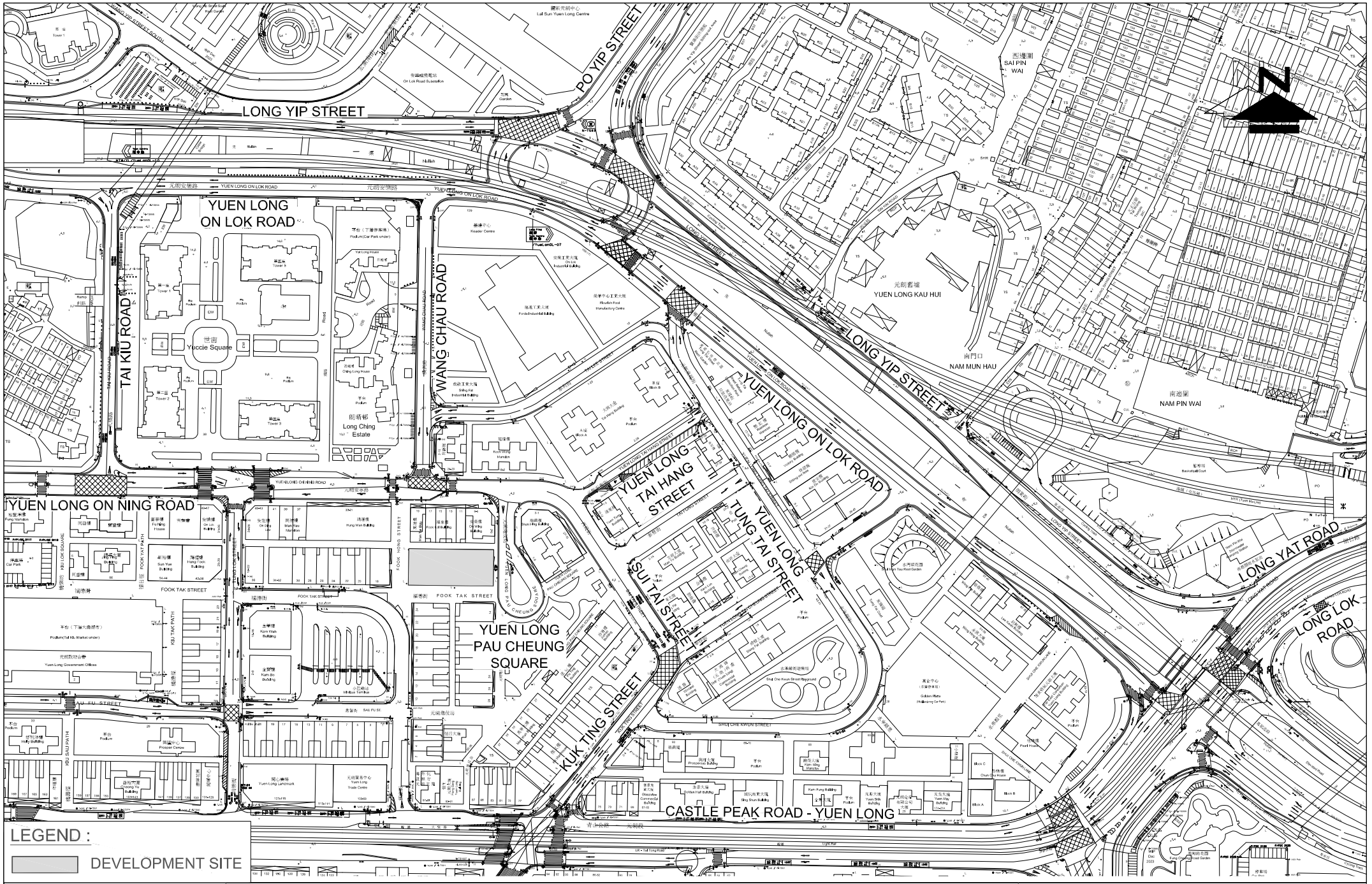

FIGURE NO.: 2.1		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK		DRAWING TITLE: SITE LOCATION PLAN	
SCALE: 1 : 2500 @A4	DATE: 28 MAY 2024		

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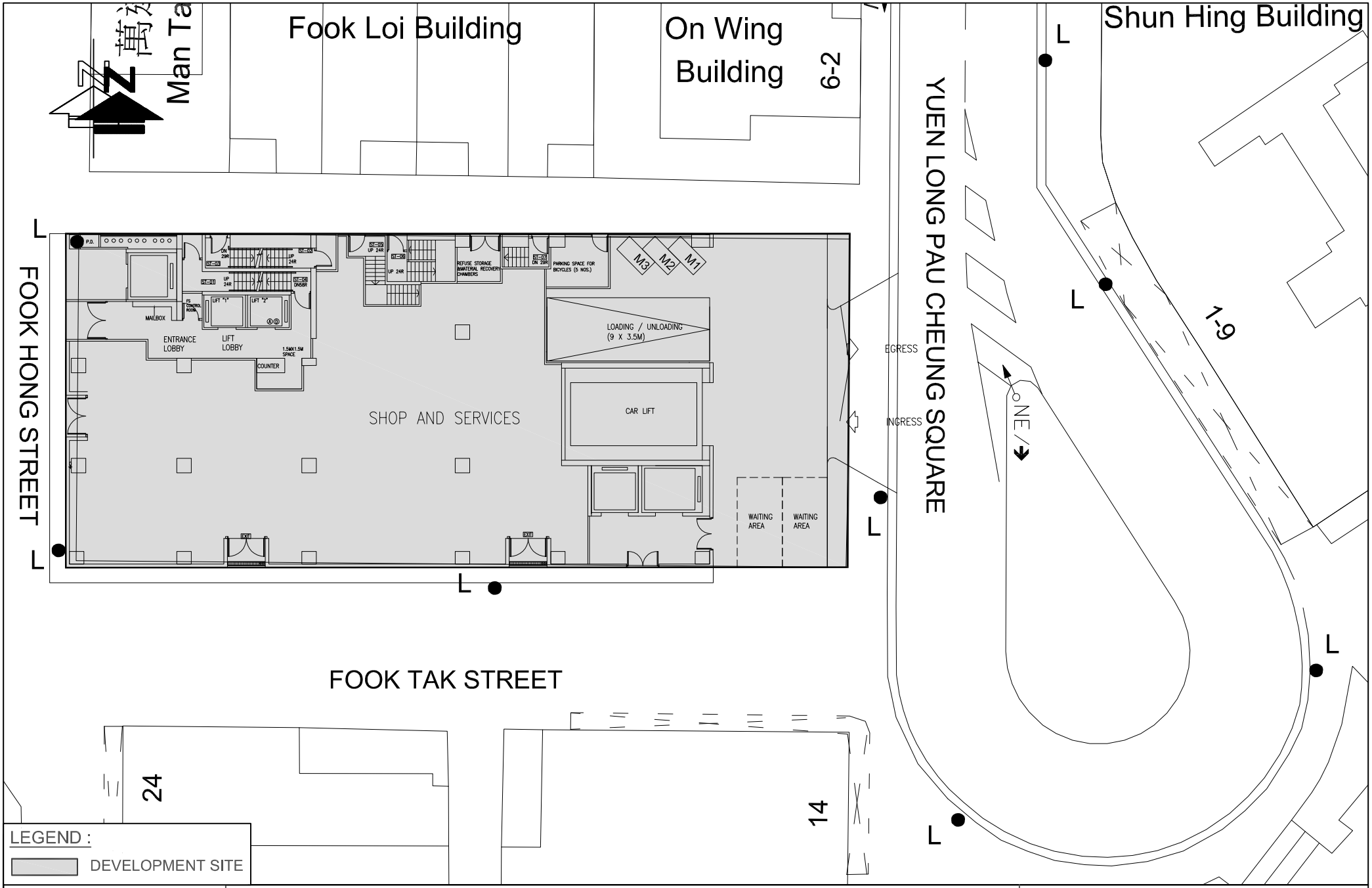

FIGURE NO.: 2.2	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: THE ACCESS ROAD OF THE PROPOSED DEVELOPMENT
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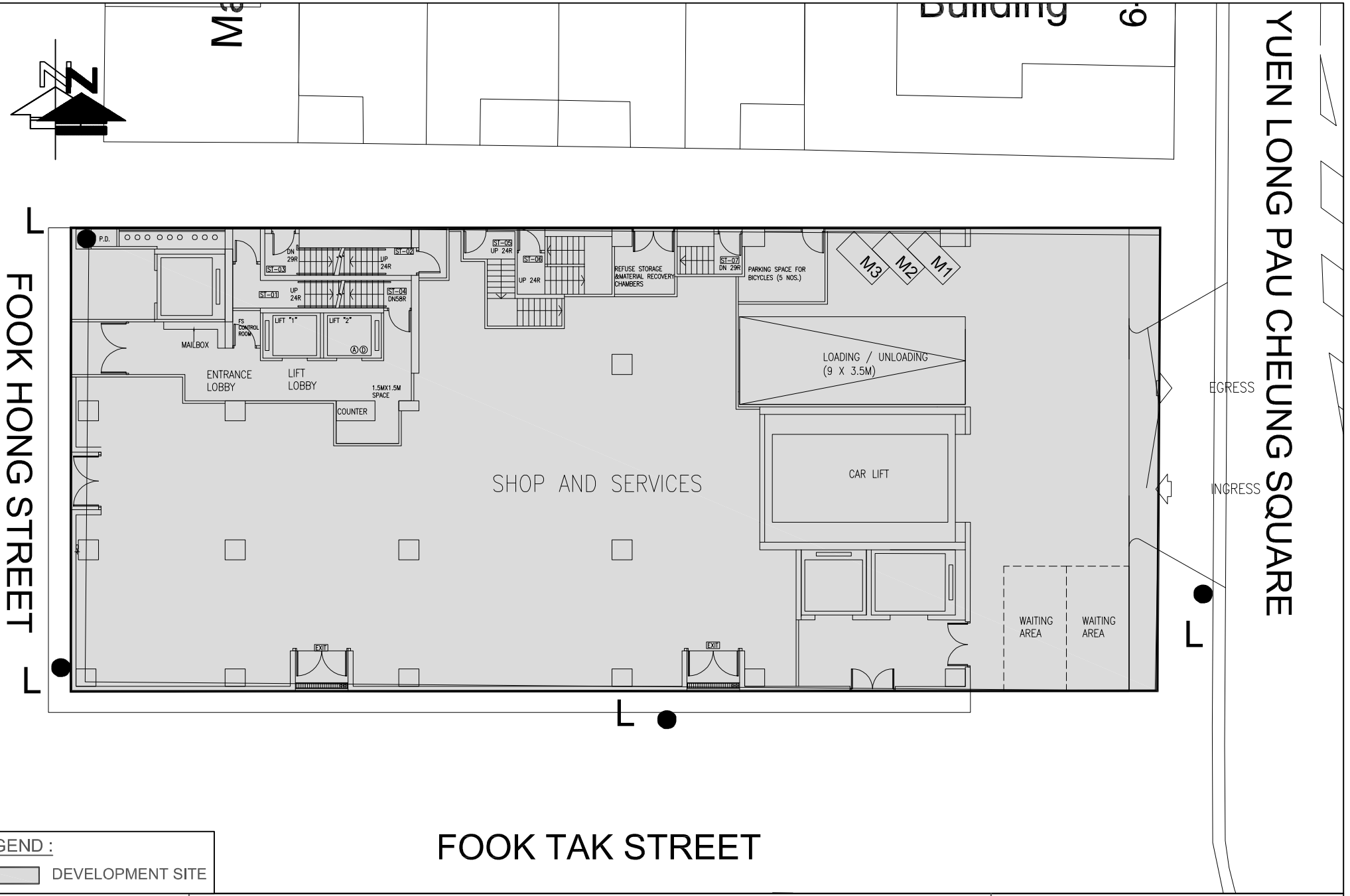

LEGEND :

DEVELOPMENT SITE

FIGURE NO.: 2.3	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: G/F LAYOUT PLAN	
SCALE: 1 : 200 @A4	DATE: 04 JUN 2024	

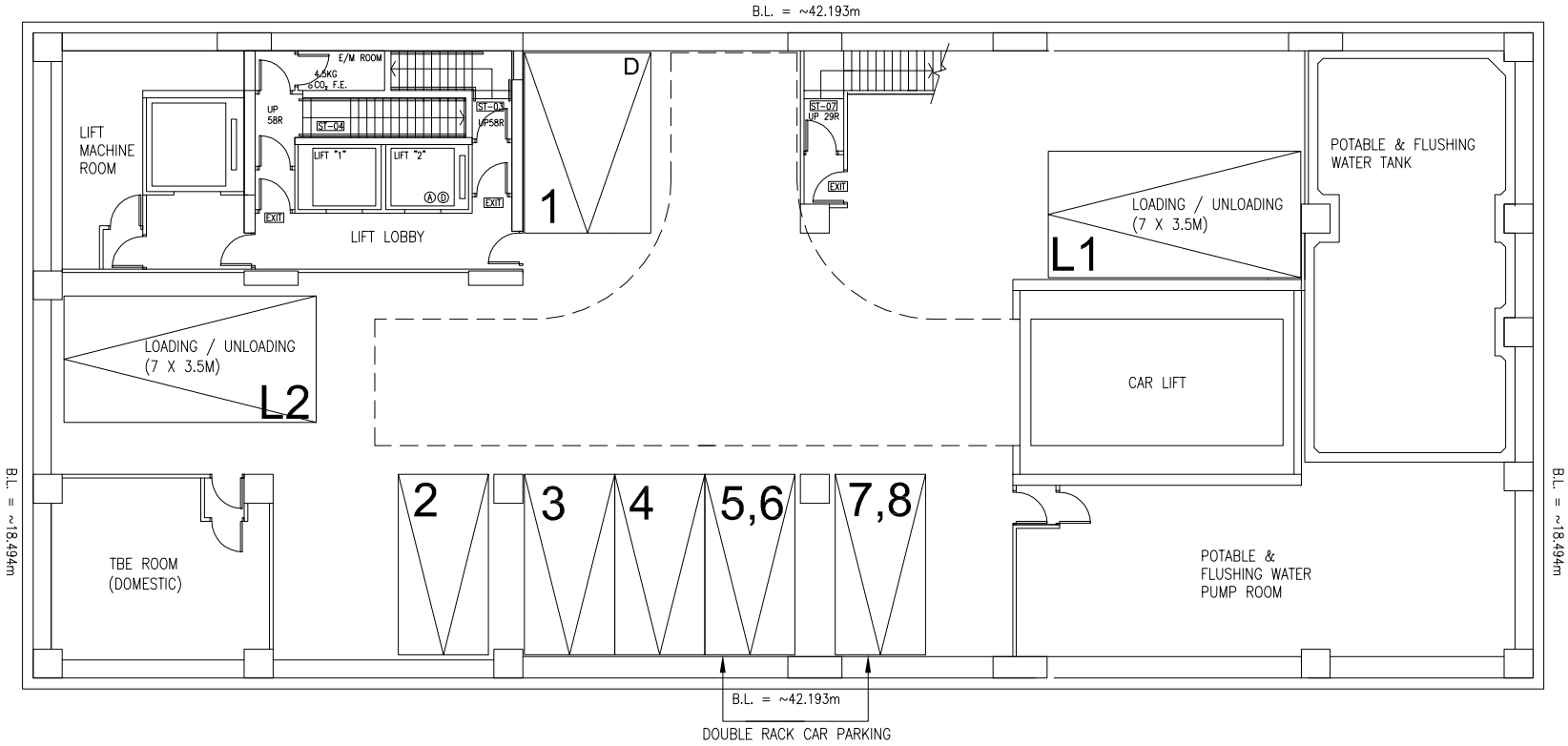

FIGURE NO.: 2.4	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: B1/F CARPARK LAYOUT PLAN	
SCALE: 1 : 200 @A4 / DATE: 04 JUN 2024		

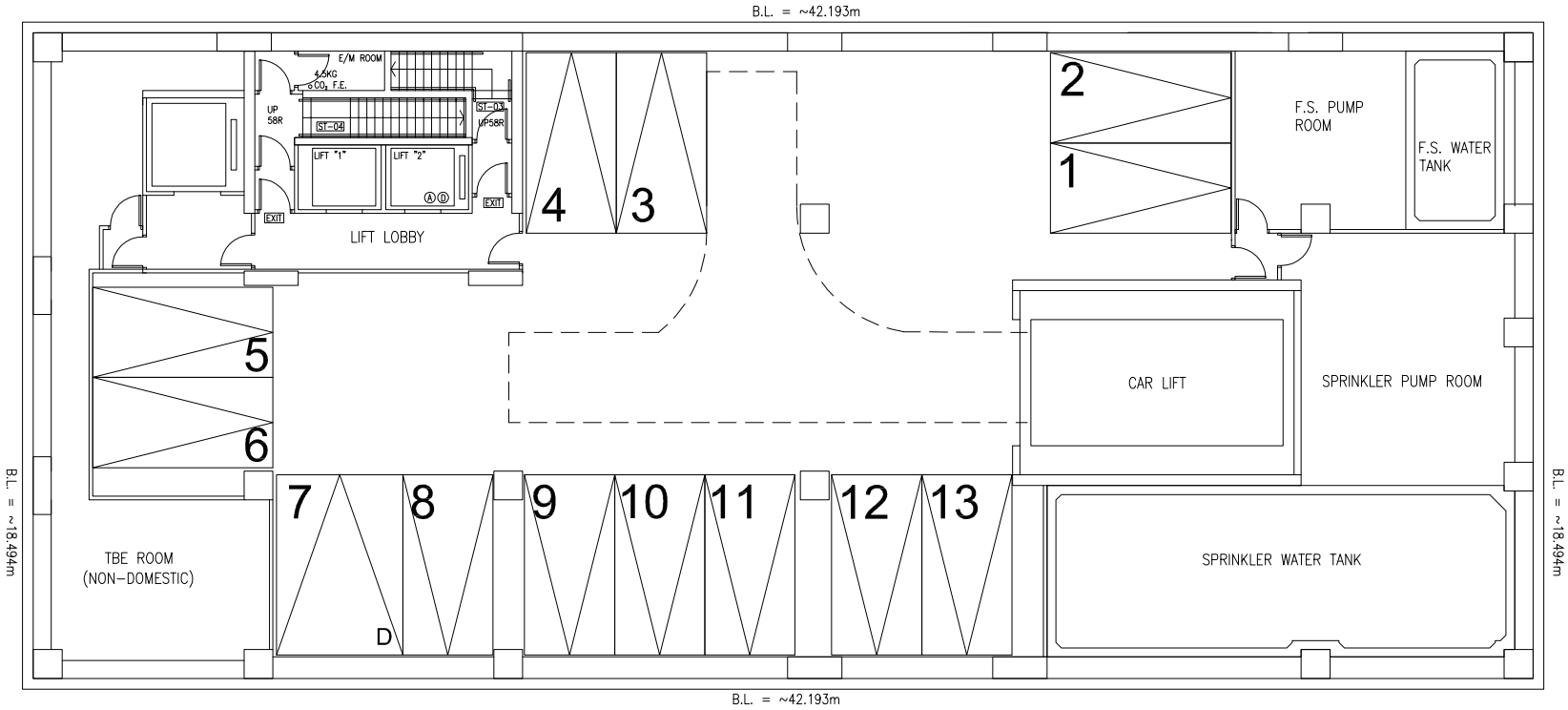

FIGURE NO.: 2.5	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: B2/F CARPARK LAYOUT PLAN	
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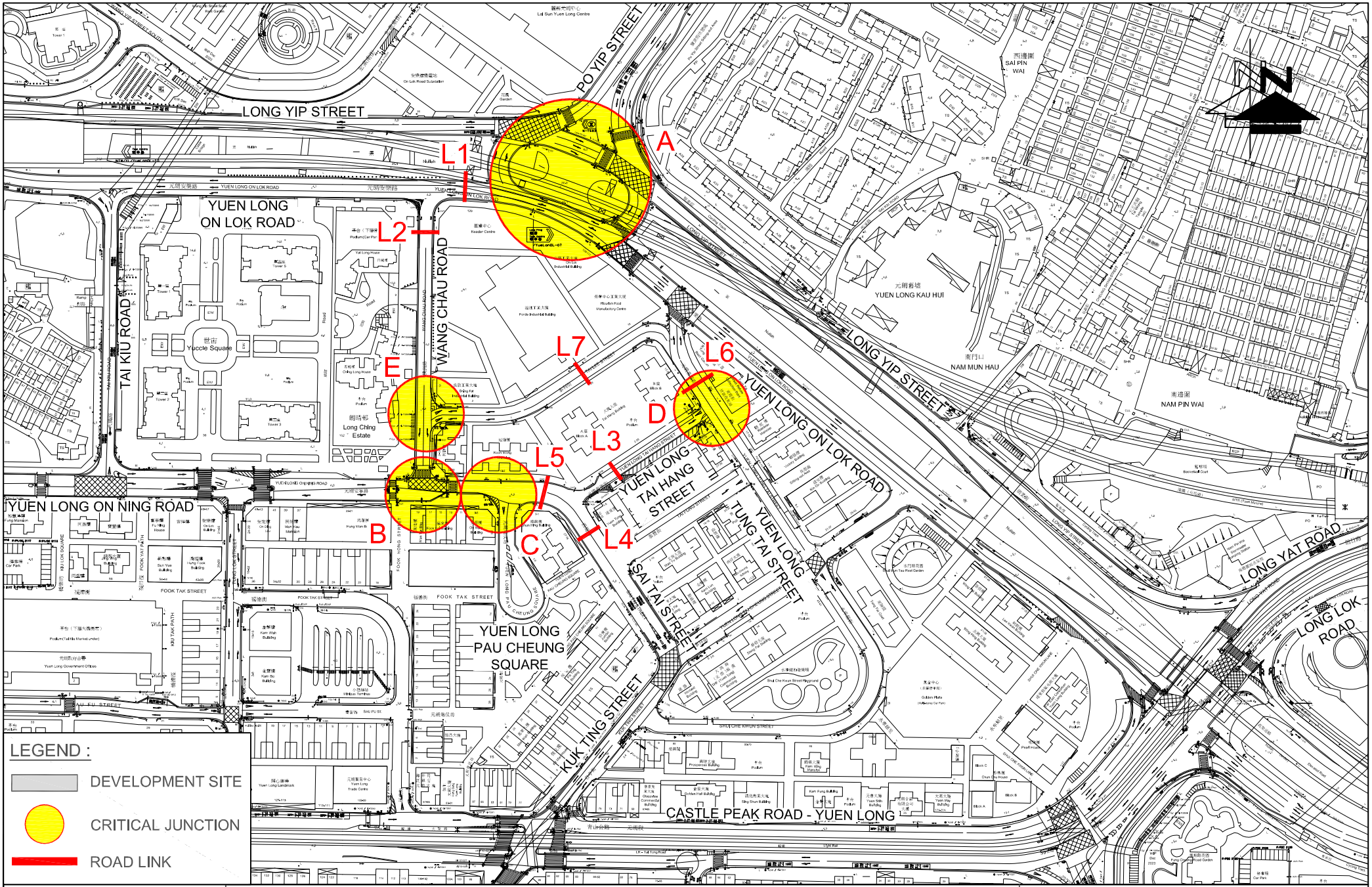

FIGURE NO.: 3.1	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: IDENTIFIED KEY JUNCTIONS AND ROAD LINK INDEX	
SCALE: 1 : 2500 @A4 / DATE: 28 MAY 2024		

