Appendix 4 –

Traffic Statement with Previous Traffic Impact Assessment Reattached

Section 12A Application for Amendment to the
Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27
For Permitted Flat with Shop and Services and Social Welfare Facility Uses
at Lot 3678 in D.D. 120, Yuen Long, New Territories

Traffic Statement

1. INTRODUCTION

1.1 This Traffic Statement is to support the Section 12A Application for proposed Amendment to the Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27 to rezone the application site for permitted flat with shop and services and social welfare facility uses at Lot 3678 in D.D. 120, Yuen Long, New Territories.

1.2 The applicant submitted a development proposal which involves a 21-storey composite building block for about 74 residential flats (from 10/F to 20/F), a RCHE with 170 beds and ancillary facilities (from 3/F to 9/F) and commercial uses (i.e. shop and services) (from G/F to 2/F) with two levels of basement car parks through a Section 16 planning application (case no. A/YL/319). As liaised with the Planning Department, a Section 12A application is however a more appropriate mechanism to facilitate the proposal. Hence, a new S12A application under the same set of scheme and development parameters is now applied.

1.3 In support of the said Section 16 planning application (A/YL/319), a Traffic Impact Assessment (TIA) has been conducted and confirmed the technical feasibility of the proposed development in traffic aspects. Insurmountable adverse traffic impacts are not anticipated and the Commissioner for Transport (C for T) has no adverse comment from traffic engineering perspective subject to the following outstanding comments:

(i) To assess the spare capacity of franchised bus services;
(ii) To review and justify a heavy goods vehicle parking space could not be provided at the Site in accordance with the Hong Kong Planning Standards and Guidelines requirement;
(iii) To provide a swept path analysis to demonstrate sufficient space is provided for vehicle manoeuvring; and

(iv) To review, justify and demonstrate that sufficient spaces are allowed for the operation of parking spaces.

2. TRAFFIC IMPACT

2.1 This Traffic Statement is submitted to reaffirm that the scheme and development programme as the basis of the previously submitted TIA is remained unchanged for the current Section 12A Application (**Table 1.1** refers) and address the above approval conditions.

Table 1.1 Key Development Parameters of the Proposed Development under the Previous Scheme submitted under Section 16 Planning Application and the Current Scheme for Section 12A Application

		Previous Scheme submitted under Section 16 Planning Application (A/YL/319)	**Current Scheme for Section 12A Application**
Proposed Uses		Flats, Residential Care Home for the Elderly (RCHE) & Shops and services	Flats, Residential Care Home for the Elderly (RCHE) & Shops and services
Site Area		~780m^2	~780m^2
No. of Storeys		21 storeys and 2 basement floors	21 storeys and 2 basement floors
Accountable GFA	Shop and services	1,522 m^2	1,522 m^2
	RCHE	4,723 m^2	4,723 m^2
	Flats	3,088 m^2	3,088 m^2
	Total	9,333m^2	9,333m^2
No. of blocking		1	1
No. of beds & units		220 Beds (RCHE) & 74 units (Flats)	220 Beds (RCHE) & 74 units (Flats)
No. of Storeys		21 storeys and 2 basement floors	21 storeys and 2 basement floors
No. of staffs		Total of 80 staffs (including 2 shifts, each shift will have 40 staffs)	Total of 80 staffs (including 2 shifts, each shift will have 40 staffs)

2.2 The assessment results and mitigation measures identified in the previous TIA are also applicable to the current S.12A application. Therefore, it is evaluated that insurmountable adverse traffic impacts are also not anticipated for the current S.12A application.

3. RESPONSE TO OUTSTANDING COMMENTS

<table>
<tr><th>Outstanding Comments</th><th>Response</th></tr>
<tr><td><u>Commissioner for Transport</u></td><td></td></tr>
<tr><td>a) to assess the spare capacity of franchised bus services;</td><td>Please refer to the public transport assessment attached in Annex A.</td></tr>
<tr><td>b) to review and justify a heavy goods vehicle parking space could not be provided at the Site in accordance with the Hong Kong Planning Standards and Guidelines requirement;</td><td>HGV cannot be provided within the site due to the site constraint of the road outside the site.

With reference to Figures SP-08 and 09 attached, HGV cannot maneuver along the Yuen Long Pau Cheung Square. Deadlock will occur and vehicles will tail back to the junction of Yuen Long On Ning Road/ Yuen Long Pau Cheung Square.

