



DeSPACE (International) Limited

Date: 30th September 2024

Page(s): 6 + Attachments

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

BY HAND & EMAIL
(tpbpd@pland.gov.hk)

Dear Sir/Madam,

**SECTION 16 APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)**

**APPLICATION FOR PERMISSION UNDER SECTION 16 TOWN PLANNING APPLICATION
FOR PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PERMITTED
FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL
CARE HOME(S) FOR THE ELDERLY) IN "RESIDENTIAL (GROUP A)" ZONE IN LOT
NO. 3678 in D.D. 120, YUEN LONG, NEW TERRITORIES**

Town Planning Application No. A/YL/319 – Submission of Further Information (6)

References are made to the emails dated 4th September 2024, 16th September 2024 and 25th September 2024 respectively from the Planning Department in relation to the technical comments from various departments.

In order to address the comments above, attached please find 4 copies of the response-to-comment table and the following attachments: -

- Attachment 1: Replacement of S16 Application form
- Attachment 2: Replacement of Supplementary Planning Statement
- Attachment 3: Revised Traffic Impact Assessment Report
- Attachment 4: Last Approved General Building Plan in Relation to the EVA Calculation
- Attachment 5: Catalogue of the Double Rack Parking System
- Attachment 6: Proposed Streetscape Plan
- Attachment 7: Confirmation Letter from the RCHE Operator on the Provision of Car Parking Spaces
- Attachment 8: Replacement of Revised Sewerage Impact Assessment Report (Appendices 3 and 7)

We should be most grateful if you notify us of any queries on the application for our corresponding action in due course.

Should there be any queries, please do not hesitate to contact Mr. Calton HEUNG at [REDACTED] or the undersigned at [REDACTED]

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED

Greg Lam



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 4.9.2024, 16.9.2024 and 25.9.2024)							
Departmental Comments	Response						
<u>1. Transport Department (4.9.2024)</u>							
a) Please include a section for assessment of transport facilities.	Noted. Please refer to the public transport in chapter 6 in the revised Traffic Impact Assessment (TIA) report (Attachment 3).						
b) Please seek comment from FSD to check if 12m emergency vehicles are required to access the proposed development through Yuen Long Pau Cheung Square, if yes, improvement works should be conducted to facilitate the access.	Please refer to the last approved General Building Plan in relation to the EVA calculation as attached in Attachment 4 . FSD is invited to offer comments. If there is deficiency of EVA, enhanced fire services provision will be provided in compliance with Clause D26.1 in COP for Fire Safety in Building (2011). This issue will be dealt with at a later post-planning application stage.						
c) Para. 3.3.4 - 3.3.6: For HGV parking demand as stipulated in HKPSG, improvement works should be conducted to facilitate the swept	<p>The following table is the latest proposed internal transport provision (Please refer to the proposed development scheme in Attachment 2):</p> <table border="1"> <thead> <tr> <th>Type</th> <th>Provision under HKPSG</th> <th>Proposed Internal Transport Provision</th> </tr> </thead> <tbody> <tr> <td>Private Cars</td> <td align="center">13-21</td> <td align="center">22</td> </tr> </tbody> </table>	Type	Provision under HKPSG	Proposed Internal Transport Provision	Private Cars	13-21	22
Type	Provision under HKPSG	Proposed Internal Transport Provision					
Private Cars	13-21	22					

<p>path as demonstrated in Fig. 3.9. Also, HGV parking should be provided in accordance with HKPSG requirement.</p>	<table border="1"> <tr> <td>Disable Car Park</td> <td>1</td> <td>2</td> </tr> <tr> <td>L/UL (for ambulance)</td> <td>1</td> <td>1 (Shared use with LGV)</td> </tr> <tr> <td>L/UL</td> <td>1 no. (7m x 3.5m) 2 no. (11m x 3.5m)</td> <td>4</td> </tr> <tr> <td>Motorcycle</td> <td>3</td> <td>3</td> </tr> <tr> <td>Bicycle</td> <td>5</td> <td>5</td> </tr> </table>	Disable Car Park	1	2	L/UL (for ambulance)	1	1 (Shared use with LGV)	L/UL	1 no. (7m x 3.5m) 2 no. (11m x 3.5m)	4	Motorcycle	3	3	Bicycle	5	5
	Disable Car Park	1	2													
	L/UL (for ambulance)	1	1 (Shared use with LGV)													
	L/UL	1 no. (7m x 3.5m) 2 no. (11m x 3.5m)	4													
	Motorcycle	3	3													
Bicycle	5	5														
<p>As the site is only about 18.5m wide. It is difficult for the manoeuvring of a 11m long HGV within the site. It is proposed to only provide 4 no. LGV instead of 1 no. LGV plus 2 no. HGV.</p> <p>"Given this provision, and together with the situation that a 12m long fire engine is not required as FSD requirements. Therefore, it is considered no need to carry out improvement at the Yuen Long Pau Cheung Square."</p>																
<p>d) Noted double deck car parking is adopted, please demonstrate that the clear minimum dimension, including length, width and headroom, for each parking space can be provided without counting the mechanical parts.</p>	<p>Please refer to the attached catalogue of the double rack parking system (Attachment 5). The clear minimum dimension for each parking space would be 2000mmW x 3800mmL x 1260mmH.</p>															

<p>e) As the existing footpath at Yuen Long Pau Cheung Square is narrow, please consider setting back of the building line to provide wider footpath.</p>	<p>Noted. The development has been set back to provide a 3m wide footpath in front of the building line.</p> <p>Further to this setback, the ground floor has been revised to provide more space for vehicle maneuvering in front of the lift as shown in the attached drawing. In addition, the applicant also proposes to landscape the external spaces around the proposed building for the benefit of the public in general (Attachment 6).</p>
<p>f) Figure 2.2: Please advise if there is any gate/drop bars near the run-in/out, if yes, please indicate the distance between the gate/drop bars and the public road. Adequate waiting spaces between the drop-bars and the public road should be provided.</p>	<p>To ensure adequate waiting space around the run-in/out, the gate/drop bars near the run-in/out will not be provided.</p>
<p>g) Figure 2.2: Please indicate the location and dimension for pedestrian access.</p>	<p>Noted. The location and dimension of the pedestrian accesses are provided in Figure 2.2 in the revised TIA report (Attachment 3).</p>
<p>h) Figure 2.4: Loading/unloading areas should be designed so that ground floor shops are directly</p>	<p>Please be clarified that direct access to the main shop and services area will be provided next to the loading/unloading bay on the G/F.</p>

<p>accessible to these areas.</p>	
<p>i) Table 2.3: The unit of trips "veh/hr" in table should be "veh/15min", please clarify.</p>	<p>Noted. The unit shown in Table 2.3 in the revised TIA report (Attachment 3) has been revised to "veh/15min" accordingly.</p>
<p>j) Table 3.4: Please seek agreement from the operator of RCHE for the parking provision for RCHE for operational need.</p>	<p>Please find the letter from the RCHE operator to confirm the provision of the car parking spaces of RCHE in Attachment 7.</p>
<p>k) Table 3.5: The requirement of motorcycle parking spaces should be "1 motorcycle parking space per 100- 150 flats" for private housing, please review.</p>	<p>Noted. Table 3.5 in the revised TIA report (Attachment 3) has been revised accordingly.</p>
<p>l) Table 4.6 & Figure 4.4: The trip generation and attraction for the proposed development are inconsistent.</p>	<p>The trip generation and attraction for the proposed development shown in Figure 4.4 of revised TIA report (Attachment 3) has been rounded to the nearest 5, 10 unit. Anyways, the exact traffic flow generated and attracted by the proposed development is shown in Figure 4.4 of the revised TIA report (Attachment 3).</p>

<p><u>2. Environmental Protection Department (16.9.2024)</u></p>	
<p>Comments on the SIA Report</p>	
<p>a) Appendix 7 – Please check if the sewage flow (L/s) of the Proposed manhole to FMH1048046 after development is calculated from the ADWF (i.e. 161.59m³/day) and peaking factor (i.e. 8) for the proposed pipe.</p>	<p>Please be clarified the sewage flow of the Proposed manhole to FMH1048046 after development is calculated from the ADWF (i.e. 161.59m³/day) and peaking factor (i.e. 8) for the proposed pipe in Appendix 7 of the revised Sewerage Impact Assessment (SIA) report (Attachment 8).</p>
<p><u>3. Drainage Services Department (25.9.2024)</u></p>	
<p>Comments on the SIA Report</p>	
<p>a) Appendix 3, Figure No. 1 – “Proposed Manhole” should read “Proposed Terminal Manhole”.</p>	<p>The “Proposed Manhole” is clarified as “Proposed Terminal Manhole” in Appendix 3 of the revised SIA report (Attachment 8).</p>
<p>b) Appendix 3, Figure No. 1 – The pipe details of FMH1048046 are incorrect. Please revise according to below DSD standard.</p>	<p>Please be clarified the pipe details of FMH1048046 are according to the DSD standard in Appendix 3 of the revised SIA report (Attachment 8).</p>

Attachment 1

Replacement of S16 Application form

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

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

1. Name of Applicant 申請人姓名/名稱
(<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)
Full Year Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)
(<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)
DeSPACE (International) Limited

3. Application Site 申請地點	
(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lot No. 3678 in D.D. 120, Yuen Long, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 780 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 9,333 sq.m 平方米 <input checked="" type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有) sq.m 平方米 <input type="checkbox"/> About 約

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

(a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –

請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- Non-Domestic : about 1.98 **Non-domestic : about 8.01**
- Plot ratio restriction From 由 to 至
地積比率限制
- Gross floor area restriction From 由sq. m 平方米 to 至sq. m 平方米
總樓面面積限制
- Site coverage restriction From 由% to 至 %
上蓋面積限制
- Building height restriction From 由m 米 to 至 m 米
建築物高度限制
- From 由 mPD 米 (主水平基準上) to 至
.....mPD 米 (主水平基準上)
- From 由 storeys 層 to 至 storeys 層
- Non-building area restriction From 由m to 至 m
非建築用地限制
- Others (please specify)
其他 (請註明)

(v) For Type (v) application 供第(v)類申請

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

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home(s) for the Elderly) Uses

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

(b) Development Schedule 發展細節表

- Proposed gross floor area (GFA) 擬議總樓面面積 **9,333** sq.m 平方米 About 約
- Proposed plot ratio 擬議地積比率 Domestic: 3.96 ; **Non-domestic: 8.01** About 約
- Proposed site coverage 擬議上蓋面積 Not exceeding 85 % About 約
- Proposed no. of blocks 擬議座數 1
Proposed no. of storeys of each block 每座建築物的擬議層數 21 storeys 層
- include 包括 storeys of basements 層地庫
 exclude 不包括 2 storeys of basements 層地庫
- Proposed building height of each block 每座建築物的擬議高度 82.34 mPD 米(主水平基準上) About 約
- 78.6 * m 米 About 約

Remarks: * Measured from the mean site formation level on which any part of the building stands including basement floors at about -10.00mPD beneath B2/F according to JPN no.5.

Domestic part 住用部分

GFA 總樓面面積 3,088 sq. m 平方米 About 約

number of Units 單位數目 74

average unit size 單位平均面積 40 sq. m 平方米 About 約

estimated number of residents 估計住客數目 208

Non-domestic part 非住用部分

GFA 總樓面面積

eating place 食肆 sq. m 平方米 About 約

hotel 酒店 sq. m 平方米 About 約

(please specify the number of rooms
請註明房間數目)

office 辦公室 sq. m 平方米 About 約

shop and services 商店及服務行業 1,522 sq. m 平方米 About 約

Government, institution or community facilities (please specify the use(s) and concerned land
政府、機構或社區設施 area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....

.....

.....

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

RCHE(s): about 4,723 sq. m.

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Open space 休憩用地 (please specify land area(s) 請註明地面面積)

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

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

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

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
1	B2/F to B1/F	Car Park
.....	G/F	Shop and Services, RCHE(s) (Lobby and Lift), Car Park Entrance and Lay-by
.....	1/F to 2/F	Shop and Services and RCHE(s) (lift)
.....	3/F to 7/F	RCHE(s)
.....	8/F to 9/F	Office and Back-of-House for RCHE(s)
.....	10/F to 19/F	Flats
.....	20/F	Clubhouse

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

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

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

December 2027 tentatively

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

<p>Any vehicular access to the site/subject building? 是否有車路通往地盤/有關建築物?</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Yuen Long Pau Cheung Square</p> <p>.....</p> <p><input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示, 並註明車路的闊度)</p> <p><input type="checkbox"/></p>
<p>Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位?</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示)</p> <p>Private Car Parking Spaces 私家車車位 <u>22</u></p> <p>Motorcycle Parking Spaces 電單車車位 <u>3</u></p> <p>Light Goods Vehicle Parking Spaces 輕型貨車泊車位 _____</p> <p>Medium Goods Vehicle Parking Spaces 中型貨車泊車位 _____</p> <p>Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 _____</p> <p>Others (Please Specify) 其他 (請列明) _____</p> <p>Disabled Car Parking Spaces <u>2</u></p> <p>Bicycle Parking Spaces <u>5</u></p> <p><input type="checkbox"/></p>
<p>Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位?</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan)請註明種類及數目並於圖則上顯示)</p> <p>Taxi Spaces 的士車位 _____</p> <p>Coach Spaces 旅遊巴車位 _____</p> <p>Light Goods Vehicle Spaces 輕型貨車車位 <u>5</u></p> <p>Medium Goods Vehicle Spaces 中型貨車車位 _____</p> <p>Heavy Goods Vehicle Spaces 重型貨車車位 _____</p> <p>Others (Please Specify) 其他 (請列明) _____</p> <p>Ambulance Space _____ 1 (share with LGV)</p> <p>_____</p> <p><input type="checkbox"/></p>

Gist of Application 申請摘要

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

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

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	Lot No. 3678 in D.D. 120, Yuen Long, New Territories		
Site area 地盤面積	780	sq. m 平方米	<input checked="" type="checkbox"/> About 約
	(includes Government land of 包括政府土地	sq. m 平方米	<input type="checkbox"/> About 約)
Plan 圖則	Approved Yuen Long Outline Zoning Plan No. S/YL/27		
Zoning 地帶	Residential (Group A)		
Applied use/ development 申請用途/發展	Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home(s) for the Elderly) Uses		
(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	3,088 sq. m. <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	3.96 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	6,245 sq. m. <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	8.01 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途	1	

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	32
	Private Car Parking Spaces 私家車車位	22
	Motorcycle Parking Spaces 電單車車位	3
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
	Others (Please Specify) 其他 (請列明)	2
	Disabled Car Parking Spaces	
	Bicycle Parking Spaces	5
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位/停車處總數	5
	Taxi Spaces 的士車位	
	Coach Spaces 旅遊巴車位	
	Light Goods Vehicle Spaces 輕型貨車車位	4
	Medium Goods Vehicle Spaces 中型貨車車位	
	Heavy Goods Vehicle Spaces 重型貨車車位	
	Others (Please Specify) 其他 (請列明)	
	Ambulance Space	1 (share with LGV)

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

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

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

Attachment 2

Replacement of Supplementary Planning Statement

Executive Summary

The Applicant, the registered land owner of Lot No. 3678 in D.D. 120, Yuen Long, New Territories (the Site), now seeks a town planning permission from the Town Planning Board for the proposed minor relaxation of non-domestic plot ratio restriction from 1.98 to 8.01 for permitted flat with shop and services and social welfare facility (Residential Care Home(s) for the Elderly) (RCHE(s)) at the aforementioned site.

According to the approved Yuen Long Outline Zoning Plan No. S/YL/27 (“the OZP”), the Site is zoned as “Residential (Group A)” (“R(A)”). The non-domestic plot ratio of the proposed development requires planning permission from the Town Planning Board for relaxations of the relevant restrictions on the OZP. The proposed building height of the whole building and the RCHE premises complies with the prevailing restrictions as stipulated in the OZP and the Residential Care Homes (Elderly Persons) Regulation respectively. The uses of flat, shop and services and social welfare facilities under the proposed scheme are always permitted in the “R(A)” zone.

Given Hong Kong’s ageing population and the community’s increasing demand for RCHE, the Government has in 2023 implemented the enhanced measure of the *Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly Premises in New Private Developments – Time-limited Enhancements (LandsD’s Practice Note Issue No. 5/2023)* to provide more incentives to encourage developers to build and operate RCHEs in private development projects. The enhanced incentive scheme provides for the exemption of eligible RCHE premises from the calculation of total permissible gross floor area under lease. Meanwhile, to respect the planning intention of the subject “R(A)” zone for high-density residential development, the Applicant intends to maximize the site development potential by providing flats. In response to the growing demand for RCHE and pursuant to the latest policy initiative, the Applicant intends to incorporate an RCHE(s) premises into the permitted residential development under a “single site, multiple use” principle in a manner as acceptable in planning and technical terms. Support from the Social Welfare Department (SWD) will be sought for the proposed RCHE(s) in accordance with the said Practice Note.

The proposed development uniquely bears multiple design merits, including:

- Health and wellness activity areas with an indoor air quality improvement and monitoring system on various dormitory levels of RCHE(s) for meditation, rest and soft exercises, namely “Living Room of Breathing Fresh” (「清新客廳」) which will enhance the living quality of residents;
- Proposed streetscape improvements;
- A full utilization of land resources under the “single site, multiple use” model; and
- Application of Sustainable Building Design Guidelines (SBDG).

In view of the planning and design merits and justifications put forth in the Supplementary Planning Statement, the Town Planning Board is kindly invited to give favorable consideration to this application.

行政摘要

(以英文版本為準)

申請人為新界元朗朗丈量約份第 120 約地段第 3678 號（擬議發展）的註冊土地的擁有人，現尋求城市規劃委員會（城委會）的批准，於上述地點申請擬議略為放寬非住用地積比率由 1.98 倍至 8.01 倍，以作屋宇、商店服務行業和社會福利設施（安老院舍）用途。

根據元朗分區計劃大綱核准圖編號 S/YL/27（大綱圖），擬議發展地點劃作「住宅（甲類）」地帶。擬議發展的非住用地積比率需要向城委會城規會申請，以放寬大綱圖的相關限制。擬議發展的整體高度及安老院舍高度都分別附合現時大綱圖及安老院規例的標準。擬議屋宇、商店服務行業和社會福利設施（安老院舍）用途均屬於住宅(甲類)的經常准許的用途。

鑑於香港人口老化以及社會對安老院舍的需求日益增加，政府於 2023 年推展「鼓勵在新私人發展物業內提供安老院舍的計劃 - 優化措施」（地政處作業備考編號 5/2023）的優化措施，以鼓勵發展商於私人發展項目內興建安老院舍。是項優化措施容許豁免計算根據租契下允許的總建築面積。同時，申請人亦尊重住宅(甲類)地帶作高密度住宅發展的規劃意向，於申請地盤提供單位以發揮地盤的發展潛力。為迎合安老院舍日益增長的需求及配合最新的政策措施，申請人以「一地多用」的原則，在可接受的規劃及技術方面的程度上，將安老院舍納入許可的住宅發展項目中。擬議的安老院舍將按照上述作業指引尋求社會福利署的支持。

擬議發展計劃具有獨特設計優點，包括：

- 在宿舍各層提供設有空氣質素改善和監測系統的健康養生活動區。讓未來的住客可以花時間在該處冥想、休息和進行柔和的運動，從而提升他們的生活質素，名為「清新客廳」；
- 擬議街景優化；
- 充分利用土地資源推行「一地多用」模式；以及
- 符合可持續建築設計指引。

基於規劃綱領中的規劃及技術理據，懇請城規會支持是項規劃申請。

SECTION FOUR – PROPOSED DEVELOPMENT

4.1 Development Objectives

In view of the demands for both residential care services for the elderly and housing supply, the Applicant has a good intention to convert the existing idle Site into a composite building providing flats, shop and services and RCHE(s).

The Government, in pursuit of the policy initiative in “2022 Policy Address” and the 2023-24 Budget, has launched the Incentive Scheme in 2023 (*LandsD’s Practice Note Issue No. 5/2023*) with a view to leveraging market forces to develop quality RCHE premises to meet the community’s diverse demand for residential care service places for the elderly. The Incentive Scheme permits the exemption of eligible RCHE premises from the calculation of total permissible GFA under lease. With such GFA exemption provided under the policy, the Applicant would like to echo with this policy by adding and sandwiching the proposed RCHE(s) premises between the residential and commercial portions of the building, to maximize the social gains under the “single site, multiple use” model and in a compatible manner in planning and technical terms.

In order to align with the Incentive Scheme for rising the maximum GFA of RCHE(s) in the Site and exempt such GFA from the calculation of the total permissible GFA of the proposed development, the proposed minor relaxation of non-domestic plot ratio is solely for RCHE(s). All the facilities provided for elderly at the proposed RCHE(s) portion are situated within the maximum height of not more than 24m above ground level (measuring vertically from the street level to the floor of the premises in which the RCHE(s) is or is to be situated), in compliance with the Code of Practice for Residential Care Homes (Elderly Persons) which are from 3/F to 7/F. On account of the long working hours of the nurses, care givers and other staffs for the proposed RCHE, supporting facilities for their convenient uses shall be provided, including a staff common/ rest room and kitchen, etc. These areas are restricted to staffs only as they will be situated at a height above the 24m restriction under the said code, which is from 8/F to 9/F. The proposed RCHE(s) portion has a site coverage of 85% as maximized under the B(P)R. It is expressly stated that the Applicant will apply for a modification to treat the proposed RCHE(s) use from domestic to non-domestic use in terms of site coverage, plot ratio and open space calculation during the building plan submission stage.

It is proposed to maximize the development potential on the Site to provide RCHE(s) to respond to the growing demand for RCHE and pursuant to the latest policy initiative, as well as to provide residential flats to align with the Planning Intention of “R(A)” zone and Government Policies. Under the composite formula in OZP, with the proposed domestic PR at 3.96, the maximum permissible non-domestic plot ratio is 1.98. Therefore, minor relaxation of the maximum non-domestic plot ratio from 1.98 to **8.01** (i.e. increase of **6.03**) which is solely for RCHE(s), is proposed in this application.

4.2 Development Parameters

The layout plans and schematic section are presented in **Appendix 2**. The key development parameters of the development scheme are summarised in Table 4.1 below:

Table 4.1: - Major Development Parameters (subject to further design)

Site Area (about)	About 780 sq. m.
Total Gross Floor Area (GFA)	Total GFA: about 9,333 sq. m. <ul style="list-style-type: none"> • Shop and Services: about 1,522 sq. m. • RCHE(s): about 4,723 sq. m. • Flats: about 3,088 sq. m.
Permissible Plot Ratio (PR) under OZP (Based on Actual Permissible PR)	Total PR: 5.94 <ul style="list-style-type: none"> • Proposed domestic PR: about 3.96 (max. 5 under OZP notes) • Non-domestic PR: about 1.98
Proposed PR	Total: about 12 <ul style="list-style-type: none"> • Domestic: about 3.96 • Non-domestic: about 8.01 (PR for RCHE(s): 6.03 & PR for Shops & Services: 1.98)
Site Coverage (about)	Not exceeding 85%
No. of Building Blocks	1
No. of Storeys	21 storeys and 2 basement floors
Building Height	Not more than 82.34mPD (Absolute Building Height=88.6m with 10m for the basement floors) ^[1] (NB: The mean street level at 3.74mPD)
Population Size for Flat Only	208 (NB: based on an average household size of 2.8)
Proposed Major Floor Use	<ul style="list-style-type: none"> • B2/F to B1/F: Car Park • G/F: Shop and Services, RCHE(s) (Lobby and Lift) Car Park Entrance and Lay-by • 1/F: Shop and Services and RCHE(s) (lift) • 2/F: Shop and Services and RCHE(s) (lift) • 3/F to 7/F: Dormitory for RCHE(s) • 8/F to 9/F: Office and Back-of-House for RCHE(s) • 10/F to 19/F: Flats • 20/F: Clubhouse
Proposed RCHE	
Total No. of Beds	160 to 220 ^[2] (NB: The current scheme proposes 170 RCHE beds)
Proposed Flats	
No. of Flats (about)	74
Average Unit Size (about)	40 sq. m.
Provision of Internal Transport Facilities^[3]	
No. of Private Car Parking Spaces	22 (5 m x 2.5 m)
No. of Motorcycle Parking Spaces	3 (2 m x 1 m)
No. of Bicycle Parking Spaces	5
No. of Disabled Car Parking Spaces	2 (5 m x 3.5 m x 2.4 m (H))
No. of Loading & Unloading Bay	5 (4 for LGV (7 m x 3.5 m) & 1 for LGV / Ambulance (9 m x 3.5 m))
No. of Car Lift	1

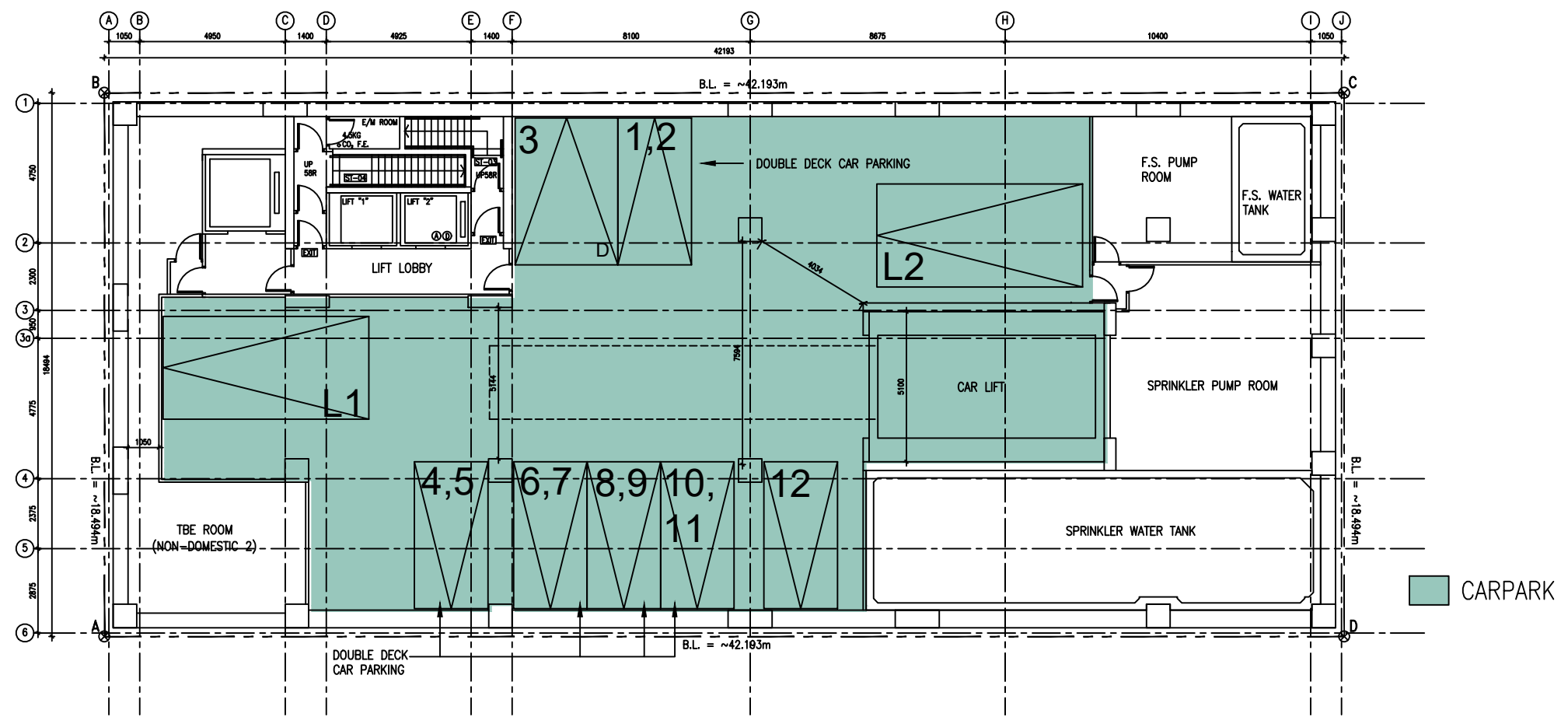
Notes:

[1] Machine rooms, air-conditioning units, water tanks, stair-hoods and similar roof-top structures may be erected or placed on the roof of the building so as to exceed the above number of storeys. Please be invited to note that the building height restriction of no more than 24m above the ground level is fully complied with the Cap. 459A in the proposed dormitory in RCHE(s) (i.e. 3/F to 7/F).

[2] SoA in Appendix 2: Provision of dormitory, dining/multi-purpose room, nursing station cum medical and sick/ isolation/ quiet room will be further adjusted in design and the actual provision may be further revised at the detailed design stage. It appears a potential for an interface of bedspaces.

[3] 2 parking spaces for private cars and 1 parking space for disabled persons for RCHE(s), 6 parking spaces for private car; 4 visitor car parking spaces, 1 car parking space for disabled person, 1 parking space for motorcycle and 5 bicycle spaces for flats; 10 parking spaces for private cars and 2 parking spaces for motorcycles for shop and services.

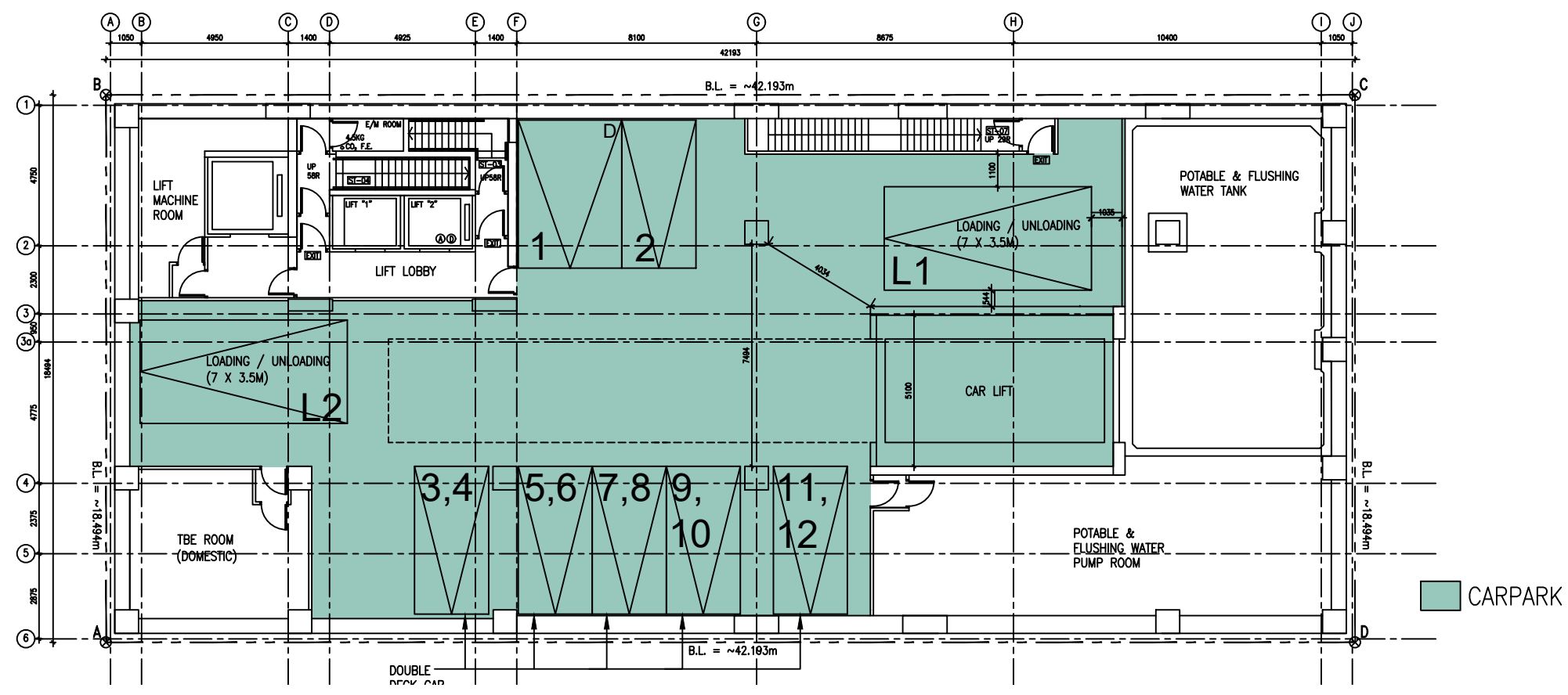
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 - Notify the Architect immediately of any discrepancy found herein.