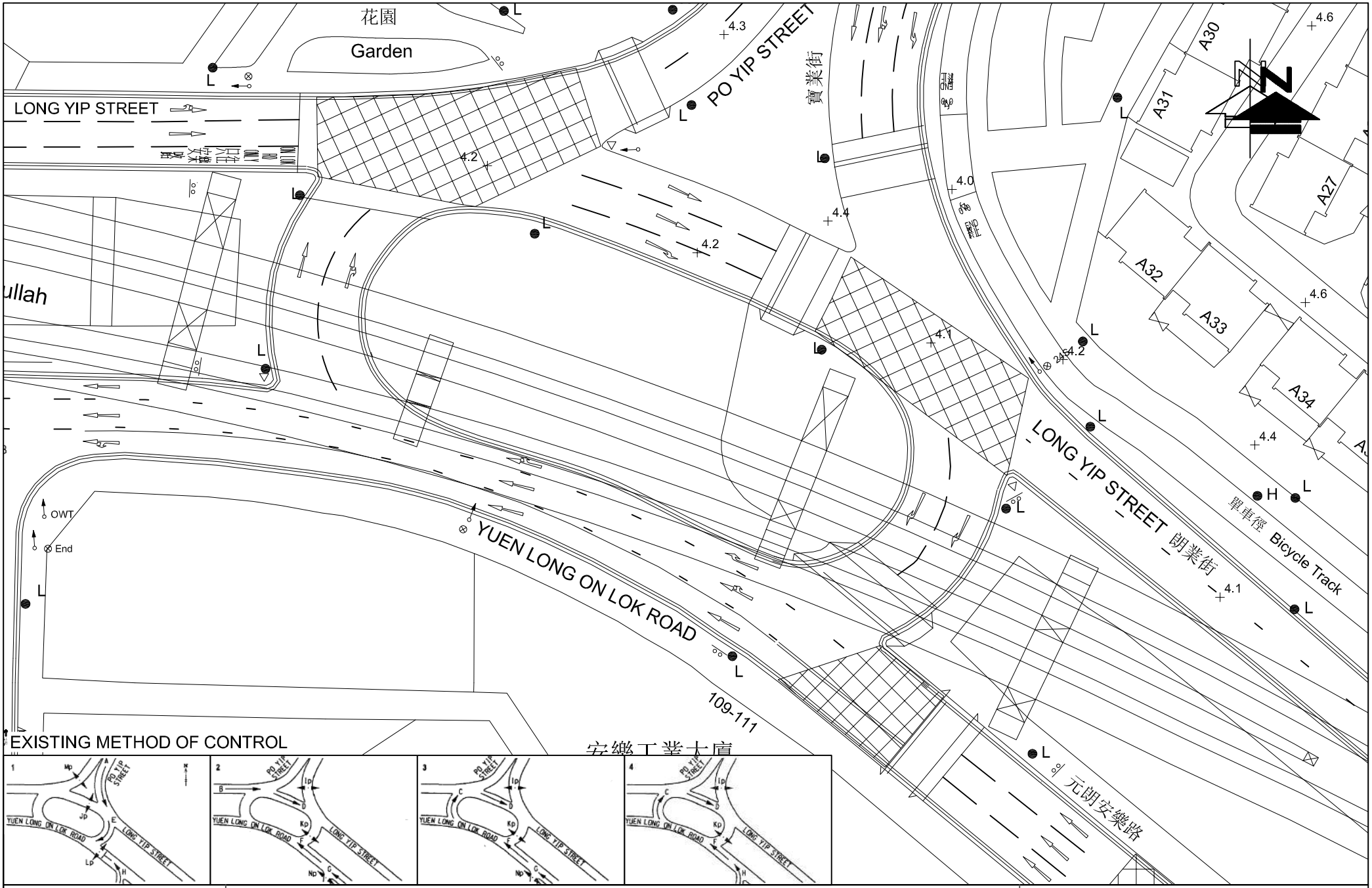

FIGURE NO.: 3.2	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120		
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON LOK ROAD / LONG YIP STREET / PO YIP STREET (A)		
SCALE: 1 : 550 @A4	DATE: 28 MAY 2024		

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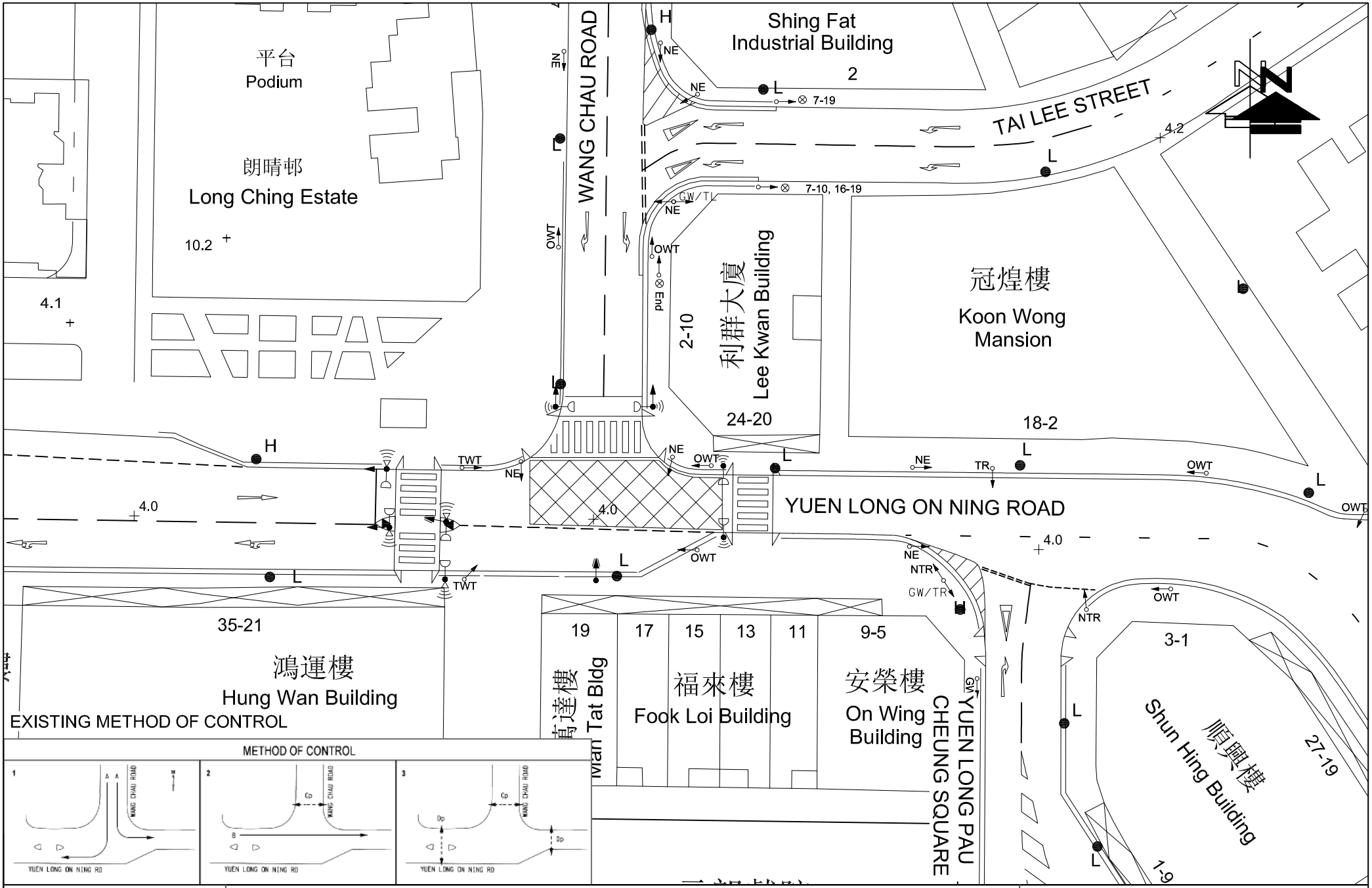

EXISTING METHOD OF CONTROL

METHOD OF CONTROL

FIGURE NO.: 3.3	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON NING ROAD / WANG CHAU ROAD (B)	
SCALE: 1 : 500 @A4 / DATE: 28 MAY 2024		

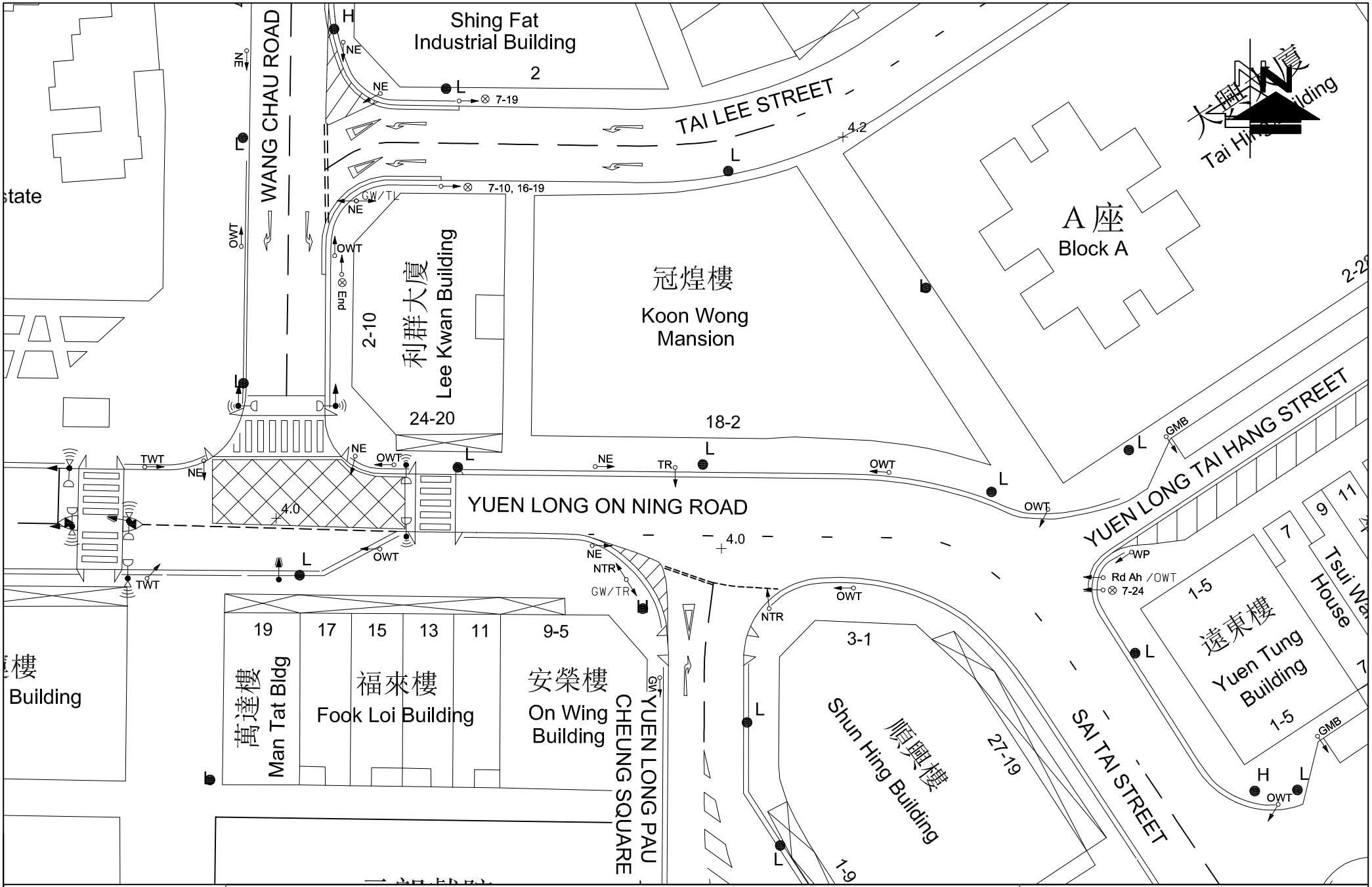

FIGURE NO.: 3.4	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON NING ROAD / YUEN LONG PAU CHEUNG SQUARE (C)	
SCALE: 1 : 500 @A4 / DATE: 28 MAY 2024		

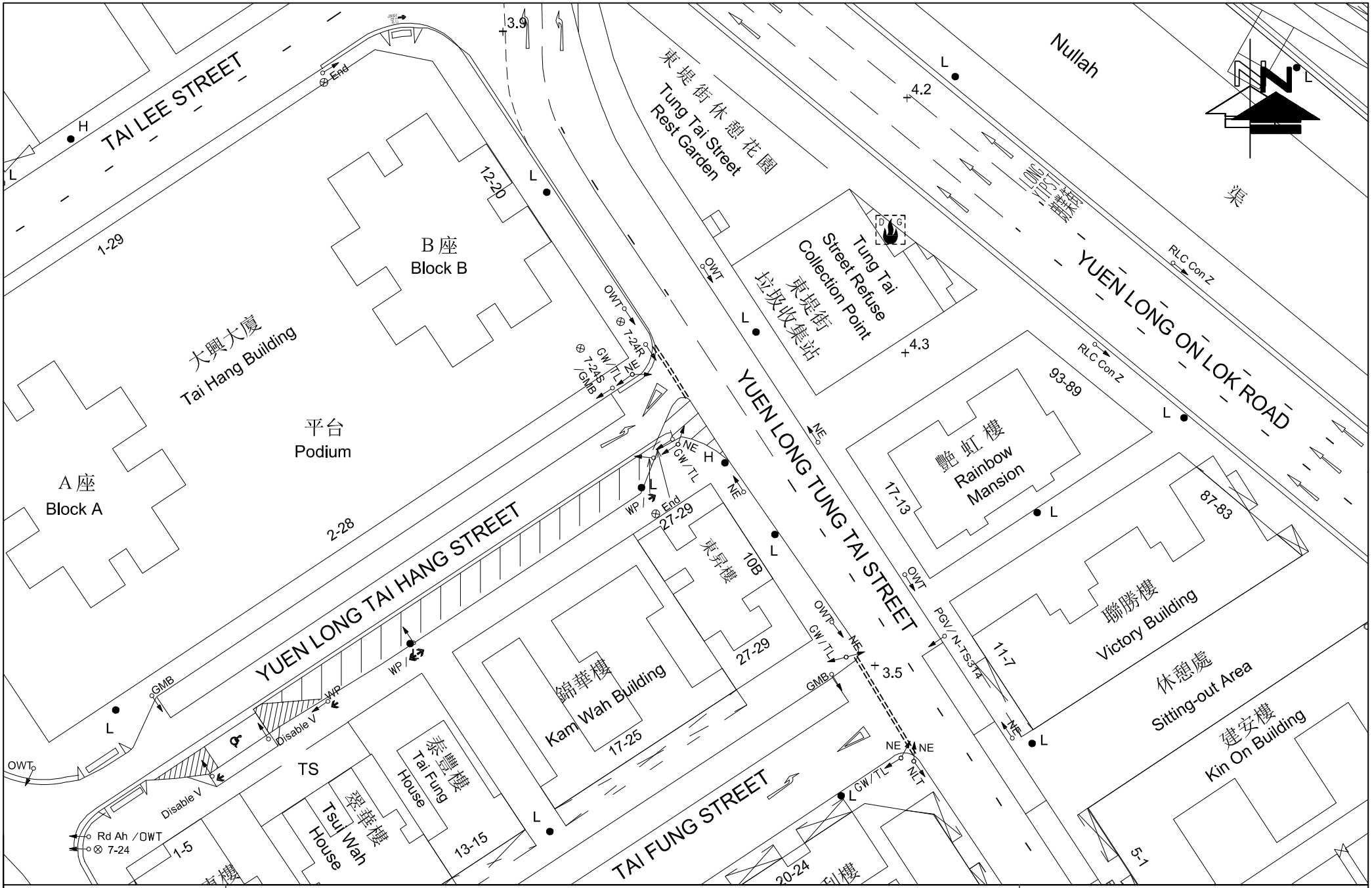

FIGURE NO.: 3.5	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG TAI HANG STREET / YUEN LONG TUNG TAI STREET (D)	
SCALE: 1 : 500 @A4	DATE: 28 MAY 2024	

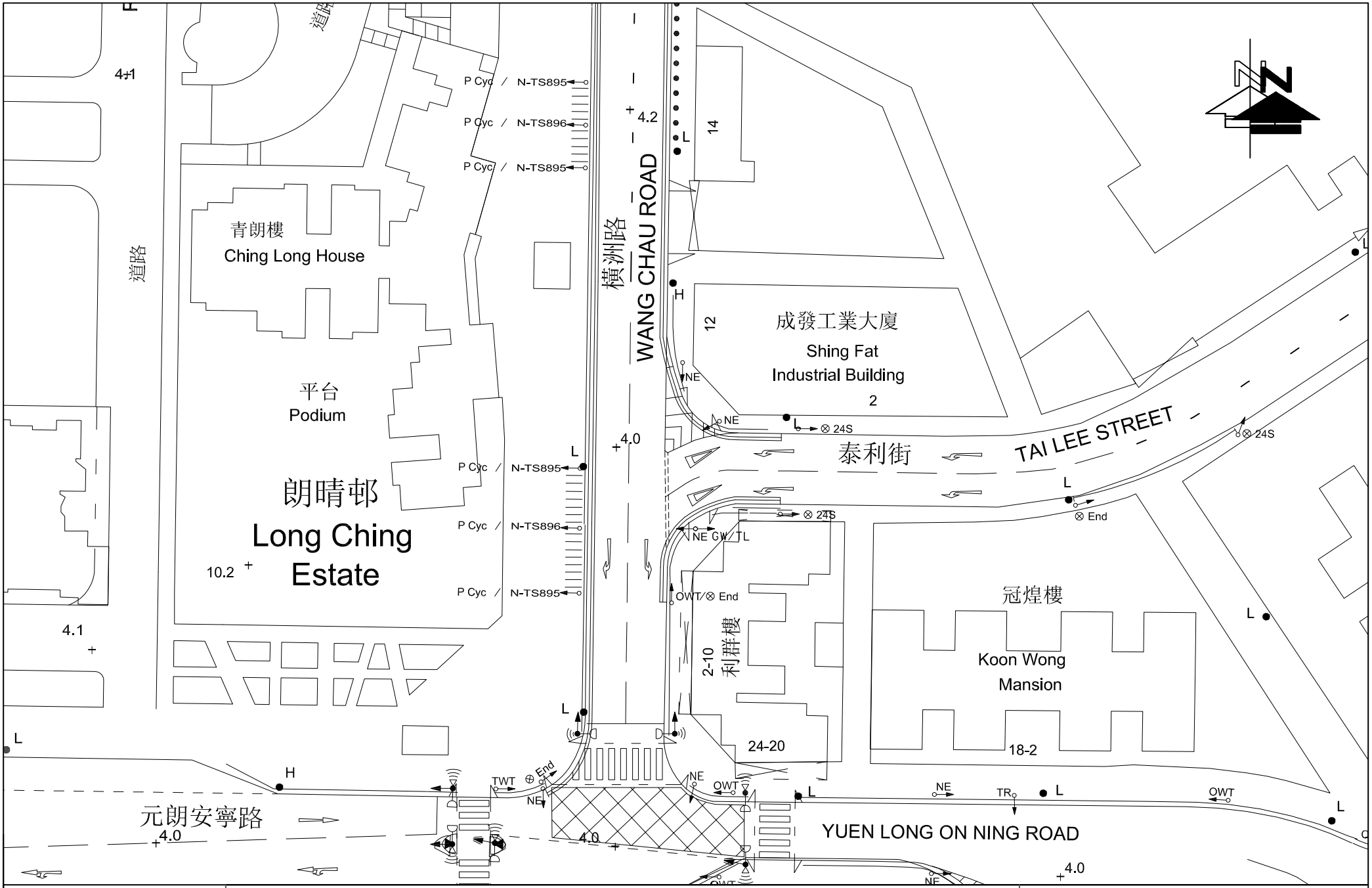

FIGURE NO.: 3.6	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF WANG CHAU ROAD / TAI LEE STREET (E)	
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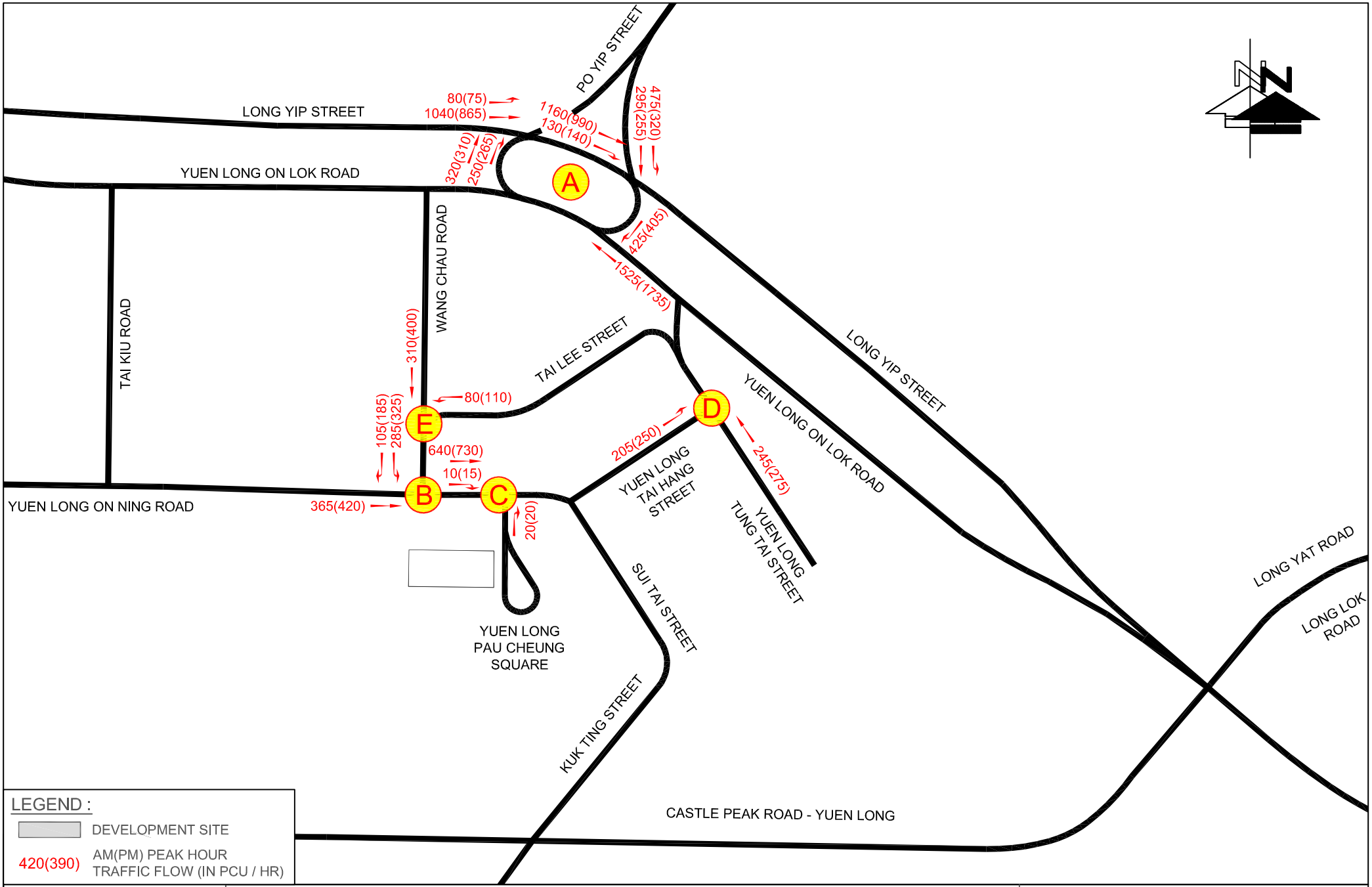

FIGURE NO.: 3.7	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2024 OBSERVED TRAFFIC FLOWS	
SCALE: N.T.S. @A4 / DATE: 28 MAY 2024		