The following table is the latest proposed internal transport provision:
<table>
<tr><th>Type</th><th colspan="3">Provision under HKPSG Requirement</th><th>Proposed Internal Transport Provision</th></tr>
<tr><td rowspan="3">Private Cars</td><td>RCHE</td><td>N/A</td><td rowspan="3">14-22 (including 1 no. of Disable Car Park)</td><td rowspan="3">24 (including 2 nos. of Disable Car Park)</td></tr>
<tr><td>Residential</td><td>8-11</td></tr>
<tr><td>Shop</td><td>6-11</td></tr>
<tr><td>L/UL (for ambulance)</td><td>RCHE</td><td colspan="2">N/A</td><td>1 (Shared use with LGV)</td></tr>
<tr><td>L/UL</td><td>Residential</td><td>1 HGV</td><td>1 LGV</td><td>4</td></tr>
</table></td></tr>
</table>

	Shop	1 LGV 1 HGV	**2 HGV**	**(LGV)**
Motorcycle	Residential	1	**2-3**	**3**
	Shop	1-2		
Bicycle	Residential	**5**		**5**

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

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

In addition, the applicant has committed to provide design measures to provide a building setback of about 6.3m along Yuen Long Pau Cheung Square, and to carry out footpath pavement upgrading works (area of about 205m^2), including the provision of weather-proof canopy and benches outside the Site boundary at Yuen Long Pau Cheung Square and Fook Tak Street at its own cost to enhance streetscape and pedestrians' walking experience. (See **Figure 1-2**)

c) to provide a swept path analysis to demonstrate sufficient space is provided for vehicle manoeuvring	Please refer to **Figures SP-01** to **07** attached.
d) to review, justify and demonstrate that sufficient spaces are allowed for the operation of parking spaces	Whilst a double deck parking system will be deployed at the basement car park, please note that the space required for the mechanical structural elements has already been accounted for in the proposed parking layout. Information of the mechanical parking system used in the design provided by a supplier is shown in **Annex B** for reference, which demonstrates that the total spaces required for double deck system can be

	accommodated within the car parking layout submitted. For a full catalogue, please refer to Appendix 10 of the formal submission. The vertical clearance requirement of the double deck system can also be met as the floor-to-floor height under the scheme is 5m, while the double deck with cars parked shall amount to a height of under 4.4m. It is feasible for the floor slabs and overhangs to be designed under 600mm thickness.

4. CONCLUSION

4.1 As there is no change in the development parameters and this traffic statement addressed the outstanding comments in previous S16 submission. Therefore, the application for this S12A is considered acceptable from a traffic engineering point of view.