B2/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:		
B2/F LAYOUT PLAN		
Designed by: JODY		Revision Letter
Drawn by: JODY		
Checked by: CAL.		
Scale: 1 : 200	Paper: A3	
Drawing Number		
GBP001		

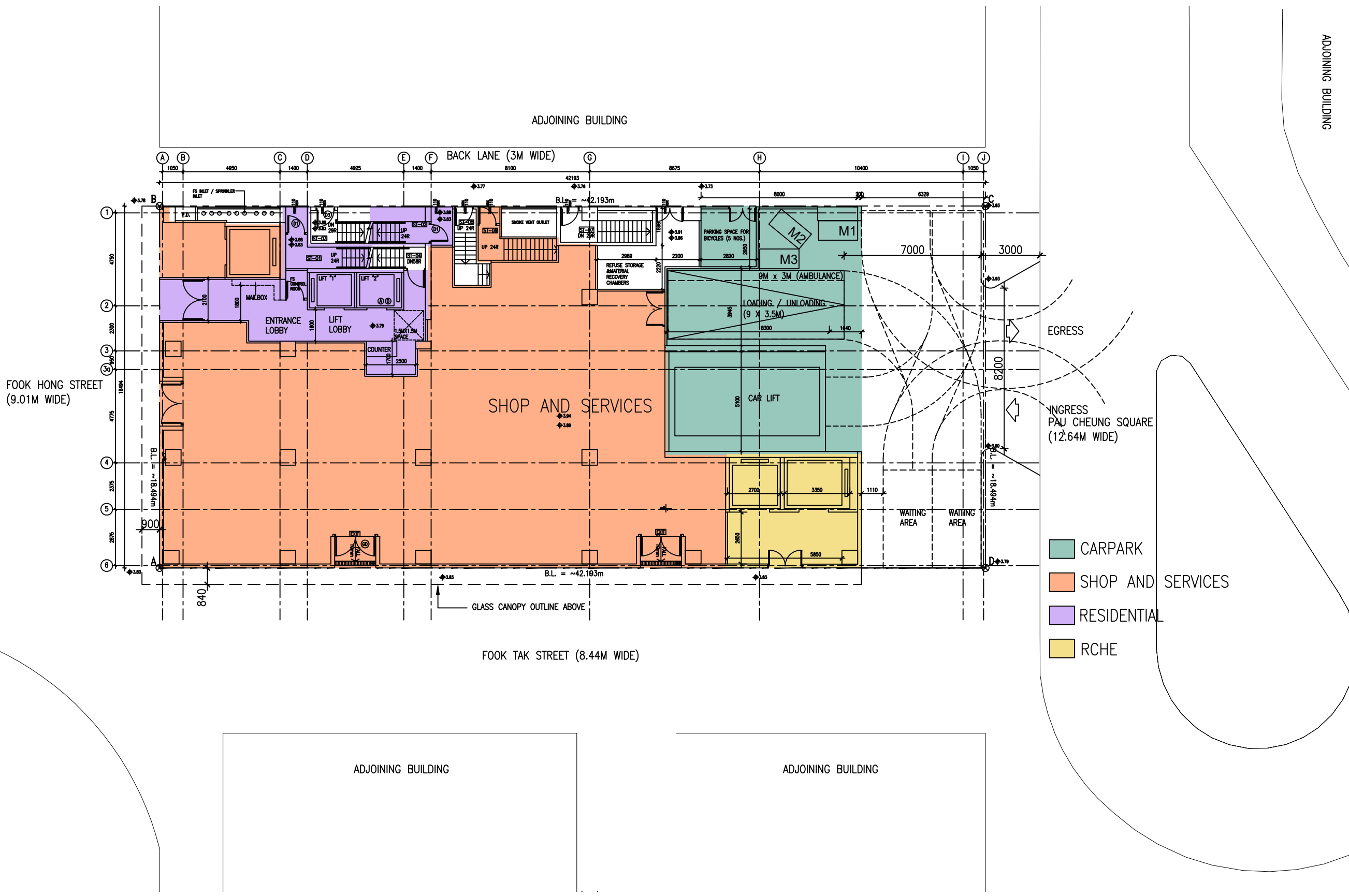
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B1/F LAYOUT PLAN

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:		
B1/F LAYOUT PLAN		
Designed by: JODY		Drawn by: JODY
Checked by: CAL.		Scale: 1 : 200
Drawing Number: GBP002		Paper: A3
Revision Letter		

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- CARPARK
- SHOP AND SERVICES
- RESIDENTIAL
- RCHE

G/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:		
G/F LAYOUT PLAN		
Designed by: JODY		Revision Letter
Drawn by: JODY		
Checked by: CAL.		
Scale: 1 : 200	Paper: A3	
Drawing Number: GBP003		

Attachment 3

Revised Traffic Impact Assessment

Yuen Long Theatre Lot 3678 DD 120

Revised Traffic Impact Assessment Report

September 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	1,522 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 detail breakdown of the car park is 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	22 PV + 2 Disable Parking + 4 (L/UL for 7m) + 1 (L/UL for ambulance [shared-use with the LGV]) + 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	11 (PV) + 1 (Disable Parking) + 2 L/UL
	B2/F	11 (PV) + 1 (Disable Parking) + 2 L/UL
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:

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

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

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

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 m ²	Trip Generations at Weekday - Commercial (Survey Location: 49 King Yip Street)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Trip Rates (veh/15 mins /100 sqm GFA)	0.0410	0.0433	0.051	0.060
Trips (veh/15 mins)	1 ⁽¹⁾	1	1	1
Beds Nos: 220	Trip Generations at Weekday - RCHE (Survey Location: Salvation Army Kam Tin Residence for Senior Citizens at 103, Kam Tin Road)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Trip Rates (veh/15 mins/beds)	0.0004	0.0020	0.0017	0.0003
Trips (veh/15 mins)	1 ⁽²⁾	1	1	1
Flats Nos: 72	Trip Generations at Weekday - Residential (Survey Location: Sol City 1, Ma Wang Road, Yuen Long, New Territories)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Trip Rates (veh/15mins /Flats)	0.001	0.008	0.010	0.007
Trips (veh/15 mins)	1 ⁽³⁾	1	1	1
Total	3⁽⁴⁾	3	3	3

Notes

- (1) Trip Generation AM Peak * Proposed GFA/100 = ~1
- (2) Trip Generation AM Peak * Proposed Beds Nos = ~1
- (3) Trip Generation AM Peak * Proposed Flats Nos = ~1
- (4) [Trip Generation AM Peak * Proposed GFA/100] + [Trip Generation AM Peak * Proposed Beds Nos] + [Trip Generation AM Peak * Proposed Flats Nos] = 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	14	159.04
G/F to B2/F	10m	~22.73	14	318.22
		Total	28	477.26
			Weighted Average	477.26/28 $\mu = 17.05$ 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	17.05 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	17.05 sec
Total Round Trip Time	125.10sec

Servicing rate (μ) = 15 mins x 60/125.10 = **7.194** veh/15 mins

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

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

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

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

where:	$P(n)$	= Probability of n vehicles in the system	
	λ	= Peak 15-minutes arrival rate	= 3
	μ	= Servicing rate	= 7.194 veh/15mins
	N	= Number of car lift	= 1
	e	= λ / μ	= 0.4170
	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	7.194	0.4170	1	0.582985822
1	3	7.194	0.4170	1	0.243113353
2	3	7.194	0.4170	1	0.101381715
Total					0.927480890

As can be seen, it is anticipated that the probability for car park traffic will require waiting space is 0.0725 (= 1- 0.927480890), i.e. approximately 1 out of 14 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	7.194	0.4170	1	0.582985822
1	3	7.194	0.4170	1	0.243113353
2	3	7.194	0.4170	1	0.101381715
3	3	7.242	0.4143	1	0.042277613
Total					0.969758503

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 0.0302 (= 1- 0.969758503), i.e. approximately 1 out of 33 times.

2.4.8 Probability of requiring 2 no. Waiting Space

Table 2.5 Probability of requiring more than 2 waiting spaces

n	λ	μ	e	N	P(n)
0	3	7.194	0.4170	1	0.582985822
1	3	7.194	0.4170	1	0.243113353
2	3	7.194	0.4170	1	0.101381715
3	3	7.242	0.4143	1	0.042277613
4	3	7.242	0.4143	1	0.017630364
Total					0.987388867

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 0.0126 (= 1- 0.987388867), i.e. approximately 1 out of 79 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 = 0.0725
(1 out of 14 times)

Probability of requiring more than “one” waiting spaces = 0.0302
(1 out of 33 times)

Probability of requiring more than “two” waiting spaces = 0.0126
(1 out of 79 times)

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



Sensitivity Test

As discussed with TD, a sensitivity test will be carried out by using the maximum travelling time (i.e to/from G/F to B2) for the calculation.

The assessment for the sensitive test is as follows:

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)
G/F to B2/F	10m	~22.73	14

Estimate Car Lift Round Trip Time

<i>Estimate Trip Time for Arrival</i>	<i>Required Time</i>
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	22.73sec
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	22.73 sec
<i>Total Round Trip Time</i>	<u>136.46sec</u>

Service rate (μ) = 15 mins x 60/136.46= 6.595 veh/15 mins

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

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

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

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

where:

$P(n)$	= Probability of n vehicles in the system	
λ	= Peak 15-minutes arrival rate	= 3
μ	= Servicing rate	= <u>6.595 veh/15mins</u>
N	= Number of car lift	= <u>1</u>
e	= λ / μ	= 0.4549
n	= Number of vehicles in the system	

2.4.10 Probability of requiring Waiting Space

Table 2.4 Probability of requiring waiting space

n	λ	μ	e	N	$P(n)$
0	3	6.595	0.4549	1	0.545109932
1	3	6.595	0.4549	1	0.247965094
2	3	6.595	0.4549	1	0.112796859
<i>Total</i>					0.905871884

As can be seen, it is anticipated that the probability for car park traffic will require waiting space is 0.0941 (= 1 - 0.905871884), i.e. approximately 1 out of 11 times.

2.4.11 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	6.595	0.4549	1	0.545109932
1	3	6.595	0.4549	1	0.247965094
2	3	6.595	0.4549	1	0.112796859
3	3	6.595	0.4549	1	0.051310171
<i>Total</i>					0.957182055

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 0.0428 (= 1- 0.957182055), i.e. approximately 1 out of 24 times.

2.4.12 Probability of requiring 2 no. Waiting Spaces

Table 2.5 Probability of requiring more than 2 waiting spaces

<i>n</i>	<i>λ</i>	<i>μ</i>	<i>e</i>	<i>N</i>	<i>P(n)</i>
0	3	6.595	0.4549	1	0.545109932
1	3	6.595	0.4549	1	0.247965094
2	3	6.595	0.4549	1	0.112796859
3	3	6.595	0.4549	1	0.051310171
4	3	6.595	0.4549	1	0.023340487
Total					0.980522542

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 0.0195 (= 1- 0.980522542), i.e. approximately 1 out of 52 times.

2.4.13 Summary and Conclusion

The above assessment shows that there’s a chance for creating a queue for car waiting, more than “two” waiting spaces provided is negligible. The results are given as:

Probability of requiring a waiting space = 0.0941
(1 out of 11 times)

Probability of requiring more than “one” waiting spaces = 0.0428
(1 out of 24 times)

Probability of requiring more than “two” waiting spaces = 0.0195
(1 out of 52 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 road network in the vicinity, six 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 **Figure 3.2** to **Figure 3.7** 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
F	Yuen Long On Lok Road /Yuen Long Tung Tai Street	Signal	3.7

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 3.8**.

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	32%	41%
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	90%	66%
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung	Priority	0.05	0.05
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
F	Yuen Long On Lok Road /Yuen Long Tung Tai Street	Signal	165%	110%

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	103 Kam Tin Road, Yuen Long	150	80	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 100-150 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	4	1	5	1
Sub- total			4-7			4	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	/	LGV: 1 HGV: 1	
Total			10-18⁽²⁾			4	3	5	LGV: 1 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

3.3.1 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	Provision under HKPSG	Proposed Internal Transport Provision
Private Cars	13-21	22
Disable Car Park	1	2
L/UL (for ambulance)	1	1 (Shared use with LGV)
L/UL	1 no. (7m x 3.5m) 2 no. (11m x 3.5m)	4
Motorcycle	3	3
Bicycle	5	5

3.3.2 As the site is only about 18.5m wide. It is difficult for the manoeuvring of a 11m long HGV within the site. It is proposed to only provide 4 nos. LGV instead of 1 no. LGV plus 2 nos. HGV.

3.3.3 Given this provision, and together with the situation that a 12m long fire engine is not required as FSD requirements. Therefore, it is considered no need to carry out improvement at the Yuen Long Pau Cheung Square.

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 3.13**.



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)		
	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⁾	



Service	Route	Origin - Destination	Headway (min)
		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
	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 -	20-30



Service	Route	Origin - Destination	Headway (min)
		Yuen Long Station	
	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 Street) Public Light Bus Terminus	10-20
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	



Service	Route	Origin - Destination	Headway (min)
	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 Pier	8-17
	614	Tuen Mun Ferry Pier – Yuen Long/ Yuen Long – Tuen Mun Ferry 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	<u>-0.46%</u>

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 (Rev A)**.

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	OP year
Wang Chau Phase 1		3.97ha	Public Housing	Domestic	219,600m ²	4,400 Flats	~50m ²	2028
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	/	/	/	2026
A/YL/312	West of the existing YLIE, bounded by Fuk Hi Street to the east and Kai Shan to the west	863,298 m ²	Industrial Use, Public Vehicle Park (excluding Container Vehicle) and Ancillary Facilities within Development Site	Non-domestic	161,500 m ²	/	/	2029
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	2029
				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⁾
A/YL/312	West of the existing YLIE, bounded by Fuk Hi Street to the east and Kai Shan to the west	Non-domestic	150	224	219	170
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			444	456	390	377

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 F can be computed with the following calculation:

$$\text{2030 Reference Traffic Flows (without proposed development)} = \text{2024 (Observed Traffic Flows)} \times \text{Adopted Growth Factor i.e. +1\% p.a. for 6 years} + \text{Traffic Flows of Planned Adjacent Developments}$$

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 (Rev A)**.

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
<i>Total</i>			<i>Sub-Total</i>				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	
<i>Sub-Total</i>						6	9	15	12	
Shops and services										
			Trips Rates				Trips			
Use	Average Size (sq. m.)	Weekday AM Peak (pcu/hr/100sqm GFA)		Weekday PM Peak (pcu/hr/100sqm GFA)		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	
<i>Sub-Total</i>						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 4.2 (Rev A), is then superimposed onto the year 2030 reference traffic flow (without the proposed development) as:

$$\begin{array}{ccc} \text{2030 Design} & & \text{2030 Reference} \\ \text{Traffic Flows} & & \text{Traffic Flows} \\ \text{(with proposed)} & = & \text{(without proposed)} \\ \text{development)} & & \text{development)} \\ & & + \\ & & \text{Proposed} \\ & & \text{Development} \\ & & \text{Traffic Flows} \end{array}$$

4.6.2 The traffic flow distribution of the proposed development to the AOI is provided and is shown in the **Figure 4.4**.

4.6.3 The 2030 design traffic flows at surrounding critical junctions are shown in **Figure 4.5**.

4.7 Operational Assessment

4.7.1 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 2030. 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	9%	18%	8%	16%
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	79%	56%	73%	51%
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung Square	Priority	0.05	0.05	0.09	0.10
D	Yuen long Tai Hang Street/ Yuen long Tung Tai Street	Priority	0.28	0.35	0.32	0.39
E	Wang Chau Road/ Tai Lee Street	Priority	0.14	0.19	0.14	0.19
F	Yuen Long On Lok Road /Yuen Long Tung Tai Street	Signal	115%	77%	110%	73%

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

4.7.2 Based on the assessment results given in **Table 4.7**, it shows all critical junctions would operate within their capacities in both reference scenarios (without proposed site) and design scenario (with the proposed site) in 2031 during the peak hour, *except for the Junction A*.

4.7.3 As the capacities of for the reference case (without the proposed development) is similar to the capacities in the design year (with the proposed development). Yet, the impact caused by the proposed development on the capacity of the Junction A is negligible and no improvement works will be proposed and committed by the Applicant.

4.7.4 The road links assessment is also carried out in the Design Case (with proposed development) in year 2030. The results are summarized 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	1535	1650	0.75	0.81
L2	Wang Chau Road	SB	744	370	480	0.50	0.65
L3	Yuen Long Tai Hang Road	EB	744	200	250	0.27	0.34
L4	Sui Tai Street	SB	744	415	460	0.56	0.62
L5	Yuen Long On Ning Road	EB	2046	615	705	0.30	0.34
L6	Yuen Long Tung Tai Street	EB	720	425	495	0.59	0.69
L7	Tai Lee Street	WB	744	75	100	0.10	0.13

4.7.5 The results are given from **Table 4.8** that the V/C for the road links is less than 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 year.



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	32%	41%
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	90%	66%
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung	Priority	0.05	0.05
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
F	Yuen Long On Lok Road /Yuen Long Tung Tai Street	Signal	165%	110%



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:

$$\begin{array}{l} \text{2027 Reference} \\ \text{Traffic Flows} \\ \text{(without proposed} \\ \text{development)} \end{array} = \begin{array}{l} \text{2024} \\ \text{(Observed} \\ \text{Traffic} \\ \text{Flows} \end{array} \times \begin{array}{l} \text{Adopted Growth} \\ \text{Factor} \\ \text{i.e. +1\% p.a. for 3} \\ \text{years} \end{array} \text{)} + \begin{array}{l} \text{Traffic Flows} \\ \text{of Planned} \\ \text{Adjacent} \\ \text{Developments} \end{array}$$

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 (Rev A)**

5.4 Traffic Generation during Construction

5.4.1 As the site is only 780 m² and the total GFA to be constructed is only 9,357 m², 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 (Rev A)**, is then superimposed onto the year 2027 reference traffic flow (without the proposed development) as:

$$\begin{array}{l} \text{2027 Design} \\ \text{Traffic Flows} \\ \text{(with proposed} \\ \text{development)} \end{array} = \begin{array}{l} \text{2027 Reference} \\ \text{Traffic Flows} \\ \text{(without proposed} \\ \text{development)} \end{array} + \begin{array}{l} \text{Traffic due to} \\ \text{Construction} \\ \text{Works} \end{array}$$

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

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	<u>12%</u>	21%	<u>12%</u>	21%
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	0.30	0.36	0.32	0.39
E	Wang Chau Road/ Tai Lee Street	Priority	0.14	0.19	0.14	0.19
F	Yuen Long On Lok Road /Yuen Long Tung Tai Street	Signal	121%	82%	119%	81%

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**, it shows all critical junctions would operate within their capacities in both reference scenarios (without proposed site) and design scenario (with the proposed site) in 2031 during the peak hour, ***except for the Junction A***.



- 5.6.3 As the capacities of for the reference case (without the proposed development) is similar to the capacities in the design year (with the proposed development). Yet, the impact caused by the proposed development on the capacity of the Junction A is negligible and no improvement works will be proposed and committed by the Applicant.



6. PUBLIC TRANSPORT DEMAND

6.1 Survey on Existing Public Transport Service

6.1.1 A traffic survey on traffic pattern and localized public transport demand survey at bus/GMB stops in the vicinity was carried out. The survey was carried out on 13th September 2024.

6.1.2 The same design year as vehicular traffic forecast for year 2030 is adopted for the future public transport demand forecast.

6.1.3 The details of the bus stops location and findings are presented in **Figure 6.1** and **Table 6.1, Table 6.2** respectively.



Table 6.1 Observed Boarding/ Alighting of Public Transport during Peak Hour in AM Peak

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2024 Observed Scenario (per hour)			
						Surveyed passenger on board arriving bus stops {C}	Total no of Boarding passengers {D}	Total no of Alighting passengers {E}	Surplus Capacity {B}-{C}-{D}+{E}
To Yuen Long									
AM peak (07:45-08:45)	A	Bus	54	2	162	16	2	9	153
			64K	6	720	144	10	39	605
			68M	4	548	110	0	77	515
			77K	1	120	24	0	6	102
			251C	2	240	60	1	13	192
			968	3	360	72	0	50	338
			68x	2	240	84	7	26	175
			76k	3	360	84	0	42	318
			268C	4	480	168	4	72	380
			268x	2	240	72	5	22	185
			276P	4	480	312	15	67	220
			B2	4	480	219	44	0	217
	B	Bus	A36	2	268	54	17	0	197
			E36	4	480	96	34	2	352
			269D	3	408	163	4	27	268
			276	2	250	75	5	20	190
			968	3	375	75	0	50	350
			B1	9	1125	413	3	50	760
	C	GMB	36	4	76	23	3	11	61
			37	6	114	54	5	26	81
			38	6	114	21	4	14	103
			72	6	114	51	4	20	79
			71	4	76	23	1	14	66
			75	10	160	67	6	26	113
			76	3	57	20	1	6	42
			609	9	171	76	5	24	114
	E	GMB	33	2	32	9	1	0	22
			35	5	80	8	2	1	71
	F	GMB	36	5	95	1	73	4	25
			37	8	152	0	69	0	83
			38	7	133	0	85	2	50
			74	11	209	26	168	26	41
			74A	3	48	3	2	3	46
			75	10	160	5	98	5	62
			76	2	32	0	19	0	13



From Yuen Long								
D	GMB	31	8	128	49	0	2	81
		32	6	96	36	0	1	61
		609	10	190	119	29	0	42
	Bus	54	2	162	41	6	0	116
		64K	4	480	168	20	2	294
		68M	9	1233	493	153	0	587
		68X	8	1096	603	55	12	450
		251C	2	240	24	7	0	209
		265S	1	136	54	4	0	78
		268B	3	408	82	18	0	308
		268X	7	959	534	59	24	390
		276	3	360	228	30	5	107
		276P	7	840	444	82	11	325
		968	10	1370	480	148	0	743
		968x	5	685	274	56	2	357
		A36	1	134	54	0	10	90
		B1	11	1507	400	133	2	976
		B2	5	600	120	5	14	489
		E36	2	274	55	0	46	265
		E36s	4	548	219	33	0	296



Table 6.2 Observed Boarding/ Alighting of Public Transport during Peak Hour in PM Peak

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2024 Observed Scenario (per hour)			
						Surveyed passenger on board arriving bus stops {C}	Total no of Boarding passengers {D}	Total no of Alighting passengers {E}	Surplus Capacity {B}-{C}-{D}+{E}
To Yuen Long									
PM peak (17:30-18:30)	A	Bus	54	2	162	16	2	9	153
			64K	6	720	132	1	61	648
			68M	7	959	192	1	111	877
			251C	3	316	59	5	11	263
			968	6	720	180	0	119	659
			68x	4	548	288	23	91	328
			76k	2	274	41	0	19	252
			268C	5	710	199	9	99	601
			268x	5	710	256	5	22	471
			276P	6	720	312	51	80	437
			B2	2	240	24	25	0	191
	B	Bus	A36	3	411	82	34	1	296
			E36	2	274	151	31	19	111
			E36S	3	360	84	0	29	305
			269D	4	544	286	61	56	253
			276	3	375	125	27	34	257
			968	6	822	233	0	119	708
			B1	9	1125	513	30	140	723
	C	GMB	71	4	64	13	1	6	56
			72	6	114	13	4	9	106
			609	7	133	50	5	27	105
	E	GMB	33	2	32	9	2	1	10
			35	2	32	5	2	0	7
	F	GMB	36	5	95	22	91	22	4
			37	5	95	38	89	38	6
			38	5	95	45	86	45	9
			73A	2	38	0	32	0	6
			74	8	152	19	123	19	29
			74A	4	76	4	35	4	41
			75	12	228	85	171	85	57
			76	1	19	7	16	7	3
	From Yuen Long								
PM peak (17:30-18:30)	D	GMB	31	7	133	29	0	0	104
			32	5	95	26	0	0	69
			609	8	152	71	29	3	55



		54	2	274	69	21	0	90
		64K	4	500	231	64	3	292
		68M	6	822	315	111	0	426
		68X	3	411	260	59	10	309
		251C	2	240	72	29	0	101
		268X	3	411	233	49	12	270
		276	3	360	204	107	4	307
	Bus	276P	6	720	444	127	8	563
		968	4	548	247	61	0	308
		A36	4	480	120	32	63	89
		B1	9	1233	507	206	10	703
		B2	3	360	144	2	24	122
		E36	3	411	137	2	54	85
		K65	4	480	144	0	63	81
		k74	3	360	132	0	9	123

6.2 Reference Demand for Public Transport in 2030

6.2.1 A **+1% p.a** growth rate (detailed in the section 4.2) is applied to 2024 surveyed passenger demand to estimate the 2030 reference demand for public transport. The details of estimated passenger demand in reference year 2030 are summarised in the **Table 6.3 and Table 6.4.**

$$\begin{array}{l}
 \text{2030 Reference} \\
 \text{Passenger Flows} \\
 \text{(Without Proposed} \\
 \text{Development)}
 \end{array}
 =
 \begin{array}{l}
 \text{2024 Passenger} \\
 \text{Flows}
 \end{array}
 \times
 \begin{array}{l}
 \text{Adopted Growth Factor} \\
 \text{(i.e. +1 \% p.a. for 6 years)}
 \end{array}$$



Table 6.3 Boarding/ Alighting of Public Transport during Peak Hour in AM Peak for Reference Scenario in Year 2030

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2030 Reference Scenario (per hour)				
						Surveyed passenger on board arriving bus stops with 1% growth rate {C}	Total no of Boarding passengers with 1% growth rate {D}	Total no of Alighting passengers with 1% growth rate {E}	Surplus Capacity {B}- {C}- {D}+{E}	Additional Frequency
AM peak (07:45-08:45)	A	Bus	54	2	162	17	2	10	153	-
			64K	6	720	153	11	41	597	-
			68M	4	548	116	0	82	514	-
			77K	1	120	25	0	6	101	-
			251C	2	240	64	1	14	189	-
			968	3	360	76	0	53	337	-
			68x	2	240	89	7	28	172	-
			76k	3	360	89	0	45	316	-
			268C	4	480	178	4	76	374	-
			268x	2	240	76	5	23	182	-
			276P	4	480	331	16	71	204	-
			B2	4	480	232	47	0	201	-
	B	Bus	A36	2	268	57	18	0	193	-
			E36	4	480	102	36	2	344	-
			269D	3	408	173	4	29	260	-
			276	2	250	80	5	21	186	-
			968	3	375	80	0	53	348	-
			B1	9	1125	438	3	53	737	-
	C	GMB	36	4	76	24	3	12	61	-
			37	6	114	57	5	28	80	-
			38	6	114	22	4	15	103	-
			72	6	114	54	4	21	77	-
			71	4	76	24	1	15	66	-
			75	10	160	71	6	28	111	-
			76	3	57	21	1	6	41	-
			609	9	171	81	5	25	110	-
	E	GMB	33	2	32	10	1	0	21	-
			35	5	80	8	2	1	71	-
	F	GMB	36	5	95	1	77	4	21	-
			37	8	152	0	73	0	79	-
			38	7	133	0	90	2	45	-
			74	11	209	28	178	28	31	-



			74A	3	48	3	2	3	46	-
			75	10	160	5	104	5	56	-
			76	2	32	0	20	23	35	1
From Yuen Long										
D	GMB		31	8	128	52	0	2	78	-
			32	6	96	38	0	1	59	-
			609	10	190	126	31	0	33	-
	Bus		54	2	162	43	6	0	113	-
			64K	4	480	178	21	2	283	-
			68M	9	1233	524	162	0	547	-
			68X	8	1096	640	58	13	410	-
			251C	2	240	25	7	0	207	-
			265S	1	136	58	4	0	74	-
			268B	3	408	87	19	0	302	-
			268X	7	959	567	63	25	355	-
			276	3	360	242	32	5	91	-
			276P	7	840	471	87	12	293	-
			968	10	1370	509	157	0	704	-
			968x	5	685	291	59	2	337	-
			A36	1	134	57	0	11	88	-
			B1	11	1507	425	141	2	943	-
			B2	5	600	127	5	15	482	-
			E36	2	274	58	0	49	265	-
			E36s	4	548	233	35	0	280	-



Table 6.4 Boarding/ Alighting of Public Transport during Peak Hour in PM Peak for Reference Scenario in Year 2030

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2030 Reference Scenario (per hour)				
						Surveyed passenger on board arriving bus stops with 1% growth rate {C}	Total no of Boarding passengers with 1% growth rate {D}	Total no of Alighting passengers with 1% growth rate {E}	Surplus Capacity {B}- {C}- {D}+{E}	Additional Frequency
To Yuen Long										
PM peak (17:30-18:30)	A	Bus	54	2	162	17	2	10	152	-
			64K	6	720	140	1	65	644	-
			68M	7	959	204	1	118	872	-
			251C	3	316	62	5	12	260	-
			968	6	720	191	0	126	655	-
			68x	4	548	305	24	97	315	-
			76k	2	274	44	0	20	251	-
			268C	5	710	211	10	105	595	-
			268x	5	710	271	5	23	457	-
			276P	6	720	331	54	85	420	-
			B2	2	240	25	27	0	187	-
	B	Bus	A36	3	411	87	36	1	287	-
			E36	2	274	160	33	20	98	-
			E36S	3	360	89	0	31	298	-
			269D	4	544	303	65	59	232	-
			276	3	375	133	29	36	245	-
			968	6	822	247	0	126	695	-
			B1	9	1125	544	32	149	691	-
	C	GMB	71	4	64	14	1	6	46	-
			72	6	114	14	4	10	95	-
			609	7	133	53	5	29	90	-
	E	GMB	33	2	32	10	2	1	6	-
			35	2	32	5	2	0	9	-
	F	GMB	36	5	95	23	97	23	-19	1
			37	5	95	40	94	40	-17	1
			38	5	95	48	91	48	-15	1
			73A	2	38	0	34	0	-16	1
			74	8	152	20	131	20	0	-
			74A	4	76	4	37	4	17	-
			75	12	228	90	182	90	23	-
			76	1	19	7	17	7	-22	2



From Yuen Long									
D	GMB	31	7	133	31	0	0	102	-
		32	5	95	28	0	0	67	-
		609	8	152	75	31	3	49	-
	Bus	54	2	274	73	22	0	179	-
		64K	4	500	245	68	3	190	-
		68M	6	822	334	118	0	370	-
		68X	3	411	276	63	11	83	-
		251C	2	240	76	31	0	133	-
		268X	3	411	247	52	13	124	-
		276	3	360	217	114	4	34	-
		276P	6	720	471	135	8	122	-
		968	4	548	262	65	0	221	-
		A36	4	480	127	34	67	385	-
		B1	9	1233	538	219	11	486	-
		B2	3	360	153	2	25	230	-
		E36	3	411	145	2	57	321	-
		K65	4	480	153	0	67	394	-
		k74	3	360	140	0	10	229	-

6.2.2 The assessment in Table 6.3 and Table 6.4 indicate that there will be shortage for the GMB route 76 (to Yuen Long Direction) during the AM peak and GMB route 36, 37, 38, 73A and 76 (To Yuen Long Direction) during the PM peak.

6.3 Assessment on Public Transport Demand

6.3.1 Reference is made to the “Travel Characteristic Survey 2011 Report” as published by Transport Department in February 2014 to derive the estimated public transport demand due to the proposed development. The adjusted model split is summarised in the Table 6.5 below.

Table 6.5 Calculation of Total Passenger Trips from Proposed Development

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%

6.3.2 For the residential use, the total trip generated from the proposed development are derived from development parameters and assumptions from the TCS report 2011. The calculation of the total trips during peak hours is summarised in **Table 6.6** below:

Table 6.6 Calculation of Total Passenger Trips from the Proposed Development – Residential Use

Item	Proposed Development	
Nos. of units	74 units	
Average household size	2.8 ppl/unit	
Total population	= 74 x 2.8 = 208 ppl	
Trip Rate per Person	1.83*	
Daily trips generated from proposed development	= 208 ppl x 1.83 = 381trips	
Peak Hour Factor	12% **	
Peak hour trips (Two-ways)	= 46 trips/ hr	
Public Transport Passengers Trips		
	2-way	1 way (=60% of the 2-way flow)
For GMB	7	5
For Bus	15	9
Total	22	14

Notes: * According to "Travel Characteristics Survey 2011 Report"
** Peak hour factor is 12% of daily trips according to E2.9 of TCS Report 2011

6.3.3 While for RCHE use, the calculation of the total trips during peak hours is also summarised in the **Table 6.7** below.