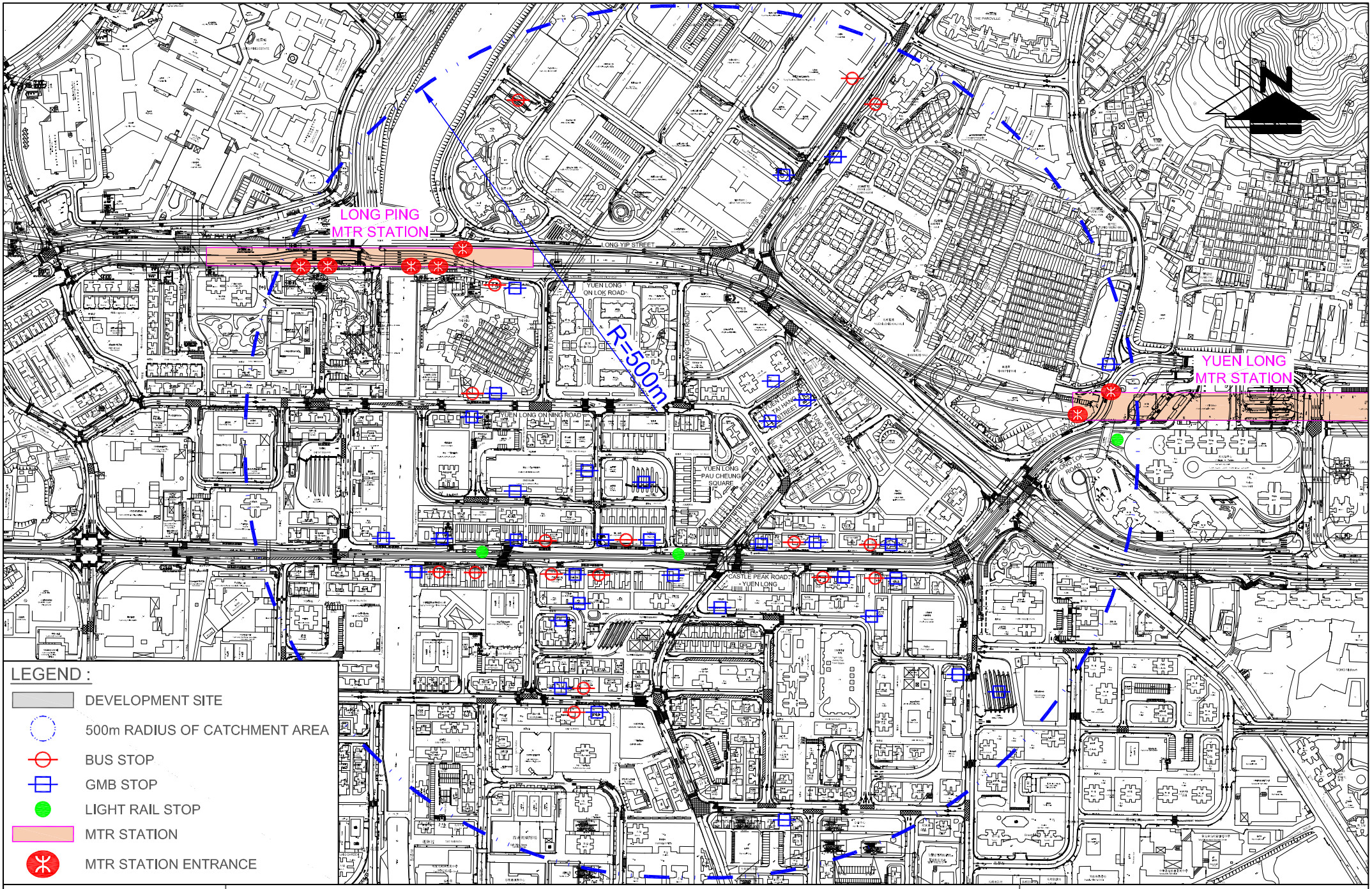

FIGURE NO.: 3.8	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK	DRAWING TITLE: PUBLIC TRANSPORT SERVICES IN THE VICINITY	
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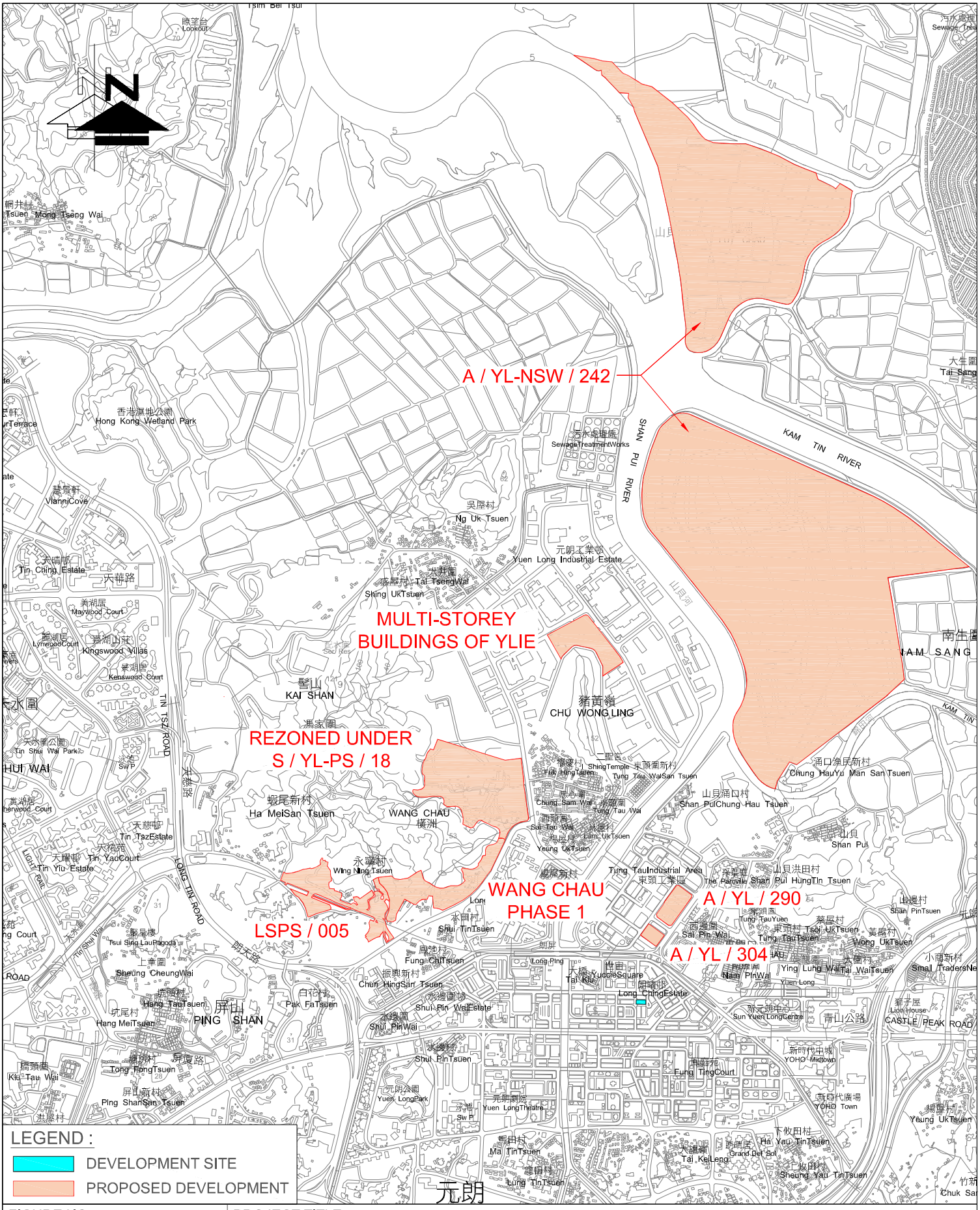

FIGURE NO.: 4.1	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: PLANNED COMMITTED FUTURE DEVELOPMENT IN THE VICINITY
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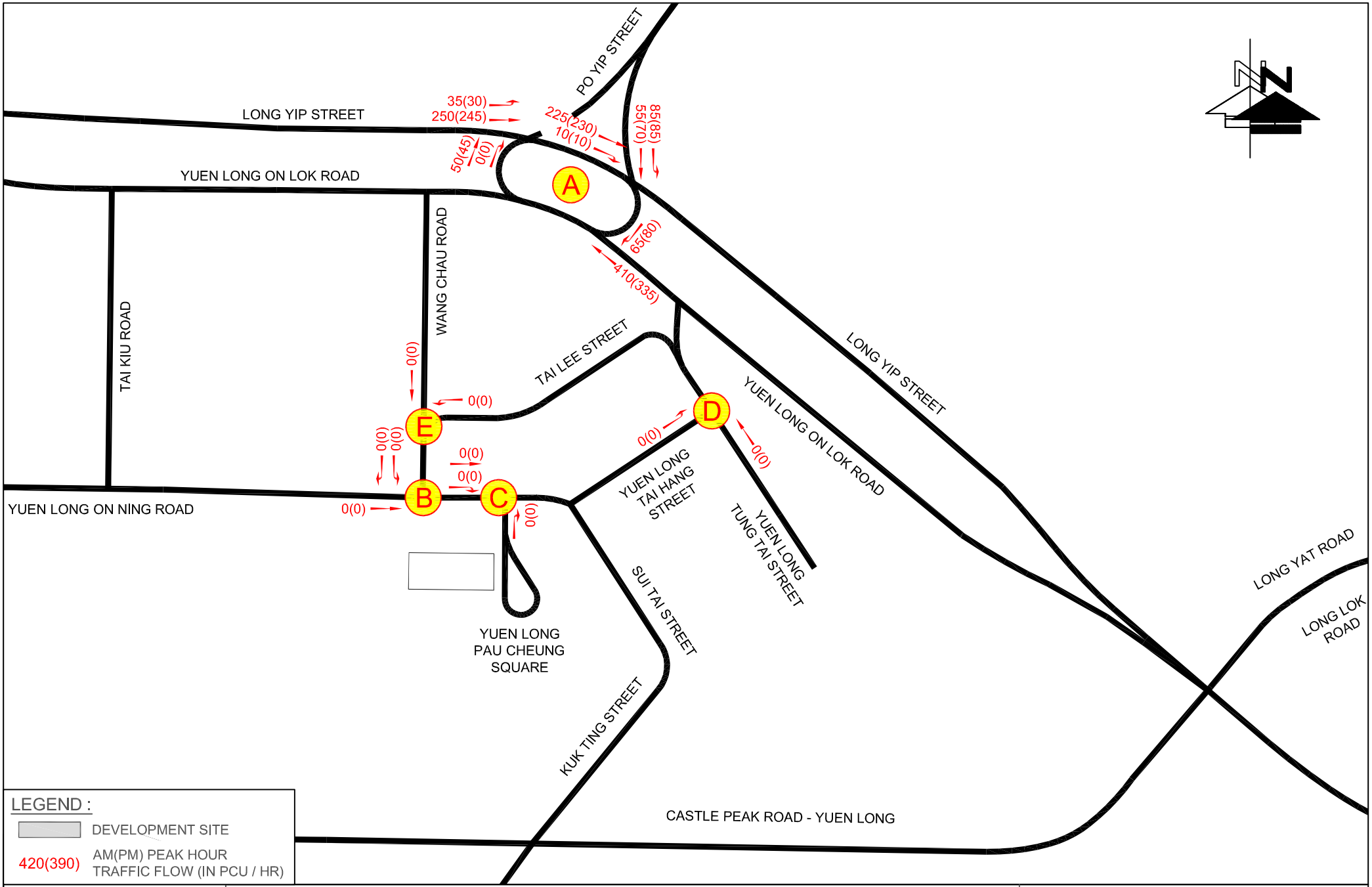

FIGURE NO.: 4.2	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: TRAFFIC FLOW GENERATED AND ATTRACTED BY ADJACENT DEVELOPMENTS	
SCALE: N.T.S. @A4 / DATE: 28 MAY 2024		

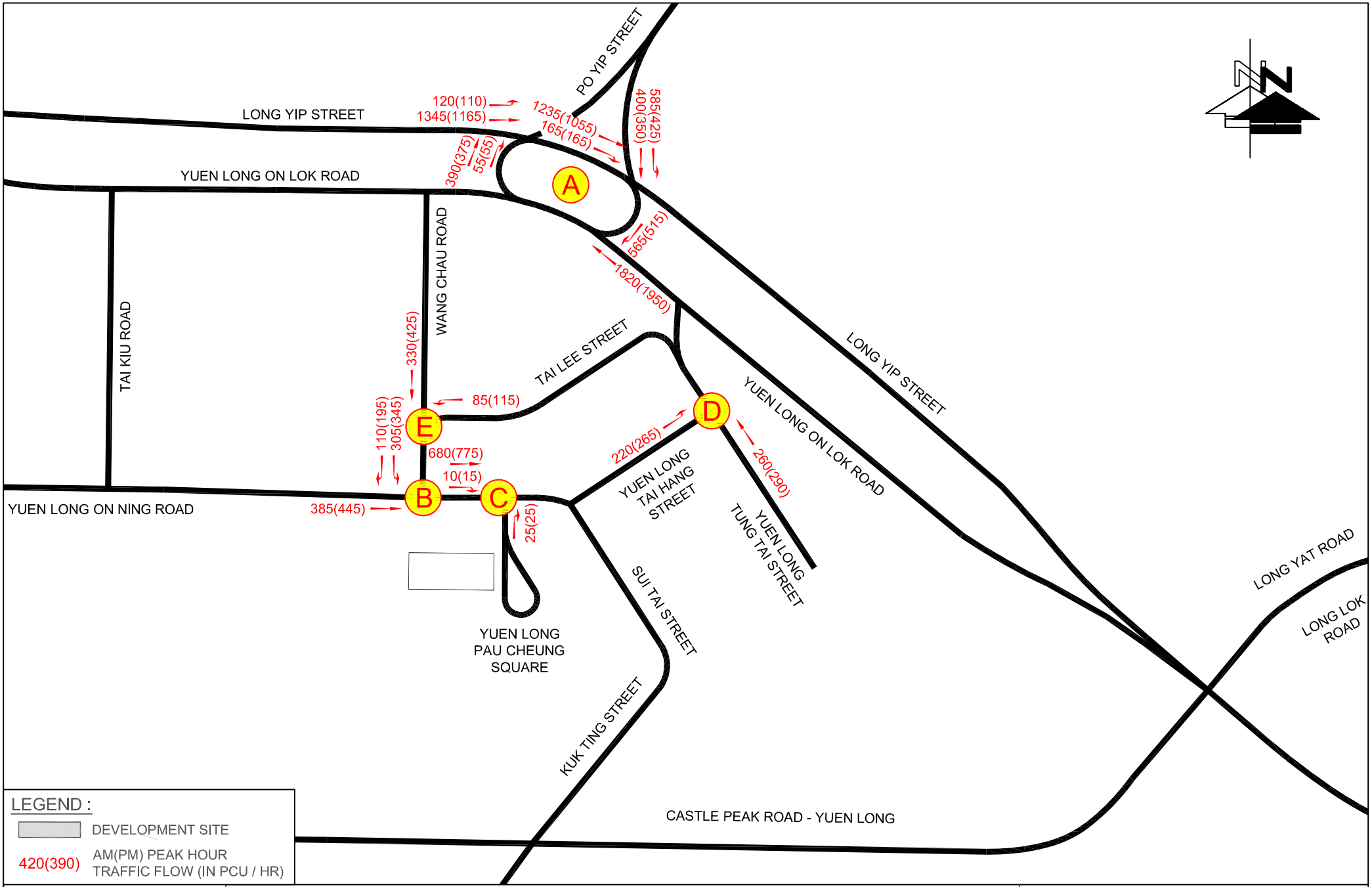

FIGURE NO.: 4.3	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2030 REFERENCE TRAFFIC FLOWS	
SCALE: N.T.S. @A4 / DATE: 28 MAY 2024		

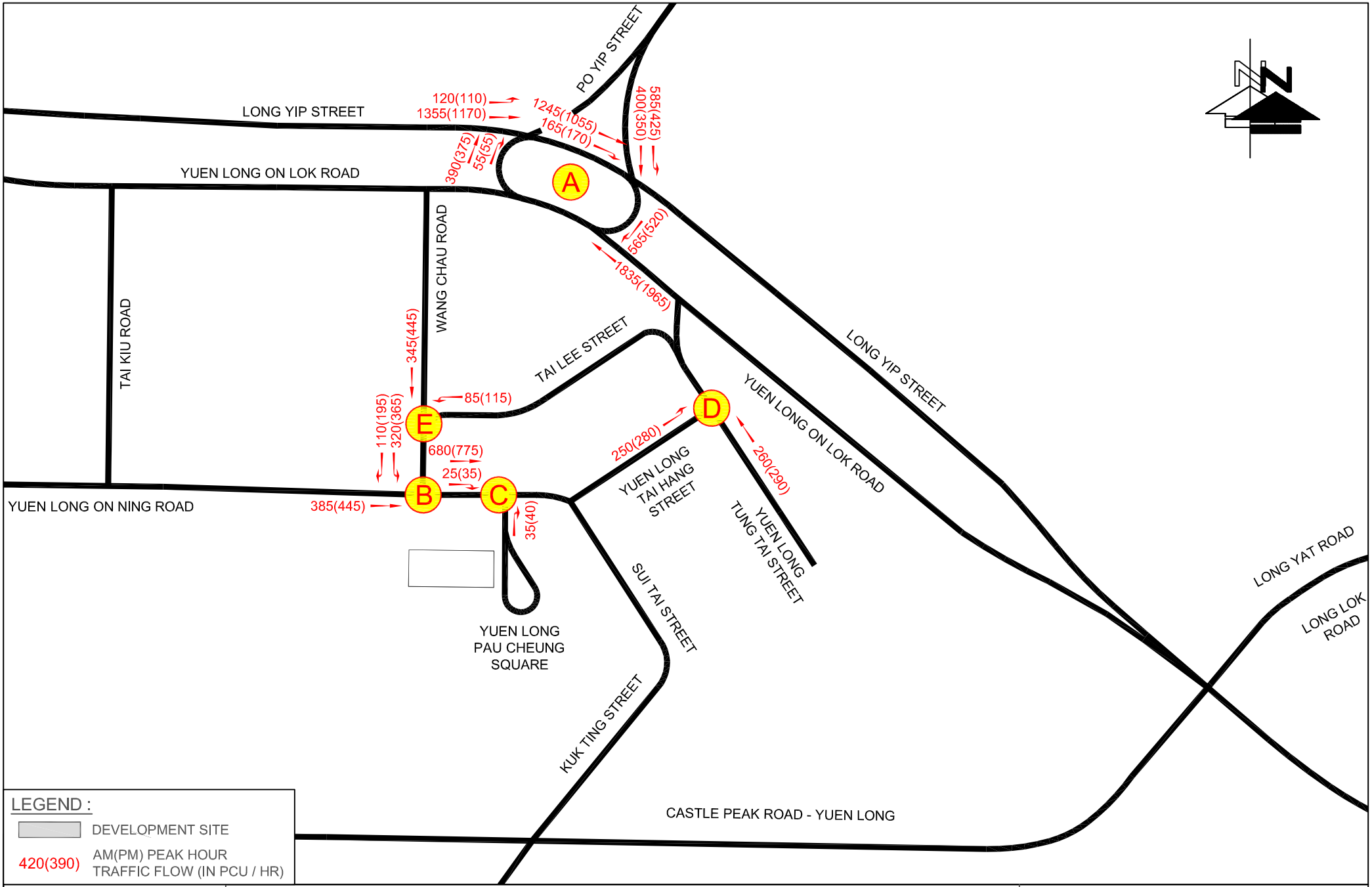

FIGURE NO.: 4.4	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2030 DESIGN TRAFFIC FLOWS	
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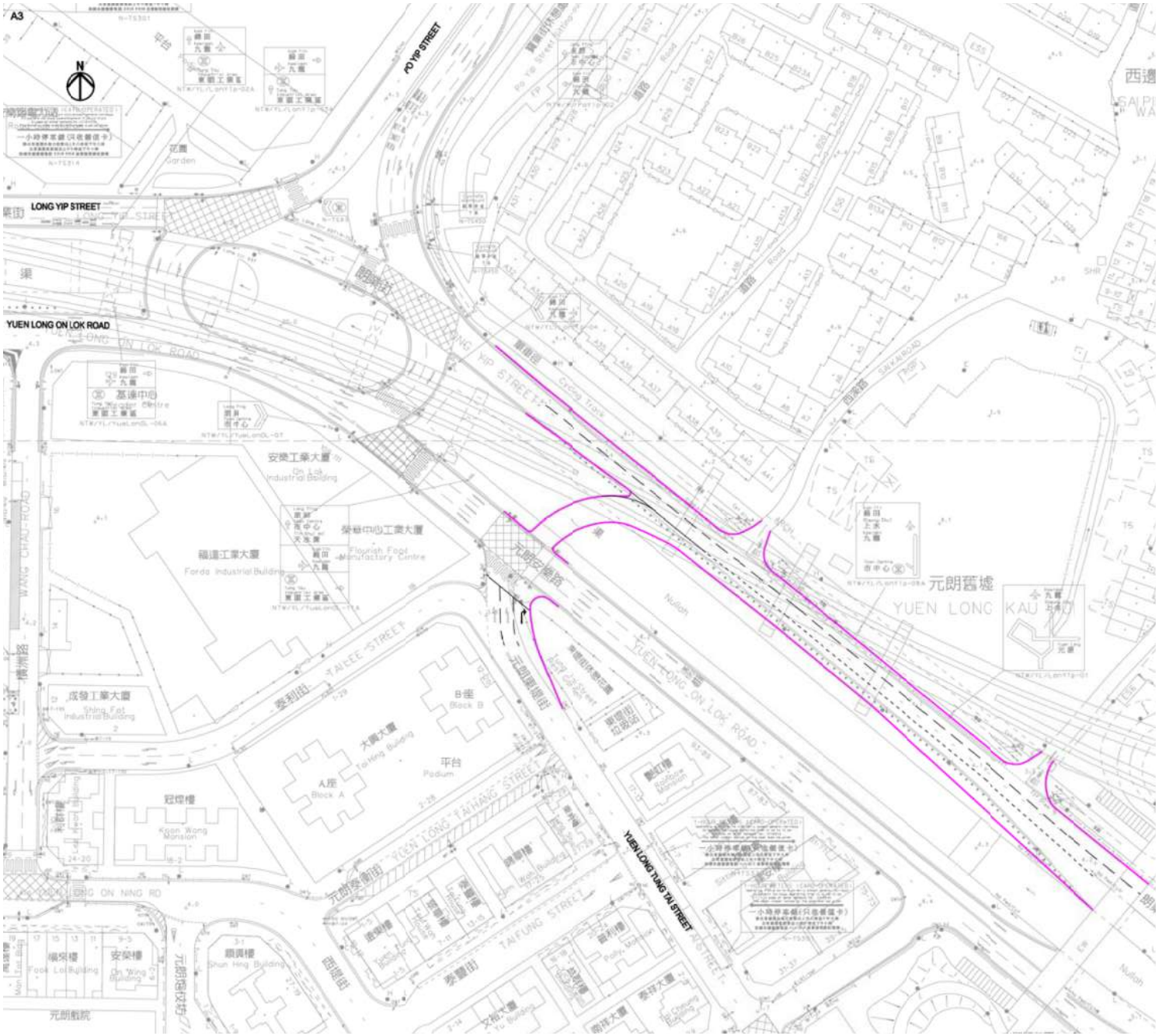

FIGURE NO.: 4.5		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK		DRAWING TITLE: PLANNED PROPOSED IMPROVEMENT JUNCTION LAYOUT OF PO YIP STREET / LONG YIP STREET / YUEN LONG ON LOK ROAD (A)	
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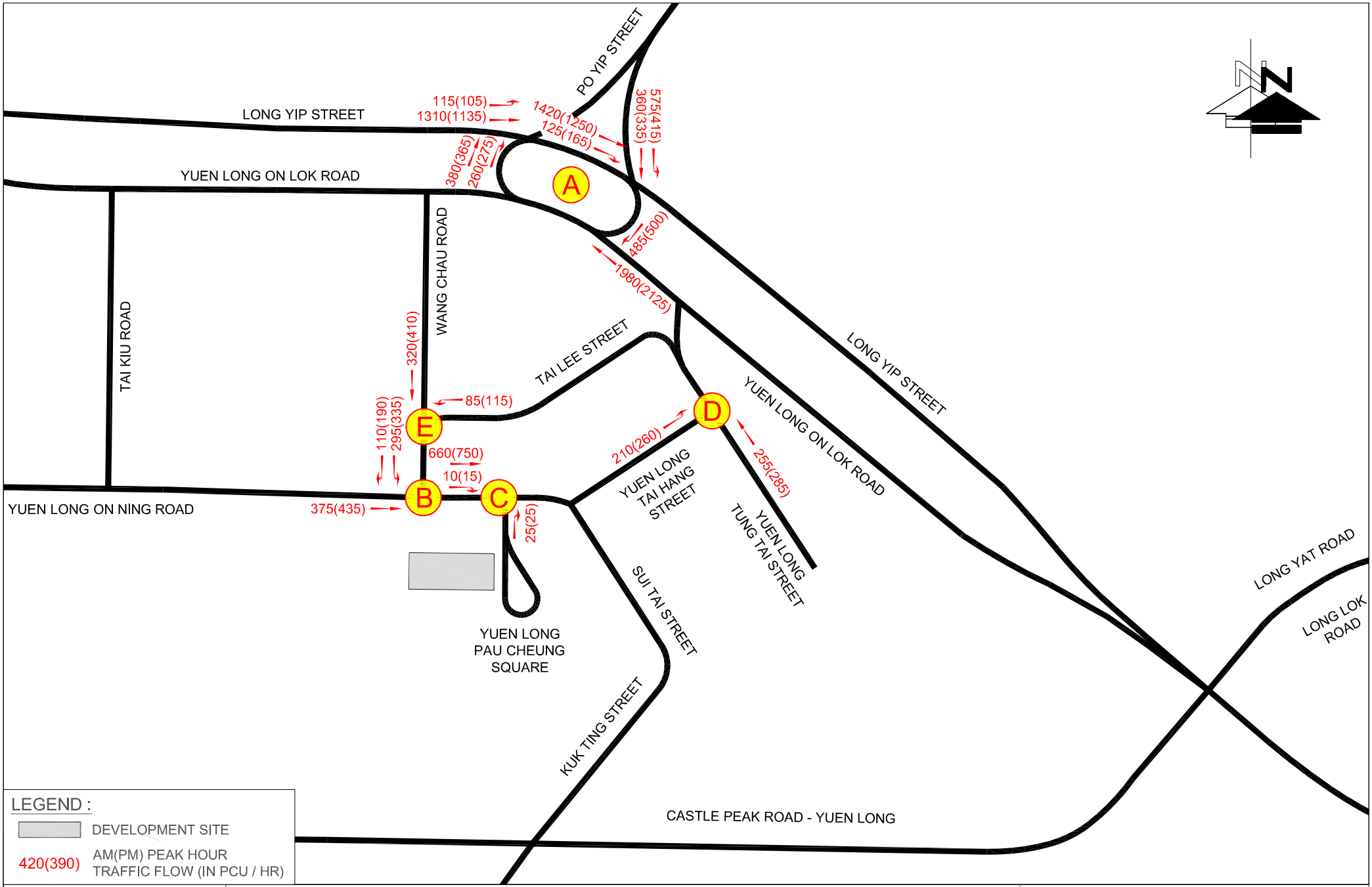

FIGURE NO.: 5.1	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK	DRAWING TITLE: 2027 REFERENCE TRAFFIC FLOWS DURING THE CONSTRUCTION PERIOD	
SCALE: N.T.S. @A4 / DATE: 29 MAY 2024		

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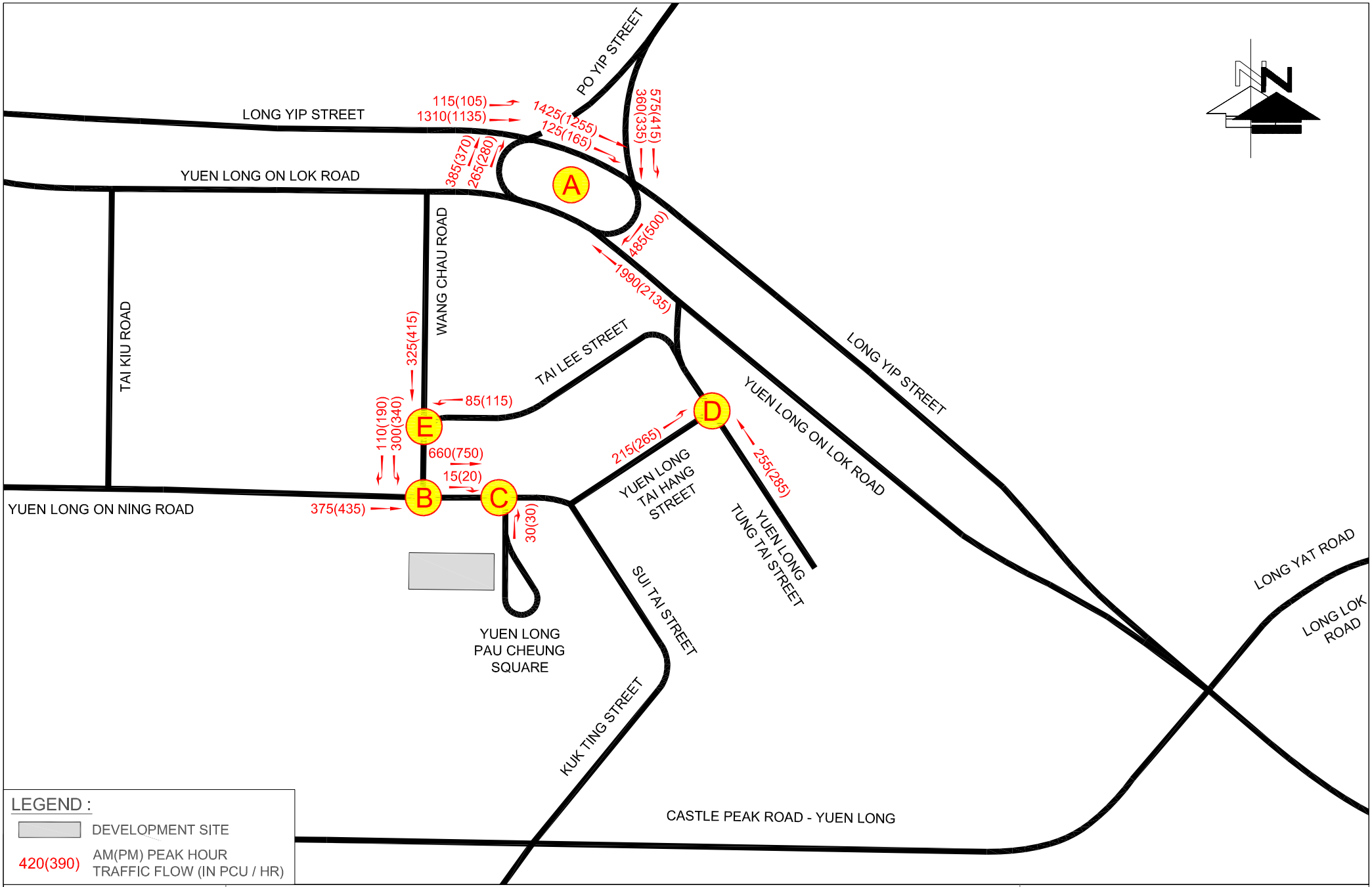

FIGURE NO.: 5.2	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2027 DESIGN TRAFFIC FLOWS DURING THE CONSTRUCTION PERIOD	
SCALE: N.T.S. @A4 / DATE: 28 MAY 2024		

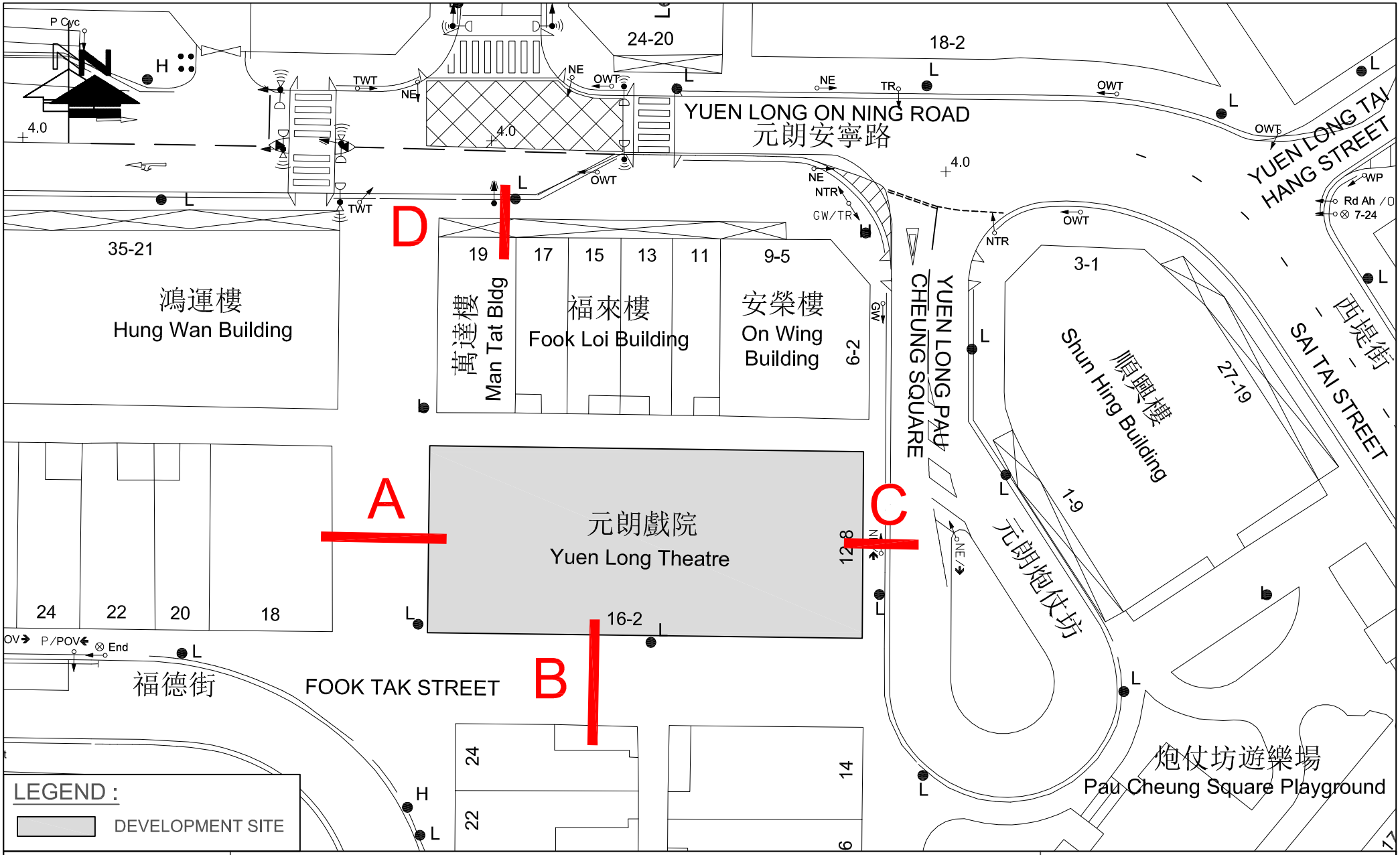

FIGURE NO.: 6.1	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: INDEX PLAN FOR PEDESTRIAN ASSESSMENT
SCALE: 1 : 500 @ A4	DATE: 28 MAY 2024

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FIGURE NO.: 6.2	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: 2024 OBSERVED PEDESTRIAN FLOW
SCALE: 1 : 500 @ A4	DATE: 28 MAY 2024

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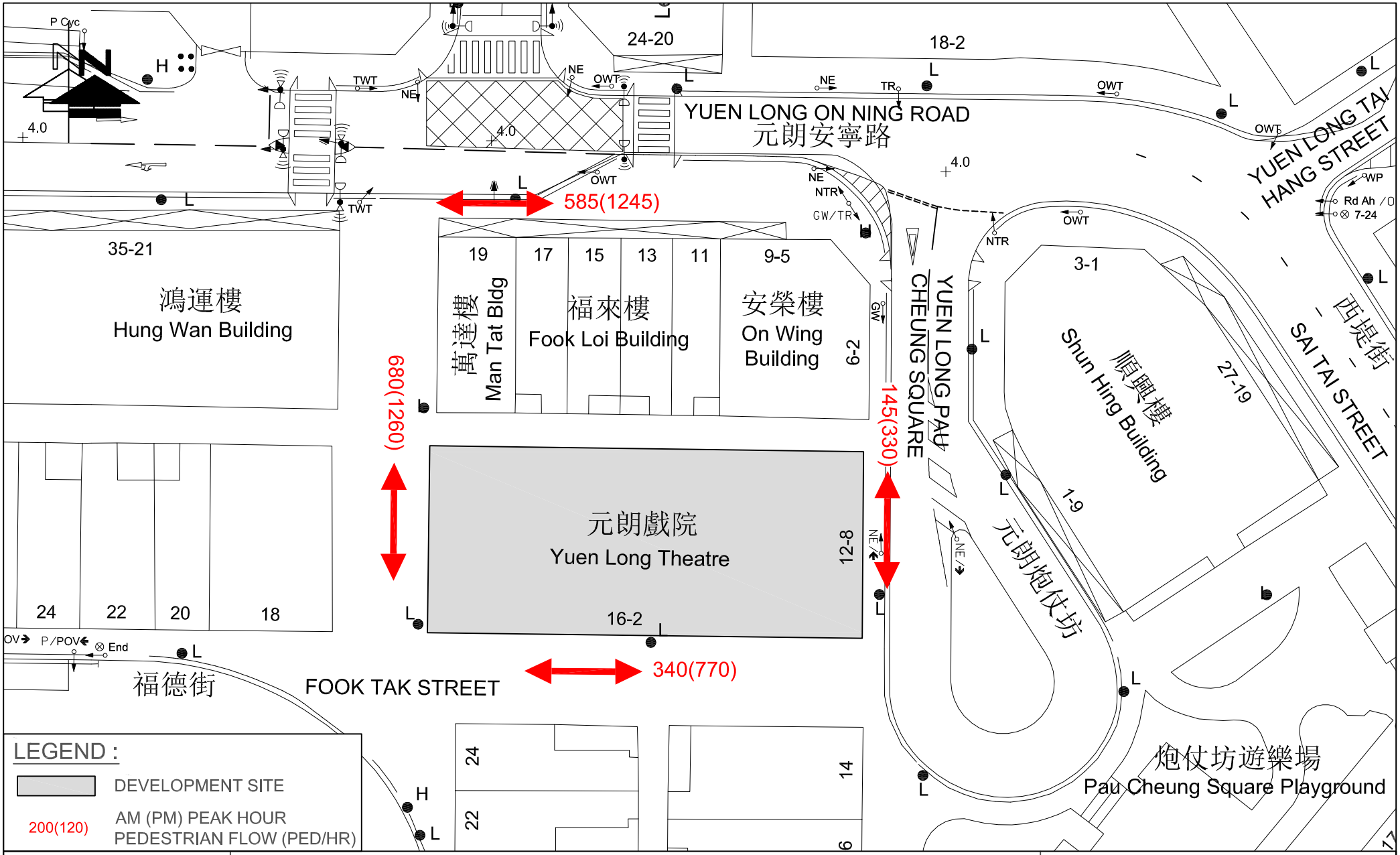

FIGURE NO.: 6.3	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK	DRAWING TITLE: 2030 REFERENCE PEDESTRIAN FLOW	
SCALE: 1 : 500 @ A4	DATE: 28 MAY 2024	

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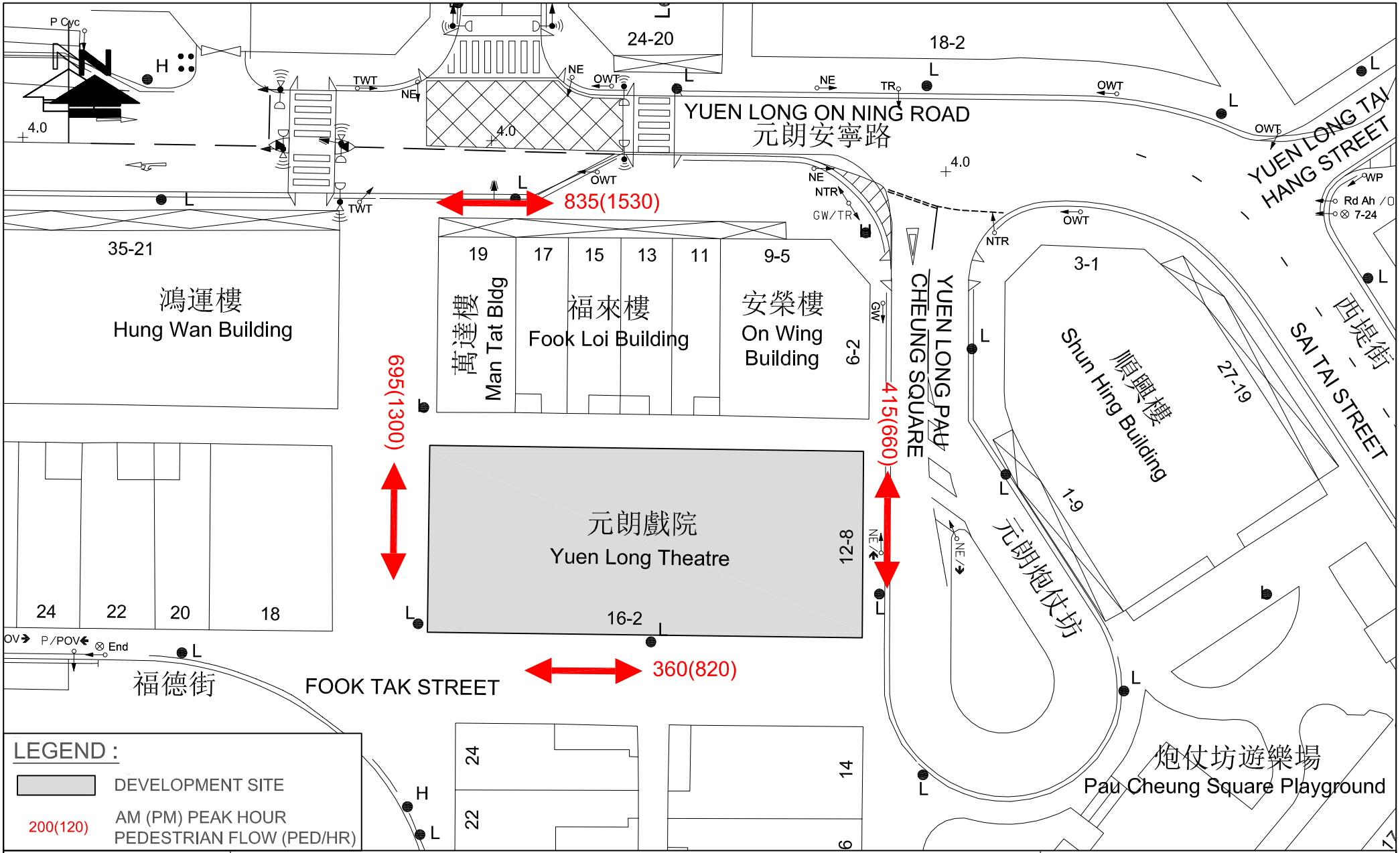

FIGURE NO.: 6.4	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK	DRAWING TITLE: 2030 DESIGN PEDESTRIAN FLOW	
SCALE: 1 : 500 @ A4	DATE: 28 MAY 2024	

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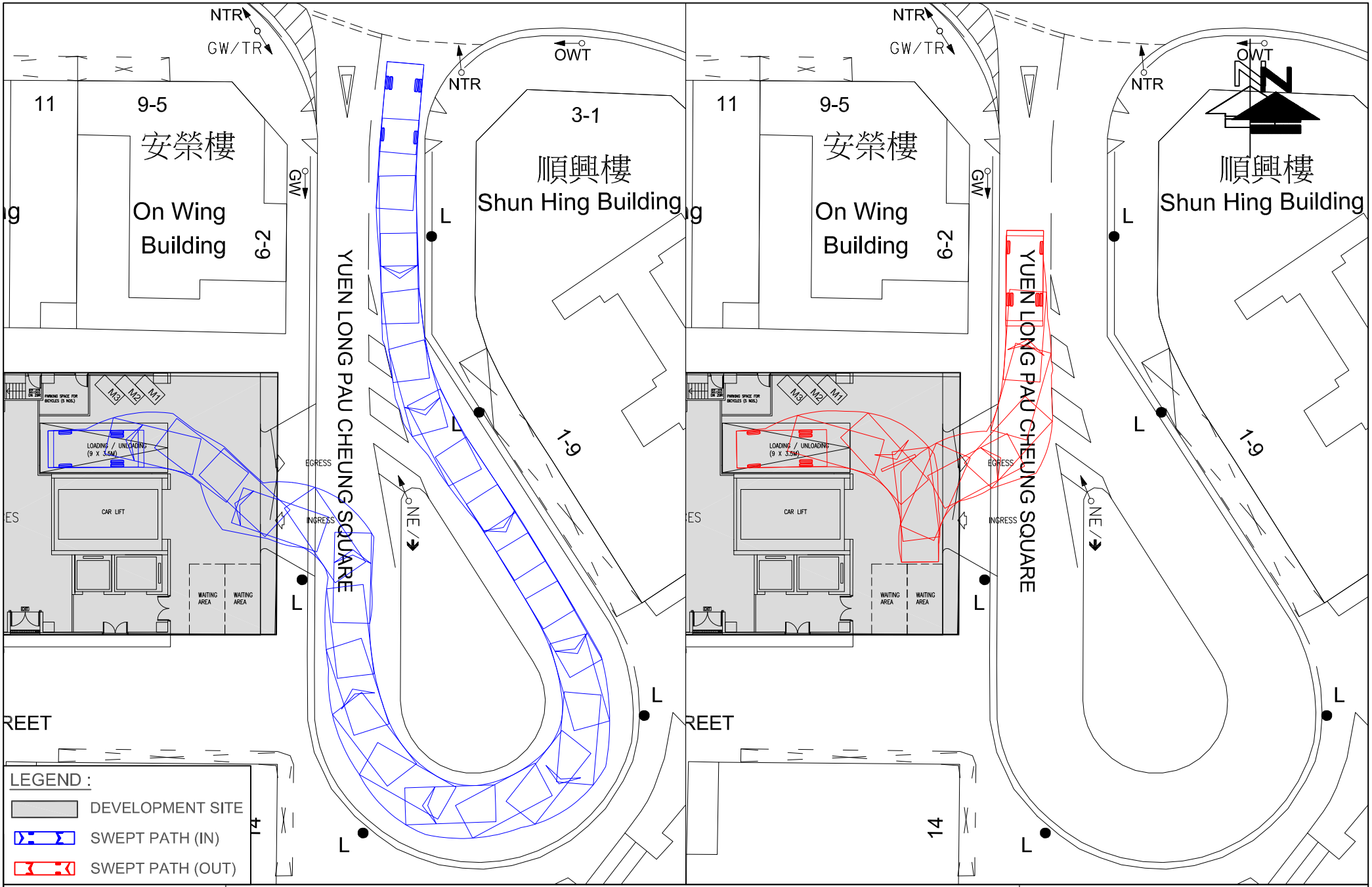


FIGURE NO.: SP-01	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: G/F - SWEPT PATH ANALYSIS OF AMBULANCE	
SCALE: 1 : 350 @A4 / DATE: 04 JUN 2024		

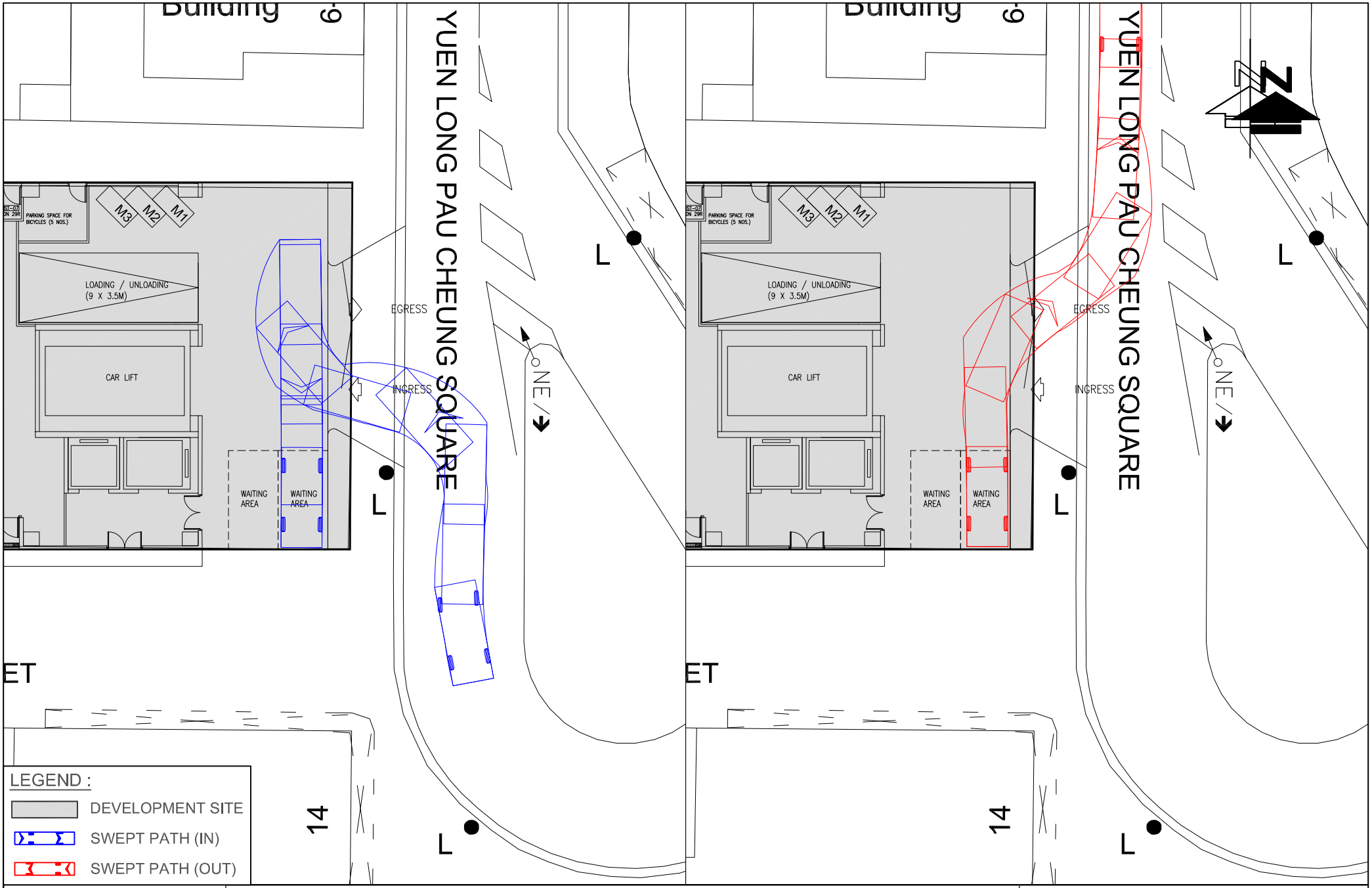


FIGURE NO.: SP-02	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: G/F - SWEPT PATH ANALYSIS OF WAITING SPACE	
SCALE: 1 : 250 @A4 / DATE: 04 JUN 2024		

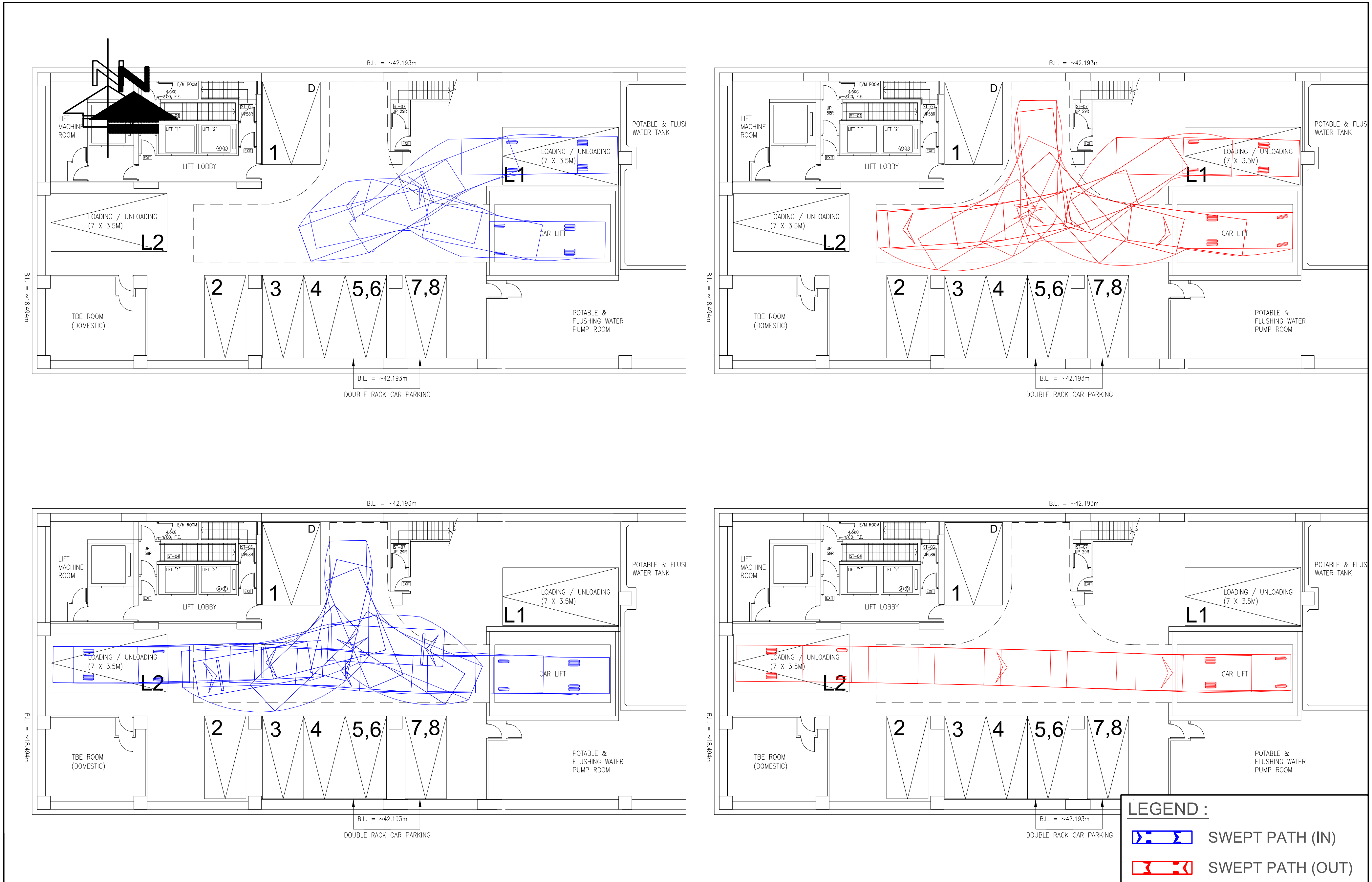


FIGURE NO.: SP-03	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: B1 - SWEPT PATH ANALYSIS OF 7m VEHICLE	
SCALE: 1 : 300 @A4 / DATE: 04 JUN 2024		