Table 6.7 Calculation of Total Passenger Trips from the Proposed Development – RCHE Use

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 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		
	2-way	1-way (= 60% of the 2-way flows)
For GMB	= 11 trips/hr x 15% ⁽³⁾ = 2 passengers/hr	= 2 passengers/hr x 60% = 2 passengers/hr
For Franchised Bus	= 11 trips/hr x 31% ⁽³⁾ = 4 passengers/hr	= 4 passengers/hr x 60% = 3 passengers/hr
Total	= 4+2 = 6 passengers/hr	= 2 + 3 = 5 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) Reference to the Table 6.5
- (4) The methodology is reference to the approved planning application Y_NE-KTS_16

6.3.4 For 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 passenger demand 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.

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

6.3.6 The future demand for public transport is derived from the equation below:

$$\begin{array}{c}
 \text{2030 Design} \\
 \text{Passenger Flows} \\
 \text{(With Proposed} \\
 \text{Development)}
 \end{array}
 =
 \begin{array}{c}
 \text{2030 Reference} \\
 \text{Passenger Flows} \\
 \text{(Without proposed} \\
 \text{development)}
 \end{array}
 +
 \begin{array}{c}
 \text{Proposed Development} \\
 \text{Passenger Flows}
 \end{array}$$



6.3.7 Based on the Table 6.6 and Table 6.7, the distribution of passenger demand for the proposed development are estimated in the Table 6.8 and Table 6.9.

Table 6.8 Boarding Distribution Arising from Proposed Development by Transport Mode during the AM Peak

	Stn	Mode	Route No	Year 2030 Reference Scenario (without Proposed Development)		Year 2030 Design Scenario (with Proposed Development)					
				Surplus Capacity (Without Proposed Developments)	Additional Frequency Required	% of Distribution	Nos of Passengers from the proposed Development	Surplus Capacity	Additional Frequency Required		
AM Peak (07:45-08:45)	A	Bus	To Yuen Long								
			54	152		0%	0	152			
			64K	598		1%	1	597			
			68M	513		0%	0	513			
			77K	101		0%	0	101			
			251C	189		0%	0	189			
			968	337		0%	0	337			
			68x	171		0%	0	171			
			76k	315		0%	0	315			
			268C	374		0%	0	374			
			268x	182		0%	0	182			
			276P	204		1%	1	203			
			B2	200		3%	1	199			
			A36	191		1%	1	190			
			E36	341		2%	1	340			
			269D	255		0%	0	255			
			276	181		0%	0	181			
			968	342		0%	0	342			
	B1	730		0%	0	730					
	C	GMB	36	52		0%	0	52			
			37	70		0%	0	70			
			38	92		0%	0	92			
			72	66		0%	0	66			
			71	54		0%	0	54			
			75	98		0%	0	98			
			76	28		0%	0	28			
	609	96		0%	0	96					
	E	GMB	33	6		0%	0	6			
			35	54		0%	0	54			
	F	GMB	36	4		5%	1	3			
			37	61		4%	1	60			
			38	26		5%	1	25			
			74	11		11%	2	9			
			74A	25		0%	1	24			
			75	34		6%	1	33			
	76	-11	1	1%	1	-12	1				
From Yuen Long											
AM Peak (07:45-08:45)	D	GMB	31	78		0%	0	78			
			32	59		0%	0	59			
			609	33		2%	1	32			
		Bus	54	113		0%	0	113			
			64K	283		1%	1	282			
68M	547		10%	3	544						



			68X	410	-	3%	1	409	-
			251C	207	-	0%	0	207	-
			265S	74	-	0%	0	74	-
			268B	302	-	1%	1	301	-
			268X	355	-	4%	1	354	-
			276	91	-	2%	1	90	-
			276P	293	-	5%	2	291	-
			968	704	-	9%	3	701	-
			968x	337	-	4%	1	336	-
			A36	88	-	0%	0	88	-
			B1	943	-	8%	2	941	-
			B2	482	-	0%	0	482	-
			E36	265	-	0%	0	265	-
			E36s	280	-	2%	1	279	-
			P968	104	-	1%	1	103	-
			K65	422	-	0%	0	422	-
			K74	180	-	1%	1	179	-



Table 6.9 Boarding Distribution Arising from Proposed Development by Transport Mode during the PM Peak

	Stn	Mode	Route No	Year 2030 Reference Scenario (without Proposed Development)		Year 2030 Design Scenario (with Proposed Development)				
				Surplus Capacity (Without Proposed Developments)	Additional Frequency Required	% of Distribution	Nos of Passengers from the proposed Development	Surplus Capacity	Additional Frequency Required	
Pm Peak (17:30-18:30)	A	Bus	To Yuen Long							
			54	152	-	0%	0	152	-	
			64K	644	-	0%	0	644	-	
			68M	872	-	0%	0	872	-	
			251C	260	-	0%	0	260	-	
			968	655	-	0%	0	655	-	
			68x	315	-	1%	1	314	-	
			76k	251	-	0%	0	251	-	
			268C	595	-	0%	0	594	-	
			268x	457	-	0%	0	457	-	
	276P	420	-	3%	1	419	-			
	B2	187	-	1%	1	186	-			
	B	Bus	A36	287	-	2%	1	286	-	
			E36	98	-	2%	1	97	-	
			E36S	298	-	0%	0	298	-	
			269D	232	-	3%	1	231	-	
			276	245	-	1%	1	244	-	
			968	695	-	0%	0	695	-	
	C	GMB	B1	691	-	2%	1	690	-	
			71	46	-	0%	0	46	-	
			72	95	-	0%	0	94	-	
	E	GMB	609	90	-	0%	0	90	-	
			33	6	-	0%	0	6	-	
	F	GMB	35	9	-	0%	0	9	-	
			36	-19	1	5%	1	-20	2	
			37	-17	1	5%	1	-18	1	
			38	-15	1	5%	1	-16	1	
			73A	-16	1	2%	1	-17	1	
			74	0	-	7%	1	-1	-	
			74A	17	-	2%	1	16	-	
			75	23	-	9%	1	22	-	
	76	-22	2	1%	1	-23	2			
	From Yuen Long									
	D	GMB	31	102	-	0%	0	102	-	
			32	67	-	0%	0	67	-	
			609	49	-	2%	1	48	-	
Bus		54	179	-	1%	1	178	-		
		64K	190	-	3%	1	189	-		
		68M	370	-	6%	1	369	-		
		68X	83	-	3%	1	82	-		
		251C	133	-	2%	1	132	-		
		268X	124	-	3%	1	123	-		
		276	34	-	6%	1	33	-		
		276P	122	-	7%	1	121	-		
		968	221	-	3%	1	220	-		
		A36	385	-	2%	1	384	-		
		B1	486	-	11%	1	485	-		
B2	230	-	0%	0	230	-				
E36	321	-	0%	0	321	-				



			K65	394	:	0%	0	394	:
			k74	229	:	0%	0	229	:

6.3.8 The assessment in **Table 6.8 and Table 6.9** indicate that there will be shortage for the GMB route 76 (to Yuen Long Direction) during the AM peak and GMB route 36, 37, 38, 73A and 76 (to Yuen Long Direction) during the PM peak.

6.4 Recommendation of Increasing in Public Transport Services for the Proposed Development during AM and PM Peak Hour

6.4.1 Based on the above assessment, there will be a shortage of GMB route 76 (to Yuen Long direction) during AM peak and GMB route 36, 37, 38, 73A and 76 (to Yuen Long direction) during PM peak in the year 2030 with the proposed development.

6.4.2 **Table 6.10** summarises the recommended increase in public transport for design scenario (with the proposed development) in the year 2030.

Table 6.10 Recommended Increase in PT Services

Route	Design Scenario (with the proposed development)	
	AM Peak	PM Peak
76	Increase 1 GMB per hour	:
36	:	Increase 2 GMB per hour
37	:	Increase 1 GMB per hour
38	:	Increase 1 GMB per hour
73A	:	Increase 1 GMB per hour
76	:	Increase 2 GMB per hour

7. PEDESTRIAN IMPACT ASSESSMENT

7.1 Existing pedestrian network

- 7.1.1 To investigate the serviceability of pedestrian pathways in the vicinity in design year 2030, a pedestrian assessment is conducted
- 7.1.2 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.
- 7.1.3 The survey was carried out on normal weekdays on 14th May 2024 during 07:30am - 09:30am and 05:30pm – 7:30pm.
- 7.1.4 The assessment of section is shown in the **Figure 7.1**, and the observed pedestrian flow is shown in the **Figure 7.2**. The LOS assessment result of the critical sections of footpath in observed year 2024 is summarised in the **Table 7.1**.

Table 7.1 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 10.5.2.2.

7.1.5 The results of the assessment shown in **Table 7.1** indicates that all critical sections are operating with ample reserved capacities during AM and PM peak hours.

7.2 Future Pedestrian Condition

7.2.1 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 7.2** and **Figure 7.3**.

Table 7.2 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

7.2.2 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. The survey was conducted on weekdays 15th May 2024, during 07:30am – 09:30am and 05:30pm -07:30pm.

7.2.3 Based on the survey, the trip rate were found and summarized in **Table 7.3**.

Table 7.3 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

7.2.4 Based on the adopted trip rate, the pedestrian trips by proposed development is estimated and summarized in **Table 7.4**.

Table 7.4 Estimated Pedestrian 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

7.2.5 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 7.5**.

Table 7.5 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%

7.2.6 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 modal split given in the **Table 7.5**, the distribution to the rail, bus and GMB stops area 33%, 31% and 15% respectively.

7.2.7 The expected peak hour pedestrian flow to these transport mode are shown in the **Table 7.5** 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.

7.2.8 The expected peak hour pedestrian flow to MTR station, GMB and Bus stops is shown in the **Table 7.6**.

Table 7.6 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	208	46	16	15	7

7.2.9 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.

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

7.2.11 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 7.7**.

Table 7.7 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⁾ = <u>2 passengers/hr</u>
For Franchised Bus	= 11 trips/hr x 31% ⁽³⁾ = <u>4 passengers/hr</u>
For Rail	= 11 trips/hr x 33% ⁽³⁾ = <u>4 passengers/hr</u>
Total	= 2+4+4 = <u>10 passengers/hr</u> = 10*60% ⁽⁴⁾ = <u>6 passengers/ hr (two- way)</u>

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

7.2.12 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 7.4** to derive at the year 2030 pedestrian flow (with the proposed development).

7.2.13 A separated pedestrian flows table shows the pedestrian generated and attracted by the proposed development only. The detail is also provided and is shown in the **Table 7.8**.

Table 7.8 Pedestrian Flow Generated and Attracted by the Proposed Development

Critical Sections	Pedestrian Flow Generated and Attracted by the Proposed Development	
	AM Peak (ped/ hr)	PM Peak (ped/ hr)
A	205	340
B	90	10
C	45	5
D	155	175

7.2.14 The assessment of the design scenario is summarized in **Table 7.9**

Table 7.9 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	885	2.34	A	1600	4.23	A
B	8.9	7.9	430	0.91	A	780	1.65	A
C	2.1	1.6	190	1.98	A	335	3.49	A
D	3.7	2.7	740	4.57	A	1420	8.77	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 10.5.2.2.

7.2.15 From the assessment result in **Table 7.9**, 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.



8. SUMMARY AND CONCLUSION

8.1 Summary

8.1.1 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

8.1.2 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.

8.1.3 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 except for Junction A (Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road)

8.1.4 As the capacities of for the reference case (without the proposed development) is similar to the capacities in the design year (with the proposed development). Yet, the impact caused by the proposed development on the capacity of the Junction A is negligible and no improvement works will be proposed and committed by the Applicant.

8.1.5 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

- 8.1.6 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 except of the Junction A (Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road).
- 8.1.7 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.

Public Transport Assessment

- 8.1.8 Public transport demand has also been assessed. It is observed that most popular mode of transport for the residents in the area will be going to s Tsuen Wan, Yuen Long, Tin Shui Wai, Mong Kok and others urban areas.
- 8.1.9 There will be shortage for the route 76 (to Yuen Long direction) during AM peak hour and route 36, 37 38, 73A and 76 (to Yuen Long direction) during PM peak hour. Frequencies of all these routes are proposed to increase to cater the future population.
- 8.1.10 As the traffic trips of the proposed development would induce insignificant impact on the surrounding road network. Therefore, the application is supported from the traffic points of views.

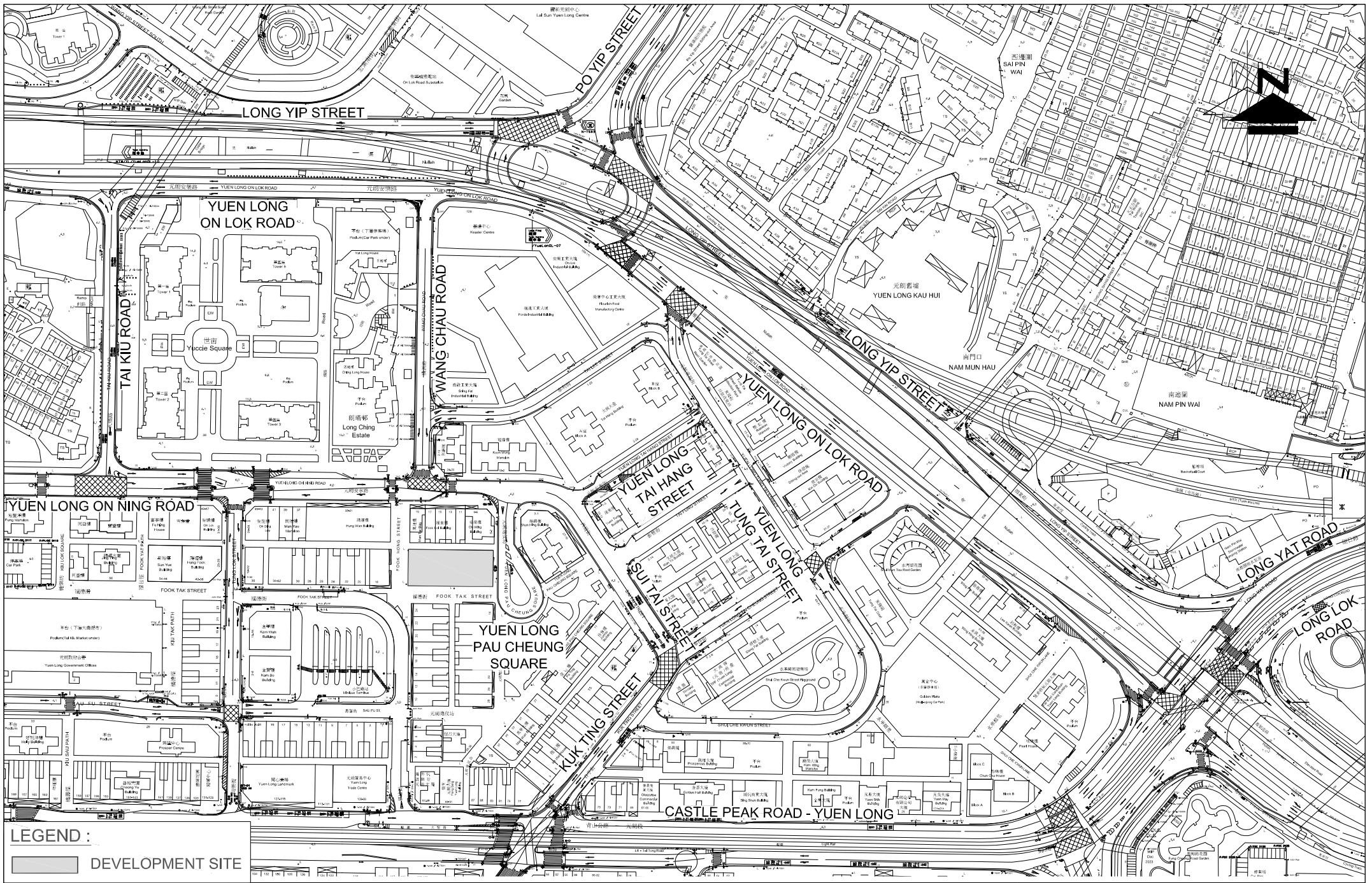
Pedestrian Assessment

- 8.1.11 Pedestrian assessment was also carried out to identify the pedestrian condition in the vicinity.
- 8.1.12 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.



8.2 Conclusion

- 8.2.1 Traffic Impact Assessment (TIA) study indicates that no adverse traffic impact will be induced by the proposed development.
- 8.2.2 Therefore, the proposed development at Lots 3678 in DD 120 is reckoned feasible from traffic engineering point of view.



LEGEND :
 DEVELOPMENT SITE

FIGURE NO.:
2.1

PROJECT NO.:
 23122HK

SCALE:
 1 : 2500 @A4

DATE:
 28 MAY 2024

PROJECT TITLE:
 Yuen Long Theatre Lot 3678 DD120

DRAWING TITLE:
SITE LOCATION PLAN



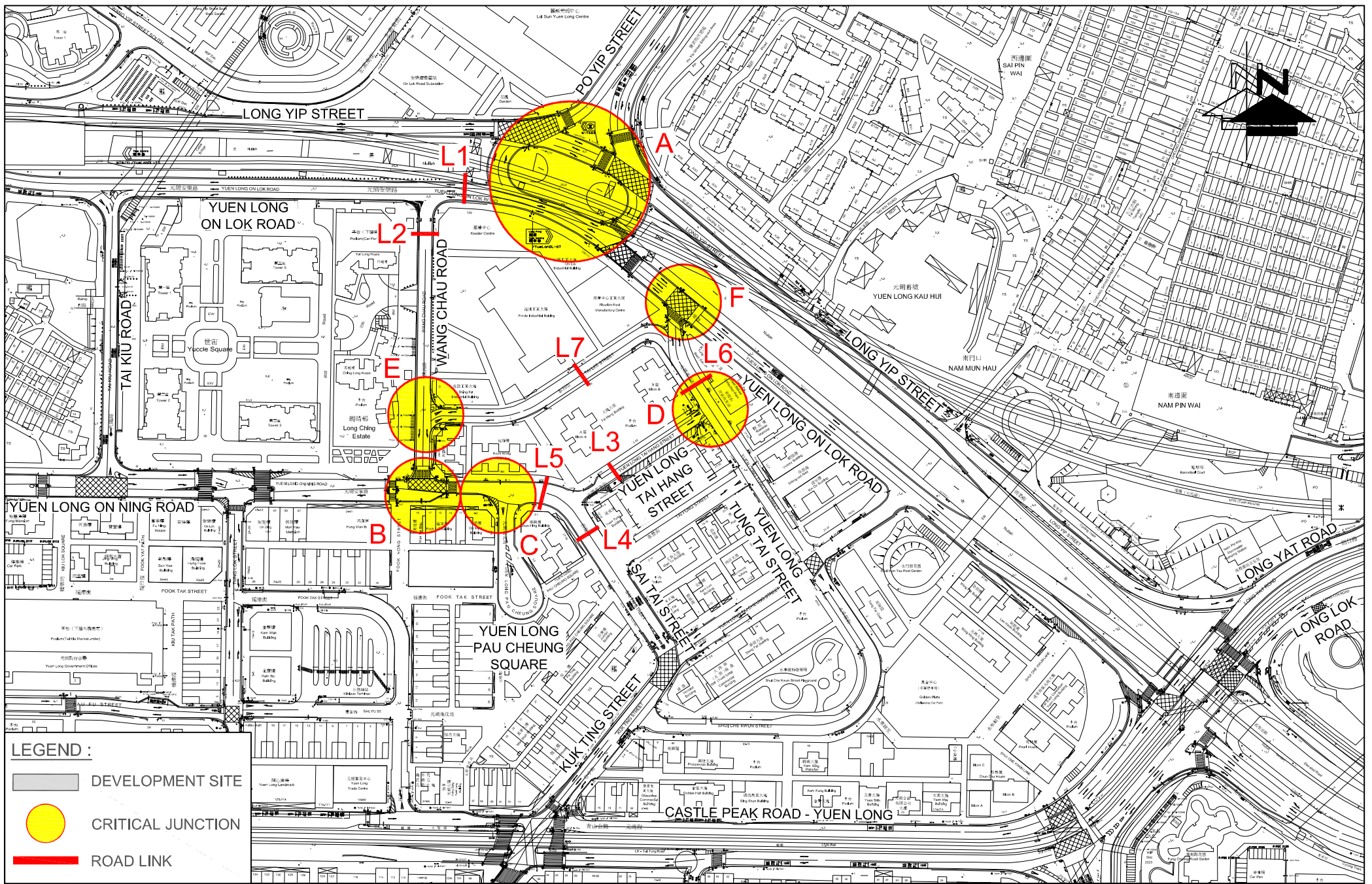
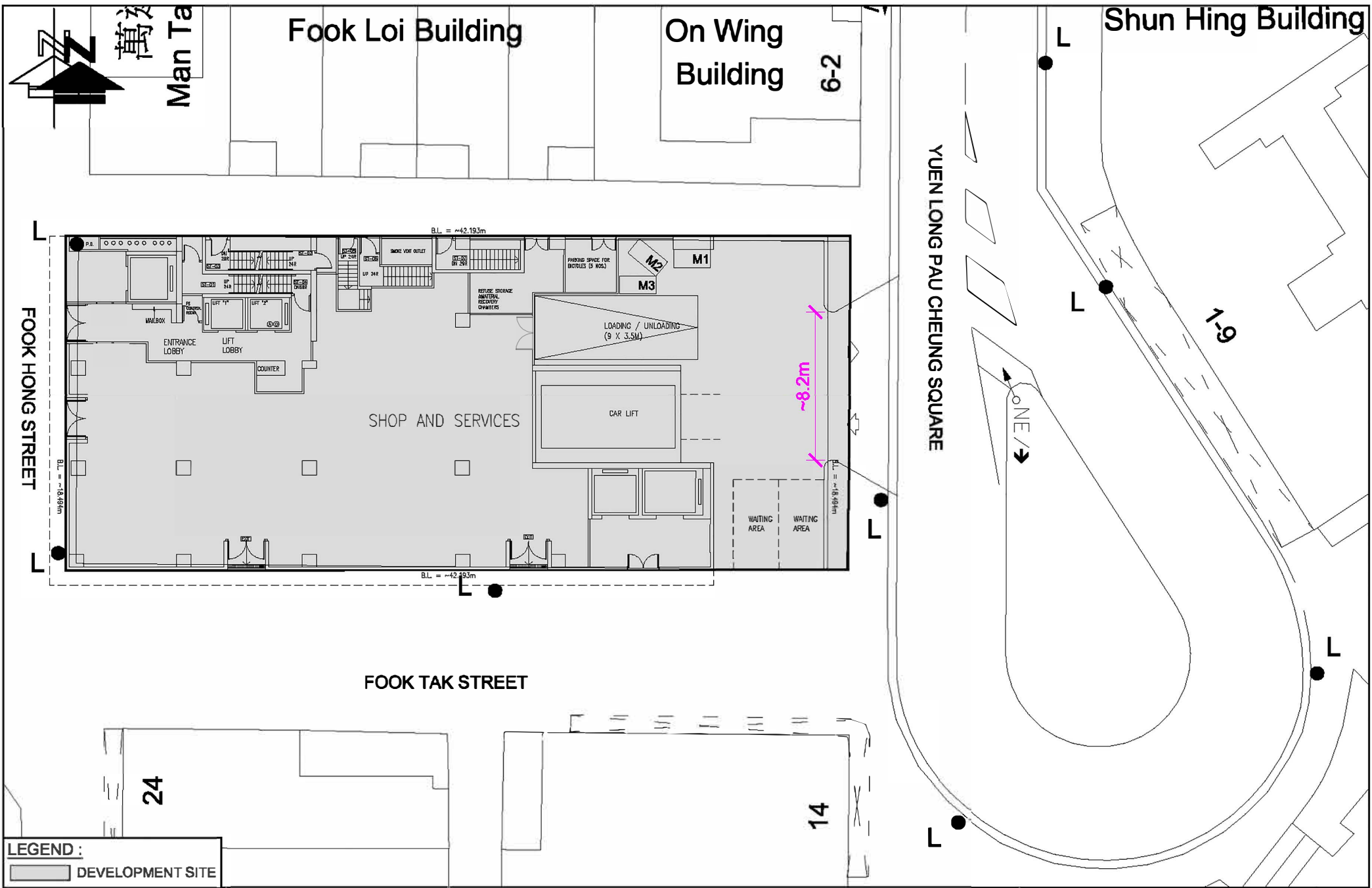


FIGURE NO.: 3.1		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK		DRAWING TITLE: IDENTIFIED KEY JUNCTIONS AND ROAD LINK INDEX	
SCALE: 1 : 2500 @A4	DATE: 26 JUL 2024		



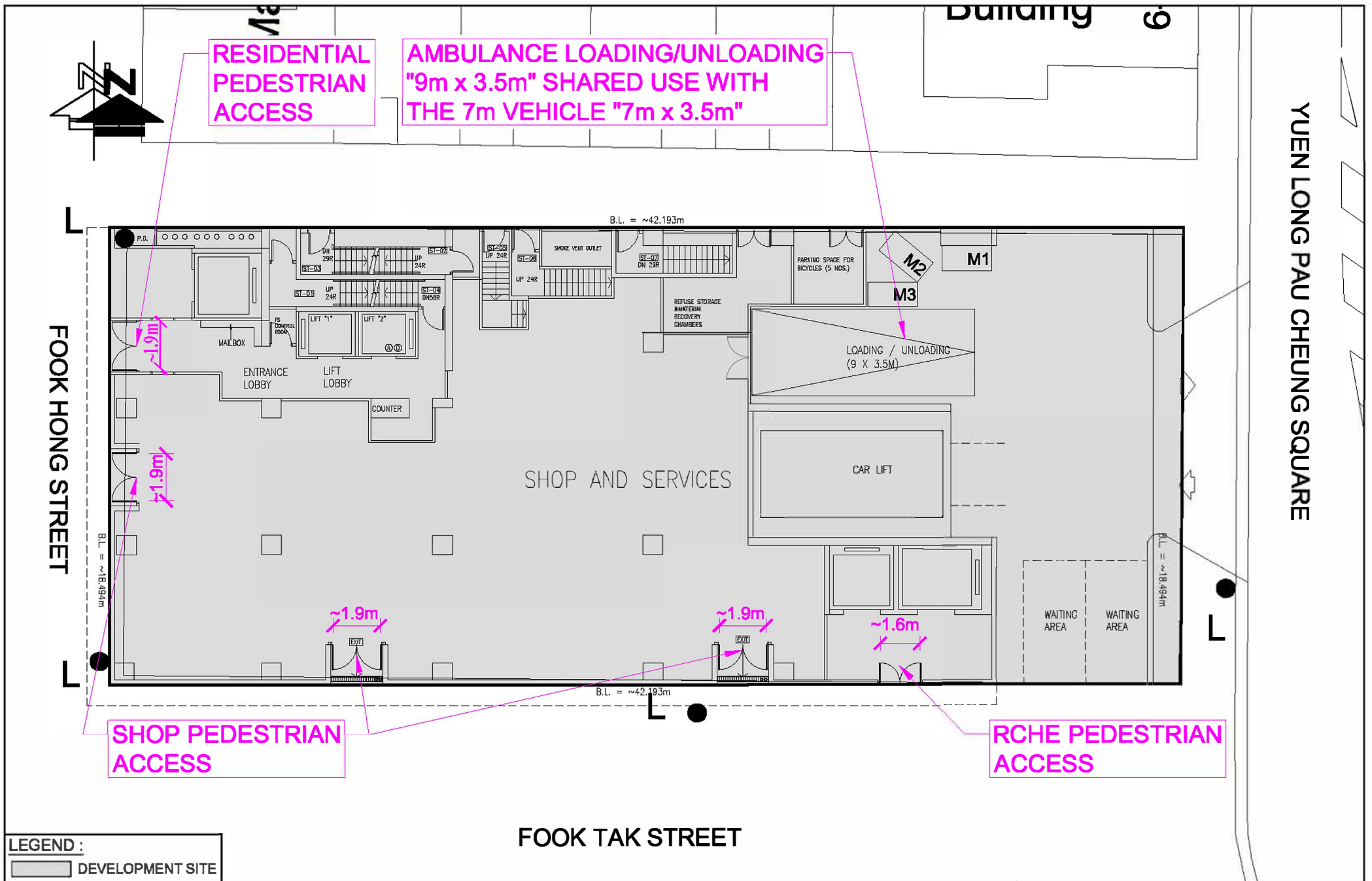
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LEGEND :
 DEVELOPMENT SITE

FIGURE NO.:	2.2	PROJECT TITLE:	Yuen Long Theatre Lot 3678 DD120
PROJECT NO.:	23122HK	DRAWING TITLE:	THE ACCESS ROAD OF THE PROPOSED DEVELOPMENT
SCALE:	DATE:		
1 : 275 @A4	30 SEP 2024		

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RESIDENTIAL
PEDESTRIAN
ACCESS

AMBULANCE LOADING/UNLOADING
"9m x 3.5m" SHARED USE WITH
THE 7m VEHICLE "7m x 3.5m"

FOOK HONG STREET

YUEN LONG PAU CHEUNG SQUARE

FOOK TAK STREET

LEGEND :
DEVELOPMENT SITE

FIGURE NO.: 2.3
PROJECT NO.: 23122HK
SCALE: 1 : 200 @A4
DATE: 30 SEP 2024

PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
DRAWING TITLE: G/F LAYOUT PLAN



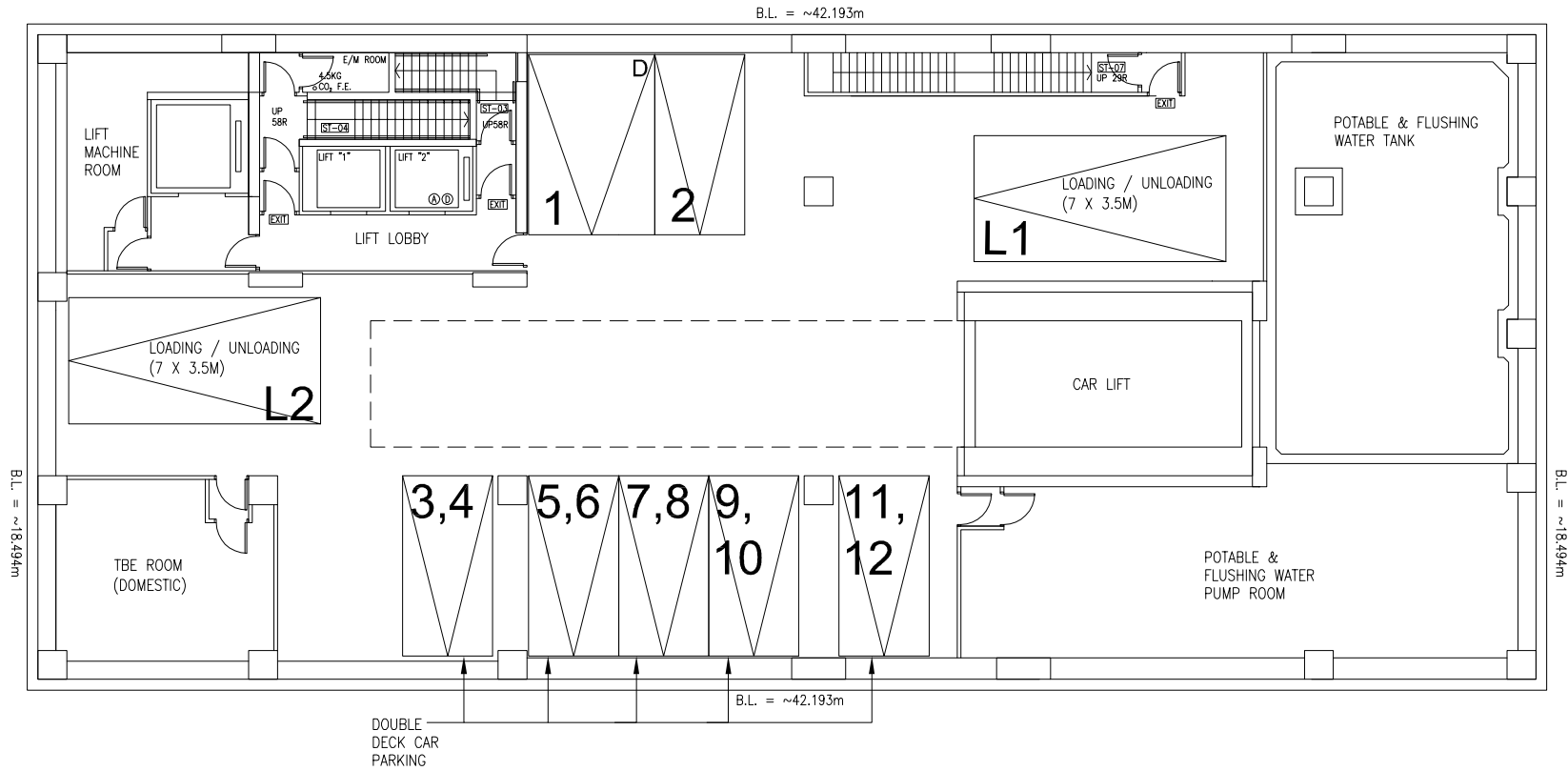
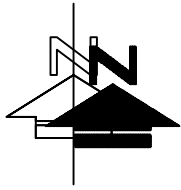