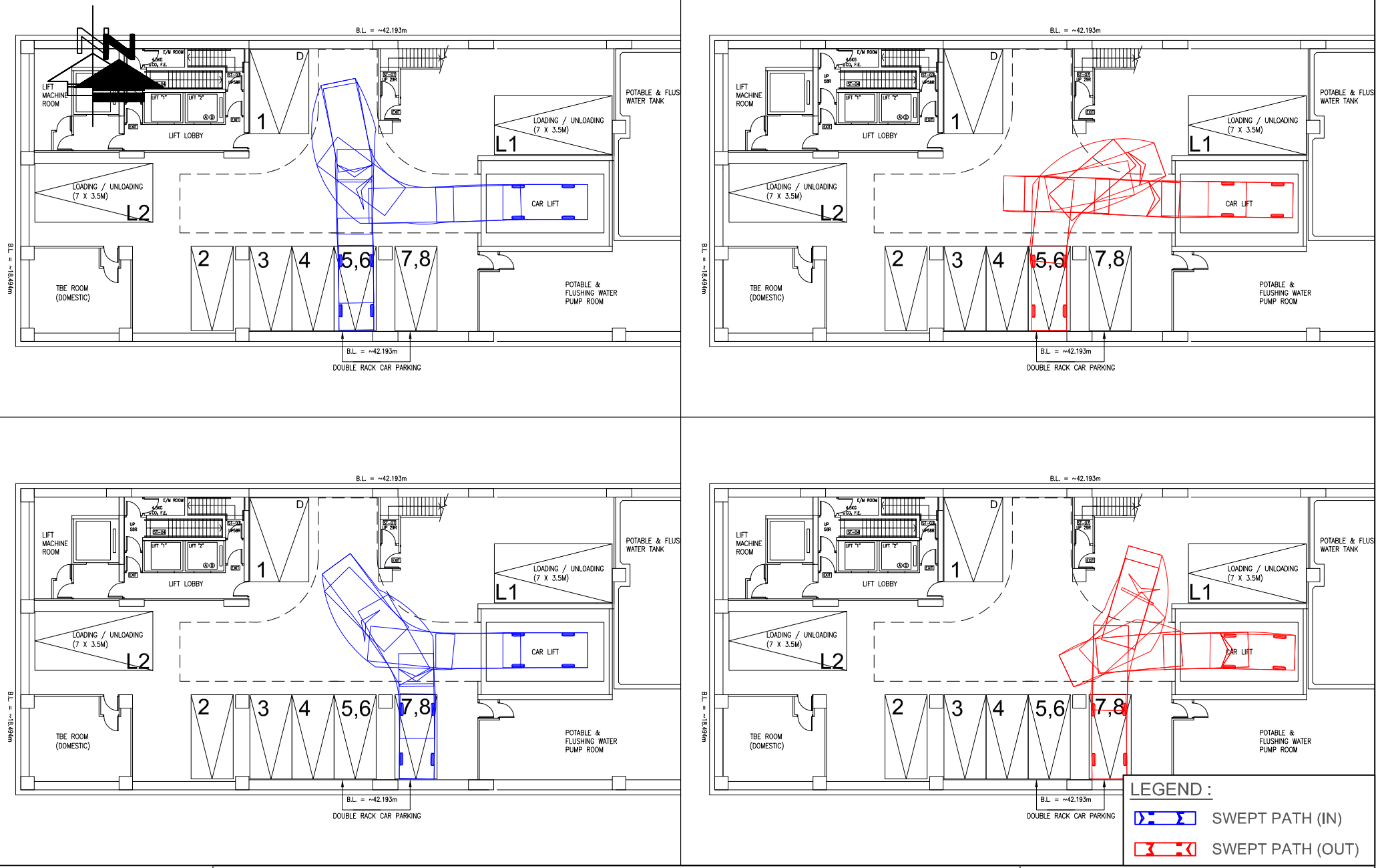


FIGURE NO.: SP-04	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: B1 - SWEPT PATH ANALYSIS OF 5m VEHICLE	
SCALE: 1 : 300 @A4	DATE: 04 JUN 2024	

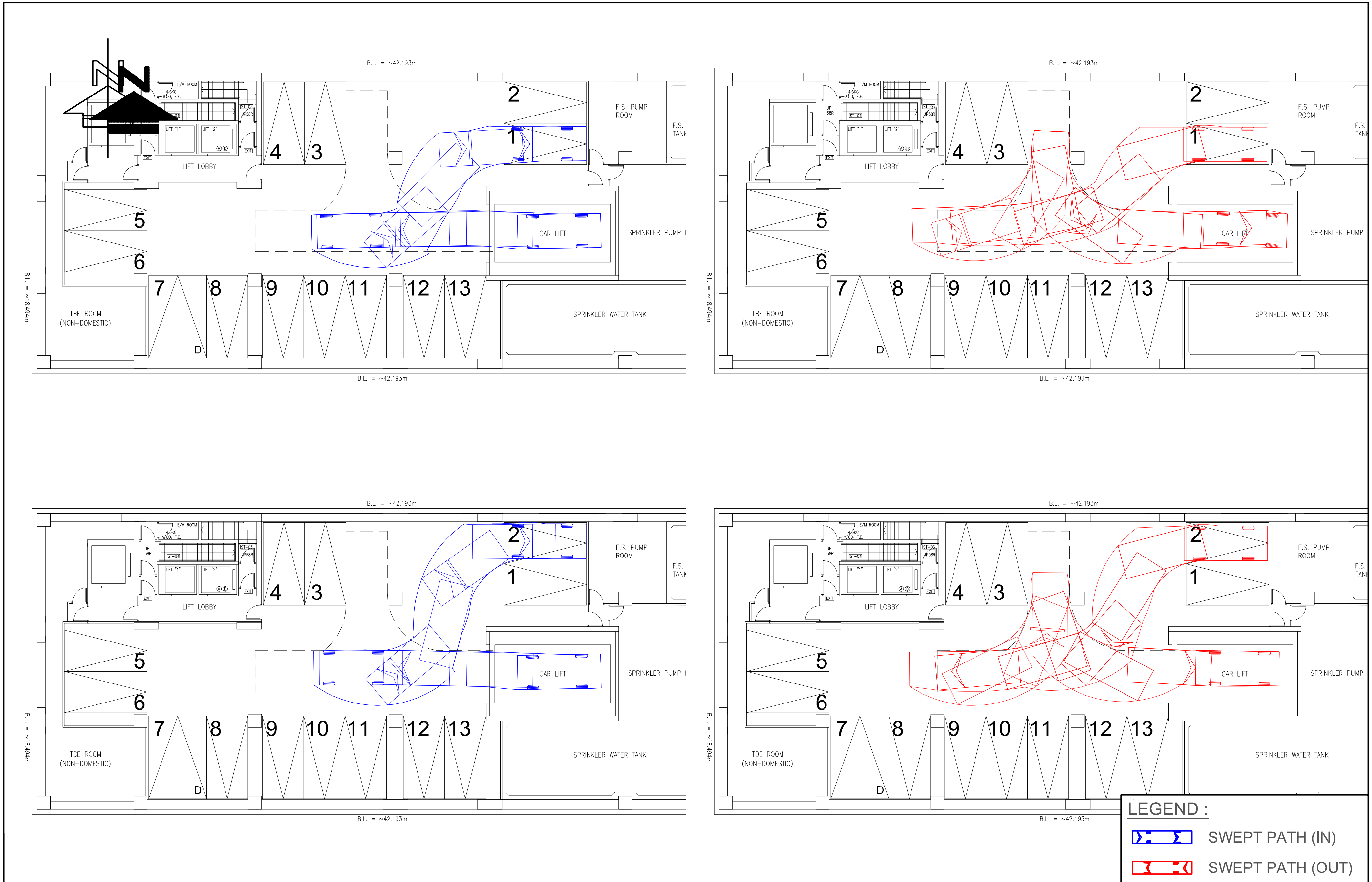
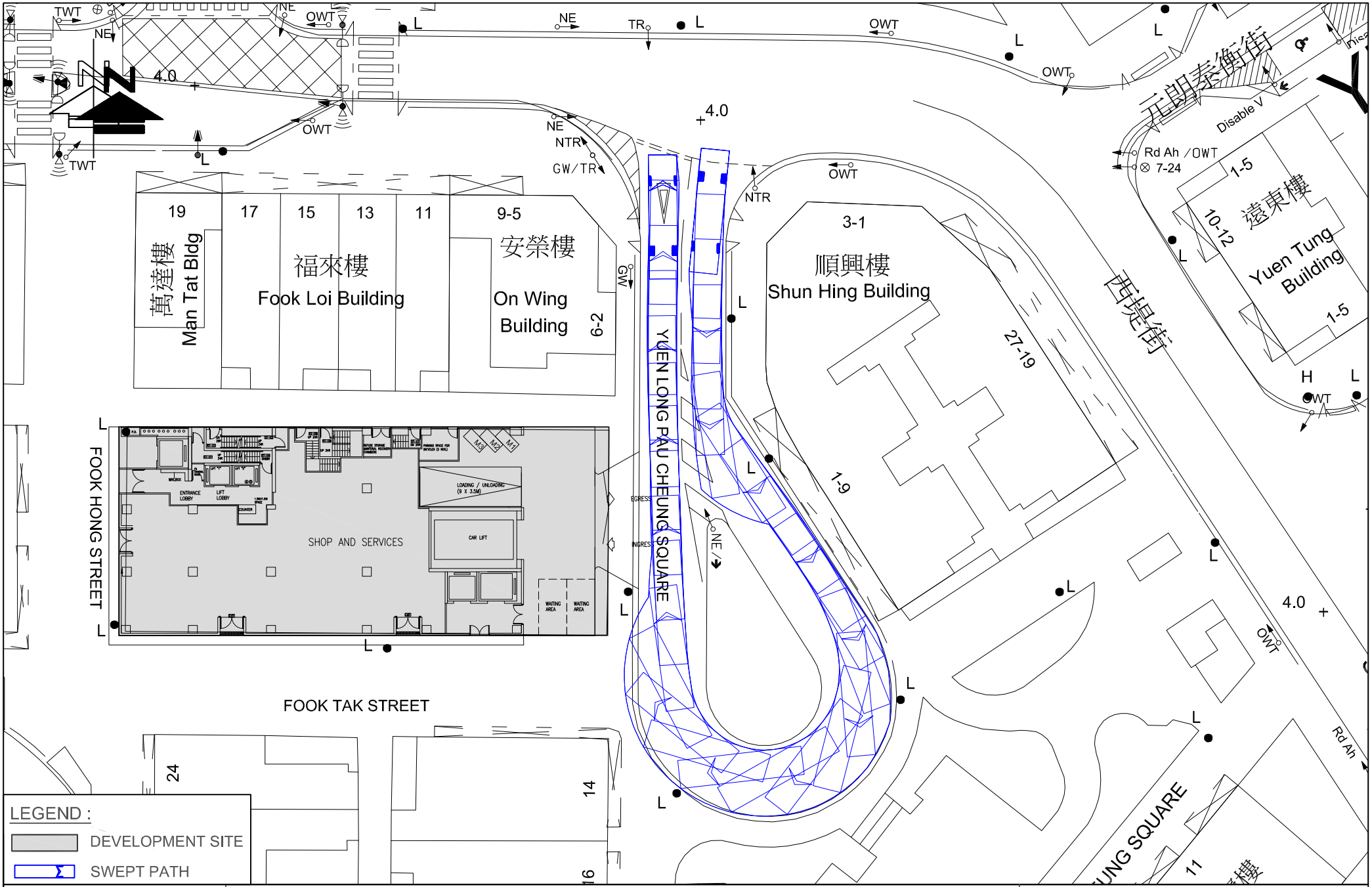


FIGURE NO.: SP-05		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK		DRAWING TITLE: B2 - SWEPT PATH ANALYSIS OF 5m VEHICLE	
SCALE: 1 : 300 @A4	DATE: 04 JUN 2024		



LEGEND :

DEVELOPMENT SITE

SWEPT PATH

FIGURE NO.: SP-06	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: ACCESS ROAD - SWEPT PATH ANALYSIS OF 11M VEHICLE	
SCALE: 1 : 425 @A4 / DATE: 04 JUN 2024		

APPENDIX 1

JUNCTION CALCULATION SHEETS

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road** Year: 2024

Description: **2024 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
On Lok Road	NW	←	G	2,3	2.8	0.0	0	0	0%	0%	2035	6035	2035	2035	6035	6035	384	0.189		443	0.218	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	398	0.189		459	0.218	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	0%	0%	1895	0	1895	1895	0	0	358	0.189		413	0.218	
Tung Tai Street	N	↰	H	1,4	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	185	0.100		201	0.109	
Tung Tai Street	N	↰	H	1,4	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	201	0.100		219	0.109	
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	0%	0%	1915	6125	1915	1915	6125	6125	477	0.249		542	0.283	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	524	0.249		596	0.283	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	524	0.249		596	0.283	
Long Yip Street	S	↰	E	1	3.5	0.0	43	0	100%	100%	2105	4020	2035	2035	3880	3880	223	0.110		212	0.104	0.104
Long Yip Street	S	↰	E	1	3.0	0.0	40	1	100%	100%	1915	0	1845	1845	0	0	202	0.110		193	0.104	
Long Yip Street	E	→	A	1	3.5	52.0	0	1	100%	100%	1965	6175	1910	1910	6070	6080	242	0.127	0.127	181	0.095	
Long Yip Street	E	↓	A	1	3.5	55.0	0	0	89%	71%	2105	0	2055	2065	0	0	261	0.127		195	0.095	
Long Yip Street	E	↓	A	1	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	267	0.127		199	0.095	
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0%	0%	1965	4120	1965	1965	4120	4120	553	0.282		472	0.240	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0%	0%	2155	0	2155	2155	0	0	607	0.282		518	0.240	
Po Yip Street	E	↓	D	2,3,4	4.0	0.0	20	0	100%	100%	2155	2155	2005	2005	2005	2005	130	0.065		140	0.070	
Long Yip Street	E	↑→	B	2	3.1	65.0	0	1	23%	25%	1925	6115	1915	1915	6105	6105	351	0.183	0.183	295	0.154	0.154
Long Yip Street	E	→	B	2	3.4	0.0	0	0	0%	0%	2095	0	2095	2095	0	0	384	0.183		323	0.154	
Long Yip Street	E	→	B	2	3.4	0.0	0	0	0%	0%	2095	0	2095	2095	0	0	384	0.183		323	0.154	
Po Yip Street	N	↑	C	3,4	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	3940	3935	284	0.145	0.145	287	0.146	0.146
Po Yip Street	N	↑→	C	3,4	3.5	0.0	20	0	87%	92%	2105	0	1975	1970	0	0	286	0.145		288	0.146	

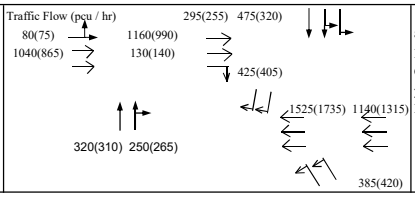
Pedestrian Crossing

Ip	2,3,4	Min. Crossing Time =9Gm + 10FGm =19s
Jp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

(Nil)

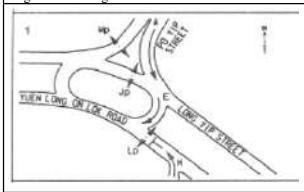
Traffic Flow (pcu / hr)

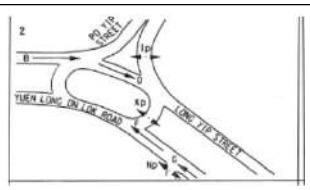


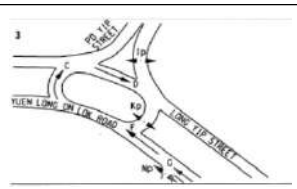
AM Peak Check Phase	
Σy	0.455
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	68%

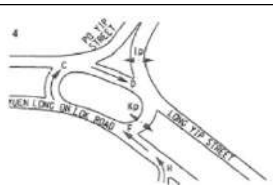
PM Peak Check Phase	
Σy	0.404
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	89%

Stage / Phase Diagrams









AM: I/G = 8	I/G = 6	I/G = 7	
PM: I/G = 8	I/G = 6	I/G = 7	

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road** Year: 2024

Description: **2030 Reference Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
On Lok Road	NW	←	G	2,3	2.8	0.0	0	0	0%	0%	2035	6035	2035	2035	6035	6035	475	0.234		507	0.249	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	492	0.234		525	0.249	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	0%	0%	1895	0	1895	1895	0	0	443	0.234		473	0.249	
Tung Tai Street	N	↰	H	1,4	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	196	0.106		213	0.116	
Tung Tai Street	N	↰	H	1,4	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	214	0.106		232	0.116	
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	0%	0%	1915	6125	1915	1915	6125	6125	569	0.297		610	0.318	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	625	0.297		670	0.318	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	625	0.297		670	0.318	
Long Yip Street	S	↰	E	1	3.5	0.0	43	0	100%	100%	2105	4020	2035	2035	3880	3880	296	0.146		270	0.133	0.133
Long Yip Street	S	↰	E	1	3.0	0.0	40	1	100%	100%	1915	0	1845	1845	0	0	269	0.146		245	0.133	
Long Yip Street	E	→	A	1	3.5	52.0	0	1	100%	100%	1965	6175	1910	1910	6075	6080	310	0.162	0.162	243	0.127	
Long Yip Street	E	↓	A	1	3.5	55.0	0	0	82%	69%	2105	0	2060	2065	0	0	334	0.162		263	0.128	
Long Yip Street	E	↓	A	1	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	341	0.162		268	0.127	
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0%	0%	1965	4120	1965	1965	4120	4120	589	0.300		503	0.256	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0%	0%	2155	0	2155	2155	0	0	646	0.300		552	0.256	
Po Yip Street	E	↓	D	2,3,4	4.0	0.0	20	0	100%	100%	2155	2155	2005	2005	2005	2005	165	0.082		165	0.082	
Long Yip Street	E	↑→	B	2	3.1	65.0	0	1	26%	28%	1925	6115	1915	1915	6105	6105	459	0.240	0.240	400	0.209	0.209
Long Yip Street	E	→	B	2	3.4	0.0	0	0	0%	0%	2095	0	2095	2095	0	0	503	0.240		438	0.209	
Long Yip Street	E	→	B	2	3.4	0.0	0	0	0%	0%	2095	0	2095	2095	0	0	503	0.240		438	0.209	
Po Yip Street	N	↑	C	3,4	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4035	4030	217	0.110	0.110	210	0.107	0.107
Po Yip Street	N	↑→	C	3,4	3.5	0.0	20	0	24%	25%	2105	0	2070	2065	0	0	228	0.110		220	0.107	

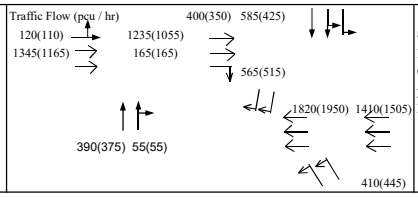
Pedestrian Crossing

Ip	2,3,4	Min. Crossing Time =9Gm + 10FGm =19s
Jp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

(Nil)

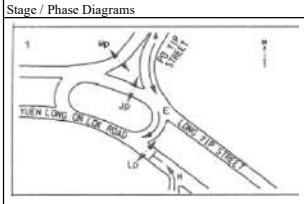
Traffic Flow (pcu / hr)

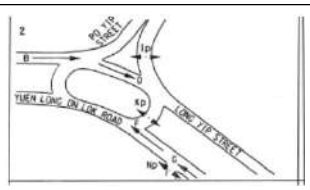


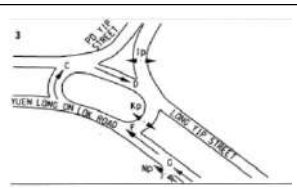
AM Peak Check Phase	
εy	0.512
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	49%

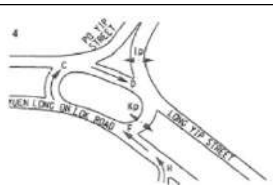
PM Peak Check Phase	
εy	0.448
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	71%

Stage / Phase Diagrams









AM: I/G = 8	I/G = 6	I/G = 7	
PM: I/G = 8	I/G = 6	I/G = 7	

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road** Year: 2024

Description: **2030 Desig Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
On Lok Road	NW	←	G	2,3	2.8	0.0	0	0	0%	0%	2035	6035	2035	2035	6035	6035	472	0.232		507	0.249	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	488	0.232		525	0.249	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	0%	0%	1895	0	1895	1895	0	0	440	0.232		473	0.249	
Tung Tai Street	N	↰	H	1,4	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	208	0.113		220	0.119	
Tung Tai Street	N	↰	H	1,4	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	227	0.113		240	0.119	
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	0%	0%	1915	6125	1915	1915	6125	6125	574	0.300		614	0.321	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	631	0.300		675	0.321	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	631	0.300		675	0.321	
Long Yip Street	S	↰	E	1	3.5	0.0	43	0	100%	100%	2105	4020	2035	2035	3880	3880	296	0.146		273	0.134	0.134
Long Yip Street	S	↰	E	1	3.0	0.0	40	1	100%	100%	1915	0	1845	1845	0	0	269	0.146		247	0.134	
Long Yip Street	E	→	A	1	3.5	52.0	0	1	100%	100%	1965	6175	1910	1910	6075	6080	310	0.162	0.162	243	0.127	
Long Yip Street	E	→	A	1	3.5	55.0	0	0	82%	69%	2105	0	2060	2065	0	0	334	0.162		263	0.128	
Long Yip Street	E	→	A	1	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	341	0.162		268	0.127	
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0%	0%	1965	4120	1965	1965	4120	4120	594	0.302		503	0.256	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0%	0%	2155	0	2155	2155	0	0	651	0.302		552	0.256	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	20	0	100%	100%	2155	2155	2005	2005	2005	2005	165	0.082		170	0.085	
Long Yip Street	E	→	B	2	3.1	65.0	0	1	26%	27%	1925	6115	1915	1915	6105	6105	462	0.241	0.241	401	0.210	0.210
Long Yip Street	E	→	B	2	3.4	0.0	0	0	0%	0%	2095	0	2095	2095	0	0	506	0.242		439	0.210	
Long Yip Street	E	→	B	2	3.4	0.0	0	0	0%	0%	2095	0	2095	2095	0	0	506	0.242		439	0.210	
Po Yip Street	N	↑	C	3,4	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4035	4030	217	0.110	0.110	210	0.107	0.107
Po Yip Street	N	↑	C	3,4	3.5	0.0	20	0	24%	25%	2105	0	2070	2065	0	0	228	0.110		220	0.107	

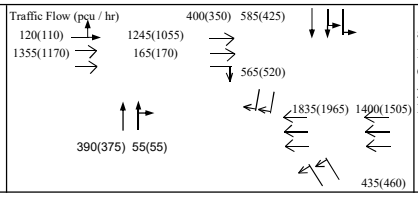
Pedestrian Crossing

Ip	2,3,4	Min. Crossing Time =9Gm + 10FGm =19s
Jp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

(Nil)

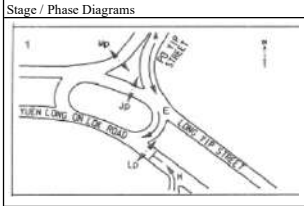
Traffic Flow (pcu / hr)

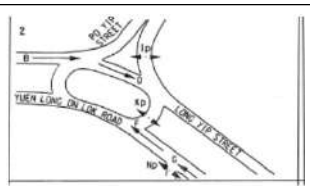


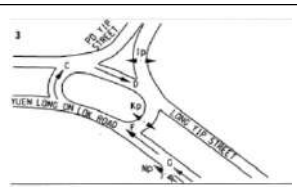
AM Peak Check Phase	
Σy	0.514
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	49%