FIGURE NO.:	2.4
PROJECT NO.:	23122HK
SCALE:	DATE:
1 : 200 @A4	30 SEP 2024

PROJECT TITLE:	Yuen Long Theatre Lot 3678 DD120
DRAWING TITLE:	B1/F CARPARK LAYOUT PLAN



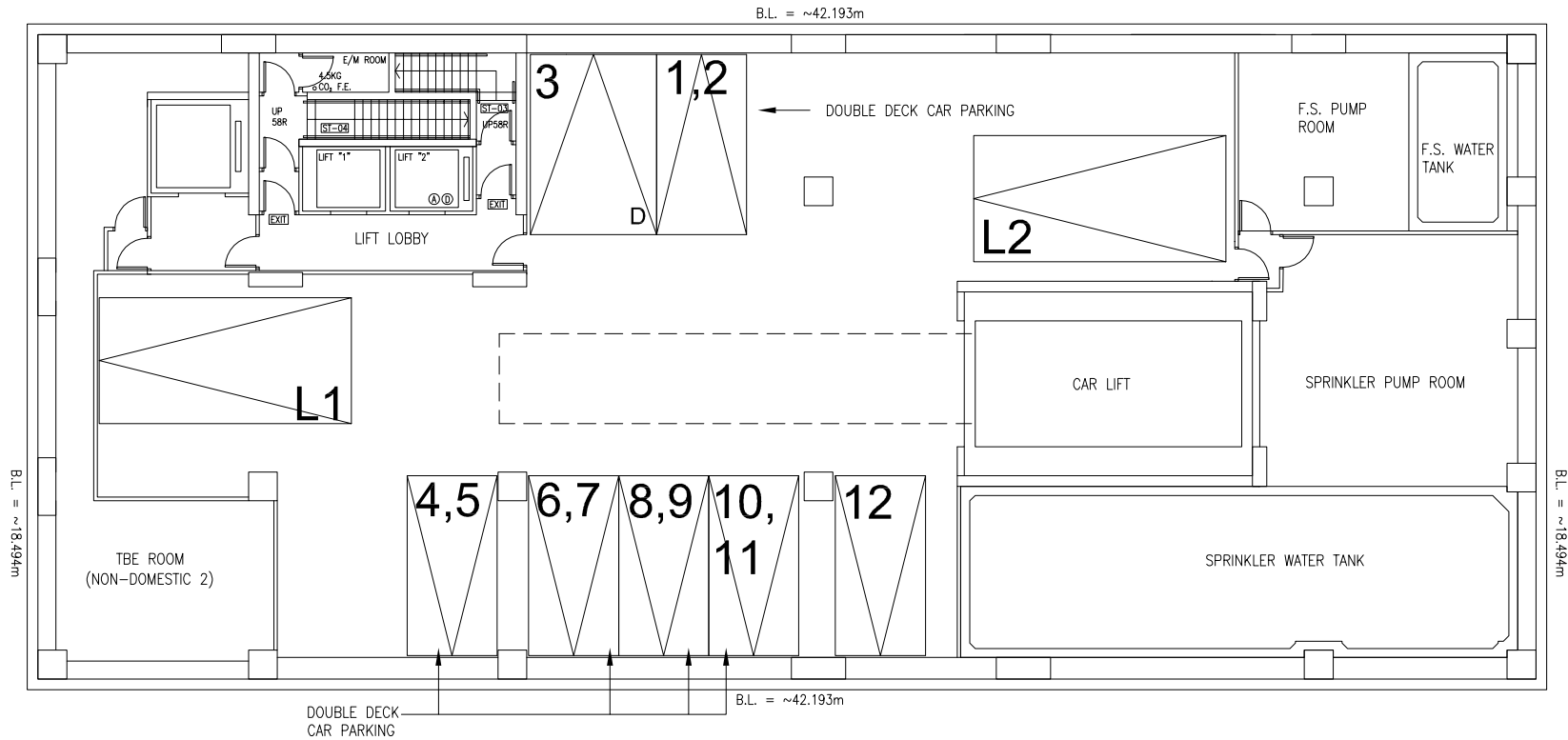
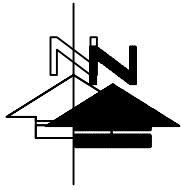


FIGURE NO.: 2.5

PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120

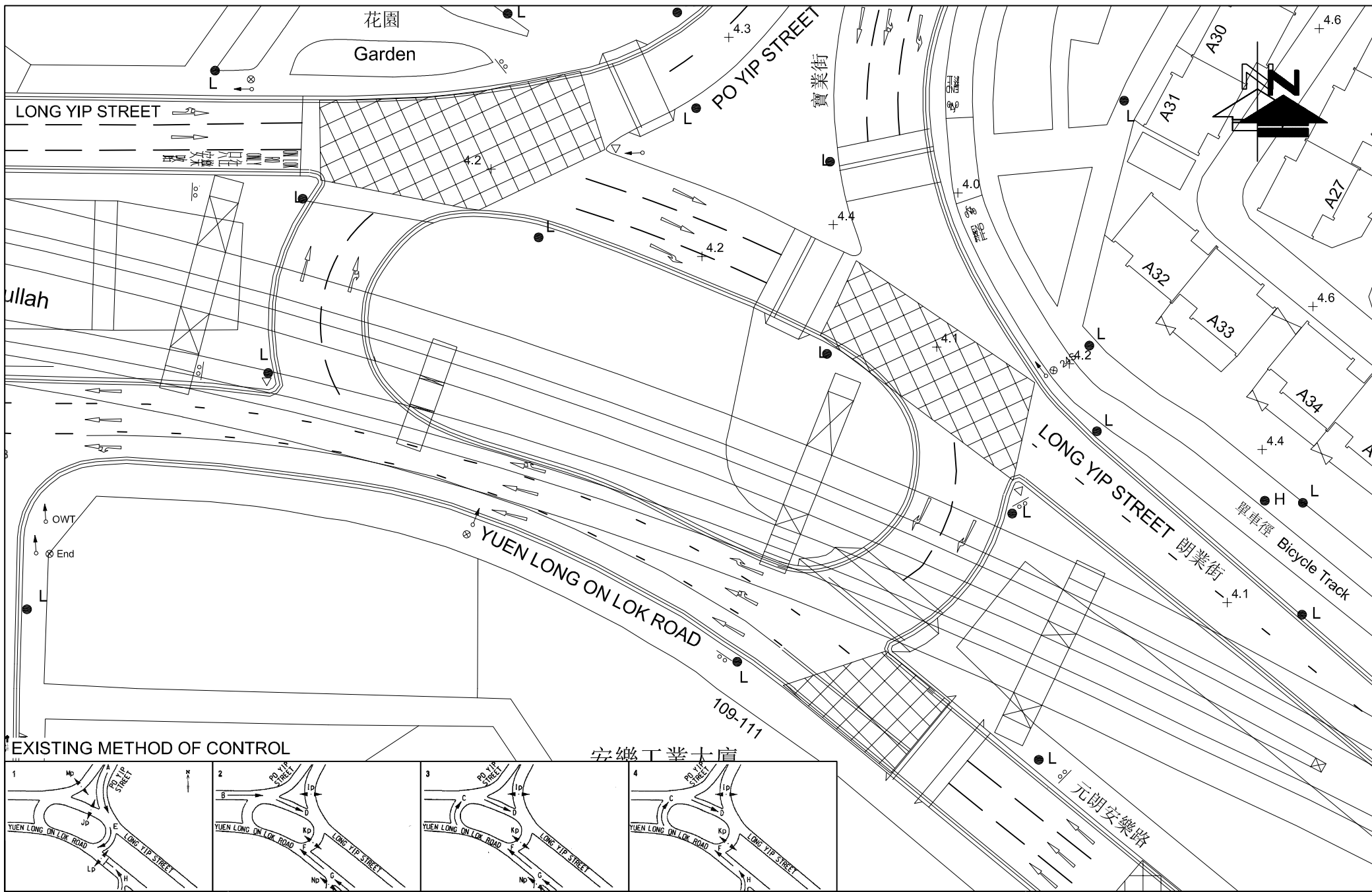
PROJECT NO.: 23122HK

DRAWING TITLE: B2/F CARPARK LAYOUT PLAN

SCALE: 1 : 200 @A4

DATE: 30 SEP 2024





EXISTING METHOD OF CONTROL

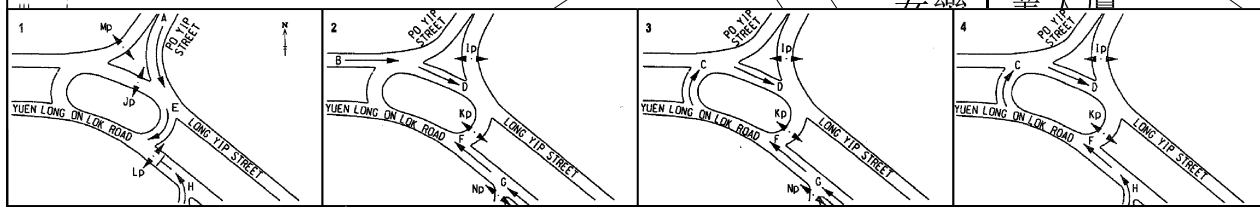


FIGURE NO.: 3.2		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON LOK ROAD / LONG YIP STREET / PO YIP STREET (A)	
SCALE: 1 : 550 @A4	DATE: 28 MAY 2024		



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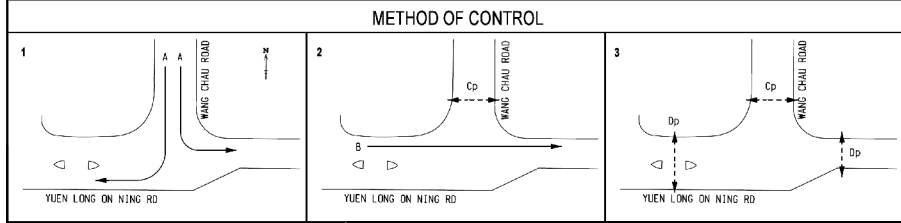
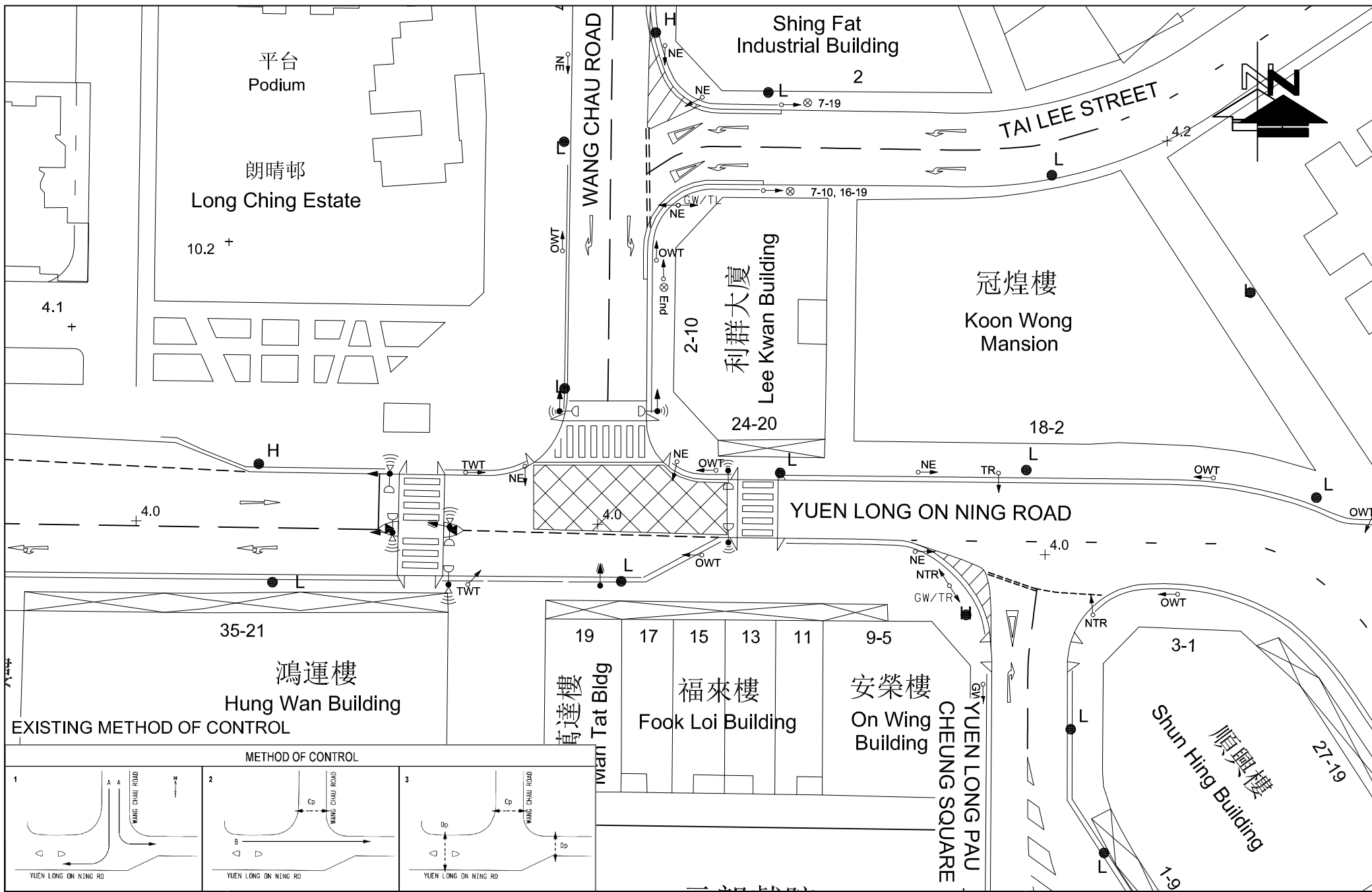


FIGURE NO.:	3.3	PROJECT TITLE:	Yuen Long Theatre Lot 3678 DD120
PROJECT NO.:	23122HK	DRAWING TITLE:	EXISTING JUNCTION LAYOUT OF YUEN LONG ON NING ROAD / WANG CHAU ROAD (B)
SCALE:	DATE:		
1 : 500 @A4	28 MAY 2024		



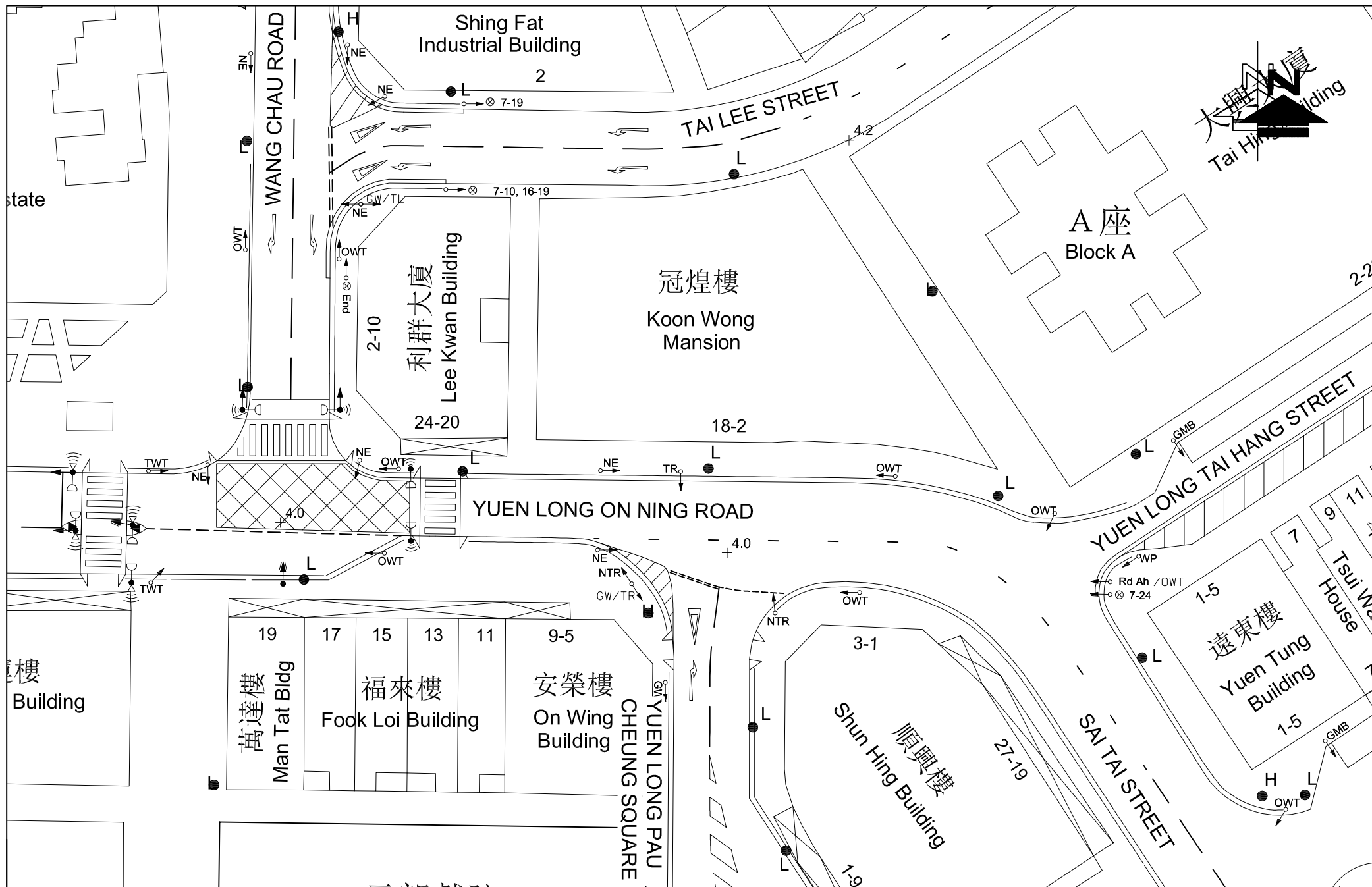


FIGURE NO.:	3.4	PROJECT TITLE:	Yuen Long Theatre Lot 3678 DD120
PROJECT NO.:	23122HK	DRAWING TITLE:	EXISTING JUNCTION LAYOUT OF YUEN LONG ON NING ROAD / YUEN LONG PAU CHEUNG SQUARE (C)
SCALE:	DATE:		
1 : 500 @A4	28 MAY 2024		

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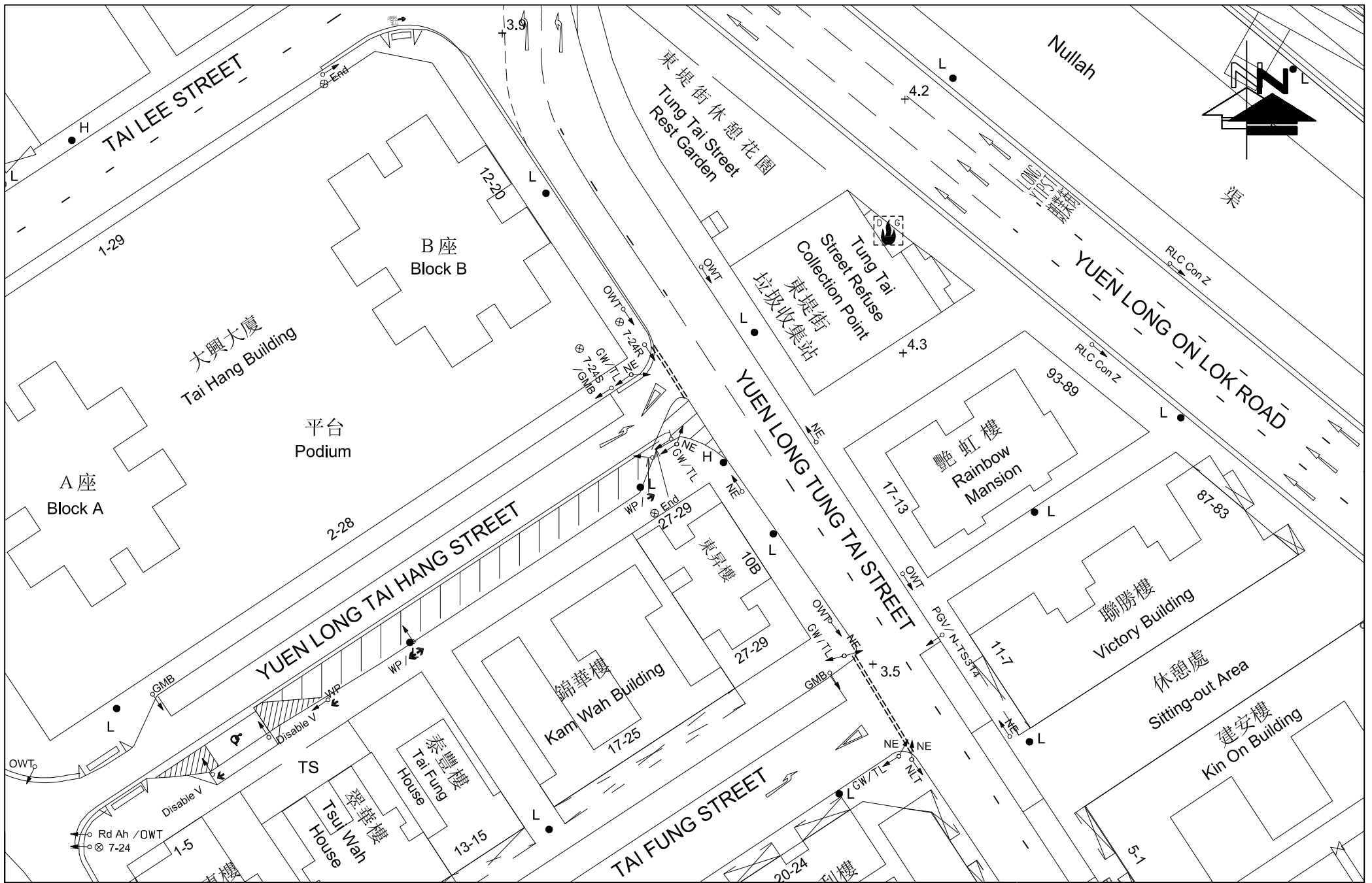


FIGURE NO.:	3.5	PROJECT TITLE:	Yuen Long Theatre Lot 3678 DD120
PROJECT NO.:	23122HK	DRAWING TITLE:	EXISTING JUNCTION LAYOUT OF YUEN LONG TAI HANG STREET / YUEN LONG TUNG TAI STREET (D)
SCALE:	DATE:		
1 : 500 @A4	28 MAY 2024		

CTA Consultants Limited
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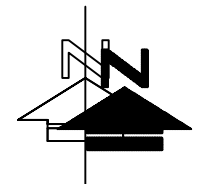
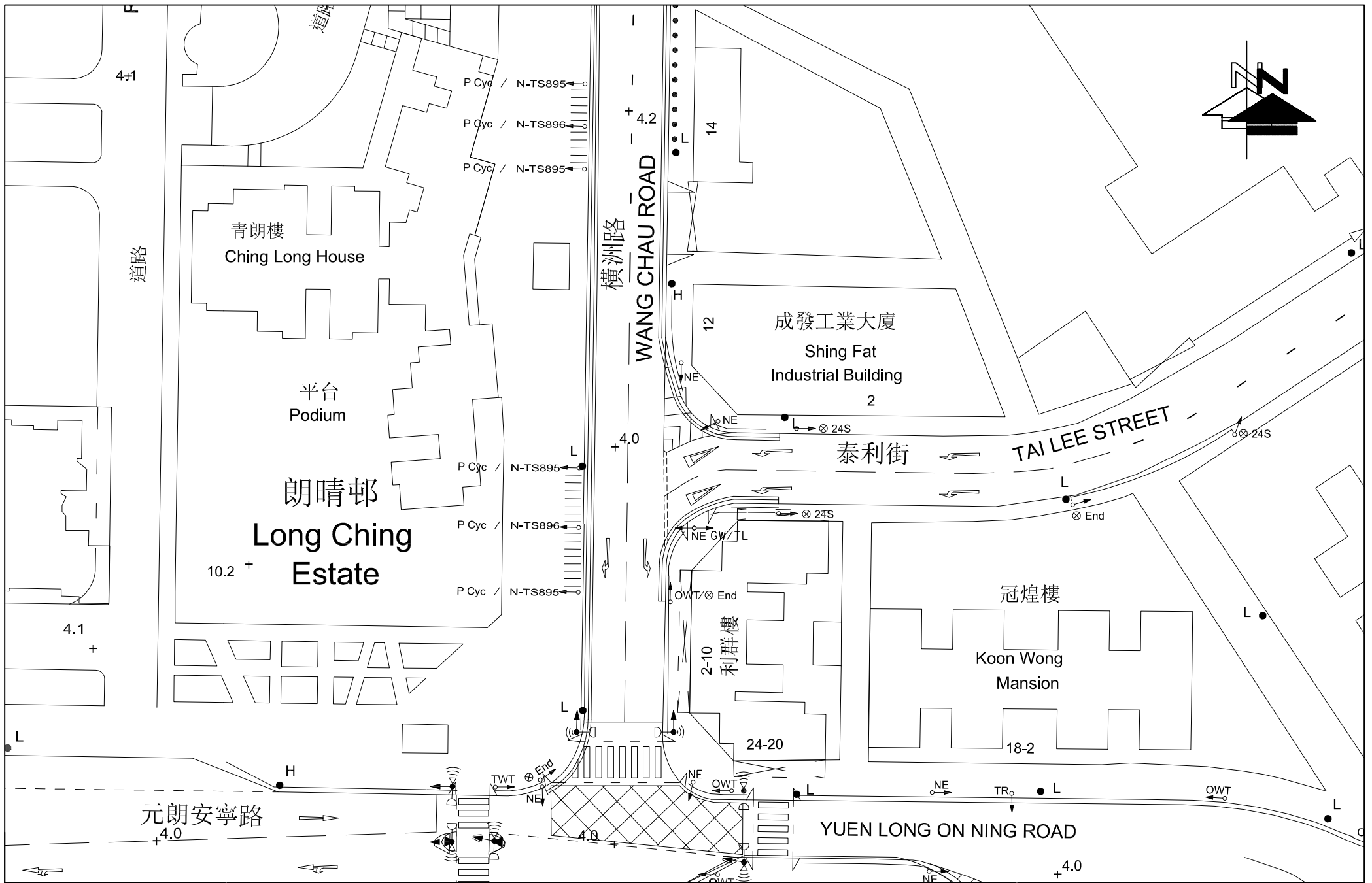
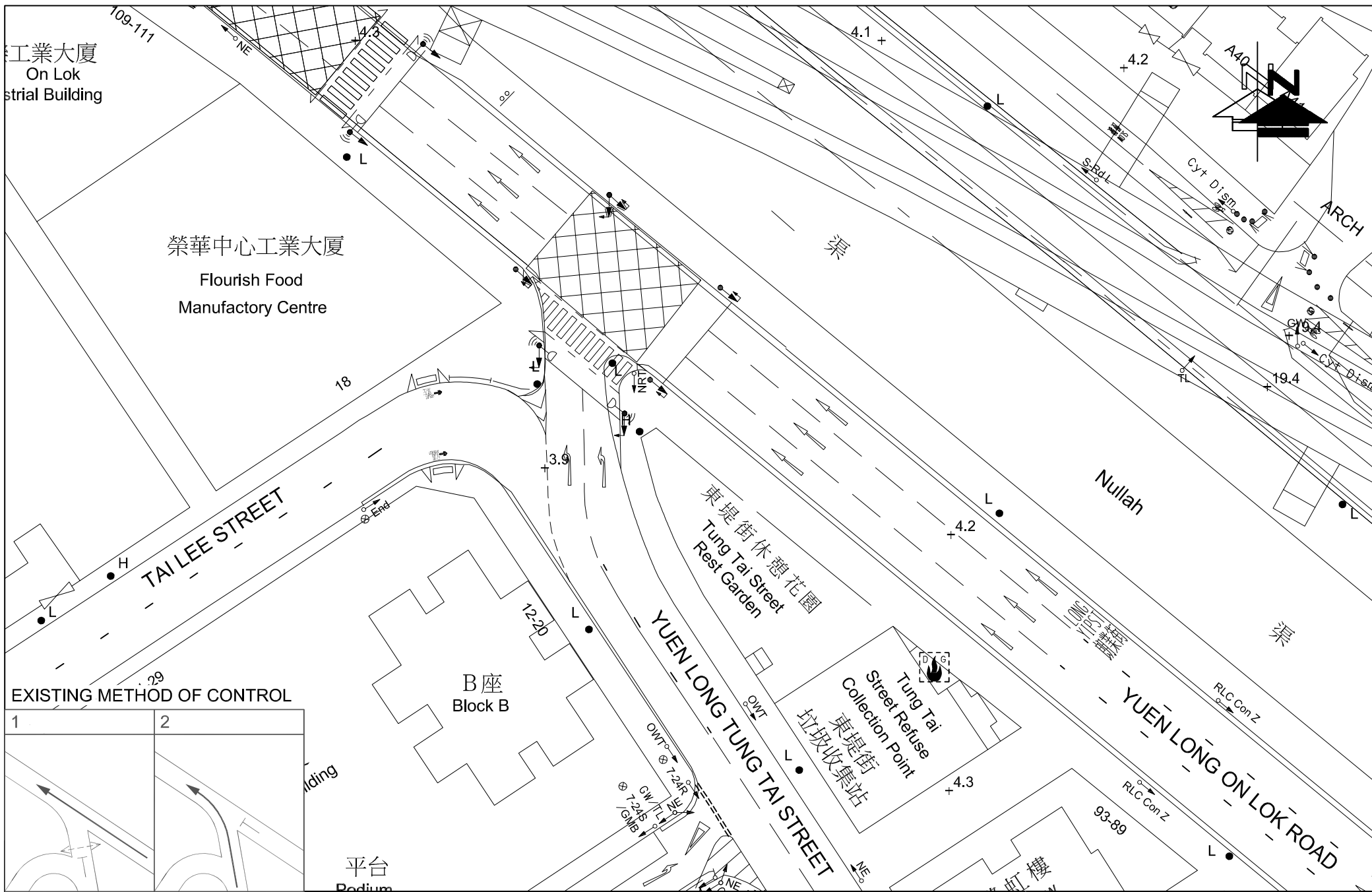


FIGURE NO.:	3.6	PROJECT TITLE:	Yuen Long Theatre Lot 3678 DD120	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.:	23122HK	DRAWING TITLE:	EXISTING JUNCTION LAYOUT OF WANG CHAU ROAD / TAI LEE STREET (E)	
SCALE:	DATE:			
1 : 500 @A4	28 MAY 2024			



EXISTING METHOD OF CONTROL

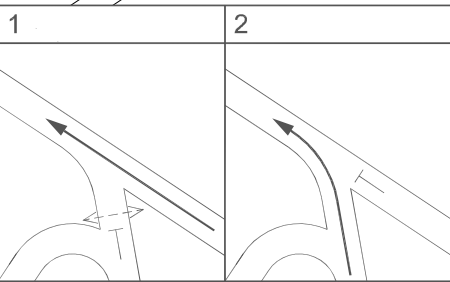
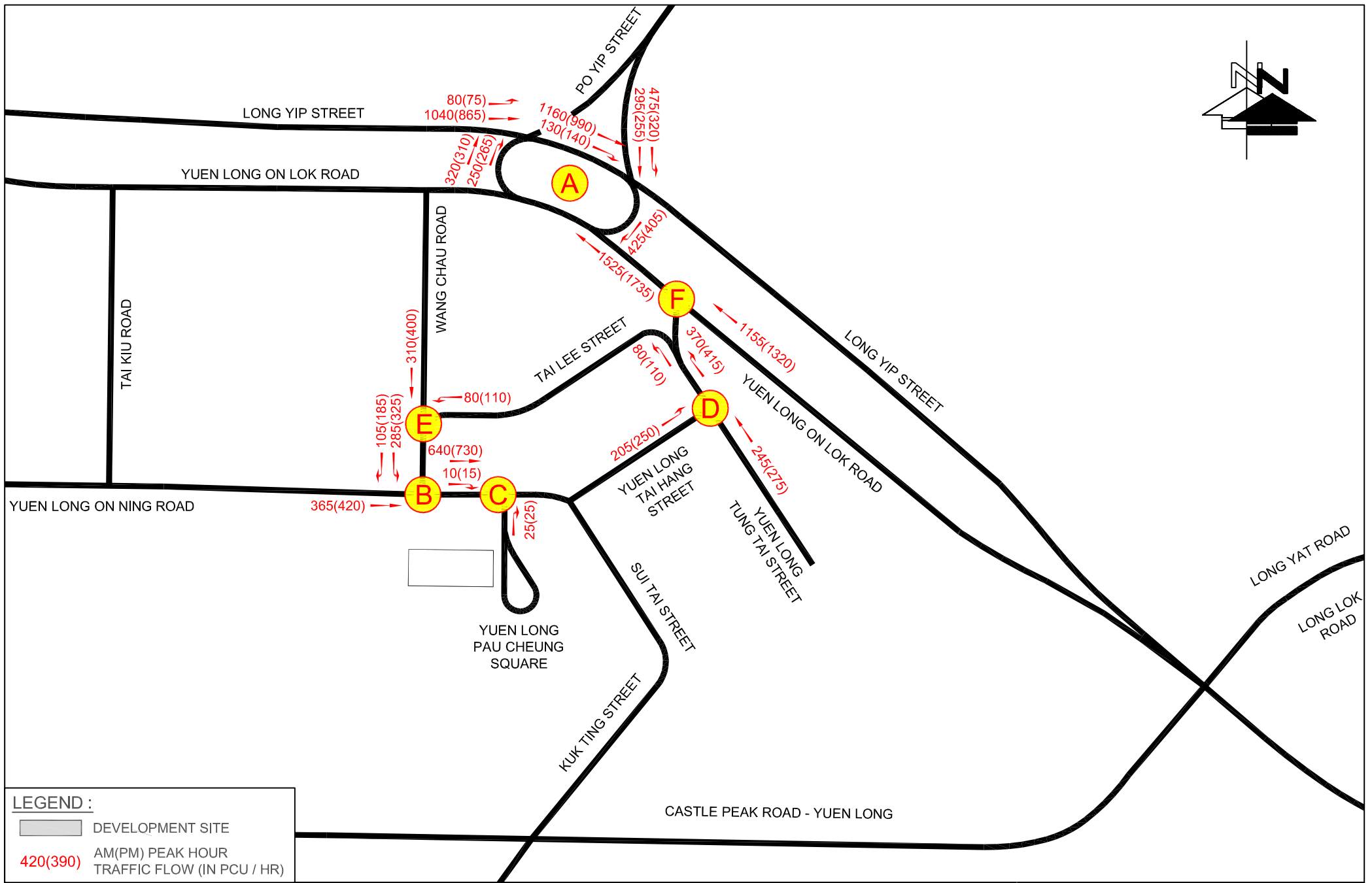
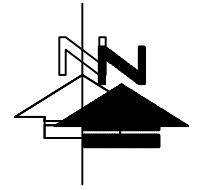


FIGURE NO.: 3.7		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON LOK ROAD / YUEN LONG TUNG TAI STREET (F)
SCALE: 1 : 500 @A4	DATE: 23 JUL 2024	

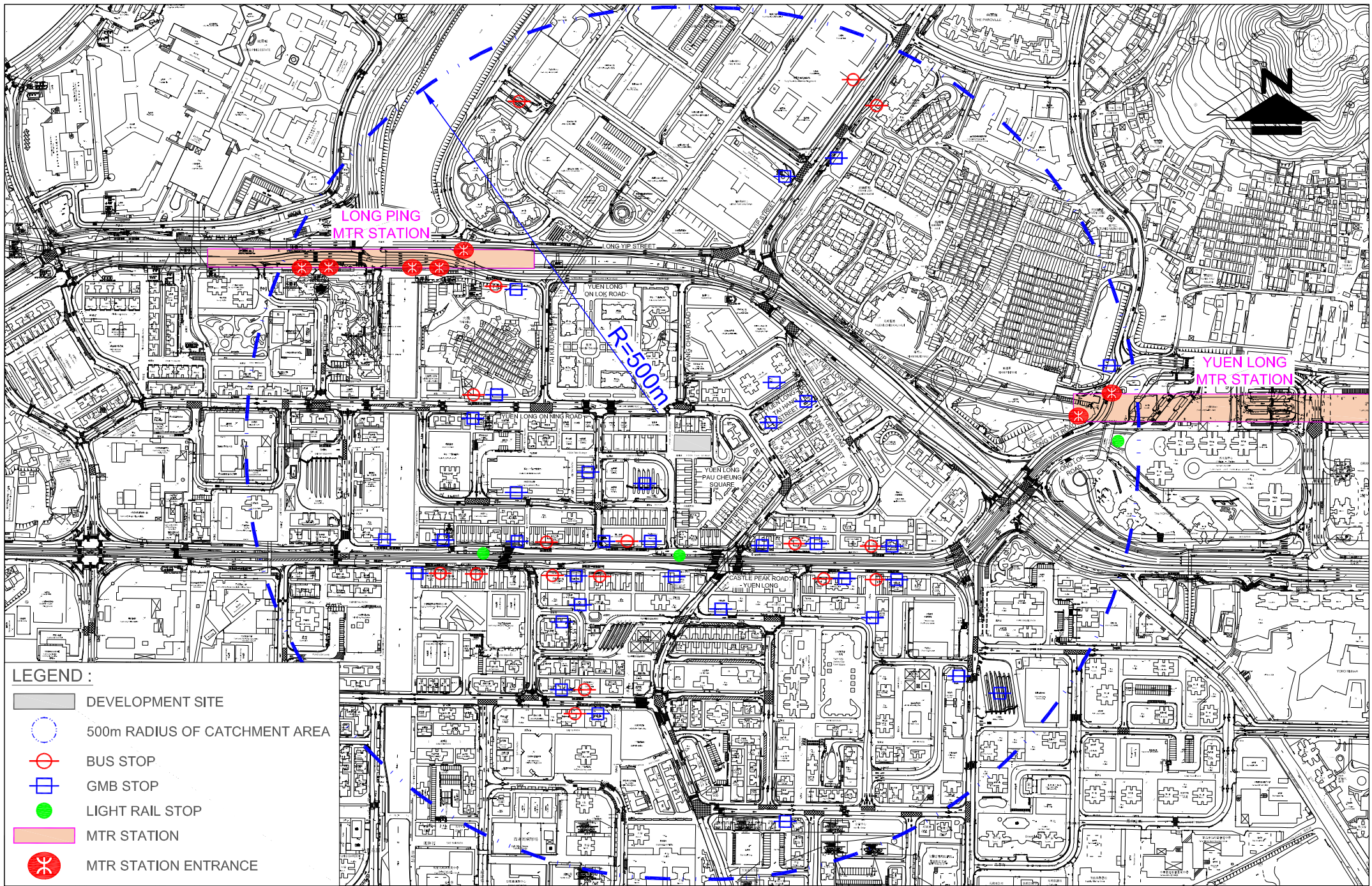




LEGEND :
 DEVELOPMENT SITE
 420(390) AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.:	3.8	PROJECT TITLE:	Yuen Long Theatre Lot 3678 DD120
PROJECT NO.:	23122HK	DRAWING TITLE:	2024 OBSERVED TRAFFIC FLOWS
SCALE:	N.T.S. @A4	DATE:	24 JUL 2024





- LEGEND :**
- DEVELOPMENT SITE
 - 500m RADIUS OF CATCHMENT AREA
 - BUS STOP
 - GMB STOP
 - LIGHT RAIL STOP
 - MTR STATION
 - ✕ MTR STATION ENTRANCE

FIGURE NO.: **3.13**

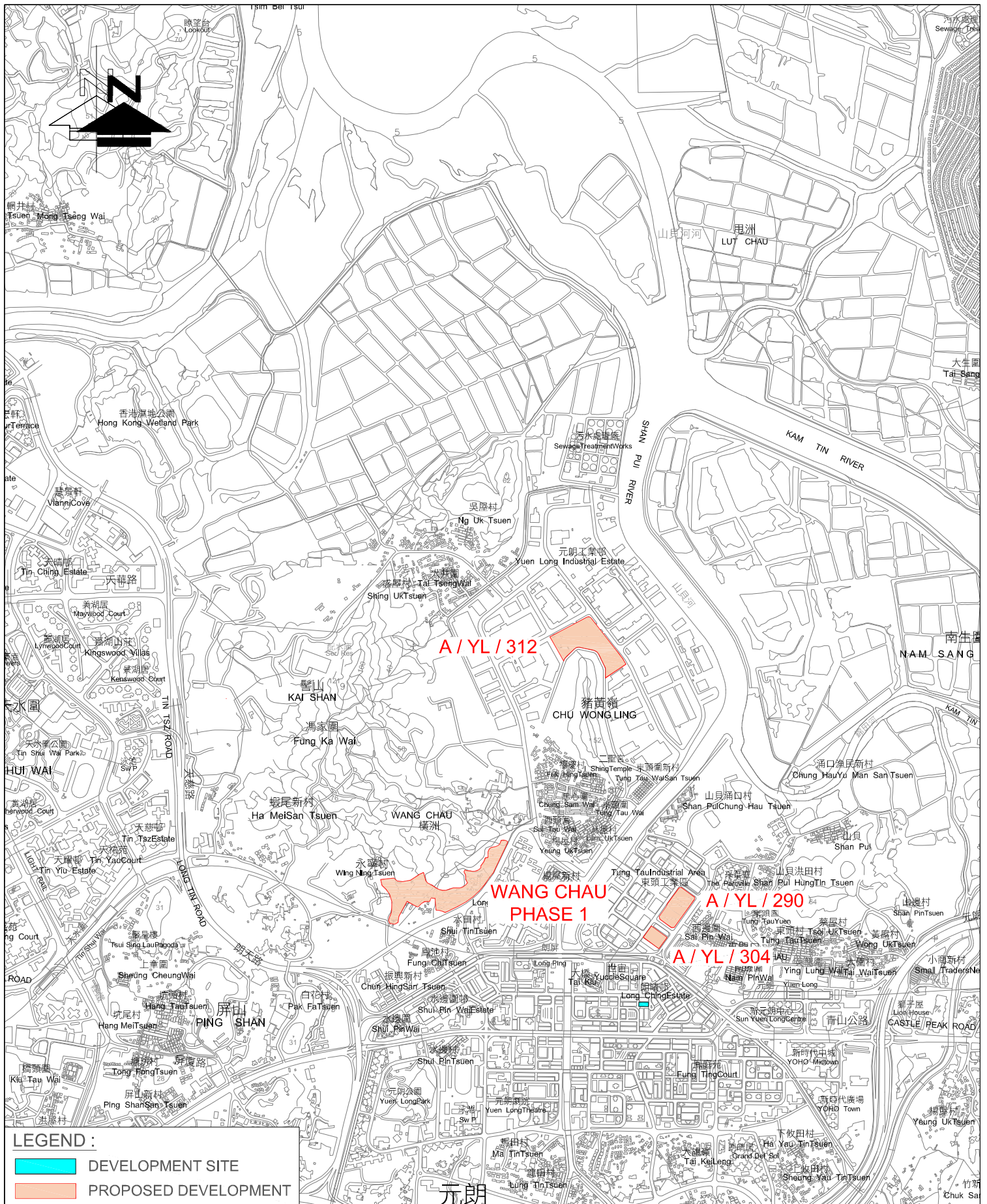
PROJECT NO.: 23122HK

SCALE: 1: 5800 @A4 DATE: 30 JUL 2024


PROJECT TITLE: **Yuen Long Theatre Lot 3678 DD120**

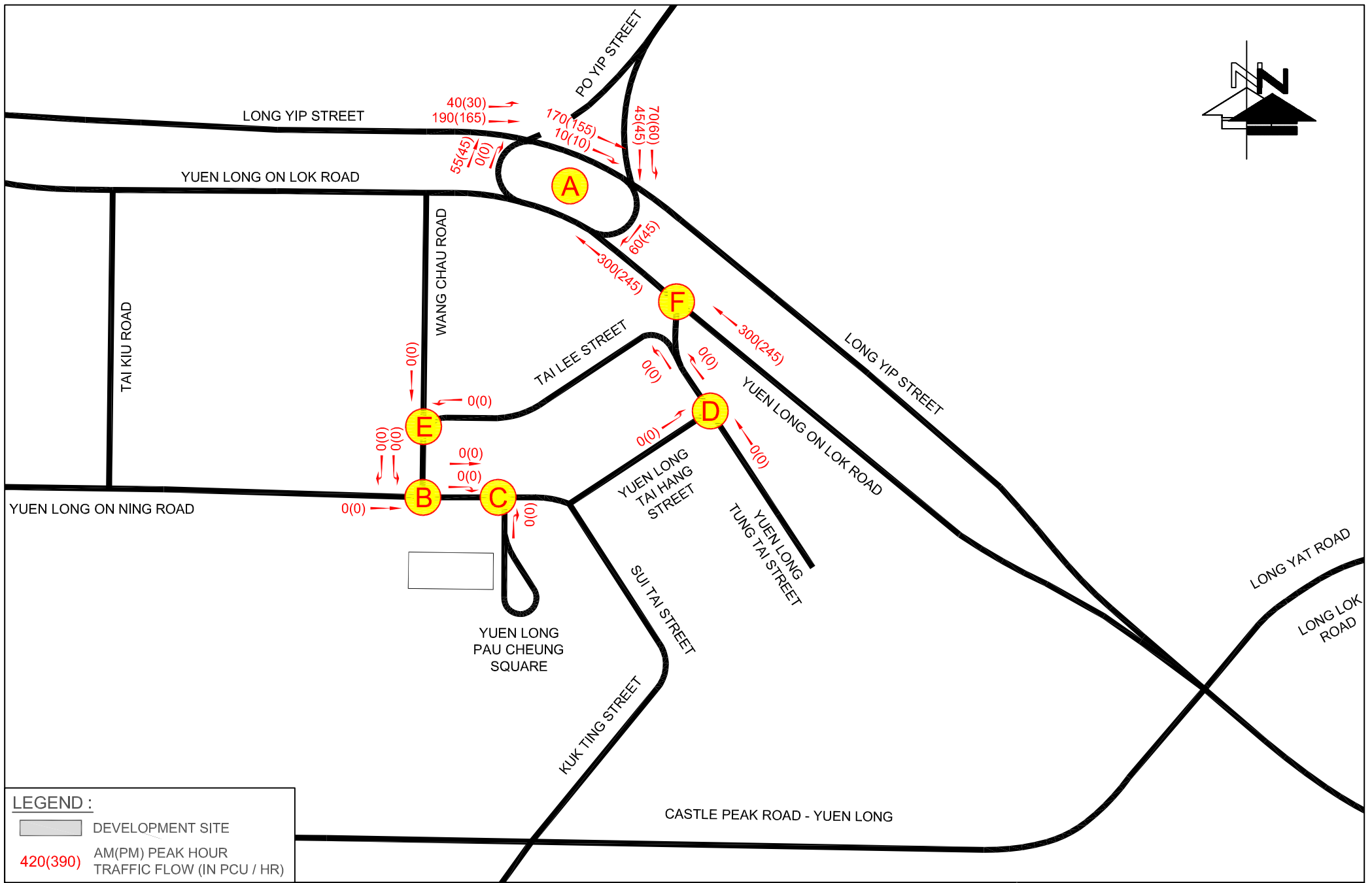
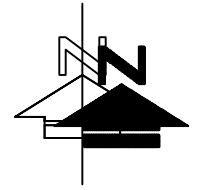
DRAWING TITLE: **PUBLIC TRANSPORT SERVICES IN THE VICINITY**






LEGEND :	
	DEVELOPMENT SITE
	PROPOSED DEVELOPMENT

FIGURE NO.:		PROJECT TITLE:	
4.1 (REV A)		Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.:		DRAWING TITLE:	
23122HK		PLANNED COMMITTED FUTURE DEVELOPMENT IN THE VICINITY	
SCALE:	DATE:	 CTA Consultants Limited 志達顧問有限公司	
1 : 22000 @A4	29 JUL 2024		



LEGEND :

 DEVELOPMENT SITE

420(390) AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 4.2 (REV A)	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: TRAFFIC FLOW GENERATED AND ATTRACTED BY ADJACENT DEVELOPMENTS
SCALE: N.T.S. @A4	DATE: 24 JUL 2024



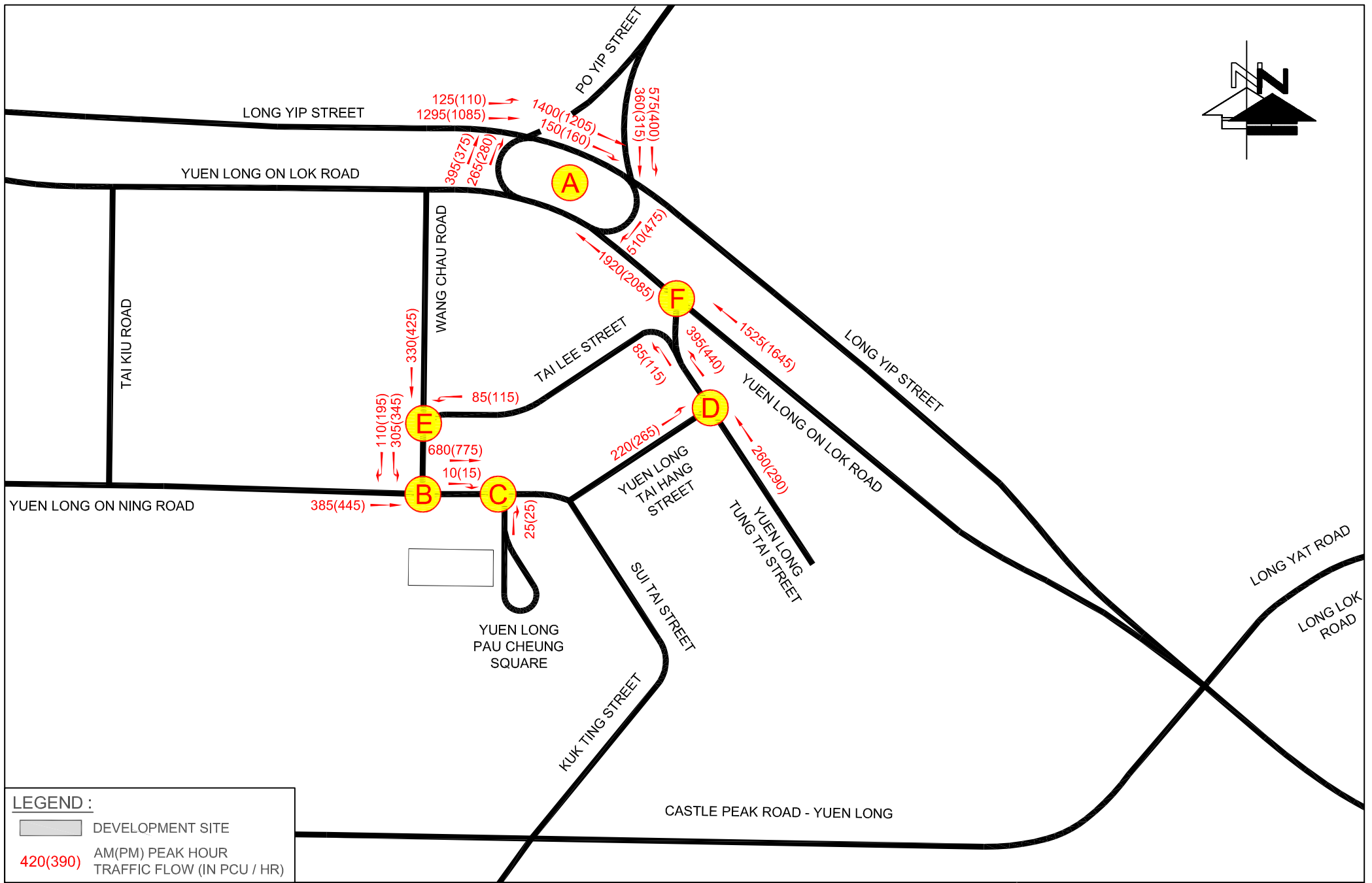
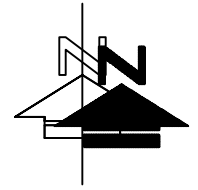


FIGURE NO.: 4.3		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK		DRAWING TITLE: 2030 REFERENCE TRAFFIC FLOWS
SCALE: N.T.S. @A4	DATE: 25 JUL 2024	

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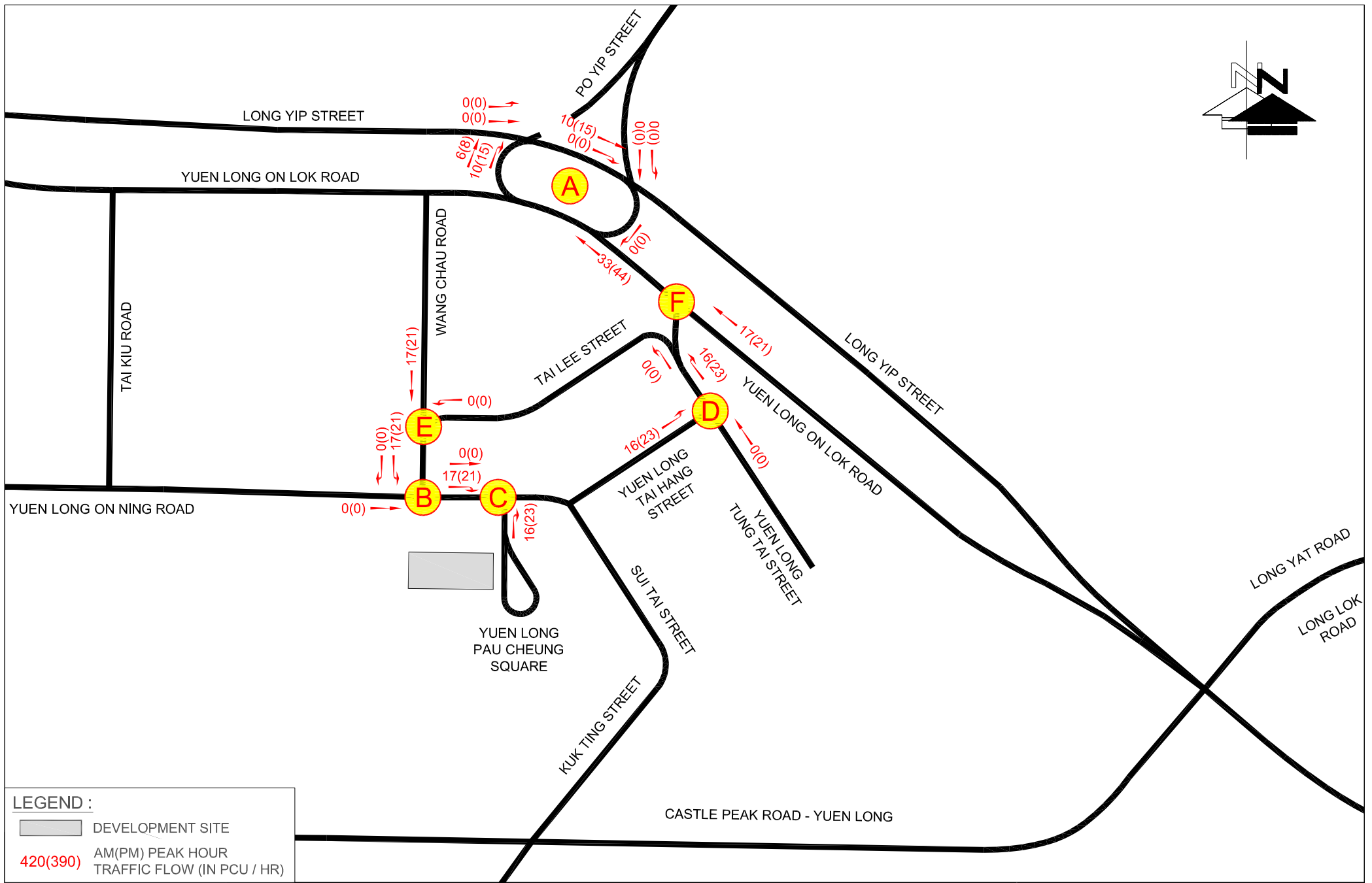
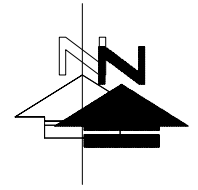


FIGURE NO.: 4.4		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK		DRAWING TITLE: TRAFFIC FLOW GENERATED AND ATTRACTED BY PROPOSED DEVELOPMENTS
SCALE: N.T.S. @A4	DATE: 27 JUL 2024	



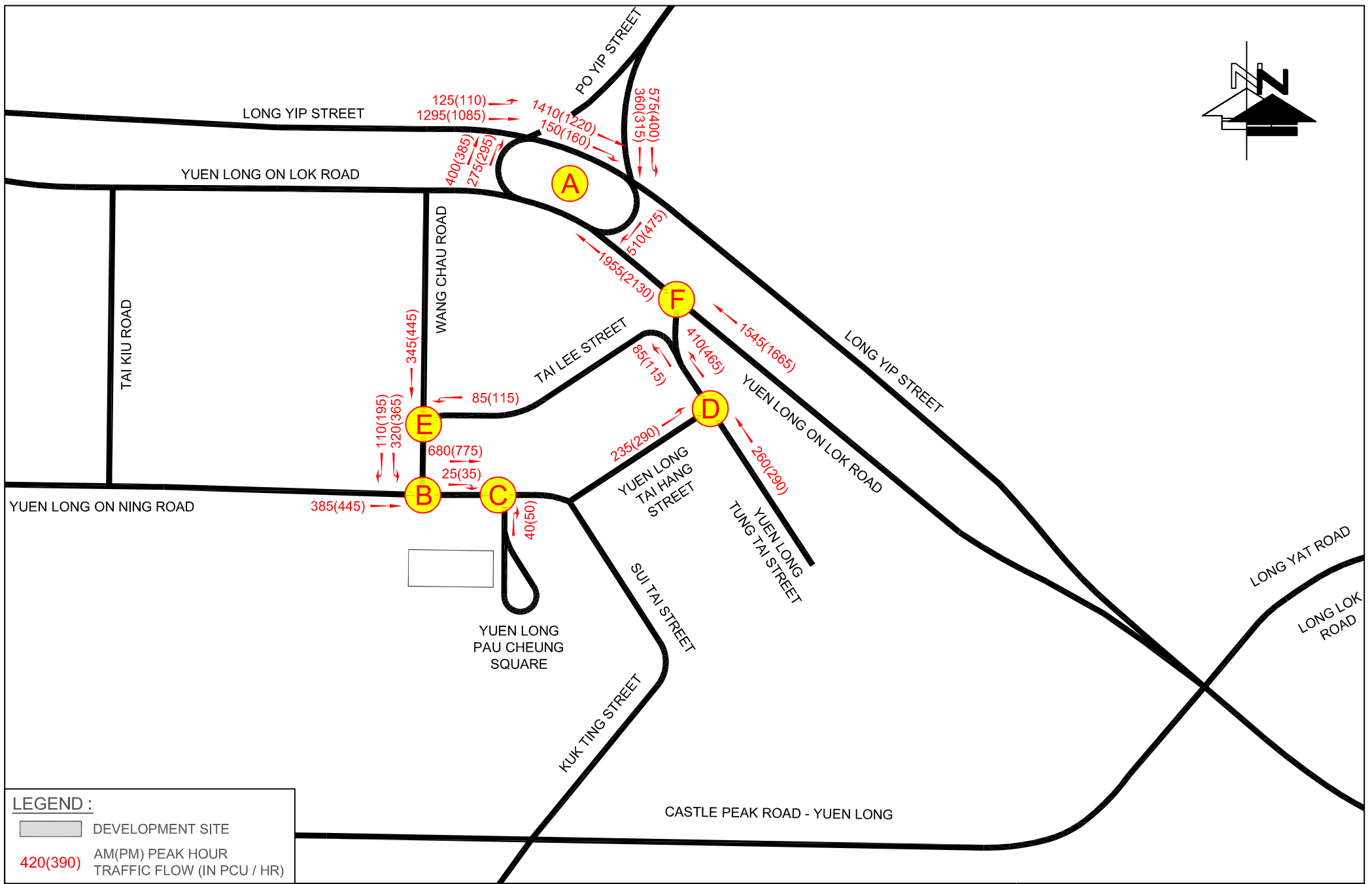
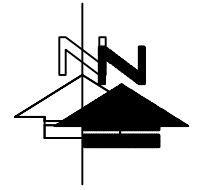


FIGURE NO.: 4.5		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK		DRAWING TITLE: 2030 DESIGN TRAFFIC FLOWS	
SCALE: N.T.S. @A4	DATE: 24 JUL 2024		



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志達顧問有限公司

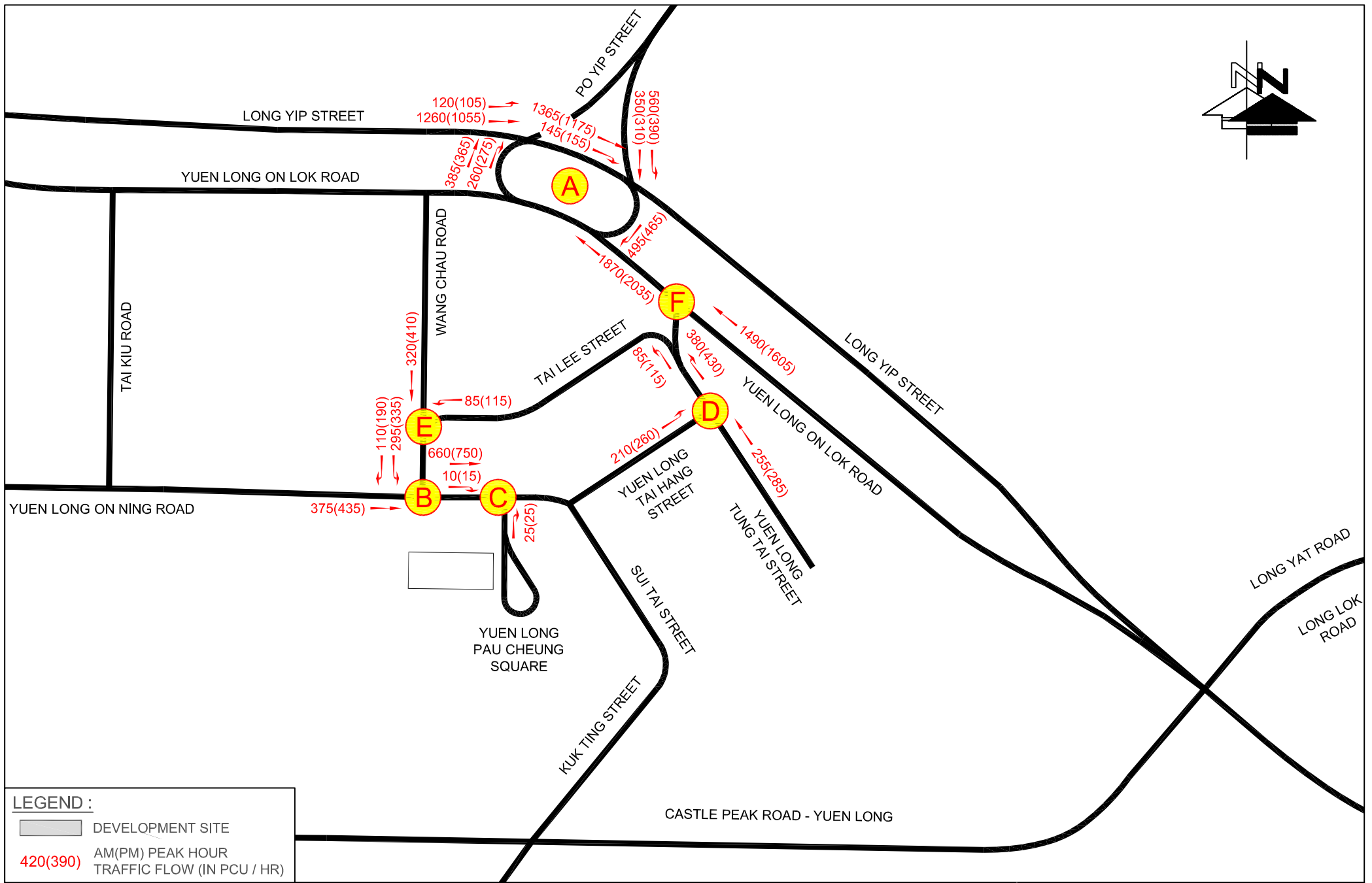
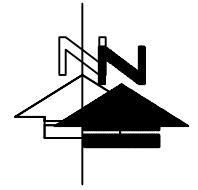