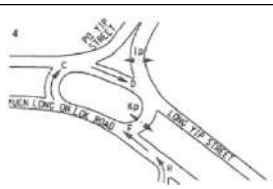
PM Peak Check Phase	
Σy	0.450
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	70%

Stage / Phase Diagrams









AM: I/G = 8	I/G = 6	I/G = 7	
PM:I/G = 8	I/G = 6	I/G = 7	

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road** Year: 2024

Description: **2027 Reference Traffic Flow (Construction)**

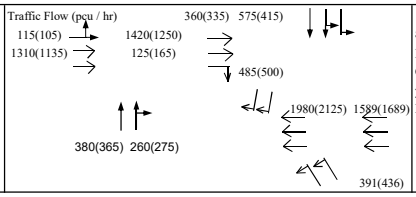
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
On Lok Road	NW	←	G	2,3	2.8	0.0	0	0	0%	0%	2035	6035	2035	2035	6035	6035	536	0.263		570	0.280	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	554	0.263		589	0.280	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	0%	0%	1895	0	1895	1895	0	0	499	0.263		530	0.280	
Tung Tai Street	N	↰	H	1,4	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	187	0.102		209	0.113	
Tung Tai Street	N	↰	H	1,4	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	204	0.102		227	0.113	
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	0%	0%	1915	6125	1915	1915	6125	6125	619	0.323		664	0.347	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	680	0.323		730	0.347	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	680	0.323		730	0.347	
Long Yip Street	S	↰	E	1	3.5	0.0	43	0	100%	100%	2105	4020	2035	2035	3880	3880	254	0.125		262	0.129	0.129
Long Yip Street	S	↰	E	1	3.0	0.0	40	1	100%	100%	1915	0	1845	1845	0	0	231	0.125		238	0.129	
Long Yip Street	E	→	A	1	3.5	52.0	0	1	100%	100%	1965	6175	1910	1910	6070	6080	294	0.154	0.154	236	0.123	
Long Yip Street	E	↓	A	1	3.5	55.0	0	0	89%	70%	2105	0	2055	2065	0	0	317	0.154		255	0.123	
Long Yip Street	E	↓	A	1	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	324	0.154		260	0.123	
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0%	0%	1965	4120	1965	1965	4120	4120	677	0.345		596	0.303	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0%	0%	2155	0	2155	2155	0	0	743	0.345		654	0.303	
Po Yip Street	E	↓	D	2,3,4	4.0	0.0	20	0	100%	100%	2155	2155	2005	2005	2005	2005	125	0.062		165	0.082	
Long Yip Street	E	↑→	B	2	3.1	65.0	0	1	26%	27%	1925	6115	1915	1915	6105	6105	447	0.233	0.233	389	0.203	0.203
Long Yip Street	E	→	B	2	3.4	0.0	0	0	0%	0%	2095	0	2095	2095	0	0	489	0.233		426	0.203	
Long Yip Street	E	→	B	2	3.4	0.0	0	0	0%	0%	2095	0	2095	2095	0	0	489	0.233		426	0.203	
Po Yip Street	N	↑	C	3,4	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	3950	3945	318	0.162	0.162	319	0.162	0.162
Po Yip Street	N	↑→	C	3,4	3.5	0.0	20	0	81%	86%	2105	0	1985	1980	0	0	322	0.162		321	0.162	

Pedestrian Crossing

Ip	2,3,4	Min. Crossing Time =9Gm + 10FGm =19s
Jp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

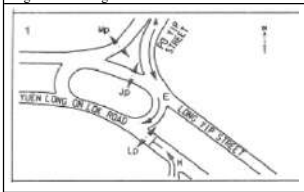
(Nil)

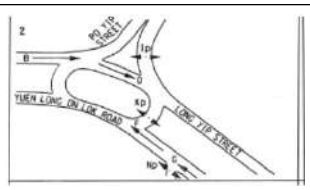


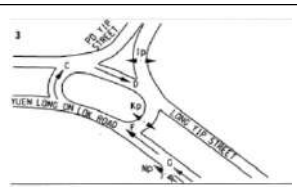
AM Peak Check Phase	
Σy	0.549
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	39%

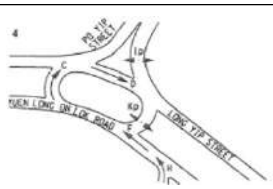
PM Peak Check Phase	
Σy	0.494
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	55%

Stage / Phase Diagrams









AM: I/G = 8	I/G = 6	I/G = 7	
PM:I/G = 8	I/G = 6	I/G = 7	

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road** Year: 2024

Description: **2027 Design Traffic Flow (Construction)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
On Lok Road	NW	←	G	2,3	2.8	0.0	0	0	0%	0%	2035	6035	2035	2035	6035	6035	538	0.264		572	0.281	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	556	0.264		591	0.281	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	0%	0%	1895	0	1895	1895	0	0	501	0.264		532	0.281	
Tung Tai Street	N	↰	H	1,4	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	189	0.103		211	0.114	
Tung Tai Street	N	↰	H	1,4	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	206	0.103		229	0.114	
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	0%	0%	1915	6125	1915	1915	6125	6125	622	0.325		668	0.349	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	684	0.325		734	0.349	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	684	0.325		734	0.349	
Long Yip Street	S	↰	E	1	3.5	0.0	43	0	100%	100%	2105	4020	2035	2035	3880	3880	254	0.125		262	0.129	0.129
Long Yip Street	S	↰	E	1	3.0	0.0	40	1	100%	100%	1915	0	1845	1845	0	0	231	0.125		238	0.129	
Long Yip Street	E	→	A	1	3.5	52.0	0	1	100%	100%	1965	6175	1910	1910	6070	6080	294	0.154	0.154	236	0.123	
Long Yip Street	E	↓	A	1	3.5	55.0	0	0	89%	70%	2105	0	2055	2065	0	0	317	0.154		255	0.123	
Long Yip Street	E	↓	A	1	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	324	0.154		260	0.123	
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0%	0%	1965	4120	1965	1965	4120	4120	680	0.346		599	0.305	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0%	0%	2155	0	2155	2155	0	0	745	0.346		656	0.305	
Po Yip Street	E	↓	D	2,3,4	4.0	0.0	20	0	100%	100%	2155	2155	2005	2005	2005	2005	125	0.062		165	0.082	
Long Yip Street	E	↑→	B	2	3.1	65.0	0	1	26%	27%	1925	6115	1915	1915	6105	6105	447	0.233	0.233	389	0.203	0.203
Long Yip Street	E	→	B	2	3.4	0.0	0	0	0%	0%	2095	0	2095	2095	0	0	489	0.233		426	0.203	
Long Yip Street	E	→	B	2	3.4	0.0	0	0	0%	0%	2095	0	2095	2095	0	0	489	0.233		426	0.203	
Po Yip Street	N	↑	C	3,4	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	3950	3945	323	0.165	0.165	324	0.165	0.165
Po Yip Street	N	↑→	C	3,4	3.5	0.0	20	0	81%	86%	2105	0	1985	1980	0	0	327	0.165		326	0.165	

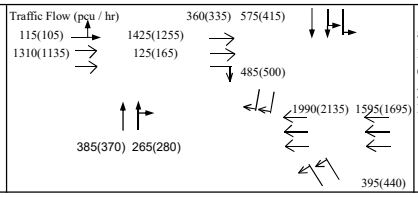
Pedestrian Crossing

Ip	2,3,4	Min. Crossing Time =9Gm + 10FGm =19s
Jp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

(Nil)

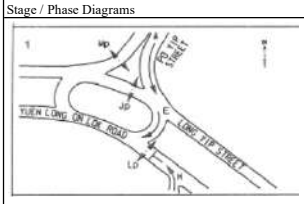
Traffic Flow (pcu / hr)

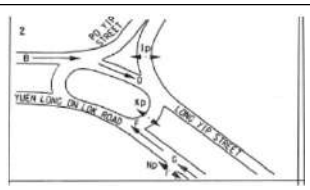


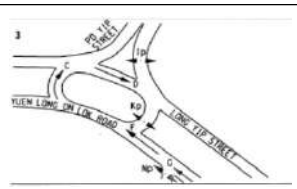
AM Peak Check Phase	
εy	0.552
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	39%

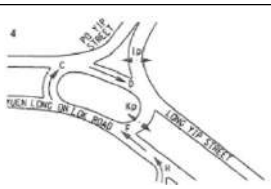
PM Peak Check Phase	
εy	0.497
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	54%

Stage / Phase Diagrams









AM: I/G = 8	I/G = 6	I/G = 7	
PM: I/G = 8	I/G = 6	I/G = 7	

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**

Description: **2024 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Wang Chau Street	S	↱	1	A	4.0	10.0	0	1	100%	100%	2015	2015	1750	1750	1750	1750	285	0.163	0.163	325	0.186	0.186
Wang Chau Street	S	↰	1	A	4.0	0.0	15	0	100%	100%	2155	2155	1960	1960	1960	1960	105	0.054		185	0.094	
Yuen Long On Ning Road	E	→	2	B	5.2	0.0	0	1	0%	0%	2135	2135	2135	2135	2135	2135	365	0.171	0.171	420	0.197	0.197

Pedestrian Crossing

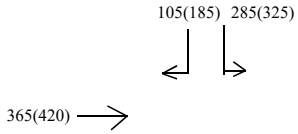
Cp B,C Min. Crossing Time =8Gm + 8FGm =16s

Dp A,C Min. Crossing Time = 6Gm + 8FGm =14s

Notes:

(Nil)

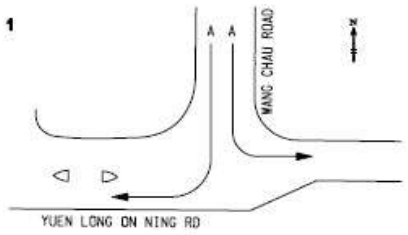
Traffic Flow (pcu / hr)



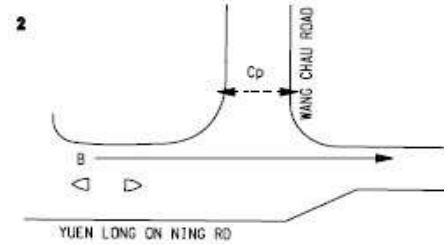
AM Peak Check Phase	
εy	0.334
L (sec)	32
C (sec)	108
y pract.	0.633
R.C. (%)	90%

PM Peak Check Phase	
εy	0.382
L (sec)	32
C (sec)	108
y pract.	0.633
R.C. (%)	66%

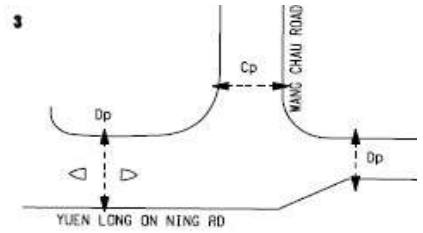
Stage / Phase Diagrams



I/G = 5



I/G = 7



I/G = 22

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**

Description: **2030 Reference Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Wang Chau Street	S	↱	1	A	4.0	10.0	0	1	100%	100%	2015	2015	1750	1750	1750	1750	305	0.174	0.174	345	0.197	0.197
Wang Chau Street	S	↲	1	A	4.0	0.0	15	0	100%	100%	2155	2155	1960	1960	1960	1960	110	0.056		195	0.099	
Yuen Long On Ning Road	E	→	2	B	5.2	0.0	0	1	0%	0%	2135	2135	2135	2135	2135	2135	385	0.180	0.180	445	0.208	0.208

Pedestrian Crossing

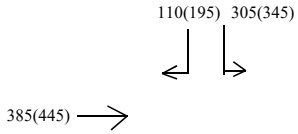
Cp B,C Min. Crossing Time =8Gm + 8FGm =16s

Dp A,C Min. Crossing Time = 6Gm + 8FGm =14s

Notes:

(Nil)

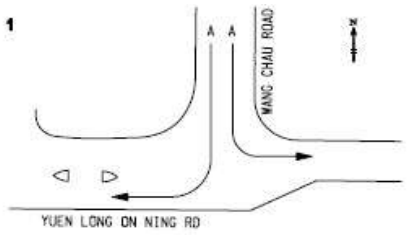
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.355
L (sec)	32
C (sec)	108
y pract.	0.633
R.C. (%)	79%

PM Peak Check Phase	
εy	0.406
L (sec)	32
C (sec)	108
y pract.	0.633
R.C. (%)	56%

Stage / Phase Diagrams



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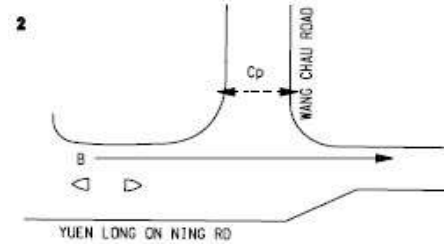

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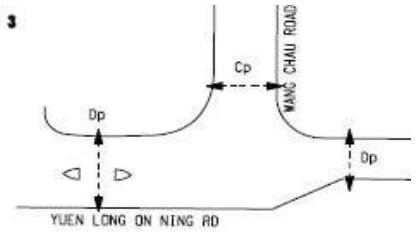


I/G = 22

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Wang Chau Street	S	↱	1	A	4.0	10.0	0	1	100%	100%	2015	2015	1750	1750	1750	1750	320	0.183	0.183	365	0.209	0.209
Wang Chau Street	S	↲	1	A	4.0	0.0	15	0	100%	100%	2155	2155	1960	1960	1960	1960	110	0.056		195	0.099	
Yuen Long On Ning Road	E	→	2	B	5.2	0.0	0	1	0%	0%	2135	2135	2135	2135	2135	2135	385	0.180	0.180	445	0.208	0.208

Pedestrian Crossing

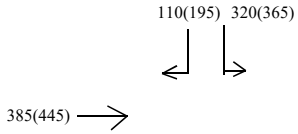
Cp B,C Min. Crossing Time =8Gm + 8FGm =16s

Dp A,C Min. Crossing Time = 6Gm + 8FGm =14s

Notes:

(Nil)

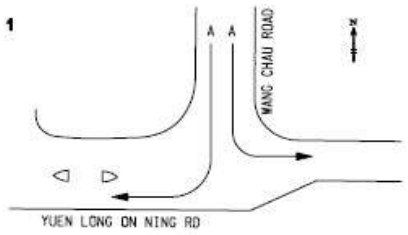
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.363
L (sec)	32
C (sec)	108
y pract.	0.633
R.C. (%)	74%

PM Peak Check Phase	
εy	0.417
L (sec)	32
C (sec)	108
y pract.	0.633
R.C. (%)	52%

Stage / Phase Diagrams



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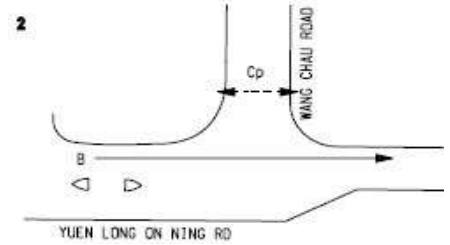

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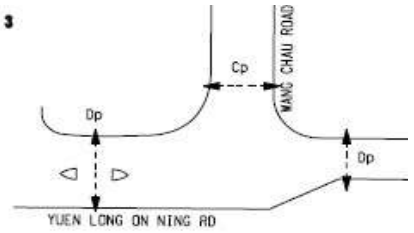


I/G = 22

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**

Description: **2030 Reference Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Wang Chau Street	S		1	A	4.0	10.0	0	1	100%	100%	2015	2015	1750	1750	1750	1750	295	0.169	0.169	335	0.191	0.191
Wang Chau Street	S		1	A	4.0	0.0	15	0	100%	100%	2155	2155	1960	1960	1960	1960	110	0.056		190	0.097	
Yuen Long On Ning Road	E		2	B	5.2	0.0	0	1	0%	0%	2135	2135	2135	2135	2135	2135	375	0.176	0.176	435	0.204	0.204

Pedestrian Crossing

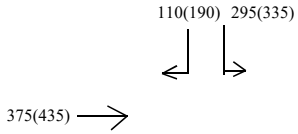
Cp B,C Min. Crossing Time =8Gm + 8FGm =16s

Dp A,C Min. Crossing Time = 6Gm + 8FGm =14s

Notes:

(Nil)

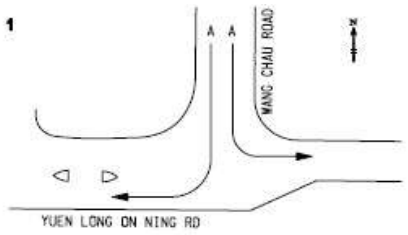
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.344
L (sec)	32
C (sec)	108
y pract.	0.633
R.C. (%)	84%

PM Peak Check Phase	
εy	0.395
L (sec)	32
C (sec)	108
y pract.	0.633
R.C. (%)	60%

Stage / Phase Diagrams



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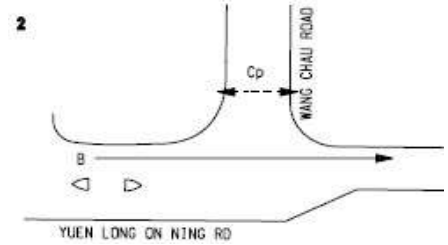

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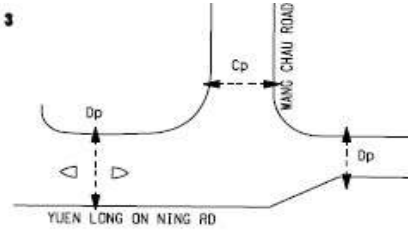


I/G = 22

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**

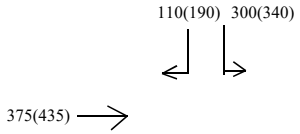
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Wang Chau Street	S	→	1	A	4.0	10.0	0	1	100%	100%	2015	2015	1750	1750	1750	1750	300	0.171	0.171	340	0.194	0.194
Wang Chau Street	S	←	1	A	4.0	0.0	15	0	100%	100%	2155	2155	1960	1960	1960	1960	110	0.056		190	0.097	
Yuen Long On Ning Road	E	→	2	B	5.2	0.0	0	1	0%	0%	2135	2135	2135	2135	2135	2135	375	0.176	0.176	435	0.204	0.204
Pedestrian Crossing			Cp	B,C		Min. Crossing Time =8Gm + 8FGm =16s																
			Dp	A,C		Min. Crossing Time = 6Gm + 8FGm =14s																

Notes:

(Nil)

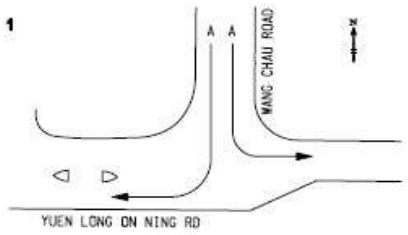
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.347
L (sec)	32
C (sec)	108
y pract.	0.633
R.C. (%)	82%

PM Peak Check Phase	
εy	0.398
L (sec)	32
C (sec)	108
y pract.	0.633
R.C. (%)	59%

Stage / Phase Diagrams



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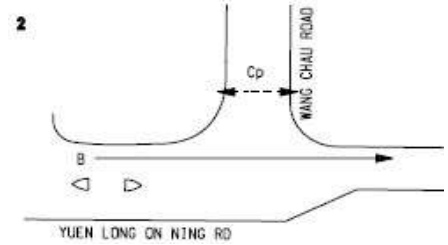

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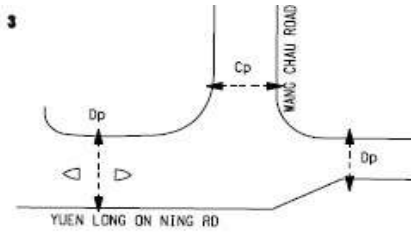


I/G = 22

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: 23122HK_Junction C.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\23122HK (mwy) - Yuen Long Theatre DD120 Lot 3678 \Cal\Junction\2024-05-24
Report generation date: 27/5/2024 11:27:37

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
JUNCTION C - CONSTRUCTION DESIGN								
Stream B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream B-A	0.06	7.61	0.06	A	0.07	7.82	0.06	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.03	6.12	0.02	A	0.03	6.17	0.03	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
JUNCTION C - CONSTRUCTION REFERENCE								
Stream B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream B-A	0.05	7.51	0.05	A	0.05	7.72	0.05	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	6.07	0.02	A	0.03	6.12	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
JUNCTION C - DESIGN								
Stream B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream B-A	0.08	7.78	0.07	A	0.09	8.13	0.08	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.04	6.23	0.04	A	0.06	6.34	0.06	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
JUNCTION C - OBSERVED								
Stream B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream B-A	0.04	7.40	0.04	A	0.04	7.59	0.04	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	6.07	0.02	A	0.03	6.12	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
JUNCTION C - REFERENCE								
Stream B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream B-A	0.05	7.55	0.05	A	0.05	7.77	0.05	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	6.07	0.02	A	0.03	6.12	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - OBSERVED, AM " model duration: 8:00 - 9:30
"D2 - OBSERVED, PM" model duration: 8:00 - 9:30
"D3 - REFERENCE, AM" model duration: 8:00 - 9:30
"D4 - REFERENCE, PM" model duration: 8:00 - 9:30
"D5 - DESIGN, AM" model duration: 8:00 - 9:30
"D6 - DESIGN, PM" model duration: 8:00 - 9:30
"D7 - CONSTRUCTION REFERENCE, AM" model duration: 8:00 - 9:30
"D8 - CONSTRUCTION REFERENCE, PM" model duration: 8:00 - 9:30
"D9 - CONSTRUCTION DESIGN, AM" model duration: 8:00 - 9:30
"D10 - CONSTRUCTION DESIGN, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 27/5/2024 11:27:23

File summary

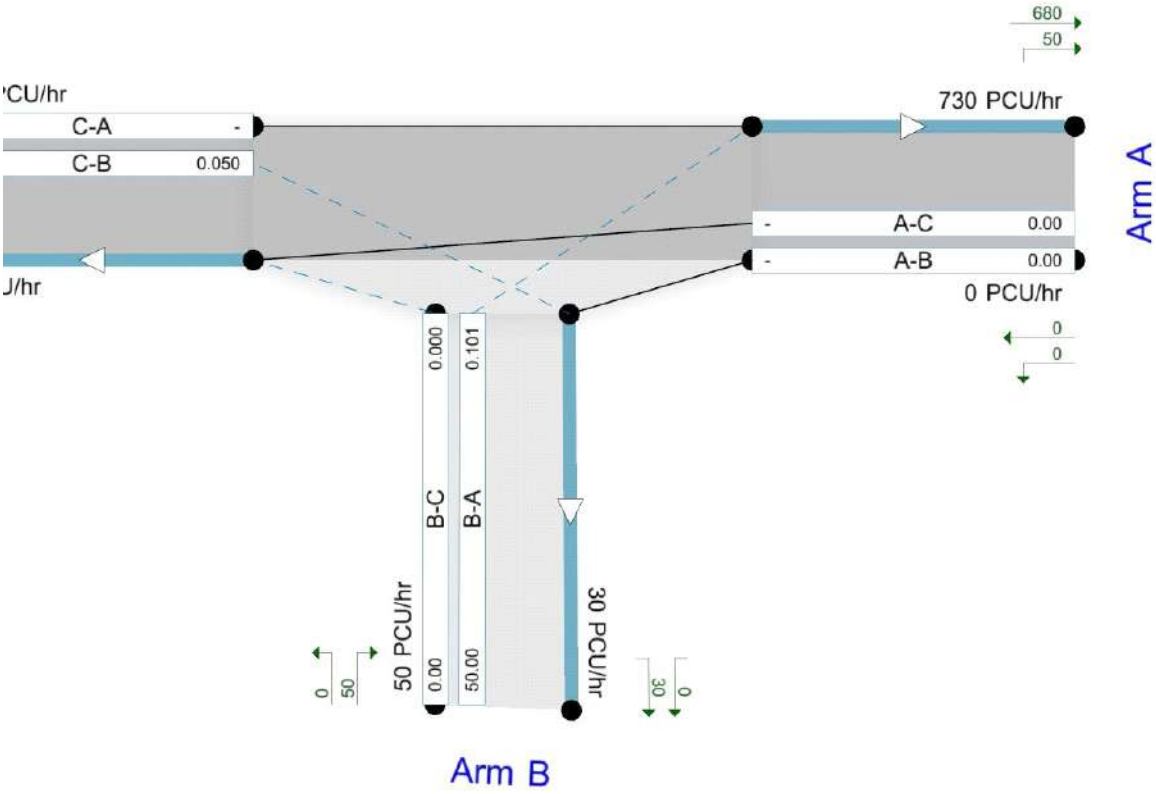
Title	JUNCTION B
Location	
Site Number	
Date	18/1/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - JUNCTION C "; Demand Set "D1 - OBSERVED, AM "

The junction diagram reflects the last run of ARCADY.