FIGURE NO.: 5.1 (REV A)	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: 2027 REFERENCE TRAFFIC FLOWS DURING THE CONSTRUCTION PERIOD
SCALE: N.T.S. @A4	DATE: 24 JUL 2024



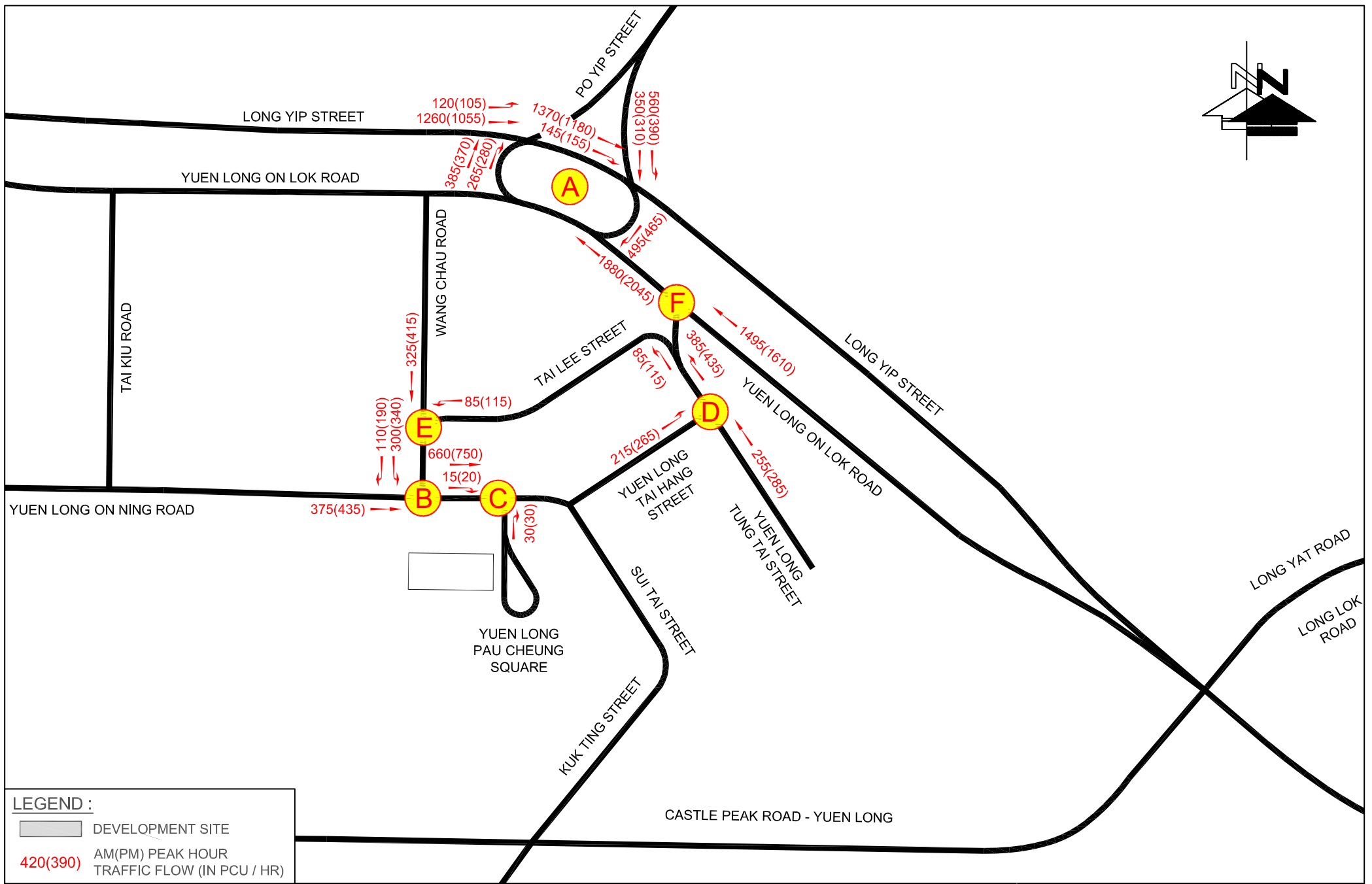
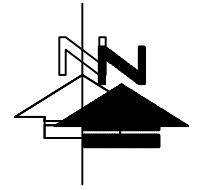
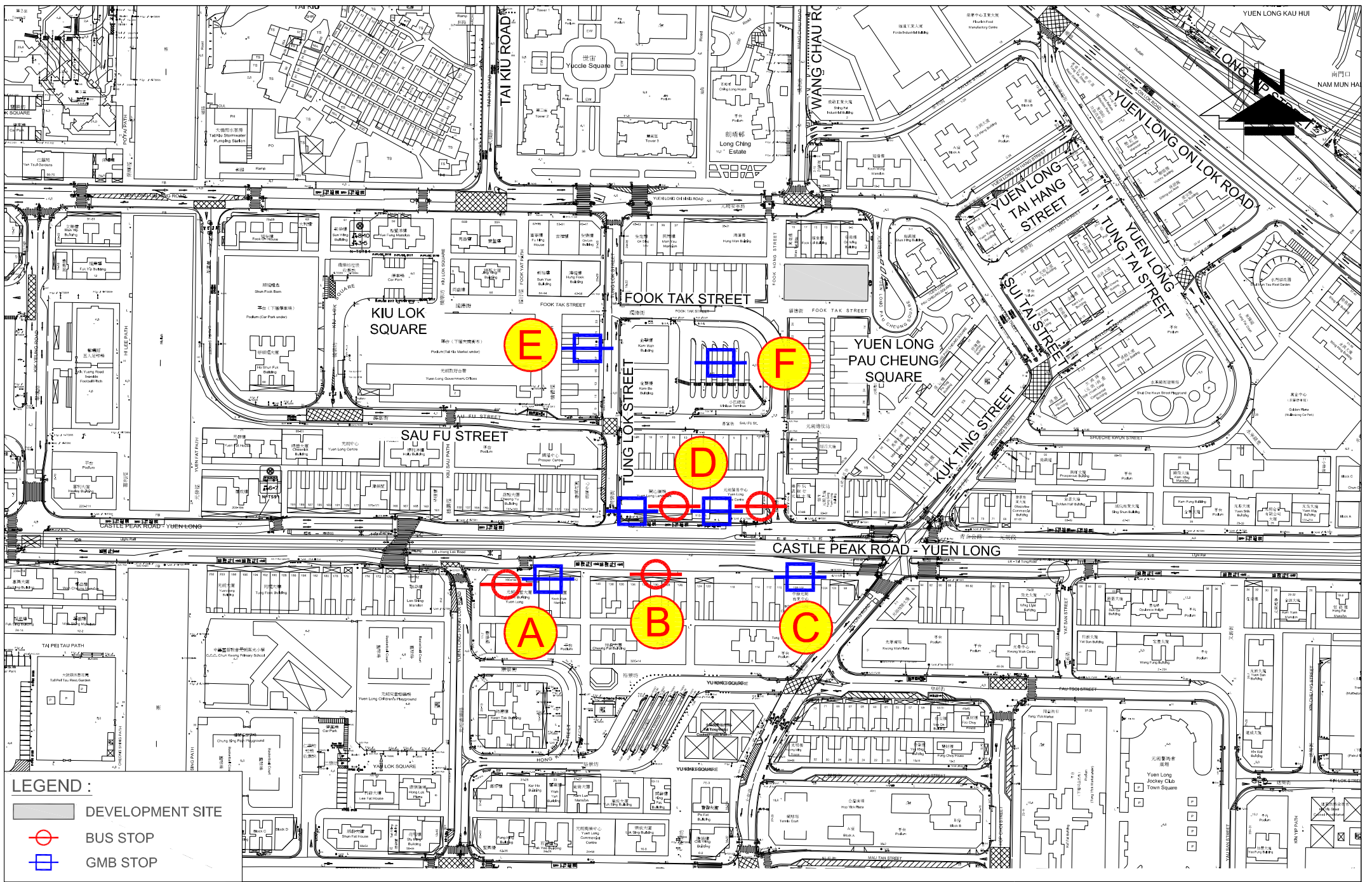


FIGURE NO.: 5.2 (REV A)	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: 2027 DESIGN TRAFFIC FLOWS DURING THE CONSTRUCTION PERIOD
SCALE: N.T.S. @A4	DATE: 25 JUL 2024





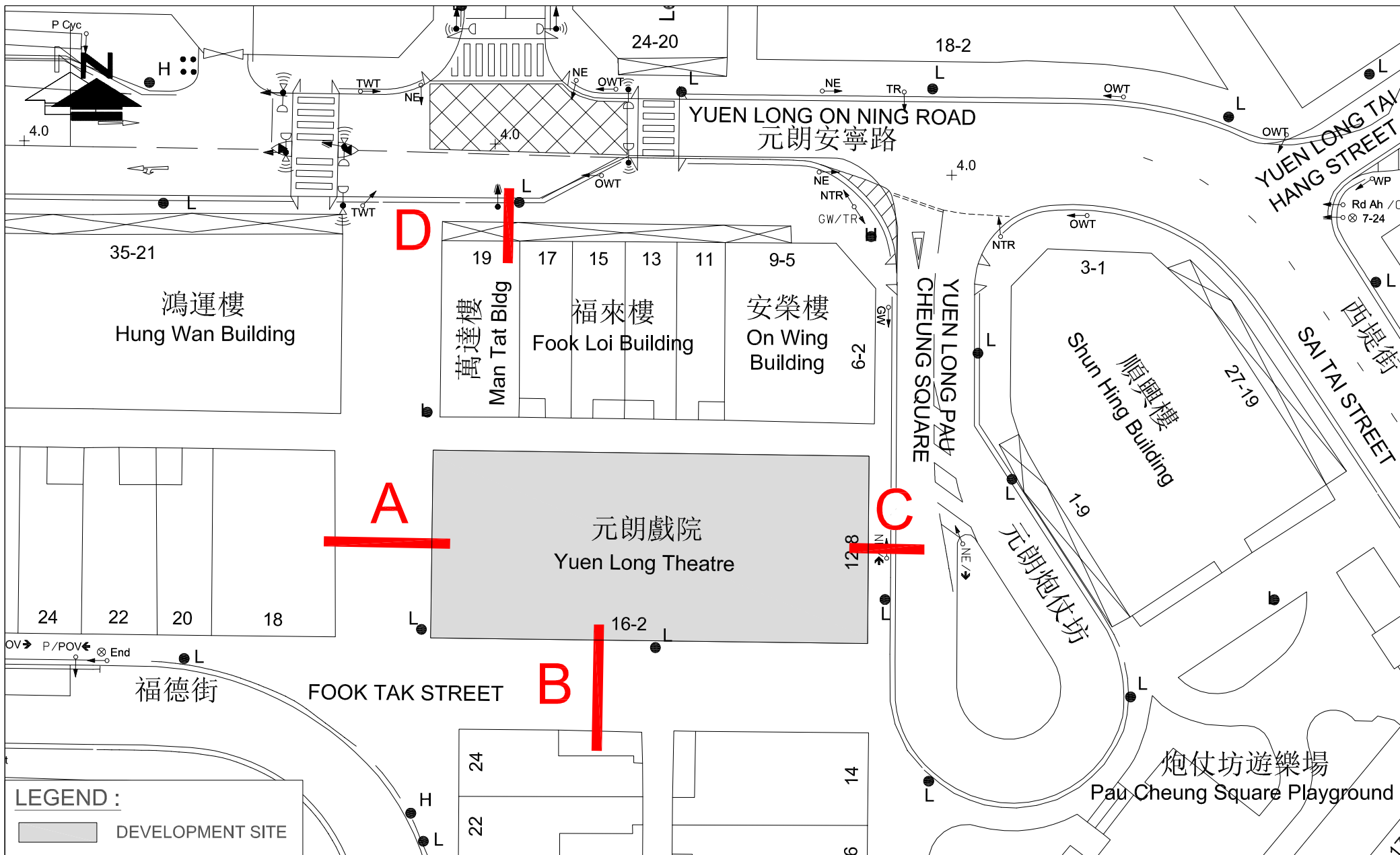



FIGURE NO.: 7.1		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120		 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK		DRAWING TITLE: INDEX PLAN FOR PEDESTRIAN ASSESSMENT		
SCALE: 1 : 500 @ A4	DATE: 27 SEP 2024			



FIGURE NO.: 7.2		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK		DRAWING TITLE: 2024 OBSERVED PEDESTRIAN FLOW
SCALE: 1 : 500 @ A4	DATE: 27 SEP 2024	



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FIGURE NO.: 7.3		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK		DRAWING TITLE: 2030 REFERENCE PEDESTRIAN FLOW
SCALE: 1 : 500 @ A4	DATE: 27 SEP 2024	

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FIGURE NO.: 7.4		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK		DRAWING TITLE: 2030 DESIGN PEDESTRIAN FLOW
SCALE: 1 : 500 @ A4	DATE: 27 SEP 2024	



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APPENDIX 1

JUNCTION CALCULATION SHEETS

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 of I	Site factor	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	1	0%	0%	2035	6035	2035	2035	6035	6035	389	0.191		445	0.219		
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	0	1	0%	0%	2105	0	2105	2105	0	0	403	0.191		460	0.219		
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	1	1	0%	0%	1895	0	1895	1895	0	0	363	0.191		414	0.219		
Tung Tai Street	N	↖	H	1,4	3.7	20.0	0	1	1	100%	100%	1985	4110	1845	1845	3850	3850	177	0.096		199	0.108			
Tung Tai Street	N	↖	H	1,4	3.7	25.0	0	0	0	1	100%	100%	2125	0	2005	2005	0	0	193	0.096		216	0.108		
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	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	1	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	1	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	1	100%	100%	2105	2583.8	2035	2035	2495	2495	347	0.170	0.170	322	0.158	0.158		
Long Yip Street	S	↖	E	1	3.0	0.0	40	1	0.25	100%	100%	478.75	0	460	460	0	0	78	0.170		73	0.158			
Long Yip Street	E	↖	A	1	3.5	52.0	0	1	1	100%	100%	1965	6175	1910	1910	6070	6080	242	0.127		181	0.095			
Long Yip Street	E	↖	A	1	3.5	55.0	0	0	0	1	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	1	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	0.227	0%	0%	446.055	935.24	446.055	446.06	935.24	935.24	553	1.240		472	1.059			
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0.227	0%	0%	489.185	0	489.185	489.19	0	0	607	1.240		518	1.059			
Po Yip Street	E	→	D	2,3,4	4.0	0.0	20	0	0.227	100%	100%	489.185	489.19	455	455	455	455	130	0.286		140	0.308			
Long Yip Street	E	↖	B	2	3.1	65.0	0	1	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	1	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	1	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	0.244	0%	0%	479.46	2584.5	480	480	2505	2500	109	0.228	0.228	110	0.230	0.230		
Po Yip Street	N	↖	C	3,4	3.5	0.0	20	0	1	54%	57%	2105	0	2025	2020	0	0	461	0.228		465	0.230			
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)	<p>Traffic Flow (pcu / hr)</p> <p>AM Peak Check Phase</p> <p>PM Peak Check Phase</p>
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<p>AM: I/G = 8 PM: I/G = 8</p>	<p>I/G = 6 I/G = 6</p>	<p>I/G = 7 I/G = 7</p>	
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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 of I	Site factor	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	1	0%	0%	2035	6035	2035	2035	6035	6035	514	0.253		555	0.273		
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	0	1	0%	0%	2105	0	2105	2105	0	0	532	0.253		574	0.273		
On Lok Road	NW	←	G	2,3	2.8	0.0	0	0	1	1	0%	0%	1895	0	1895	1895	0	0	479	0.253		517	0.273		
Tung Tai Street	N	↔	H	1,4	3.7	20.0	0	1	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	0	1	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	1	0%	0%	1915	6125	1915	1915	6125	6125	600	0.313		652	0.340			
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0	1	0%	0%	2105	0	2105	2105	0	0	660	0.313		717	0.340		
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	0	1	0%	0%	2105	0	2105	2105	0	0	660	0.313		717	0.340		
Long Yip Street	S	↔	E	1	3.5	0.0	43	0	1	100%	100%	2105	2583.8	2035	2035	2495	2495	416	0.204	0.204	387	0.190	0.190		
Long Yip Street	S	↔	E	1	3.0	0.0	40	1	0.25	100%	100%	478.75	0	460	460	0	0	94	0.204		88	0.190			
Long Yip Street	E	↔	A	1	3.5	52.0	0	1	1	100%	100%	1965	6175	1910	1910	6070	6080	294	0.154		225	0.118			
Long Yip Street	E	↔	A	1	3.5	55.0	0	0	0	1	89%	72%	2105	0	2055	2065	0	0	317	0.154		243	0.118		
Long Yip Street	E	↔	A	1	3.5	0.0	0	0	0	1	0%	0%	2105	0	2105	2105	0	0	324	0.154		248	0.118		
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0.227	0%	0%	446.055	935.24	446.055	446.06	935.24	935.24	668	1.497		575	1.288			
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0.227	0%	0%	489.185	0	489.185	489.19	0	0	732	1.497		630	1.288			
Po Yip Street	E	→	D	2,3,4	4.0	0.0	20	0	0.227	100%	100%	489.185	489.19	455	455	455	455	150	0.330		160	0.352			
Long Yip Street	E	↔	B	2	3.1	65.0	0	1	1	28%	29%	1925	6115	1915	1910	6105	6100	445	0.232	0.232	374	0.196	0.196		
Long Yip Street	E	↔	B	2	3.4	0.0	0	0	0	1	0%	0%	2095	0	2095	2095	0	0	487	0.233		410	0.196		
Long Yip Street	E	↔	B	2	3.4	0.0	0	0	0	1	0%	0%	2095	0	2095	2095	0	0	487	0.233		410	0.196		
Po Yip Street	N	↔	C	3,4	3.5	0.0	0	1	0.244	0%	0%	479.46	2584.5	480	480	2510	2505	126	0.263	0.263	125	0.261	0.261		
Po Yip Street	N	↔	C	3,4	3.5	0.0	20	0	1	50%	53%	2105	0	2030	2025	0	0	534	0.263		530	0.262			
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)												<p>Traffic Flow (pcu / hr)</p>						<p>AM Peak Check Phase</p> <p>Ey 0.700 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 9%</p>			<p>PM Peak Check Phase</p> <p>Ey 0.648 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 18%</p>				
Stage / Phase Diagrams																									
AM: I/G = 8					I/G = 6					I/G = 7															
PM: I/G = 8					I/G = 6					I/G = 7															

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road** Description: **2030 Design Traffic Flow** Year: 2024

Approach	Direction	Movement notation	Phase	Stage	Width (m)		Radius (m)		Nearside of I	Site factor	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	1	0%	0%	2035	6035	2035	2035	6035	6035	521	0.256		563	0.277	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	0	1	0%	0%	2105	0	2105	2105	0	0	539	0.256		582	0.277	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	1	1	0%	0%	1895	0	1895	1895	0	0	485	0.256		524	0.277	
Tung Tai Street	N	↔	H	1,4	3.7	20.0	0	1	1	100%	100%	1985	4110	1845	1845	3850	3850	199	0.108		223	0.121		
Tung Tai Street	N	↔	H	1,4	3.7	25.0	0	0	1	100%	100%	2125	0	2005	2005	0	0	216	0.108		242	0.121		
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	1	0%	0%	1915	6125	1915	1915	6125	6125	611	0.319		666	0.348		
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	672	0.319		732	0.348		
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	672	0.319		732	0.348		
Long Yip Street	S	↔	E	1	3.5	0.0	43	0	1	100%	100%	2105	2583.8	2035	2035	2495	2495	416	0.204	0.204	387	0.190	0.190	
Long Yip Street	S	↔	E	1	3.0	0.0	40	1	0.25	100%	100%	478.75	0	460	460	0	0	94	0.204		88	0.190		
Long Yip Street	E	↔	A	1	3.5	52.0	0	1	1	100%	100%	1965	6175	1910	1910	6070	6080	294	0.154		225	0.118		
Long Yip Street	E	↔	A	1	3.5	55.0	0	0	1	89%	72%	2105	0	2055	2065	0	0	317	0.154		243	0.118		
Long Yip Street	E	↔	A	1	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	324	0.154		248	0.118		
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0.227	0%	0%	446.055	935.24	446.055	446.06	935.24	935.24	675	1.513		582	1.304		
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0.227	0%	0%	489.185	0	489.185	489.19	0	0	740	1.513		638	1.304		
Po Yip Street	E	→	D	2,3,4	4.0	0.0	20	0	0.227	100%	100%	489.185	489.19	455	455	455	455	150	0.330		160	0.352		
Long Yip Street	E	↔	B	2	3.1	65.0	0	1	1	28%	29%	1925	6115	1915	1910	6105	6100	445	0.232	0.232	374	0.196	0.196	
Long Yip Street	E	↔	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	487	0.233		410	0.196		
Long Yip Street	E	↔	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	487	0.233		410	0.196		
Po Yip Street	N	↔	C	3,4	3.5	0.0	0	1	0.244	0%	0%	479.46	2584.5	480	480	2510	2505	131	0.273	0.273	130	0.271	0.271	
Po Yip Street	N	↔	C	3,4	3.5	0.0	20	0	1	51%	54%	2105	0	2030	2025	0	0	554	0.273		550	0.271		
Pedestrian Crossing			Ip	2,3,4																				
			Jp	1																				
			Kp	2,3,4																				
			Lp	1																				
			Mp	1																				
			Np	2,3																				

Notes: (Nil)

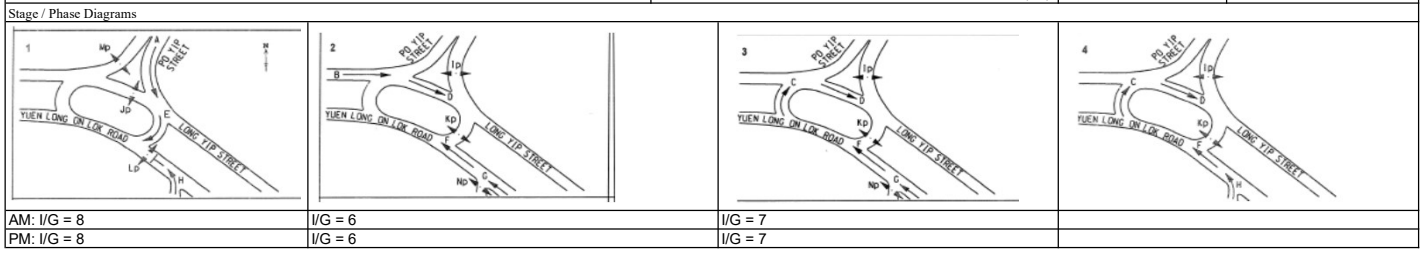
Traffic Flow (pcu / hr)

AM Peak Check Phase

Ey 0.710
L (sec) 18
C (sec) 120
y pract. 0.765
R.C. (%) 8%

PM Peak Check Phase

Ey 0.658
L (sec) 18
C (sec) 120
y pract. 0.765
R.C. (%) 16%



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 of I	Site factor	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	1	0%	0%	2035	6035	2035	2035	6035	6035	502	0.247		541	0.266	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	0	1	0%	0%	2105	0	2105	2105	0	0	520	0.247		560	0.266	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	1	0%	0%	1895	0	1895	1895	0	0	468	0.247		504	0.266		
Tung Tai Street	N	↔	H	1,4	3.7	20.0	0	1	1	100%	100%	1985	4110	1845	1845	3850	3850	182	0.099		206	0.112		
Tung Tai Street	N	↔	H	1,4	3.7	25.0	0	0	1	100%	100%	2125	0	2005	2005	0	0	198	0.099		224	0.112		
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	1	0%	0%	1915	6125	1915	1915	6125	6125	585	0.305		636	0.332		
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	643	0.305		699	0.332		
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	643	0.305		699	0.332		
Long Yip Street	S	↔	E	1	3.5	0.0	43	0	1	100%	100%	2105	2583.8	2035	2035	2495	2495	404	0.198	0.198	379	0.186	0.186	
Long Yip Street	S	↔	E	1	3.0	0.0	40	1	0.25	100%	100%	478.75	0	460	460	0	0	91	0.198		86	0.186		
Long Yip Street	E	↔	A	1	3.5	52.0	0	1	1	100%	100%	1965	6175	1910	1910	6070	6080	286	0.150		220	0.115		
Long Yip Street	E	↔	A	1	3.5	55.0	0	0	1	89%	72%	2105	0	2055	2065	0	0	308	0.150		238	0.115		
Long Yip Street	E	↔	A	1	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	316	0.150		242	0.115		
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0.227	0%	0%	446.055	935.24	446.055	446.06	935.24	935.24	651	1.460		560	1.256		
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0.227	0%	0%	489.185	0	489.185	489.19	0	0	714	1.460		615	1.256		
Po Yip Street	E	→	D	2,3,4	4.0	0.0	20	0	0.227	100%	100%	489.185	489.19	455	455	455	455	145	0.319		155	0.341		
Long Yip Street	E	↔	B	2	3.1	65.0	0	1	1	28%	29%	1925	6115	1915	1910	6105	6100	433	0.226	0.226	364	0.190	0.190	
Long Yip Street	E	↔	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	474	0.226		398	0.190		
Long Yip Street	E	↔	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	474	0.226		398	0.190		
Po Yip Street	N	↔	C	3,4	3.5	0.0	0	1	0.244	0%	0%	479.46	2584.5	480	480	2510	2505	123	0.257	0.257	123	0.255	0.255	
Po Yip Street	N	↔	C	3,4	3.5	0.0	20	0	1	50%	53%	2105	0	2030	2025	0	0	522	0.257		517	0.256		
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)												<p>Traffic Flow (pcu / hr)</p> <p>AM Peak Check Phase E_y 0.681 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 12%</p>						<p>PM Peak Check Phase E_y 0.632 L (sec) 18 C (sec) 120 y pract. 0.765 R.C. (%) 21%</p>						
Stage / Phase Diagrams																								
AM: I/G = 8					I/G = 6					I/G = 7														
PM: I/G = 8					I/G = 6					I/G = 7														

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road**
 Description: **2027 Design Traffic Flow (Construction)**
 Year: 2024

Approach	Direction	Movement notation	Phase	Stage	Width (m)		Radius (m)		Nearside of I	Site factor	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	1	0%	0%	2035	6035	2035	2035	6035	6035	504	0.248		543	0.267	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	0	1	0%	0%	2105	0	2105	2105	0	0	521	0.248		562	0.267	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	1	0%	0%	1895	0	1895	1895	0	0	469	0.248		506	0.267		
Tung Tai Street	N	↔	H	1,4	3.7	20.0	0	1	1	100%	100%	1985	4110	1845	1845	3850	3850	185	0.100		208	0.113		
Tung Tai Street	N	↔	H	1,4	3.7	25.0	0	0	1	100%	100%	2125	0	2005	2005	0	0	201	0.100		227	0.113		
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	1	0%	0%	1915	6125	1915	1915	6125	6125	588	0.307		639	0.334		
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	646	0.307		703	0.334		
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	646	0.307		703	0.334		
Long Yip Street	S	↔	E	1	3.5	0.0	43	0	1	100%	100%	2105	2583.8	2035	2035	2495	2495	404	0.198	0.198	379	0.186	0.186	
Long Yip Street	S	↔	E	1	3.0	0.0	40	1	0.25	100%	100%	478.75	0	460	460	0	0	91	0.198		86	0.186		
Long Yip Street	E	↔	A	1	3.5	52.0	0	1	1	100%	100%	1965	6175	1910	1910	6070	6080	286	0.150		220	0.115		
Long Yip Street	E	↔	A	1	3.5	55.0	0	0	1	89%	72%	2105	0	2055	2065	0	0	308	0.150		238	0.115		
Long Yip Street	E	↔	A	1	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	316	0.150		242	0.115		
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0.227	0%	0%	446.055	935.24	446.055	446.06	935.24	935.24	653	1.465		563	1.262		
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0.227	0%	0%	489.185	0	489.185	489.19	0	0	717	1.465		617	1.262		
Po Yip Street	E	→	D	2,3,4	4.0	0.0	20	0	0.227	100%	100%	489.185	489.19	455	455	455	455	145	0.319		155	0.341		
Long Yip Street	E	↔	B	2	3.1	65.0	0	1	1	28%	29%	1925	6115	1915	1910	6105	6100	433	0.226	0.226	364	0.190	0.190	
Long Yip Street	E	↔	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	474	0.226		398	0.190		
Long Yip Street	E	↔	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	474	0.226		398	0.190		
Po Yip Street	N	↔	C	3,4	3.5	0.0	0	1	0.244	0%	0%	479.46	2584.5	480	480	2510	2505	124	0.259	0.259	124	0.257	0.257	
Po Yip Street	N	↔	C	3,4	3.5	0.0	20	0	1	50%	54%	2105	0	2030	2025	0	0	526	0.259		521	0.258		
Pedestrian Crossing			Ip	2,3,4																				
			Jp	1																				
			Kp	2,3,4																				
			Lp	1																				
			Mp	1																				
			Np	2,3																				

Notes: (Nil)

Traffic Flow (pcu / hr)

AM Peak Check Phase

Ey 0.683
 L (sec) 18
 C (sec) 120
 y pract. 0.765
 R.C. (%) 12%

PM Peak Check Phase

Ey 0.634
 L (sec) 18
 C (sec) 120
 y pract. 0.765
 R.C. (%) 21%

Stage / Phase Diagrams

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

I/G = 6
I/G = 6

I/G = 7
I/G = 7

I/G = 7
I/G = 7

TRAFFIC SIGNALS CALCULATION

Job No: 23122HK

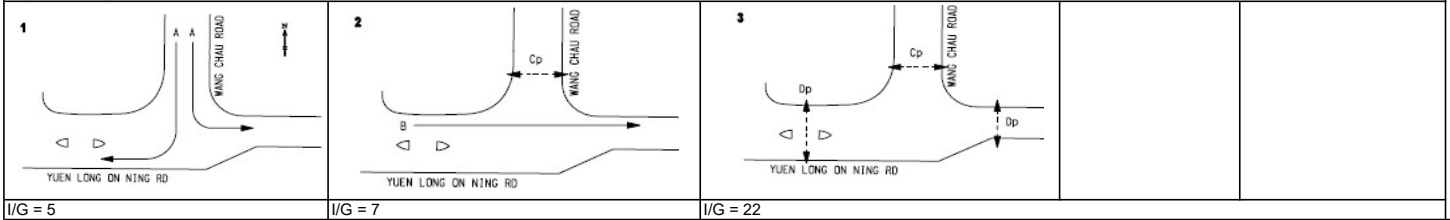
CTA Consultants Ltd.

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		PM Peak Check Phase	
		E _y 0.334 L (sec) 32 C (sec) 108 y pract. 0.633 R.C. (%) 90%	E _y 0.382 L (sec) 32 C (sec) 108 y pract. 0.633 R.C. (%) 66%		

Stage / Phase Diagrams



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	PM Peak Check Phase
		εy 0.355 L (sec) 32 C (sec) 108 y pract. 0.633 R.C. (%) 79%	εy 0.406 L (sec) 32 C (sec) 108 y pract. 0.633 R.C. (%) 56%

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 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	325	0.186	0.186	370	0.211	0.211
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	PM Peak Check Phase
		εy 0.366 L (sec) 32 C (sec) 108 y pract. 0.633 R.C. (%) 73%	εy 0.420 L (sec) 32 C (sec) 108 y pract. 0.633 R.C. (%) 51%

Stage / Phase Diagrams

<p>I/G = 5</p>	<p>I/G = 7</p>	<p>I/G = 22</p>		
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TRAFFIC SIGNALS CALCULATION

Job No: 23122HK

CTA Consultants Ltd.

Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
 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
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		PM Peak Check Phase	
		E _y 0.344 L (sec) 32 C (sec) 108 y pract. 0.633 R.C. (%) 84%	E _y 0.395 L (sec) 32 C (sec) 108 y pract. 0.633 R.C. (%) 60%		

Stage / Phase Diagrams

<p>I/G = 5</p>	<p>I/G = 7</p>	<p>I/G = 22</p>		
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TRAFFIC SIGNALS CALCULATION

Job No: 23122HK

CTA Consultants Ltd.

Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
 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
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	PM Peak Check Phase
		εy 0.347 L (sec) 32 C (sec) 108 y pract. 0.633 R.C. (%) 82%	εy 0.398 L (sec) 32 C (sec) 108 y pract. 0.633 R.C. (%) 59%

Stage / Phase Diagrams			
I/G = 5	I/G = 7	I/G = 22	

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.5.523 [19102,19/06/2015] © Copyright TRL Limited, 2024
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Filename: 23122HK_Junction C.arc8

Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\23122HK (mwy) - Yuen Long Theatre DD120 Lot 3678
\Cal\Junction\2024-09-27

Report generation date: 30/9/2024 15:25:14

-
- » **JUNCTION C - OBSERVED, AM**
 - » **JUNCTION C - OBSERVED, PM**
 - » **JUNCTION C - REFERENCE, AM**
 - » **JUNCTION C - REFERENCE, PM**
 - » **JUNCTION C - DESIGN, AM**
 - » **JUNCTION C - DESIGN, PM**
 - » **JUNCTION C - CONSTRUCTION REFERENCE, AM**
 - » **JUNCTION C - CONSTRUCTION REFERENCE, PM**
 - » **JUNCTION C - CONSTRUCTION DESIGN, AM**
 - » **JUNCTION C - CONSTRUCTION DESIGN, PM**

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	0.10	7.98	0.09	A	0.12	8.35	0.10	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.05	6.28	0.05	A	0.07	6.39	0.07	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	0.05	7.47	0.05	A	0.05	7.67	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 - 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 30/9/2024 15:25:07

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

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	7.07	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	✓	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	25.000	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	0.05	7.47	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	727.05	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	506.89	0.049	0.05	7.463	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	726.97	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	506.87	0.049	0.05	7.469	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	726.97	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	506.87	0.049	0.05	7.469	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	726.97	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	506.87	0.049	0.05	7.469	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	726.97	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	506.87	0.049	0.05	7.469	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	726.97	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	506.87	0.049	0.05	7.469	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	7.09	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	✓	745.00	100.000

Turning Proportions

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

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	25.000	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	0.05	7.67	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	726.81	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	494.07	0.051	0.05	7.667	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	726.73	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	494.04	0.051	0.05	7.674	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	726.73	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	494.04	0.051	0.05	7.674	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	726.73	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	494.04	0.051	0.05	7.674	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	726.73	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	494.04	0.051	0.05	7.674	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	726.73	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	494.04	0.051	0.05	7.674	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		
From		A	B	C
	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		
From		A	B	C
	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		
From		A	B	C
	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		
From		A	B	C
	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	7.30	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	✓	45.00	100.000
C	FLAT	✓	710.00	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	45.000	0.000	0.000
	C	680.000	30.000	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		
From		A	B	C
	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		
From		A	B	C
	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	0.09	7.98	0.10	A
C-A	-	-	-	-
C-B	0.05	6.28	0.05	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	719.43	0.000	0.00	0.000	A
B-A	45.00	44.60	0.00	496.09	0.091	0.10	7.967	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	29.79	0.00	602.92	0.050	0.05	6.280	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	719.28	0.000	0.00	0.000	A
B-A	45.00	45.00	0.00	496.03	0.091	0.10	7.981	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	30.00	0.00	602.92	0.050	0.05	6.282	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	719.28	0.000	0.00	0.000	A
B-A	45.00	45.00	0.00	496.03	0.091	0.10	7.981	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	30.00	0.00	602.92	0.050	0.05	6.282	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	719.28	0.000	0.00	0.000	A
B-A	45.00	45.00	0.00	496.03	0.091	0.10	7.981	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	30.00	0.00	602.92	0.050	0.05	6.282	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	719.28	0.000	0.00	0.000	A
B-A	45.00	45.00	0.00	496.03	0.091	0.10	7.981	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	30.00	0.00	602.92	0.050	0.05	6.282	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	719.28	0.000	0.00	0.000	A
B-A	45.00	45.00	0.00	496.03	0.091	0.10	7.981	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	30.00	0.00	602.92	0.050	0.05	6.282	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	7.48	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	✓	50.00	100.000
C	FLAT	✓	815.00	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	50.000	0.000	0.000
	C	775.000	40.000	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	0.95	0.05	0.00

Vehicle Mix

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

		To		
From		A	B	C
	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		
From		A	B	C
	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	0.10	8.35	0.12	A
C-A	-	-	-	-
C-B	0.07	6.39	0.07	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	717.00	0.000	0.00	0.000	A
B-A	50.00	49.54	0.00	481.21	0.104	0.11	8.332	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	39.72	0.00	602.92	0.066	0.07	6.389	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	716.82	0.000	0.00	0.000	A
B-A	50.00	50.00	0.00	481.13	0.104	0.12	8.349	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	40.00	0.00	602.92	0.066	0.07	6.394	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	716.82	0.000	0.00	0.000	A
B-A	50.00	50.00	0.00	481.13	0.104	0.12	8.349	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	40.00	0.00	602.92	0.066	0.07	6.394	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	716.82	0.000	0.00	0.000	A
B-A	50.00	50.00	0.00	481.13	0.104	0.12	8.349	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	40.00	0.00	602.92	0.066	0.07	6.394	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	716.82	0.000	0.00	0.000	A
B-A	50.00	50.00	0.00	481.13	0.104	0.12	8.349	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	40.00	0.00	602.92	0.066	0.07	6.394	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	716.82	0.000	0.00	0.000	A
B-A	50.00	50.00	0.00	481.13	0.104	0.12	8.349	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	40.00	0.00	602.92	0.066	0.07	6.394	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		
From		A	B	C
	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		
From		A	B	C
	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		
From		A	B	C
	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		
From		A	B	C
	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		
From		A	B	C
	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		
From		A	B	C
	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		
From		A	B	C
	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		
From		A	B	C
	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
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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\2024-09-27

Report generation date: 30/9/2024 15:25:05

-
- » JUNCTION D - OBSERVED, AM
 - » JUNCTION D - OBSERVED, PM
 - » JUNCTION D - REFERENCE, AM
 - » JUNCTION D - REFERENCE, PM
 - » JUNCTION D - DESIGN, AM
 - » JUNCTION D - DESIGN, PM
 - » JUNCTION D - CONSTRUCTION REFERENCE, AM
 - » JUNCTION D - CONSTRUCTION REFERENCE, PM
 - » JUNCTION D - CONSTRUCTION DESIGN, AM
 - » JUNCTION D - CONSTRUCTION DESIGN, PM

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	6.82	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	6.76	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	0.48	7.17	0.32	A	0.65	8.06	0.39	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 30/9/2024 15:24:58

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

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-A-C	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		
From		A	B	C
	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-A-C	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-A-C	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-A-C	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	7.17	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	✓	240.00	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	240.000
	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-A-C	0.32	7.17	0.48	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	240.00	238.11	0.00	741.88	0.324	0.47	7.121	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	240.00	239.99	0.00	741.88	0.324	0.48	7.172	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	240.00	240.00	0.00	741.88	0.324	0.48	7.172	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	240.00	240.00	0.00	741.88	0.324	0.48	7.172	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	240.00	240.00	0.00	741.88	0.324	0.48	7.172	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	240.00	240.00	0.00	741.88	0.324	0.48	7.172	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	8.06	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	✓	290.00	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	290.000
	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		
From		A	B	C
	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		
From		A	B	C
	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	0.39	8.06	0.65	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	290.00	287.44	0.00	736.71	0.394	0.64	7.968	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	290.00	289.98	0.00	736.71	0.394	0.64	8.058	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	290.00	289.99	0.00	736.71	0.394	0.65	8.058	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	290.00	290.00	0.00	736.71	0.394	0.65	8.058	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	290.00	290.00	0.00	736.71	0.394	0.65	8.058	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	290.00	290.00	0.00	736.71	0.394	0.65	8.058	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	6.76	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	✓	255.00	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	255.000
	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		
From		A	B	C
	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	6.76	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	742.74	0.283	0.39	6.719	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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	742.74	0.283	0.39	6.756	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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	742.74	0.283	0.39	6.756	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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	742.74	0.283	0.39	6.756	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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	742.74	0.283	0.39	6.756	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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	742.74	0.283	0.39	6.756	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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	6.82	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	✓	255.00	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	255.000
	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-A-C	0.29	6.82	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	742.74	0.289	0.40	6.780	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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	742.74	0.289	0.41	6.820	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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	742.74	0.289	0.41	6.820	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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	742.74	0.289	0.41	6.820	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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	742.74	0.289	0.41	6.820	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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	742.74	0.289	0.41	6.820	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	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		
From		A	B	C
	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		
From		A	B	C
	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]
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Filename: 23122HK_Junction E.arc8

Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\23122HK (mwy) - Yuen Long Theatre DD120 Lot 3678
\Cal\Junction\2024-09-27

Report generation date: 30/9/2024 15:25:00

-
- » JUNCTION E - OBSERVED, AM
 - » JUNCTION E - OBSERVED, PM
 - » JUNCTION E - REFERENCE, AM
 - » JUNCTION E - REFERENCE, PM
 - » JUNCTION E - DESIGN, AM
 - » JUNCTION E - DESIGN, PM
 - » JUNCTION E - CONSTRUCTION REFERENCE, AM
 - » JUNCTION E - CONSTRUCTION REFERENCE, PM
 - » JUNCTION E - CONSTRUCTION DESIGN, AM
 - » JUNCTION E - CONSTRUCTION DESIGN, PM

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	6.72	0.14	A	0.24	7.38	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 30/9/2024 15:24:53

File summary

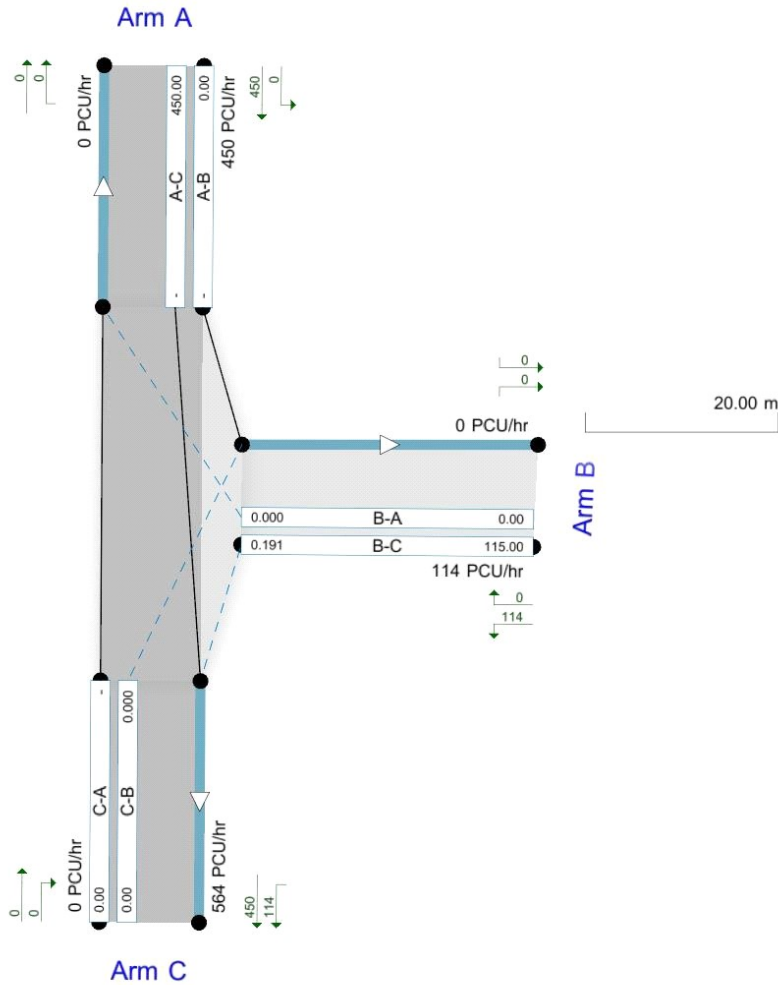
Title	JUNCTION B
Location	
Site Number	
Date	18/1/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

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 E "; Demand Set "D1 - OBSERVED, AM "

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		
From		A	B	C
	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	6.72	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	✓	350.00	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	350.000
	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	6.72	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	620.36	0.137	0.16	6.711	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	620.36	0.137	0.16	6.723	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	620.36	0.137	0.16	6.723	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	620.36	0.137	0.16	6.723	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	620.36	0.137	0.16	6.723	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	620.36	0.137	0.16	6.723	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	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	7.38	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	✓	450.00	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	450.000
	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	7.38	0.24	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	602.92	0.191	0.23	7.351	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	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	602.92	0.191	0.23	7.377	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	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	602.92	0.191	0.23	7.377	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	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	602.92	0.191	0.24	7.377	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	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	602.92	0.191	0.24	7.377	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	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	602.92	0.191	0.24	7.377	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	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	-	-	-	-	-

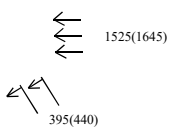
Junction: **Junction F - Yuen Long Tung Tai Street/ Yuen Long On Lok Road** Year: 2024
 Description: **2024 Observed Traffic Flow**

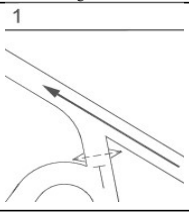
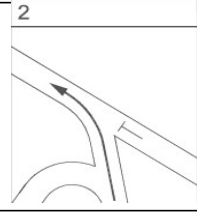
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tung Tai Street	N		2	B	3.7	20	0	1	100%	100%	1985	4110	1845	1845	3850	3850	177	0.096	0.096	199	0.108	0.108
Tung Tai Street	N		2	B	3.7	25	0	0	100%	100%	2125	0	2005	2005	0	0	193	0.096		216	0.108	
On Lok Road	NW		1	A	2.8	0	0	0	0%	0%	2035	6175	2035	2035	6175	6175	381	0.187	0.187	435	0.214	0.214
On Lok Road	NW		1	A	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	394	0.187		450	0.214	
On Lok Road	NW		1	A	2.8	0	0	0	0%	0%	2035	0	2035	2035	0	0	381	0.187		435	0.214	
Pedestrian Crossing			Cp	A	Min. Crossing Time = 53Gm + 7FGm = 60s																	
			Dp	B	Min. Crossing Time = 7Gm + 10FGm = 32s																	

Notes: (Nil)	Traffic Flow (pcu / hr)	AM Peak Check Phase		PM Peak Check Phase	
			E _y 0.283 L (sec) 15 C (sec) 90 y pract. 0.750 R.C. (%) 165%	E _y 0.322 L (sec) 15 C (sec) 60 y pract. 0.675 R.C. (%) 110%	

Stage / Phase Diagrams					
I/G = 7		I/G = 10			

Junction: Junction F - Yuen Long Tung Tai Street/ Yuen Long On Lok Road																		Year: 2024				
Description: 2030 Reference Traffic Flow																						
Approach	Direction	Movement notation	Phase	Stage	Width (m)			Nearside O/I	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Left	Right	AM		PM	AM			PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
Tung Tai Street	N		2	B	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	189	0.103	0.103	211	0.114	0.114
Tung Tai Street	N		2	B	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	206	0.103		229	0.114	
On Lok Road	NW		1	A	2.8	0.0	0	0	0%	0%	2035	6175	2035	2035	6175	6175	503	0.247	0.247	542	0.266	0.266
On Lok Road	NW		1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	520	0.247		561	0.266	
On Lok Road	NW		1	A	2.8	0.0	0	0	0%	0%	2035	0	2035	2035	0	0	503	0.247		542	0.266	
Pedestrian Crossing			Cp	A	Min. Crossing Time = 53Gm + 7FGm = 60s																	
			Dp	B	Min. Crossing Time = 7Gm + 10FGm = 32s																	

Notes: (Nil)	Traffic Flow (pcu / hr)	AM Peak Check Phase		PM Peak Check Phase	
			E _y 0.350 L (sec) 15 C (sec) 90 y pract. 0.750 R.C. (%) 115%	E _y 0.381 L (sec) 15 C (sec) 60 y pract. 0.675 R.C. (%) 77%	

Stage / Phase Diagrams	
 <p>I/G = 7</p>	 <p>I/G = 10</p>

Junction: **Junction F - Yuen Long Tung Tai Street/ Yuen Long On Lok Road** Year: 2024
 Description: **2030 Design Traffic Flow**






Approach	Direction	Movement notation	Phase	Stage	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		
					Width (m)	Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tung Tai Street	N		2	B	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	199	0.108	0.108	223	0.121	0.121
Tung Tai Street	N		2	B	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	216	0.108		242	0.121	
On Lok Road	NW		1	A	2.8	0.0	0	0	0%	0%	2035	6175	2035	2035	6175	6175	509	0.250	0.250	550	0.270	0.270
On Lok Road	NW		1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	527	0.250		569	0.270	
On Lok Road	NW		1	A	2.8	0.0	0	0	0%	0%	2035	0	2035	2035	0	0	509	0.250		550	0.270	
Pedestrian Crossing			Cp	A	Min. Crossing Time = 53Gm + 7FGm = 60s																	
			Dp	B	Min. Crossing Time = 7Gm + 10FGm = 32s																	

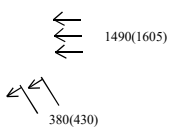
Notes: (Nil)	Traffic Flow (pcu / hr)	AM Peak Check Phase		PM Peak Check Phase	
			E _y 0.358 L (sec) 15 C (sec) 90 y pract. 0.750 R.C. (%) 110%	E _y 0.391 L (sec) 15 C (sec) 60 y pract. 0.675 R.C. (%) 73%	

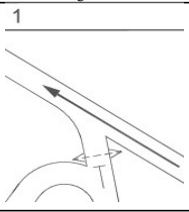
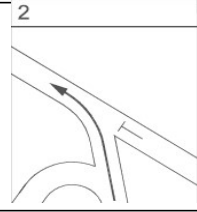
Stage / Phase Diagrams					
<p>I/G = 7</p>		<p>I/G = 10</p>			

Junction: **Junction F - Yuen Long Tung Tai Street/ Yuen Long On Lok Road**
 Description: **2030 Reference Traffic Flow - Construction**

Year: 2024

Approach	Direction	Movement notation	Phase	Stage	Width (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			
																						AM	PM	AM
Tung Tai Street	N		2	B	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	182	0.099	0.099	206	0.112	0.112		
Tung Tai Street	N		2	B	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	198	0.099		224	0.112			
On Lok Road	NW		1	A	2.8	0.0	0	0	0%	0%	2035	6175	2035	2035	6175	6175	491	0.241	0.241	529	0.260	0.260		
On Lok Road	NW		1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	508	0.241		547	0.260			
On Lok Road	NW		1	A	2.8	0.0	0	0	0%	0%	2035	0	2035	2035	0	0	491	0.241		529	0.260			
Pedestrian Crossing			Cp	A	Min. Crossing Time = 53Gm + 7FGm = 60s																			
			Dp	B	Min. Crossing Time = 7Gm + 10FGm = 32s																			

Notes: (Nil)	Traffic Flow (pcu / hr)	AM Peak Check Phase		PM Peak Check Phase	
			E _y 0.340 L (sec) 15 C (sec) 90 y pract. 0.750 R.C. (%) 121%	E _y 0.372 L (sec) 15 C (sec) 60 y pract. 0.675 R.C. (%) 82%	

Stage / Phase Diagrams					
					
I/G = 7		I/G = 10			

Junction: **Junction F - Yuen Long Tung Tai Street/ Yuen Long On Lok Road**
 Description: **2030 Design Traffic Flow - Construction**

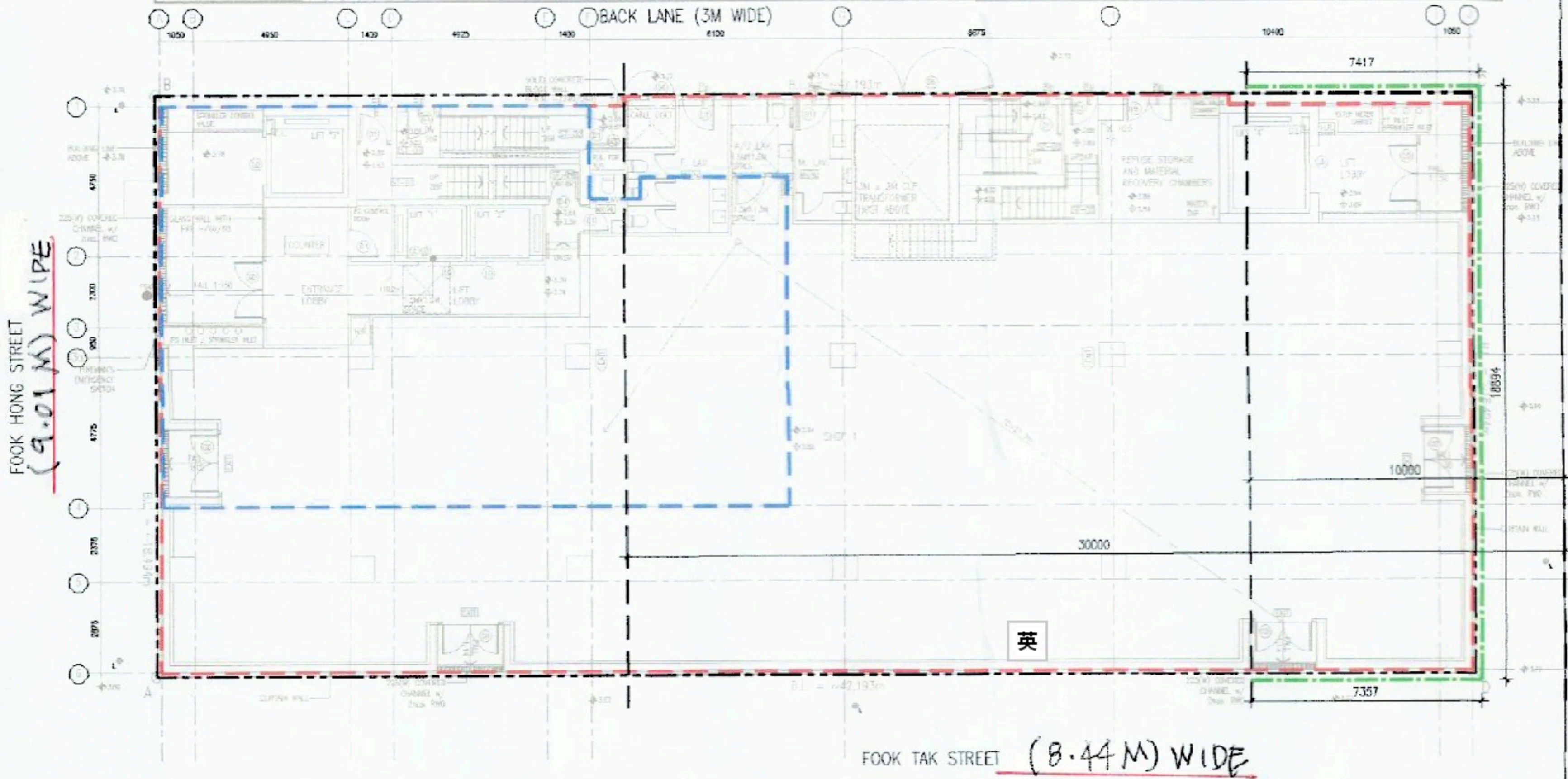
Approach	Direction	Movement notation	Phase	Stage	Width (m)			Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
					Radius (m)		AM		PM	AM			PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y	
					Left	Right																
Tung Tai Street	N		2	B	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	185	0.100	0.100	208	0.113	0.113
Tung Tai Street	N		2	B	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	201	0.100		227	0.113	
On Lok Road	NW		1	A	2.8	0.0	0	0	0%	0%	2035	6175	2035	2035	6175	6175	493	0.242	0.242	531	0.261	0.261
On Lok Road	NW		1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	510	0.242		549	0.261	
On Lok Road	NW		1	A	2.8	0.0	0	0	0%	0%	2035	0	2035	2035	0	0	493	0.242		531	0.261	
Pedestrian Crossing			Cp	A	Min. Crossing Time = 53Gm + 7FGm = 60s																	
			Dp	B	Min. Crossing Time = 7Gm + 10FGm = 32s																	

Notes: (Nil)	Traffic Flow (pcu / hr)	AM Peak Check Phase		PM Peak Check Phase	
			E _y 0.342 L (sec) 15 C (sec) 90 y pract. 0.750 R.C. (%) 119%	E _y 0.374 L (sec) 15 C (sec) 60 y pract. 0.675 R.C. (%) 81%	

Stage / Phase Diagrams					
<p>I/G = 7</p>	<p>I/G = 10</p>				

Attachment 4

Last Approved General Building Plan in Relation to
the EVA Calculation



FOOK HONG STREET
(9.01 M) WIDE

EVA

PAU CHEUNG SQUARE
(12.64 M) WIDE

FOOK TAK STREET (8.44 M) WIDE

EVA LEGEND

- BOUNDARY LINE
- - - PERIMETER WALLS OF THE BUILDING (PODIUM) (G/F - 5/F)
- - - FACADE LENGTH SERVED BY EVA
- - - PERIMETER WALLS OF THE TOWER (6/F - R/F)

EVA CALCULATION (FOR PODIUM)

TOTAL LENGTH OF ALL PERIMETER WALLS OF THE BUILDING
= 120.550 m

REQUIRED MAJOR FACADE LENGTH SERVED BY EVA
= 120.550 m x 25% = 30.138 m

TOTAL LENGTH OF PERIMETER OF BUILDING ON 6/F TO R/F
= 66.950 m

ACTUAL FACADE LENGTH SERVED BY EVA WITHIN 10m
= 7.417 m + 18.894 m + 7.357 m
= 33.668 m > 30.138 m (ACTUAL PROVIDED > 25%)

NOTE: NO EVA COVER MAJOR FACADE OF TOWER PORTION

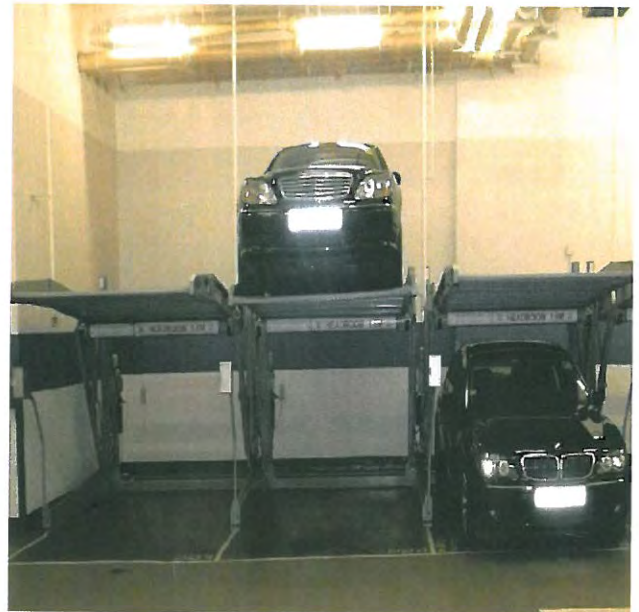
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Attachment 5

Catalogue of the Double Rack Parking System



Double-Deck Car Parking System



Over 18 years experience (Supply, Installation and Maintenance) in Hong Kong

Suitable For Indoor and Outdoor Area



Double the existing parking spaces, safety, easily operated and without builder work

GELEC (HK) LIMITED 香港通用電器有限公司

Address: Units 905B-908, Tower A, Manulife Financial Centre, 223 Wai Yip Street, Kwun Tong, Kowloon, Hong Kong

Tel: (+852) 2919 8383

Fax: (+852) 2591 0548

Website: www.gelec.com.hk

E-Mail: bsd@gelec.com.hk

DOUBLE RACK PARKING SYSTEM

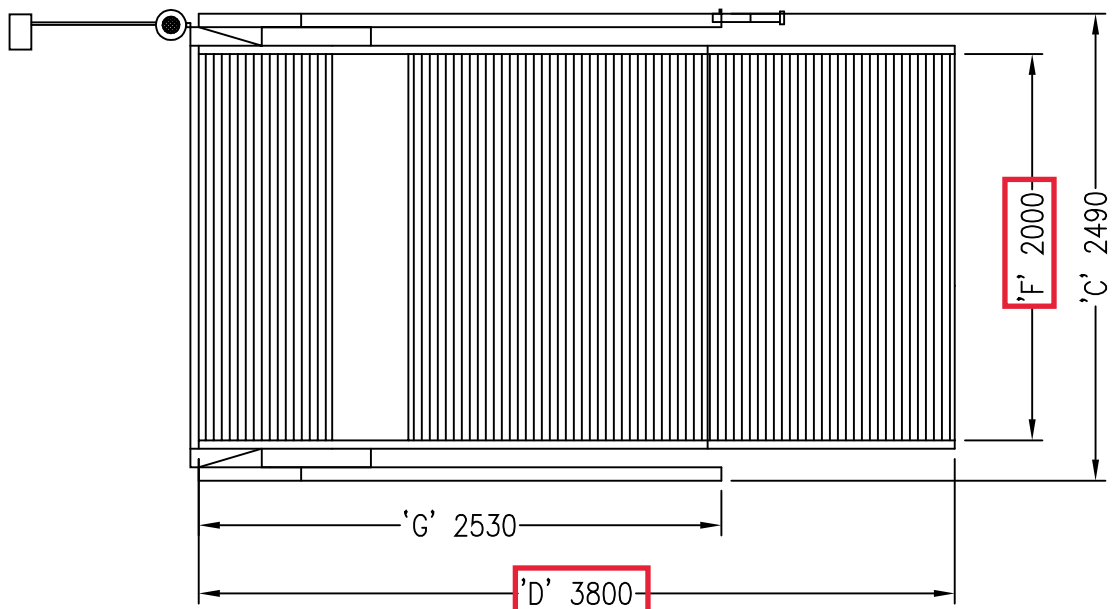
Selection Guide:

Model	Max headroom beneath elevated platform	Max. Capacity	Overall Width	Overall Length (platform)	* Suggested Min. Building Ceiling Headroom	Power supply
Car Lift 22L	1260mm	2200kg	2500mm	3900mm (3500mm)	3600mm	220Vac/50Hz/20A
Car Lift 23	1600mm	2200kg	2500mm	3900mm (3500mm)	3200mm	220Vac/50Hz/20A
SUV Lift	2000mm	2500kg	2500mm	3700mm (3700mm)	4400mm	220Vac/50Hz/40A

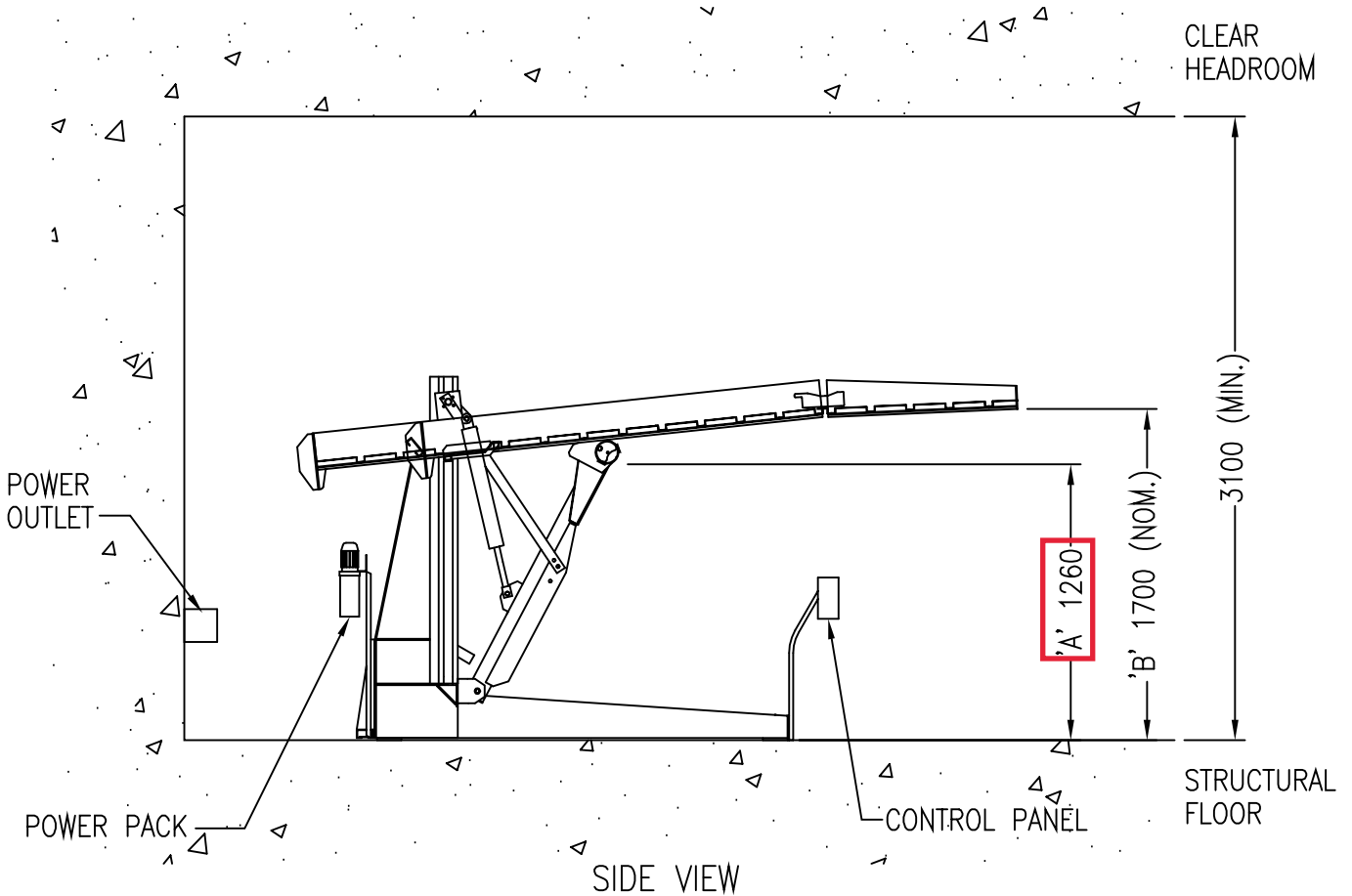
Remarks:

- all dimensions inside the table are approximation only, exact figure to be confirmed,
 - *- suggested min. building ceiling headroom is estimated based on
 - For carlift 22L and 23, car parked at both upper and lower decks shall be of general purpose passenger cars of max. height of 1.5m.
 - For carlift SUV Lift, car parked at both upper and lower decks shall be of SUV type cars of max. height of 1.95m.
-

NOTES:
ALL DIMENSIONS ARE
IN mm.