JUNCTION C - OBSERVED, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
OBSERVED, AM	OBSERVED	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	6.95	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	20.00	100.000
C	FLAT	✓	650.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	20.000	0.000	0.000
	C	640.000	10.000	0.000

Turning Proportions (PCU) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction C (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.04	7.40	0.04	A
C-A	-	-	-	-
C-B	0.02	6.07	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.86	0.000	0.00	0.000	A
B-A	20.00	19.84	0.00	506.89	0.039	0.04	7.390	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	9.93	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.80	0.000	0.00	0.000	A
B-A	20.00	20.00	0.00	506.87	0.039	0.04	7.393	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.80	0.000	0.00	0.000	A
B-A	20.00	20.00	0.00	506.87	0.039	0.04	7.393	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.80	0.000	0.00	0.000	A
B-A	20.00	20.00	0.00	506.87	0.039	0.04	7.393	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.80	0.000	0.00	0.000	A
B-A	20.00	20.00	0.00	506.87	0.039	0.04	7.393	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.80	0.000	0.00	0.000	A
B-A	20.00	20.00	0.00	506.87	0.039	0.04	7.396	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - OBSERVED, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
OBSERVED, PM	OBSERVED	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	6.96	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	20.00	100.000
C	FLAT	✓	745.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	20.000	0.000	0.000
	C	730.000	15.000	0.000

Turning Proportions (PCU) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction C (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.04	7.59	0.04	A
C-A	-	-	-	-
C-B	0.02	6.12	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.67	0.000	0.00	0.000	A
B-A	20.00	19.83	0.00	494.07	0.040	0.04	7.589	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	14.90	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.61	0.000	0.00	0.000	A
B-A	20.00	20.00	0.00	494.04	0.040	0.04	7.593	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.61	0.000	0.00	0.000	A
B-A	20.00	20.00	0.00	494.04	0.040	0.04	7.593	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.61	0.000	0.00	0.000	A
B-A	20.00	20.00	0.00	494.04	0.040	0.04	7.593	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.61	0.000	0.00	0.000	A
B-A	20.00	20.00	0.00	494.04	0.040	0.04	7.593	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	728.61	0.000	0.00	0.000	A
B-A	20.00	20.00	0.00	494.04	0.040	0.04	7.593	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
REFERENCE, AM	REFERENCE	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.13	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	690.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	25.000	0.000	0.000
	C	680.000	10.000	0.000

Turning Proportions (PCU) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction C (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.05	7.55	0.05	A
C-A	-	-	-	-
C-B	0.02	6.07	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.96	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	501.83	0.050	0.05	7.543	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	9.93	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.88	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	501.81	0.050	0.05	7.549	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.88	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	501.81	0.050	0.05	7.549	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.88	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	501.81	0.050	0.05	7.549	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.88	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	501.81	0.050	0.05	7.549	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.88	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	501.81	0.050	0.05	7.549	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
REFERENCE, PM	REFERENCE	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.15	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	790.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	25.000	0.000	0.000
	C	775.000	15.000	0.000

Turning Proportions (PCU) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction C (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.05	7.77	0.05	A
C-A	-	-	-	-
C-B	0.02	6.12	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.70	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	488.38	0.051	0.05	7.762	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	14.90	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.62	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	488.36	0.051	0.05	7.769	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.62	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	488.36	0.051	0.05	7.769	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.62	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	488.36	0.051	0.05	7.769	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.62	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	488.36	0.051	0.05	7.769	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.62	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	488.36	0.051	0.05	7.769	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
DESIGN, AM	DESIGN	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.14	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	35.00	100.000
C	FLAT	✓	705.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	35.000	0.000	0.000
	C	680.000	25.000	0.000

Turning Proportions (PCU) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction C (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.07	7.78	0.08	A
C-A	-	-	-	-
C-B	0.04	6.23	0.04	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	723.18	0.000	0.00	0.000	A
B-A	35.00	34.70	0.00	497.52	0.070	0.07	7.774	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	25.00	24.83	0.00	602.92	0.041	0.04	6.226	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	723.06	0.000	0.00	0.000	A
B-A	35.00	35.00	0.00	497.47	0.070	0.08	7.783	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	25.00	25.00	0.00	602.92	0.041	0.04	6.228	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	723.06	0.000	0.00	0.000	A
B-A	35.00	35.00	0.00	497.47	0.070	0.08	7.783	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	25.00	25.00	0.00	602.92	0.041	0.04	6.228	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	723.06	0.000	0.00	0.000	A
B-A	35.00	35.00	0.00	497.47	0.070	0.08	7.783	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	25.00	25.00	0.00	602.92	0.041	0.04	6.228	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	723.06	0.000	0.00	0.000	A
B-A	35.00	35.00	0.00	497.47	0.070	0.08	7.783	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	25.00	25.00	0.00	602.92	0.041	0.04	6.228	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	723.06	0.000	0.00	0.000	A
B-A	35.00	35.00	0.00	497.47	0.070	0.08	7.783	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	25.00	25.00	0.00	602.92	0.041	0.04	6.228	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
DESIGN, PM	DESIGN	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.30	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	40.00	100.000
C	FLAT	✓	810.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	40.000	0.000	0.000
	C	775.000	35.000	0.000

Turning Proportions (PCU) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction C (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.08	8.13	0.09	A
C-A	-	-	-	-
C-B	0.06	6.34	0.06	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	720.87	0.000	0.00	0.000	A
B-A	40.00	39.64	0.00	482.64	0.083	0.09	8.119	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	35.00	34.76	0.00	602.92	0.058	0.06	6.333	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	720.73	0.000	0.00	0.000	A
B-A	40.00	40.00	0.00	482.57	0.083	0.09	8.133	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	35.00	35.00	0.00	602.92	0.058	0.06	6.338	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	720.73	0.000	0.00	0.000	A
B-A	40.00	40.00	0.00	482.57	0.083	0.09	8.133	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	35.00	35.00	0.00	602.92	0.058	0.06	6.338	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	720.73	0.000	0.00	0.000	A
B-A	40.00	40.00	0.00	482.57	0.083	0.09	8.133	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	35.00	35.00	0.00	602.92	0.058	0.06	6.338	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	720.73	0.000	0.00	0.000	A
B-A	40.00	40.00	0.00	482.57	0.083	0.09	8.133	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	35.00	35.00	0.00	602.92	0.058	0.06	6.338	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	720.73	0.000	0.00	0.000	A
B-A	40.00	40.00	0.00	482.57	0.083	0.09	8.133	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	35.00	35.00	0.00	602.92	0.058	0.06	6.338	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - CONSTRUCTION REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION REFERENCE, AM	CONSTRUCTION REFERENCE	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.10	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	670.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	25.000	0.000	0.000
	C	660.000	10.000	0.000

Turning Proportions (PCU) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction C (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.05	7.51	0.05	A
C-A	-	-	-	-
C-B	0.02	6.07	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	727.00	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	504.36	0.050	0.05	7.503	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	9.93	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.93	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	504.34	0.050	0.05	7.509	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.93	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	504.34	0.050	0.05	7.509	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.93	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	504.34	0.050	0.05	7.509	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.93	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	504.34	0.050	0.05	7.509	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.93	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	504.34	0.050	0.05	7.509	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - CONSTRUCTION REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION REFERENCE, PM	CONSTRUCTION REFERENCE	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.12	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	765.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	25.000	0.000	0.000
	C	750.000	15.000	0.000

Turning Proportions (PCU) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction C (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.05	7.72	0.05	A
C-A	-	-	-	-
C-B	0.02	6.12	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.76	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	491.54	0.051	0.05	7.710	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	14.90	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.68	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	491.52	0.051	0.05	7.716	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.68	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	491.52	0.051	0.05	7.716	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.68	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	491.52	0.051	0.05	7.716	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.68	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	491.52	0.051	0.05	7.716	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.68	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	491.52	0.051	0.05	7.716	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - CONSTRUCTION DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION DESIGN, AM	CONSTRUCTION DESIGN	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.11	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	30.00	100.000
C	FLAT	✓	675.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	30.000	0.000	0.000
	C	660.000	15.000	0.000

Turning Proportions (PCU) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction C (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.06	7.61	0.06	A
C-A	-	-	-	-
C-B	0.02	6.12	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.15	0.000	0.00	0.000	A
B-A	30.00	29.75	0.00	502.92	0.060	0.06	7.605	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	14.90	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.05	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	502.89	0.060	0.06	7.611	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.05	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	502.89	0.060	0.06	7.611	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.05	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	502.89	0.060	0.06	7.611	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.05	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	502.89	0.060	0.06	7.611	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.05	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	502.89	0.060	0.06	7.611	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - CONSTRUCTION DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION DESIGN, PM	CONSTRUCTION DESIGN	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.16	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	30.00	100.000
C	FLAT	✓	770.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	30.000	0.000	0.000
	C	750.000	20.000	0.000

Turning Proportions (PCU) - Junction C (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction C (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.06	7.82	0.07	A
C-A	-	-	-	-
C-B	0.03	6.17	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.86	0.000	0.00	0.000	A
B-A	30.00	29.74	0.00	490.11	0.061	0.06	7.816	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	19.86	0.00	602.92	0.033	0.03	6.172	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.76	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	490.07	0.061	0.06	7.824	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	602.92	0.033	0.03	6.175	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.76	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	490.07	0.061	0.07	7.824	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	602.92	0.033	0.03	6.175	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.76	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	490.07	0.061	0.07	7.824	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	602.92	0.033	0.03	6.175	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.76	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	490.07	0.061	0.07	7.824	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	602.92	0.033	0.03	6.175	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.76	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	490.07	0.061	0.07	7.824	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	602.92	0.033	0.03	6.175	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: 23122HK_Junction D.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\23122HK (mwy) - Yuen Long Theatre DD120 Lot 3678 \Cal\Junction\2024-05-24
Report generation date: 27/5/2024 11:28:31

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	JUNCTION D - CONSTRUCTION DESIGN							
Stream B-AC	0.41	6.81	0.29	A	0.56	7.62	0.36	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION D - CONSTRUCTION REFERENCE							
Stream B-AC	0.39	6.75	0.28	A	0.54	7.54	0.35	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION D - DESIGN							
Stream B-AC	0.51	7.32	0.34	A	0.61	7.88	0.38	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION D - OBSERVED							
Stream B-AC	0.38	6.67	0.28	A	0.51	7.36	0.34	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION D - REFERENCE							
Stream B-AC	0.42	6.90	0.30	A	0.56	7.63	0.36	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - OBSERVED, AM " model duration: 8:00 - 9:30
"D2 - OBSERVED, PM" model duration: 8:00 - 9:30
"D3 - REFERENCE, AM" model duration: 8:00 - 9:30
"D4 - REFERENCE, PM" model duration: 8:00 - 9:30
"D5 - DESIGN, AM" model duration: 8:00 - 9:30
"D6 - DESIGN, PM" model duration: 8:00 - 9:30
"D7 - CONSTRUCTION REFERENCE, AM" model duration: 8:00 - 9:30
"D8 - CONSTRUCTION REFERENCE, PM" model duration: 8:00 - 9:30
"D9 - CONSTRUCTION DESIGN, AM" model duration: 8:00 - 9:30
"D10 - CONSTRUCTION DESIGN, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 27/5/2024 11:28:22

File summary

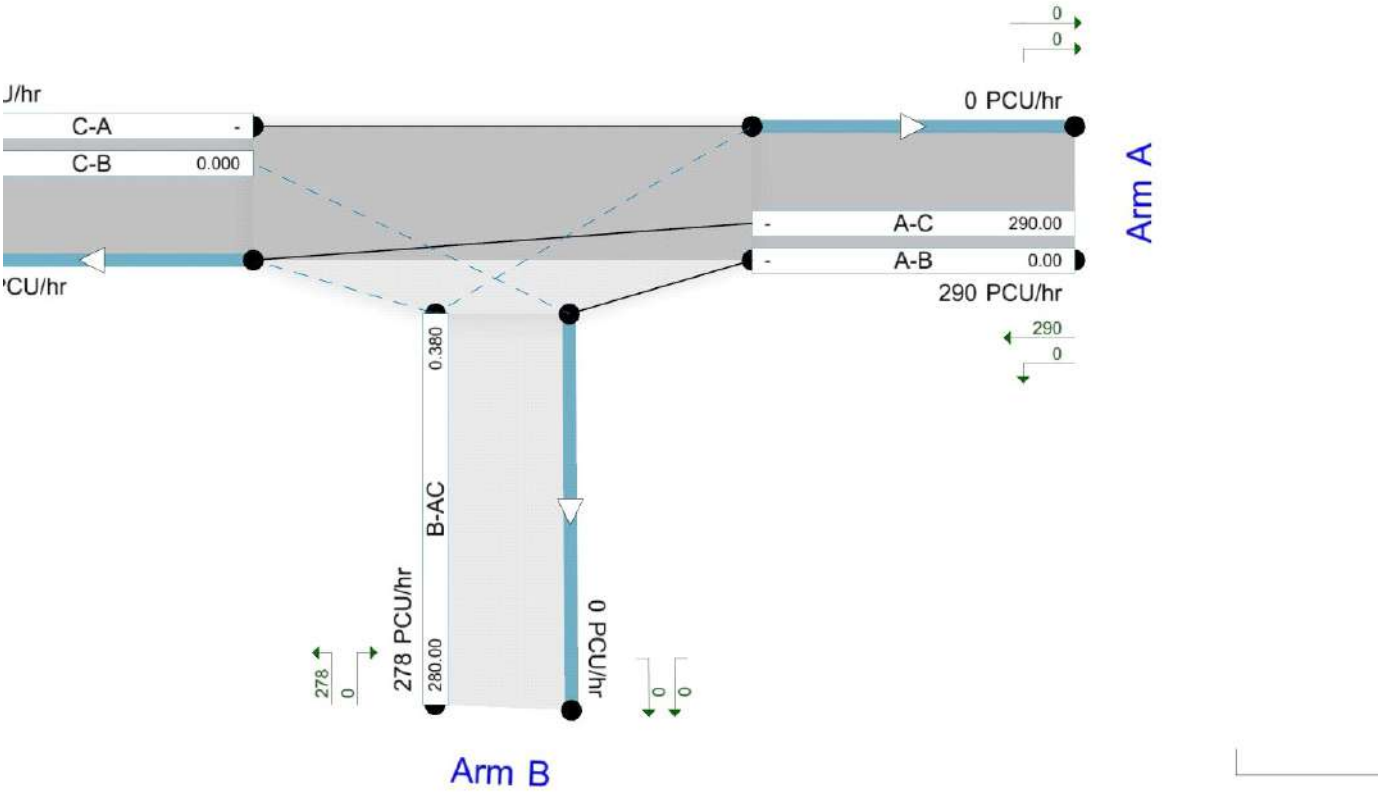
Title	JUNCTION B
Location	
Site Number	
Date	18/1/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - JUNCTION D "; Demand Set "D1 - OBSERVED, AM "

The junction diagram reflects the last run of ARCADY.

JUNCTION D - OBSERVED, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
OBSERVED, AM	OBSERVED	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	6.67	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	245.00	100.000
B	FLAT	✓	205.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	245.000
	B	0.000	0.000	205.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	6.67	0.38	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	203.50	0.00	744.46	0.275	0.38	6.636	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	204.99	0.00	744.46	0.275	0.38	6.672	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	205.00	0.00	744.46	0.275	0.38	6.672	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	205.00	0.00	744.46	0.275	0.38	6.672	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	205.00	0.00	744.46	0.275	0.38	6.672	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	205.00	0.00	744.46	0.275	0.38	6.672	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

JUNCTION D - OBSERVED, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
OBSERVED, PM	OBSERVED	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.36	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	275.00	100.000
B	FLAT	✓	250.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	275.000
	B	0.000	0.000	250.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	7.36	0.51	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	247.98	0.00	739.30	0.338	0.50	7.299	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	249.99	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

JUNCTION D - REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
REFERENCE, AM	REFERENCE	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	6.90	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	260.00	100.000
B	FLAT	✓	220.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	260.000
	B	0.000	0.000	220.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	6.90	0.42	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	218.33	0.00	741.88	0.297	0.42	6.854	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	219.99	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

JUNCTION D - REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
REFERENCE, PM	REFERENCE	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.63	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	290.00	100.000
B	FLAT	✓	265.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	290.000
	B	0.000	0.000	265.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	7.63	0.56	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	262.78	0.00	736.71	0.360	0.55	7.562	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	264.99	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

JUNCTION D - DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
DESIGN, AM	DESIGN	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.32	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	260.00	100.000
B	FLAT	✓	250.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	260.000
	B	0.000	0.000	250.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	7.32	0.51	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	247.99	0.00	741.88	0.337	0.50	7.260	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	249.99	0.00	741.88	0.337	0.51	7.317	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	741.88	0.337	0.51	7.317	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	741.88	0.337	0.51	7.317	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	741.88	0.337	0.51	7.317	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	741.88	0.337	0.51	7.317	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

JUNCTION D - DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
DESIGN, PM	DESIGN	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.88	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	290.00	100.000
B	FLAT	✓	280.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	290.000
	B	0.000	0.000	280.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	7.88	0.61	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	280.00	277.58	0.00	736.71	0.380	0.60	7.802	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	280.00	279.98	0.00	736.71	0.380	0.61	7.882	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	280.00	279.99	0.00	736.71	0.380	0.61	7.882	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	280.00	280.00	0.00	736.71	0.380	0.61	7.882	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	280.00	280.00	0.00	736.71	0.380	0.61	7.882	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	280.00	280.00	0.00	736.71	0.380	0.61	7.882	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

JUNCTION D - CONSTRUCTION REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION REFERENCE, AM	CONSTRUCTION REFERENCE	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	6.75	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	250.00	100.000
B	FLAT	✓	210.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	250.000
	B	0.000	0.000	210.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	6.75	0.39	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	208.44	0.00	743.60	0.282	0.39	6.708	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	209.99	0.00	743.60	0.282	0.39	6.745	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	210.00	0.00	743.60	0.282	0.39	6.745	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	210.00	0.00	743.60	0.282	0.39	6.745	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	210.00	0.00	743.60	0.282	0.39	6.745	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	210.00	0.00	743.60	0.282	0.39	6.745	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

JUNCTION D - CONSTRUCTION REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION REFERENCE, PM	CONSTRUCTION REFERENCE	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.54	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	285.00	100.000
B	FLAT	✓	260.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	285.000
	B	0.000	0.000	260.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	7.54	0.54	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	257.85	0.00	737.58	0.353	0.54	7.472	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	259.99	0.00	737.58	0.353	0.54	7.537	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	260.00	0.00	737.58	0.353	0.54	7.537	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	260.00	0.00	737.58	0.353	0.54	7.537	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	260.00	0.00	737.58	0.353	0.54	7.537	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	260.00	0.00	737.58	0.353	0.54	7.537	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

JUNCTION D - CONSTRUCTION DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION DESIGN, AM	CONSTRUCTION DESIGN	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	6.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	250.00	100.000
B	FLAT	✓	215.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	250.000
	B	0.000	0.000	215.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	6.81	0.41	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	213.39	0.00	743.60	0.289	0.40	6.769	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	214.99	0.00	743.60	0.289	0.40	6.809	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	215.00	0.00	743.60	0.289	0.41	6.809	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	215.00	0.00	743.60	0.289	0.41	6.809	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	215.00	0.00	743.60	0.289	0.41	6.809	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	215.00	0.00	743.60	0.289	0.41	6.809	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.93	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	250.00	250.00	0.00	-	-	-	-	-

JUNCTION D - CONSTRUCTION DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION DESIGN, PM	CONSTRUCTION DESIGN	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.62	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	285.00	100.000
B	FLAT	✓	265.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	285.000
	B	0.000	0.000	265.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction D (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction D (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	7.62	0.56	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	262.79	0.00	737.58	0.359	0.55	7.548	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	264.99	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: 23122HK_Junction E.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\23122HK (mwy) - Yuen Long Theatre DD120 Lot 3678 \Cal\Junction\2024-05-24
Report generation date: 27/5/2024 11:31:01

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	JUNCTION E - CONSTRUCTION DESIGN							
Stream B-C	0.16	6.67	0.14	A	0.23	7.29	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION E - CONSTRUCTION REFERENCE							
Stream B-C	0.16	6.66	0.14	A	0.23	7.27	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION E - DESIGN							
Stream B-C	0.16	6.71	0.14	A	0.23	7.36	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION E - OBSERVED							
Stream B-C	0.15	6.58	0.13	A	0.22	7.18	0.18	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	6.95	0.02	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION E - REFERENCE							
Stream B-C	0.16	6.68	0.14	A	0.23	7.31	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - OBSERVED, AM " model duration: 8:00 - 9:30
"D2 - OBSERVED, PM" model duration: 8:00 - 9:30
"D3 - REFERENCE, AM" model duration: 8:00 - 9:30
"D4 - REFERENCE, PM" model duration: 8:00 - 9:30
"D5 - DESIGN, AM" model duration: 8:00 - 9:30
"D6 - DESIGN, PM" model duration: 8:00 - 9:30
"D7 - CONSTRUCTION REFERENCE, AM" model duration: 8:00 - 9:30
"D8 - CONSTRUCTION REFERENCE, PM" model duration: 8:00 - 9:30
"D9 - CONSTRUCTION DESIGN, AM" model duration: 8:00 - 9:30
"D10 - CONSTRUCTION DESIGN, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 27/5/2024 11:30:51

File summary

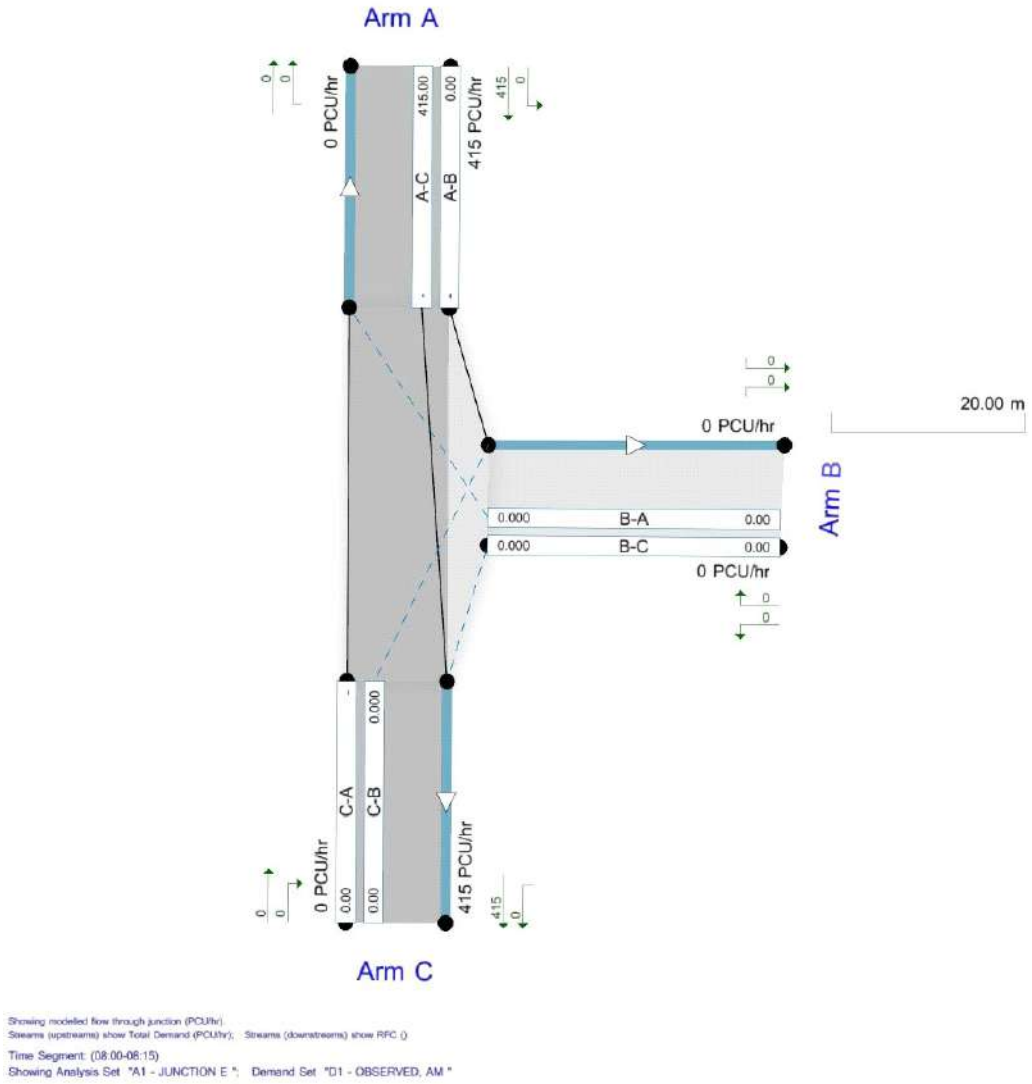
Title	JUNCTION B
Location	
Site Number	
Date	18/1/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

JUNCTION E - OBSERVED, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
OBSERVED, AM	OBSERVED	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.62	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	310.00	100.000
B	FLAT	✓	80.00	100.000
C	FLAT	✓	10.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	310.000
	B	0.000	0.000	80.000
	C	0.000	10.000	0.000

Turning Proportions (PCU) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction E (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	6.58	0.15	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.02	6.95	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	79.42	0.00	627.34	0.128	0.14	6.563	A
B-A	0.00	0.00	0.00	476.10	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	9.92	0.00	528.42	0.019	0.02	6.943	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.943	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.943	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.946	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.946	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.946	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

JUNCTION E - OBSERVED, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
OBSERVED, PM	OBSERVED	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.18	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	400.00	100.000
B	FLAT	✓	110.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	400.000
	B	0.000	0.000	110.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction E (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	7.18	0.22	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	109.13	0.00	611.64	0.180	0.22	7.153	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

JUNCTION E - REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
REFERENCE, AM	REFERENCE	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.68	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	330.00	100.000
B	FLAT	✓	85.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	330.000
	B	0.000	0.000	85.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction E (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.68	0.16	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	84.37	0.00	623.85	0.136	0.16	6.667	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