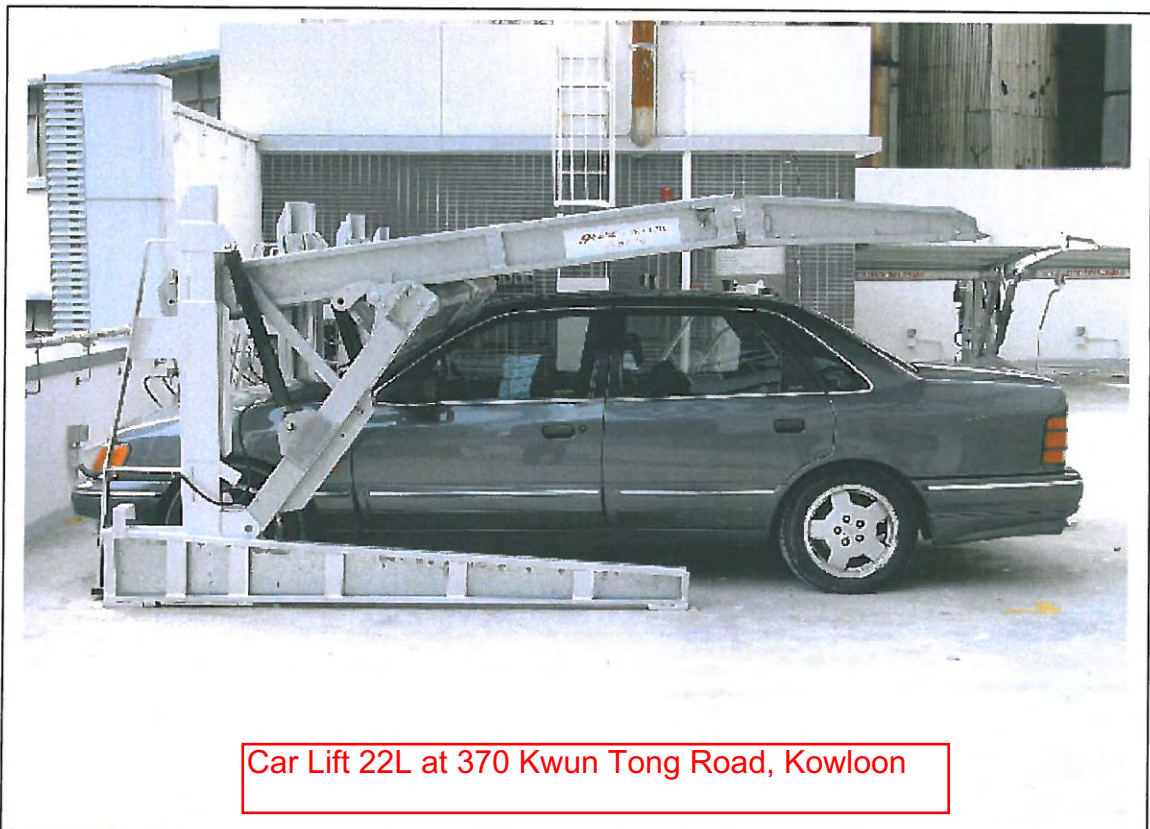
PLAN VIEW



SIDE VIEW

CLIENT:	PROJECT:				
ARCHITECT:	DRAWING TITLE: DOUBLE DECK CAR PARKING SYSTEM MODEL 22L				
CONTRACTOR:	COMPANY:  GELEC (HK) LIMITED	DRAWING NO: ML-CPM22L-01	SCALE: N.T.S.	DATE: 09-11-2011	
		DRAWN BY: BENNIS LEE			
		CHECKED BY: MATTHEW LAM			
		APPROVED BY: RICHARD CHAN			
		REV.	DESCRIPTION	DATE	

CAR PARKING SYSTEM



Car Lift 22L at 370 Kwun Tong Road, Kowloon



DOUBLE RACK CAR PARKING SYSTEM JOB REFERENCE LIST

Commercial

416-424 Kwun Tong Road, Millenium City Phase 5, Kwun Tong
370 Kwun Tong Road, Millenium City Phase 3, Kwun Tong
392 Kwun Tong Road, Millenium City Phase 6, Kwun Tong
909 Cheung Sha Wan Road, Cheung Sha Wan
Serviced Apartments at Carnarvon Road
& Kimberley Road, Tsim Sha Tsui
No. 1 Queen Street Development, Sheung Wan
625 King's Road Commercial Building, North Point
Pacific Place, Admiralty
American Club, Stanley
British Consulate General, Admiralty
Sun Plaza, Tsim Sha Tsui
Cheung Sha Wan Plaza, Cheung Sha Wan
Ming An Plaza, Causeway Bay
Exchange Square, Central
Kodak House, North Point
Gitic Centre, Wanchai
China Light & Power, Shamshuipo Centre, Sham Shui Po

Residential

Forest Hill, Tai Po
24 Repulse Bay Road, HK
Tung Shan Terrace, Stubbs Road, HK
Royalton Two, 116 Pokfulam Road, HK

China

Beijing Henderson Centre
Shui On Plaza, Shanghai

Macau






Chong Tou

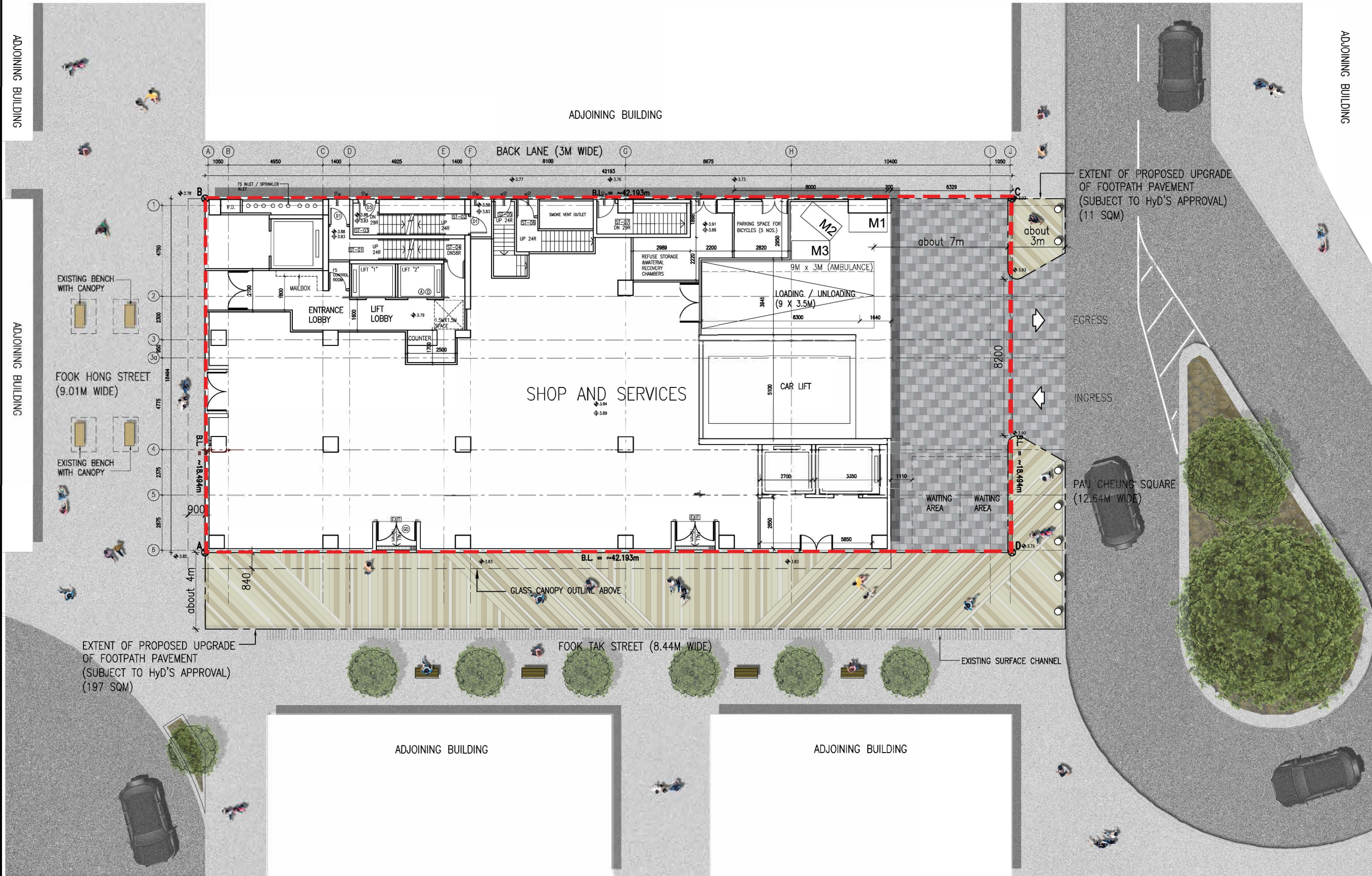
***GELEC has supplied and installed more than 600 racks in Hong Kong and China.
The above references are selected, full list is available on request.***

Attachment 6

Proposed Streetscape Plan

LEGEND

-  EXISTING TREE
-  NEW BENCH
-  NEW BOLLARD
-  PAVING AREA (208 M²)
-  SITE BOUNDARY

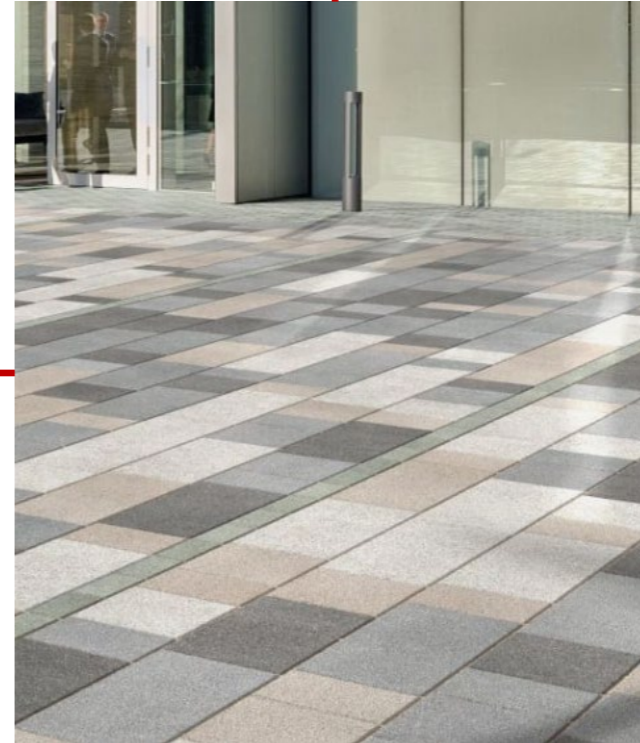
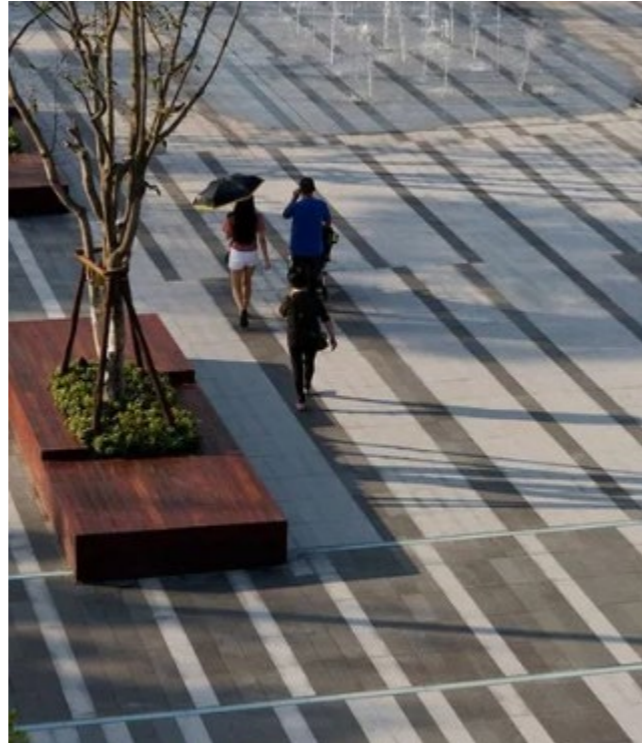
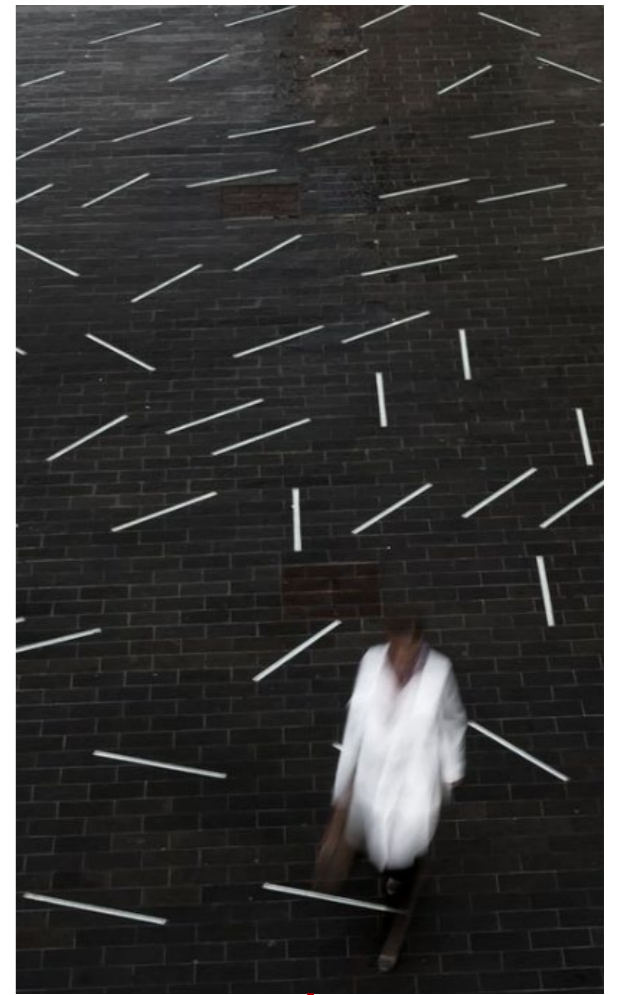
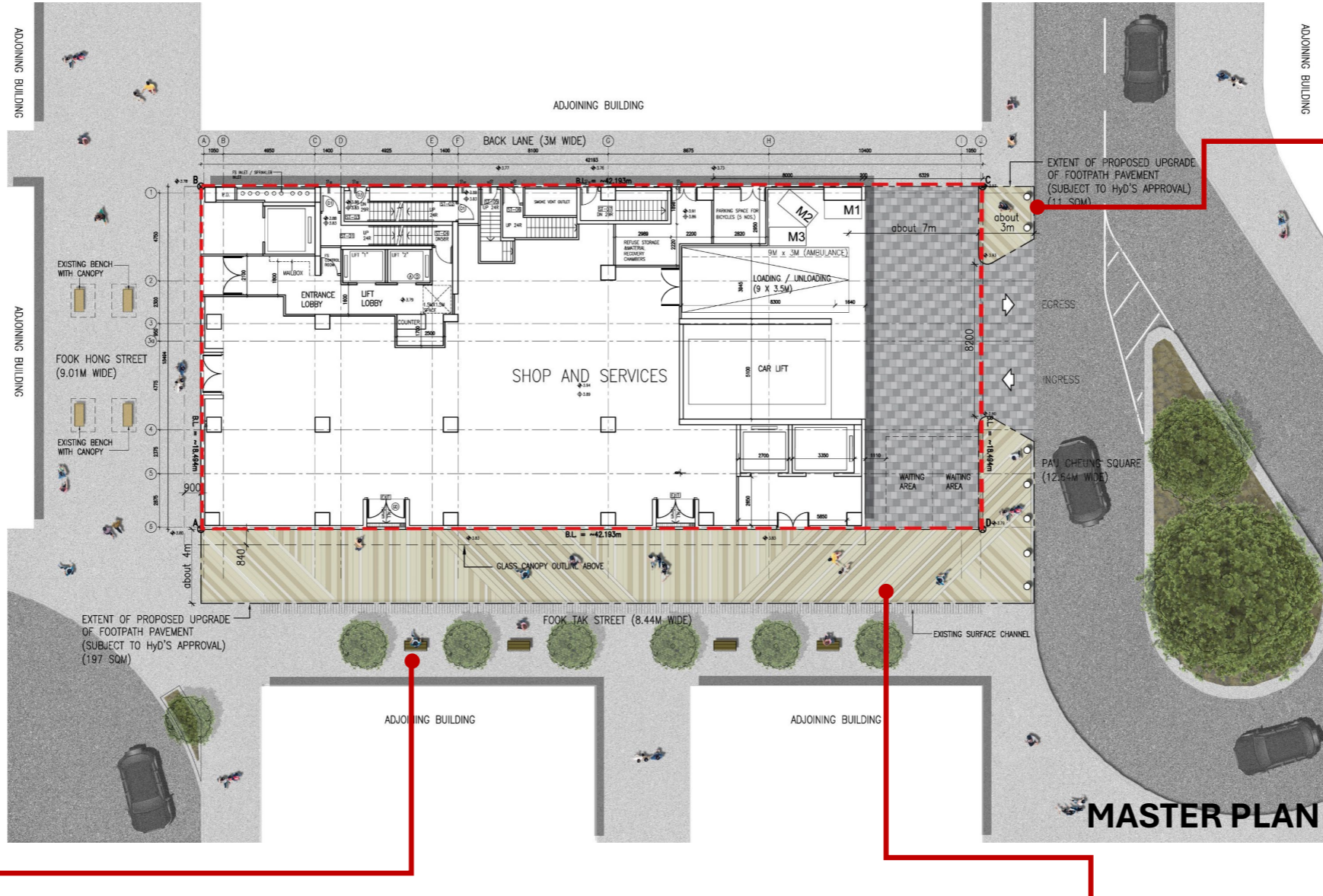


PROPOSED STREETScape PLAN

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 - No part of the drawing and the design contained herein may be reproduced without the prior written consent of a director of I Consultants & Contracting Co. Ltd.
 - Do not take measurements directly from this drawing.
 - Check and verify all dimensions on site.
 - 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: PROPOSED STREETScape PLAN		
Designed by: JODY		Revision Layer
Drawn by: JODY		
Checked by: CAL.		
Scale: 1 : 200	Paper: A3	
Drawing Number: GBP012		

DESIGN REFERENCE PHOTOS



Attachment 7

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



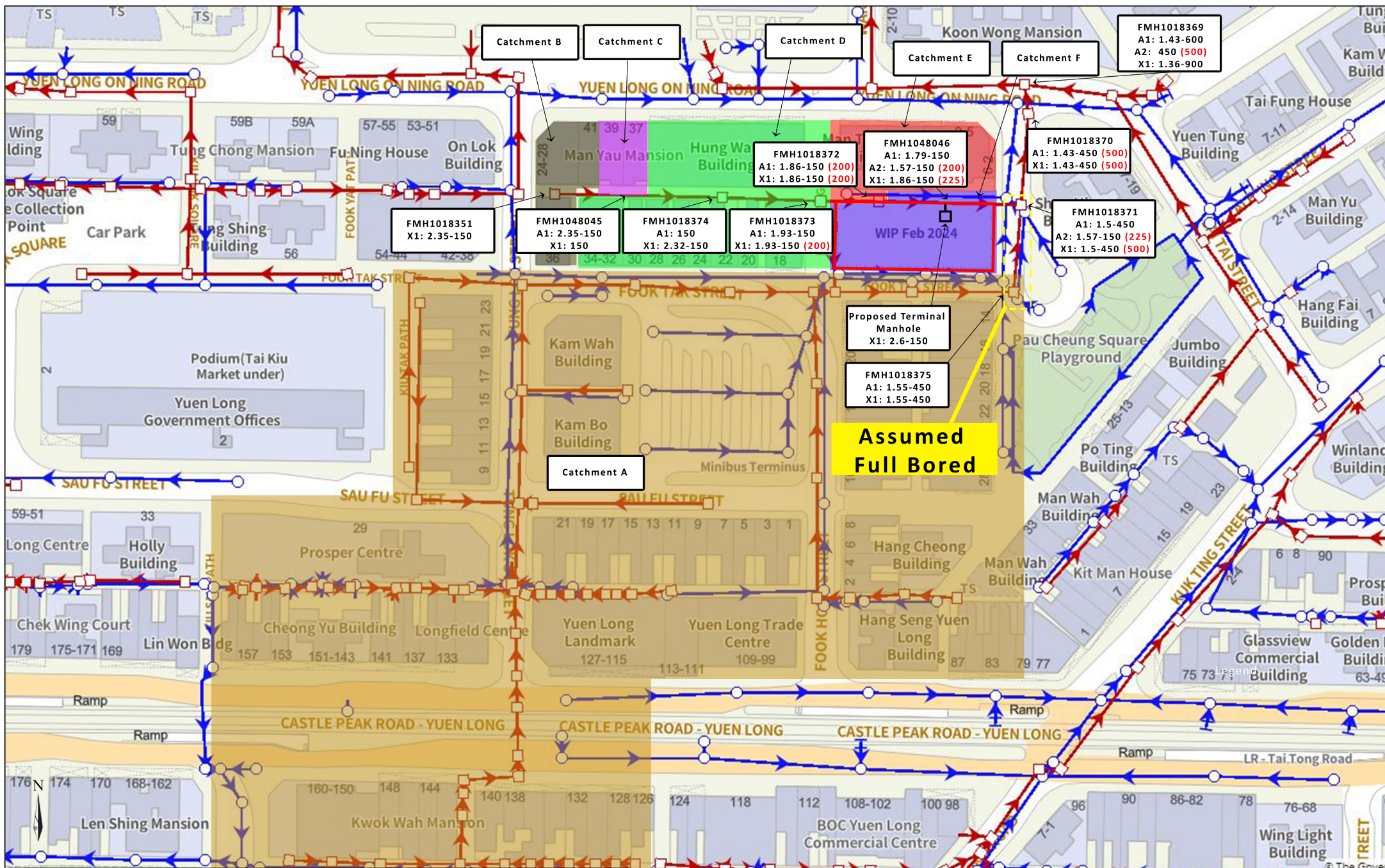
Mr. Leung Shiu Wai
Executive Director
DELIGHTFUL RCHE LIMITED
Fax : 29822316
Tel : 29822310 / 97727800

Attachment 8

Replacement of Revised Sewerage Impact
Assessment Report (Appendices 3 and 7)

Appendix 3

Existing Sewerage Plan



Remark: The cover level(s) of terminal manhole(s) should be higher than that of the downstream public manhole(s).

LEGEND:  Application Site  Proposed Mitigation	FIGURE NO. 1	FIGURE TITLE: Existing and Proposed 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
	SCALE: A4 - 1:1300			
	DATE: 14.5.2024			

Appendix 7

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)	s	g (m/s ²)	k _s (m)	v (m ³ /s)	V (m/s)	Area (m ²)	Q _c (m ³ /s)	Accumulated ADWF (m ³ /day)	P _c	P	Catchment	Sewer Capacity (L/s)	Sewage Flow (L/s)		% of Peak Flow to		% of capacity %	Remarks
	Upstream	Downstream		Upstream	Downstream															Before Development	After Development	Before Development	After Development		
	FWD1019563	FMH1018375		FMH1018371	23															1.55	1.5	0.45	0.225		
FWD1019541	FMH1018351	FMH1048045	18	2.41	2.35	0.15	0.075	0.003	9.810	0.00060	0.0000011	0.573	0.018	0.009	31.51	116.70	8	B	9.12	2.92	2.92	31.99%	31.99%	31.99%	31.99%
FWD1062244 ^{me-3}	FMH1048045	FMH1018374	27	2.35	2.32	0.15	0.075	0.001	9.810	0.00060	0.0000011	0.326	0.018	0.005	44.06	163.19	8	B+C	5.18	4.08	4.08	78.72%	78.72%	78.72%	78.72%
FWD1019562	FMH1018374	FMH1018373	26.5	2.32	1.93	0.15	0.075	0.015	9.810	0.00060	0.0000011	1.220	0.018	0.019	44.06	163.19	8	B+C+D	19.40	13.97	13.97	72.00%	72.00%	72.00%	72.00%
FWD1019561	FMH1018373	FMH1018372	15.5	1.93	1.86	0.15	0.075	0.005	9.810	0.00060	0.0000011	0.670	0.018	0.011	150.86	558.74	8	B+C+D	10.65	13.97	13.97	131.16%	131.16%	131.16%	131.16%
FWD1019560	FMH1018372	FMH1048046	15.3	1.86	1.79	0.15	0.075	0.005	9.810	0.00060	0.0000011	0.674	0.018	0.011	218.06	807.61	8	B+C+D+E	10.72	20.19	20.19	188.32%	188.32%	188.32%	188.32%
FWD1062247	FMH1048046	FMH1018371	19	1.57	1.5	0.15	0.075	0.004	9.810	0.00060	0.0000011	0.604	0.018	0.010	379.64 ^{me-4}	1406.08	6	B+C+D+E+site(F)	9.60	20.19	26.36	210.33%	274.65%	274.65%	274.65%
FWD1019559	FMH1018371	FMH1018370	24	1.5	1.43	0.45	0.225	0.003	9.810	0.00060	0.0000011	1.091	0.159	0.156	379.64 ^{me-4}	1406.08	6	A+B+C+D+E+site(F)	156.10	154.69	160.86	99.10%	103.05%	103.05%	103.05%
FWD1019558 ^{me-3}	FMH1018370	FMH1018369	6.4	1.43	1.36	0.45	0.225	0.011	9.810	0.00060	0.0000011	2.125	0.159	0.304	379.64 ^{me-4}	1406.08	6	A+B+C+D+E+site(F)	304.18	154.69	160.86	50.85%	52.88%	52.88%	52.88%

Proposed Building (With Mitigation Measures)

Pipe Name	Manhole Reference		Length (m)	Invert Level (mPD)		d (m)	r (m)	s	g (m/s ²)	k _s (m)	v (m ³ /s)	V (m/s)	Area (m ²)	Q _c (m ³ /s)	Accumulated ADWF (m ³ /day)	P _c	P	Catchment	Sewer Capacity (L/s)	Sewage Flow (L/s)		% of Peak Flow to		% of capacity %	Remarks
	Upstream	Downstream		Upstream	Downstream															Before Development	After Development	Before Development	After Development		
	FWD1019563	FMH1018375		FMH1018371	23															1.55	1.5	0.45	0.225		
FWD1019541	FMH1018351	FMH1048045	18	2.41	2.35	0.15	0.075	0.003	9.810	0.00060	0.0000011	0.573	0.018	0.009	31.51	116.70	8	B	9.12	2.92	2.92	31.99%	31.99%	31.99%	31.99%
FWD1062244 ^{me-3}	FMH1048045	FMH1018374	27	2.35	2.32	0.15	0.075	0.001	9.810	0.00060	0.0000011	0.326	0.018	0.005	44.06	163.19	8	B+C	5.18	4.08	4.08	78.72%	78.72%	78.72%	78.72%
FWD1019562	FMH1018374	FMH1018373	26.5	2.32	1.93	0.15	0.075	0.015	9.810	0.00060	0.0000011	1.220	0.018	0.019	44.06	163.19	8	B+C+D	19.40	13.97	13.97	72.00%	72.00%	72.00%	72.00%
FWD1019561	FMH1018373	FMH1018372	15.5	1.93	1.86	0.2	0.1	0.005	9.810	0.00060	0.0000011	0.809	0.031	0.023	150.86	558.74	8	B+C+D	22.86	13.97	13.97	61.10%	61.10%	61.10%	61.10%
FWD1019560	FMH1018372	FMH1048046	15.3	1.86	1.79	0.2	0.1	0.005	9.810	0.00060	0.0000011	0.814	0.031	0.023	218.06	807.61	8	B+C+D+E	23.01	20.19	20.19	87.73%	87.73%	87.73%	87.73%
FWD1062247	FMH1048046	FMH1018371	19	1.57	1.5	0.225	0.1125	0.004	9.810	0.00060	0.0000011	0.787	0.040	0.028	379.64	1406.08	6	B+C+D+E+site(F)	28.17	20.19	26.36	71.68%	93.60%	93.60%	93.60%
FWD1019559	FMH1018371	FMH1018370	24	1.5	1.43	0.5	0.25	0.003	9.810	0.00060	0.0000011	1.166	0.196	0.206	379.64 ^{me-4}	1406.08	6	A+B+C+D+E+site(F)	206.01	154.69	160.86	75.09%	78.09%	78.09%	78.09%
FWD1019558 ^{me-3}	FMH1018370	FMH1018369	6.4	1.43	1.36	0.5	0.25	0.011	9.810	0.00060	0.0000011	2.271	0.159	0.325	379.64 ^{me-4}	1406.08	6	A+B+C+D+E+site(F)	325.04	154.69	160.86	47.59%	49.49%	49.49%	49.49%

Hydraulic Check of the Proposed Connection Sewer

Pipe Name	Manhole Reference		Length (m)	Invert Level (mPD)		d (m)	r (m)	s	g (m/s ²)	k _s (m)	v (m ³ /s)	V (m/s)	Area (m ²)	Q _c (m ³ /s)	ADWF (m ³ /day)	P _c	P	Catchment	Sewer Capacity (L/s)	Sewage Flow (L/s)		% of Peak Flow to		% of capacity %	Remarks
	Upstream	Downstream		Upstream	Downstream															Before Development	After Development	Before Development	After Development		
	Proposed Pipe	Proposed Manhole		FMH1048046	4.2															2.6	1.79	0.15	0.075		

Legend

- d = pipe diameter, m
- r = pipe radius (m) = 0.5d
- s = slope of the total energy line
- k_s = hydraulic pipeline roughness, m
- V = Velocity of flow calculated based on Colebrook-White Equation, m/s
- ADWF = Average Dry Weather Flow, m³/day
- Q_c = Flow Capacity (10% sedimentation incorporated), m³/s
- P_c = Contributing Population = ADWF/0.27
- P = Peaking Factor (including stormwater allowance)

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 Pipes FWD1062244 (upstream & downstream) and FWD1019558 (downstream) are not found in the Drainage Services Department's drainage record plan. Interpolation is used to calculate the appropriate invert levels.
- (4) Since Catchment A is assumed as fully bored, its estimated dry weather flow is negligible for the accumulated ADWF.