JUNCTION E - REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
REFERENCE, PM	REFERENCE	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.31	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	425.00	100.000
B	FLAT	✓	115.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	425.000
	B	0.000	0.000	115.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction E (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.31	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.07	0.00	607.28	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

JUNCTION E - DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
DESIGN, AM	DESIGN	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.71	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	345.00	100.000
B	FLAT	✓	85.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	345.000
	B	0.000	0.000	85.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction E (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.71	0.16	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	84.37	0.00	621.23	0.137	0.16	6.699	A
B-A	0.00	0.00	0.00	472.77	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.28	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	345.00	345.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	621.23	0.137	0.16	6.712	A
B-A	0.00	0.00	0.00	472.77	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.28	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	345.00	345.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	621.23	0.137	0.16	6.712	A
B-A	0.00	0.00	0.00	472.77	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.28	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	345.00	345.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	621.23	0.137	0.16	6.712	A
B-A	0.00	0.00	0.00	472.77	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.28	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	345.00	345.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	621.23	0.137	0.16	6.712	A
B-A	0.00	0.00	0.00	472.77	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.28	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	345.00	345.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	621.23	0.137	0.16	6.712	A
B-A	0.00	0.00	0.00	472.77	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.28	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	345.00	345.00	0.00	-	-	-	-	-

JUNCTION E - DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
DESIGN, PM	DESIGN	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.36	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	445.00	100.000
B	FLAT	✓	115.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	445.000
	B	0.000	0.000	115.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction E (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.36	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.07	0.00	603.79	0.190	0.23	7.338	A
B-A	0.00	0.00	0.00	456.71	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	508.58	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	445.00	445.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	603.79	0.190	0.23	7.364	A
B-A	0.00	0.00	0.00	456.71	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	508.58	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	445.00	445.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	603.79	0.190	0.23	7.364	A
B-A	0.00	0.00	0.00	456.71	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	508.58	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	445.00	445.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	603.79	0.190	0.23	7.364	A
B-A	0.00	0.00	0.00	456.71	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	508.58	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	445.00	445.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	603.79	0.190	0.23	7.364	A
B-A	0.00	0.00	0.00	456.71	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	508.58	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	445.00	445.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	603.79	0.190	0.23	7.364	A
B-A	0.00	0.00	0.00	456.71	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	508.58	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	445.00	445.00	0.00	-	-	-	-	-

JUNCTION E - CONSTRUCTION REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION REFERENCE, AM	CONSTRUCTION REFERENCE	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.66	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	320.00	100.000
B	FLAT	✓	85.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	320.000
	B	0.000	0.000	85.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction E (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.66	0.16	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	84.38	0.00	625.59	0.136	0.16	6.645	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	625.59	0.136	0.16	6.658	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	625.59	0.136	0.16	6.658	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	625.59	0.136	0.16	6.658	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	625.59	0.136	0.16	6.658	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	625.59	0.136	0.16	6.658	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

JUNCTION E - CONSTRUCTION REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION REFERENCE, PM	CONSTRUCTION REFERENCE	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.27	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	410.00	100.000
B	FLAT	✓	115.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	410.000
	B	0.000	0.000	115.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction E (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.27	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.08	0.00	609.89	0.189	0.23	7.247	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.89	0.189	0.23	7.273	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.89	0.189	0.23	7.273	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.89	0.189	0.23	7.273	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.89	0.189	0.23	7.273	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.89	0.189	0.23	7.273	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

JUNCTION E - CONSTRUCTION DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION DESIGN, AM	CONSTRUCTION DESIGN	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.67	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	325.00	100.000
B	FLAT	✓	85.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	325.000
	B	0.000	0.000	85.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction E (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.67	0.16	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	84.38	0.00	624.72	0.136	0.16	6.656	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	624.72	0.136	0.16	6.669	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	624.72	0.136	0.16	6.669	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	624.72	0.136	0.16	6.669	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	624.72	0.136	0.16	6.669	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	624.72	0.136	0.16	6.669	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

JUNCTION E - CONSTRUCTION DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
CONSTRUCTION DESIGN, PM	CONSTRUCTION DESIGN	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.29	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	415.00	100.000
B	FLAT	✓	115.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	415.000
	B	0.000	0.000	115.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction E (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction E (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.29	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.08	0.00	609.02	0.189	0.23	7.260	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.02	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.02	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.02	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.02	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.02	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

APPENDIX 2

Survey Data

Address: Sol City
Uses Residential
Date 10/5/2024
Time 0730-0930; 1700-1900

TIME1	TIME2	Out	In	Total
730	745	1	1	2
745	800	1	0	1
800	815	1	0	1
815	830	0	1	1
830	845	1	0	1
845	900	1	0	1
900	915	0	1	1
915	930	1	0	1

TIME1	TIME2	Out	In	Total
1700	1715	1	0	1
1715	1730	1	0	1
1730	1745	0	1	1
1745	1800	0	1	1
1800	1815	0	1	1
1815	1830	1	1	2
1830	1845	0	1	1
1845	1900	1	0	1

Address: 49 King Yip Street
Uses Commercial
Date 13/5/2024
Time 0730-0930; 1700-1900

TIME1	TIME2	Out	In	Total
730	745	1	0	1
745	800	0	1	1
800	815	1	1	2
815	830	1	0	1
830	845	1	0	1
845	900	1	0	1
900	915	0	1	1
915	930	1	0	1

TIME1	TIME2	Out	In	Total
1700	1715	0	1	1
1715	1730	1	0	1
1730	1745	1	0	1
1745	1800	0	1	1
1800	1815	1	1	2
1815	1830	0	1	1
1830	1845	0	1	1
1845	1900	0	1	1

Address: Salvation Army Kam Tin Residence for Senior Citizens at 103, Kam Tin Road
Uses RCHE
Date 17/5/2024
Time 0730-0930; 1730-1930

TIME1	TIME2	Out	In	Total
730	745	0	1	1
745	800	0	1	1
800	815	1	1	2
815	830	1	0	1
830	845	1	0	1
845	900	1	0	1
900	915	0	1	1
915	930	1	0	1

TIME1	TIME2	Out	In	Total
1730	1745	1	0	1
1745	1800	0	1	1
1800	1815	1	0	1
1815	1830	0	1	1
1830	1845	1	0	1
1845	1900	0	1	1
1900	1915	0	1	1
1915	1930	0	1	1

APPENDIX 3

Car Lift Information

ANLEV

Technical Schedule

Project Name: Vehicle Lift at Pau Cheung Square
No. of Lifts: 1

Lift no.	L1
Use	Vehicle Lift
Disable facilities	n/a
Fireman Lift	n/a
Product Type	Hydraulic Lift
Controller Type	Hydraulic system
Floor Served	G, B1, B2
Group Control Type	Simplex
Duty (kg)	8500
Speed (m/s)	0.44
Travel / Rise (m)	~10m
Min. Floor-to-floor Height (mm) (required)	**4300**
Pit Depth (mm)	1900
Overrun (mm)	5700
Door Configuration	Front
Door Type	**6**-panel centre opening, 2 hours FRP Integrity only
Lift Door Size (mm)	3500(W) x 3600(H)
Hoistway configuration	Single shaft
Shaft Size (mm)	5100(W) x 7600(D)
Lift Car size (mm)	3500(W) x 7000(D)
Overall Cab Height (mm)	3600
Main Power Supply	380V-3p 50Hz
No. of Stops	3
No. of Openings	3
Lift Machine Room Size (M)	4M x 3M x 3M(H)
Lift Machine Room Location	Adjacent to Lift Shaft at the Lowest Lift Serving Floor
Lift Car Finishes	Hairline Stainless steel (Grade 304)
Lift Door Panel Finishes	Hairline Stainless steel (Grade 304)
Unit Count	1

Claudia Yim

寄件者: Jody Wan <jody@icccl.com.hk>
寄件日期: Wednesday, 22 May 2024 4:50 pm
收件者: Claudia Yim
副本: greg@despacehk.com; Calvin Fung; endydespace@gmail.com; theo.lai@beexergy.com; leo.yu@beexergy.com; calton@despacehk.com; kelvinleung@ctaconsultants.com
主旨: Re: Yuen Long Theatre Project - Proposed Relaxation for Flat, Shop and Services and Social Welfare Facility (Residential Care Home of Elderly) at Lot 3678 in D.D. 120, Yuen Long, New Territories
附件: Lift Specification_8500kg_revised.pdf

Dear Claudia,

The following data from lift supplier for your information. Please also find the attached revised lift spec from lift supplier for your use (door type updated to **6**-panel opening). Thank you.

Lift capacity	Lift door size / type	Lift door opening time	Lift door closing time
8500kg	3500mm(W) x 3600mm(H) / 6PCO	~7.5sec	~8sec

Regards,
Jody Wan

I Consultants & Contracting Co. Ltd.
Tel.: 2834 6888

Vehicle and Heavy Duty Lift Project Reference (Hong Kong)

(Hydaulic Lift)

Project Name	Client / Architect / Consultant	Type	Qty	Capacity (KG)	Stops/ Openings	Control	Speed (M/S)
Cheung Hing Shing Industrial Centre, Tsuen Wan.	Kiu Kwong Investment Corp. Ltd.	Vehicle Lift	1	18,000	3/3	Hydraulic	0.20
Henry Centre	Kiu Kwong Investment Corp. Ltd.	Vehicle Lift	1	3,000	2/2	Hydraulic	0.20
ABB Factory Bldg., Tai Po.	Asea Brown Boveri Ltd.	Freight	1	3,000	5/4	Hydraulic	0.20
		Freight	1	5,000	3/3	Hydraulic	0.20
East Asia Factory	East Asia Textiles Ltd.	Vehicle Lift	1	3,300	3/4	Hydraulic	0.40
162-164 Prince Edward Road, Kowloon.	Perfect Faith Investment Ltd.	Vehicle Lift	1	5,500	2/2	Hydraulic	0.30
Sunling Plaza, Fanling	New Crown Investment Ltd.	Vehicle Lift	1	3,500	7/7	Hydraulic	0.44
		Vehicle Lift	1	3,500	4/4	Hydraulic	0.44
Royal Dragonvilla	Comet Ring Ltd.	Vehicle Lift	2	3,500	2/2	Hydraulic	0.40
Triumph Terrace	Goodjoy Development Ltd.	Vehicle Lift	1	3,500	3/3	Hydraulic	0.40
Ngau Tam Mei Treatment Works	Hong Kong Government	Freight	1	7,000	3/3	Hydraulic	0.32
23 Severn Road, The Peak.	Shimao HK Management Co., Ltd.	Vehicle Lift	2	5,000	2/2	Hydraulic	0.30
42-44 Blue Pool Road, Hong Kong.	Top Glory International Holdings Ltd.	Vehicle Lift	1	4,500	4/4	Hydraulic	0.50
78 Hung To Road, Kowloon Bay.	Henderson Real Estate Agency Ltd.	Vehicle Lift	1	8,500	2/2	Hydraulic	0.44
118 Tung Lo Wan Road, Hong Kong.	CYS Associates (HK) Ltd.	Vehicle Lift	1	4,500	3/3	Hydraulic	0.50
Fui Yiu Kok Street, Tsuen Wan.	RLEE Architects (HK) Ltd.	Vehicle Lift	1	5,500	2/2	Hydraulic	0.50
Porsche Service Centre, 7 Wang Tai Road, Kowloon Bay.	Jebsen Motors Ltd.	Vehicle Lift	2	5,500	2/2	Hydraulic	0.50

Vehicle and Heavy Duty Lift Project Reference (Hong Kong)

(Hydaulic Lift)

Project Name	Client / Architect / Consultant	Type	Qty	Capacity (KG)	Stops/ Openings	Control	Speed (M/S)
8 Wing Hing Street, Hong Kong.	Asia Standard International Group Ltd.	Vehicle Lift	1	7,000	2/2	Hydraulic	0.44
6D-6E Babington Path, Mid Level.	CYS Associates (HK) Ltd.	Vehicle Lift	1	7,000	3/3	Hydraulic	0.40
No. 30-40 Bowrington Road, Wanchai.	Shun Ho Real Estate Ltd.	Vehicle Lift	1	8,000	2/2	Hydraulic	0.44
No. 239-251 Queen's Road West, Central, Hong Kong	Beautiful Sky Investment Ltd.	Vehicle Lift	1	8,200	2/2	Hydraulic	0.44
No. 30-32 and 34-36 D' Aguilar Street, Central.	Top Smarties Ltd.	Freight	1	4,600	3/3	Hydraulic	0.45
No. 3 Connaught Road, Central, Hong Kong	Diamond String Limited (Lai Sun)	Vehicle Lift	2	5,000	4/4	Hydraulic	0.50
Heung Yip Road, Wong Chuk Hang, Hong Kong	Casey/ALKF	Vehicle Lift	2	5,200	5/5	Hydraulic	0.50
No. 12-23 Austin Avenue, Kowloon	Himson/ALKF	Vehicle Lift	1	5,000	2/2	Hydraulic	0.50
Hong Kong Stadium (Vehiclego Lifts)	Hong Kong Government	Freight Freight	1 1	5,000 5,000	6/6 4/4	Hydraulic Hydraulic	0.50 0.50
No. 12 Shui Fai Terrace, Hong Kong	Stable Castle Ltd.	Vehicle Lift	1	6,000	2/2	Hydraulic	0.44
Town Lot No. 73, Fanling, Sheung Shui	Karlin Consultants Ltd.	Vehicle Lift Vehicle Lift	1 1	9,000 5,000	3/3 3/3	Hydraulic Hydraulic	0.44 0.50
No. 14-20 Merlin Street, North Point	Paliburg Development / Far East	Vehicle Lift	1	7,500	2/2	Hydraulic	0.38
No. 1 Coronation Terrace, Hong Kong	Hitachi/ True Synergy Limited / P&T /Wong & Ouyang	Vehicle Lift	1	4,600	2/2	Hydraulic	0.50
No. 24 Po Shan Road, Hong Kong	Majestic Elite Investment / W &O / JRP	Vehicle Lift	1	5,000	4/4	Hydraulic	0.50

Vehicle and Heavy Duty Lift Project Reference (Hong Kong)

(Hydaulic Lift)

Project Name	Client / Architect / Consultant	Type	Qty	Capacity (KG)	Stops/ Openings	Control	Speed (M/S)
No. 19 Shelter Street & 33-39 Tung Lo Wan Road, Causeway Bay	Fortess Jet International Ltd/ Archiplus/CCE/Langdon	Vehicle Lift	1	7,500	3/3	Hydraulic	0.44
No. 97 Belcher's Street And No. 20 Catchick Street, Kennedy Town, HK	Easyway Properties Ltd. (Sun Hung Kai)	Freight	1	7,500	2/2	Hydraulic	0.50
No. 3 Deep Water Bay Road, Hong Kong	Cheerful World Limited	Vehicle Lift	1	4,650	2/2	Hydraulic	0.40
No. 37-53 Wang Lok Street, Yuen Long	Leeman Hydraulic Technology Co., Ltd.	Freight	1	5,000	2/2	Hydraulic	0.40
No. 6-12 Maidstone Road, Kowloon.	Pacific Business Limited	Vehicle Lift	1	4,800	3/3	Hydraulic	0.50
No. 82-100 Tak Cheong Street and No. 2-4 Soy Street, Kowloon (Proposed Hotel)	Champion Success Ltd.	Vehicle Lift	1	8,500	2/2	Hydraulic	0.42
No. 301-305 Castle Peak Road, Kwai Chung	Castle Peak Investment Properties Ltd	Vehicle Lift	1	8,500	4/4	Hydraulic	0.44
No. 93 Pau Chung Street, Ma Tau Kok	Winstead Ltd. (Lai Sun)	Vehicle Lift	1	5,200	2/2	Hydraulic	0.44
69-83 Shun Ning Road	Star Yield Investments Ltd (Palibury)	Vehicle Lift	1	8,100	2/2	Hydraulic	0.38
No.43 Heung Yip Road, Wong Chuk Hang	Kam Yiu (Tai Seng)	Vehicle Lift	2	5,000	3/3	Hydraulic	0.44
No 78-80 Maidstone Road	Glory Rich Development	Vehicle lift	1	5,000	2/2	Hydraulic	0.50
Residential Development at Pine Street/Oak Street	Yau Lee / URA	Vehicle Lift	1	5,000	2/2	Hydraulic	0.44
Proposed Industrial Redevelopment at 184 Wai Yip Street	Dragon Genius (Texwood)	Vehicle Lift	2	5,000	2/2	Hydraulic	0.44
Proposed Industrial Redevelopment at 207 Wai Yip Street	Howford (Texwood)	Vehicle Lift	1	5,500	3/3	Hydraulic	0.44

Vehicle and Heavy Duty Lift Project Reference (Hong Kong)

(Hydaulic Lift)

Project Name	Client / Architect / Consultant	Type	Qty	Capacity (KG)	Stops/ Openings	Control	Speed (M/S)
Proposed Hotel Development at No. 88-102 Wuhu Street, Kowloon	Yu Wing Construction & Investment Co., Ltd.	Vehicle Lift	1	7,000	2/2	Hydraulic	0.40
A&A Extension for the Church of Jesus Christ of Latter Day Saints	Shun Bo Construction Co., Ltd.	Vehicle Lift	1	5,000	3/3	Hydraulic	0.40
Nos. 217-235 Castle Peak Road & Nos. 300-308A Un Chau Street, Sham Shui Po, Kowloon, N.K.I.L. 6585	Avion Investment Limited (Henderson)	Vehicle Lift	2	5,000	2/2	Hydraulic	0.44
Proposed Composite Development at 138 Carpenter Rd	High Bond (Country Garden Properties)	Vehicle Lift	1	5,000	2	Hydraulic	0.44
Residential development at 331-365 Reclamation street and Shantung Street	Hitachi (Sino)	Vehicle Lift	1	8,500	3/3	Hydraulic	0.44
Proposed Development at Junction of Soy Street & Shanghai Street	Kin Hing Group Limited	Vehicle Lift	1	5,000	3	Hydraulic	0.50
Proposed Commerical Building at 1A Wang Tak Street & 4 Po Shin Street	Rich Gallant / Emperor	Vehicle Lift	1	5,000	3/3	Hydraulic	0.62
Proposed Commercial Development (Medical Related Use) at No. 4 Tai Yip Street	Hip Hing / HK Baptist Hospital	Vehicle Lift	1	4,200	3/3	Hydraulic	0.50
24-30 Bonham Road, Hong Kong	Up Wealthy Limited / Emperor	Vehicle Lift	1	5,100	3/3	Hydraulic	0.62
Proposed Industrial Redevelopment at 121 King Lam Street, Cheung Sha Wan, Hong Kong	Wealth Plan Development Ltd.	Vehicle Lift	1	8,200	3/3	Hydraulic	0.44
Proposed Industrial Redevelopment at 14-16 Ma Kok Street, Tsuen Wan	Treasure Estate Limited / Chinese Estate Holdings Ltd	Vehicle Lift	2	8,500	3/3	Hydraulic	0.44

Vehicle and Heavy Duty Lift Project Reference (Hong Kong)

(Hydaulic Lift)

Project Name	Client / Architect / Consultant	Type	Qty	Capacity (KG)	Stops/ Openings	Control	Speed (M/S)
Residential Building Development at No.13 Ho Man Tin Street, K.I.L. 2500	Win Win Construction Co. Ltd. / Tung Chun	Vehicle Lift	1	4,500	4/4	Hydraulic	0.50
Proposed Industrial Re-development of Minico Building at No. 18 Lee Chun Street, Chai Wan, Hong Kong	Hanison Engineering Ltd	Vehicle Lift	1	8,500	3/3	Hydraulic	0.44
Commercial Redevelopment at 4 & 4A Mongkok Road Kowloon	Southland Co. Ltd.	Vehicle Lift	2	8,500	3/3	Hydraulic	0.62
Goodman Gtww B2 Tender Itb001 Wp Main Contract Works	CR Construction	Vehicle Lift Vehicle Lift	1 1	5,000 8,500	2/2 3/3	Hydraulic Hydraulic	0.50 0.44
Proposed Industrial Building Redevelopment of No. 22 Yip Shing Street, Kwai Chung, N.T.	Hanison Engineering Ltd	Vehicle Lift	1	8,500	3/3	Hydraulic	0.44
Proposed Data Centre Development at No. 3 On Kui Street, Fanling, N.T.	Grand Tech Construction Co. Ltd.	Vehicle Lift	1	4,500	2/2	Hydraulic	0.50
Proposed Residential Development at Ap Lei Chau Praya Road, HK	Wealth Start Development	Vehicle Lift	2	6,700 6,000	1 1	Hydraulic Hydraulic	0.44 0.44
Redevelopment of Office Building at 29 Tai Yau Street, Sun Po Kong	Daily Crown Development limited (Herderson)	Vehicle Lift	1	7,000	1	Hydraulic	0.44
Proposed Residential Development at KIL 11281, Tai Kok Tsui	Gain Concept Holdings Limited (K&K Property)	Vehicle Lift	2	5,000	3	Hydraulic	0.44

Attachment 6

Confirmation Letter from the RCHE Operator on the Provision of Car Parking Spaces

Date: 14th May 2024

To whom it may concern,

CONFIRMATION OF THE PROVISION OF CAR PARKING SPACES OF THE RESIDENTIAL CARE HOME FOR ELDERLY IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

****

We, Delightful RCHE Limited, the potential operator of the Residential Care Home for Elderly (RCHE) in the subject development mentioned in Section 16 Planning Application No. A/YL/319, here to confirm the car parking provision of the subject RCHE development, which includes 2 parking spaces for private cars, 1 parking space for disabled persons and 1 loading/unloading space for an ambulance for RCHE, to be sufficient to meet the operational need of a RCHE in the area.

Yours faithfully,

S.W. Leung

DELIGHTFUL RCHE LIMITED 欣頤護老院有限公司

Mr. Leung Shiu Wai
Executive Director
DELIGHTFUL RCHE LIMITED

[redacted]

Attachment 7

Revised Schedule of Accommodation (SoA)

Proposed SoA of a 170-place Residential Care Home for the Elderly (RCHE)

Item No.	Description	Standard Provision(A) SOARCHE150(09/17) capacity: 150		Provision on pro rata basis (B)* 170	Proposed provision (C)	Difference in provision (D)		Justification for deviation from standard provision	Floor Distribution
		No. of Occupants	Area(m²) (in NOFA)	Area((m²) (in NOFA)	Area(m²) (in NOFA)	(D=C-B) Area(m²) (in NOFA)	(by %)		
Residential Section									
1	Dormitory	150	1074.0	1217.2	1,384	166.8	14%	All proposed provisions comply with the standard provision on pro rata basis.	3/F,4/F,5/F,6/F,7/F
2	Attached Bathroom/shower room to Dormitory Room	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F
3	Dining/ Multi-purpose room	150	330.0	374.0	487	113.0	30%		3/F,4/F,5/F,6/F,7/F
4	Pantry for residents	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F
5	Small group Activity room	10	20.0	22.7	40	17.3	76%		3/F
6	Nursing Station cum Medical	6	38.0	43.1	87	43.9	102%		3/F,4/F,5/F,6/F,7/F
7	Sick / Isolation/ Quiet Room	3	24.0	27.2	59	31.8	117%		3/F,4/F,5/F,6/F,7/F
8	Accessible Toilet/Shower attached to Sick room	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F
9	Rehabilitation Area	14-20	90.0	102.0	85	-17.0	-17%		3/F
10	Store for Rehabilitation Area	-	10.0	10.0	10	0.0	0%		3/F,4/F,5/F,6/F,7/F
11	End-of-life care room	1	8.0	8.0	8	0.0	0%		3/F
12	Soiled Utility Room	-	12.0	13.6	37	23.4	172%		3/F,4/F,5/F,6/F,7/F
13	Cleaner's room	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F
14	Laundry	-	45.5	51.6	105	53.4	104%		8/F
15	Kitchen cum store	-	50.0	56.7	116	59.3	105%		8/F
16	Dumb Waiter	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F
17	General store	-	60.0	68.0	69	1.0	1%		8/F
18	Clean Utility Room	-	15.0	17.0	21	4.0	24%		8/F
19	Interview room /Family Room	8	14.0	15.9	14	-1.9	-12%		3/F
20	Refuse Room	As appro		As appro	As appro	-	-		8/F
Administration Section									
21	Superintendent's Office	1	7.9	7.9	8	0.1	1%	All proposed provisions comply with the standard provision on pro rata basis.	9/F
22	Assistant Superintendent's Office	1	6.9	6.9	8	1.1	16%		9/F
23	General Office	4	29.8	33.8	200	166.2	492%		9/F
24	Reception Area	-	6.0	6.8	8	1.2	18%		9/F
25	Conference room	12	22.0	24.9	59	34.1	137%		9/F
Staff Dormitory									
26	Female /Male Staff Changing room and Rest Room cum	-	50.3	57.0	136	79.0	139%	All proposed provisions comply with the standard provision on pro rata basis.	9/F
27	Staff Toilet/ Bath room	As appro		As appro	As appro	-	-		9/F
Communal Toilet									
28	Toilet for communal use	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F,8/F,9/F
	Total NOFA:		**1913.4**	**2164.1**	**2,941**				

* The standard provison of individual facilities of a 170-p RCHE is derived from the pro-rata basis of standard provision of SoA for 150-p RCHE, except facilities of EOL Care Room, Store for Reh Area, Supt's Aoom and Assist. Supt's Room.