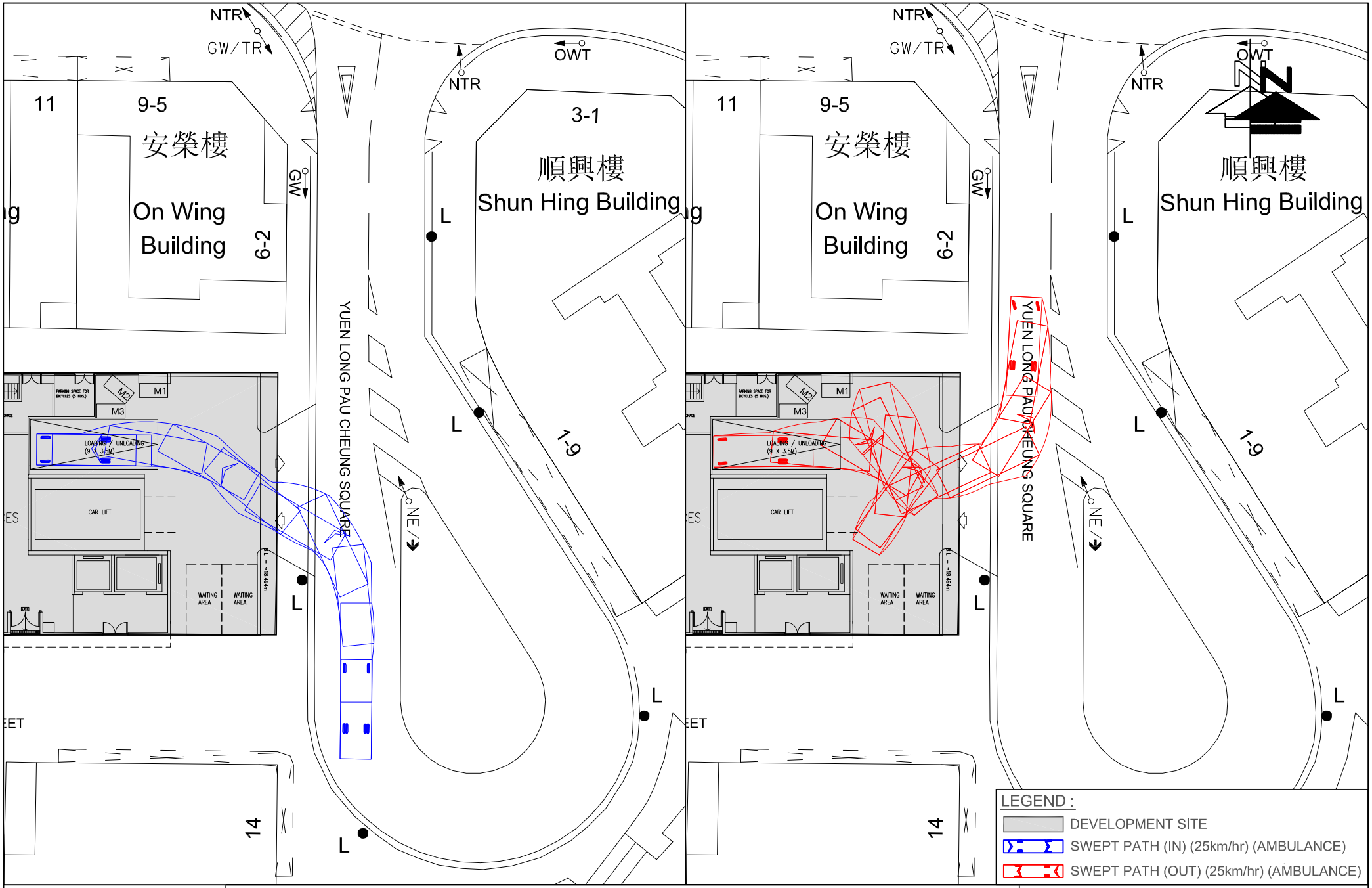


FIGURE NO.: SP-01	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: G/F - SWEPT PATH ANALYSIS OF AMBULANCE	
SCALE: 1 : 350 @A4 / DATE: 04 DEC 2024		

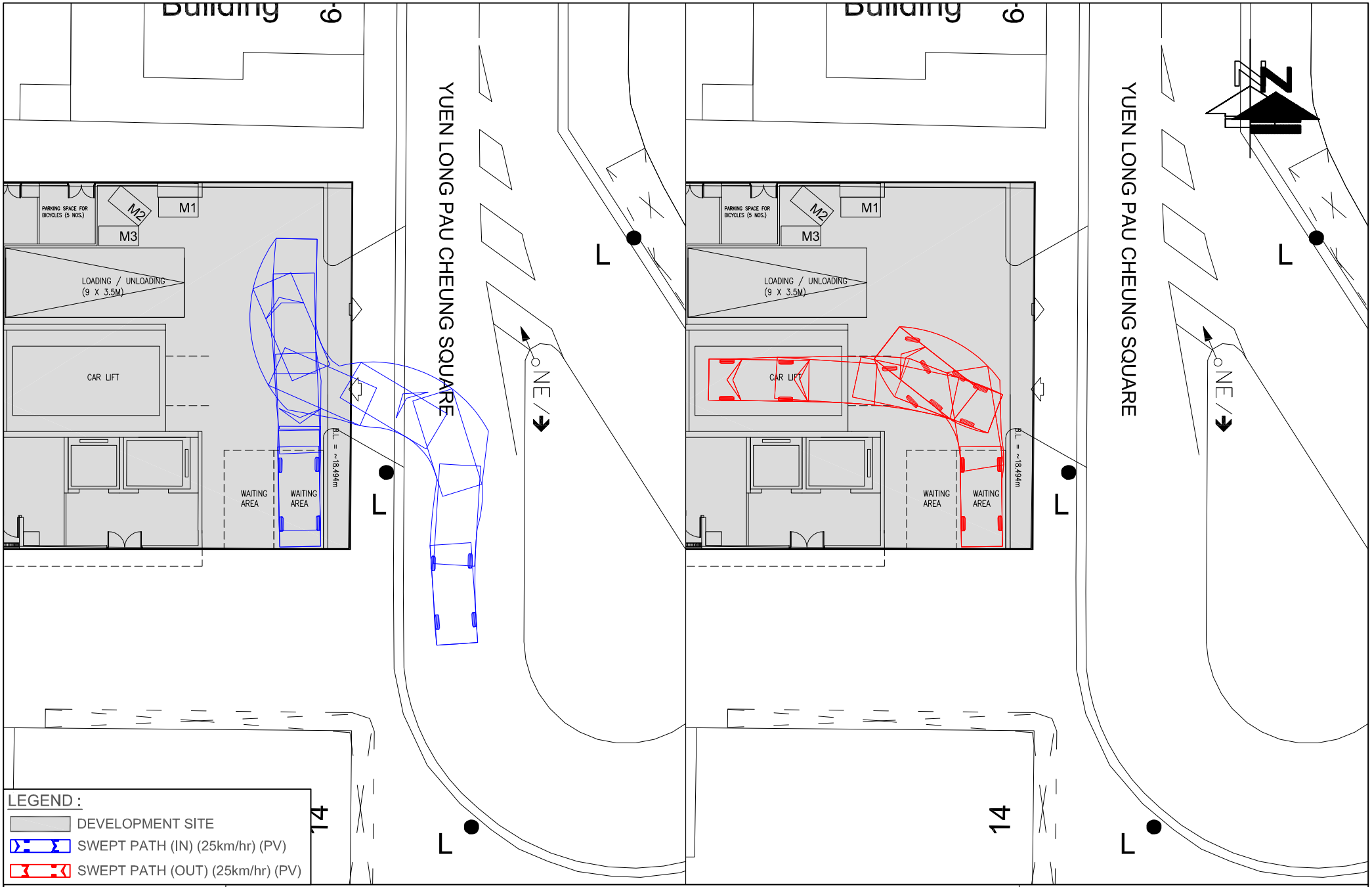
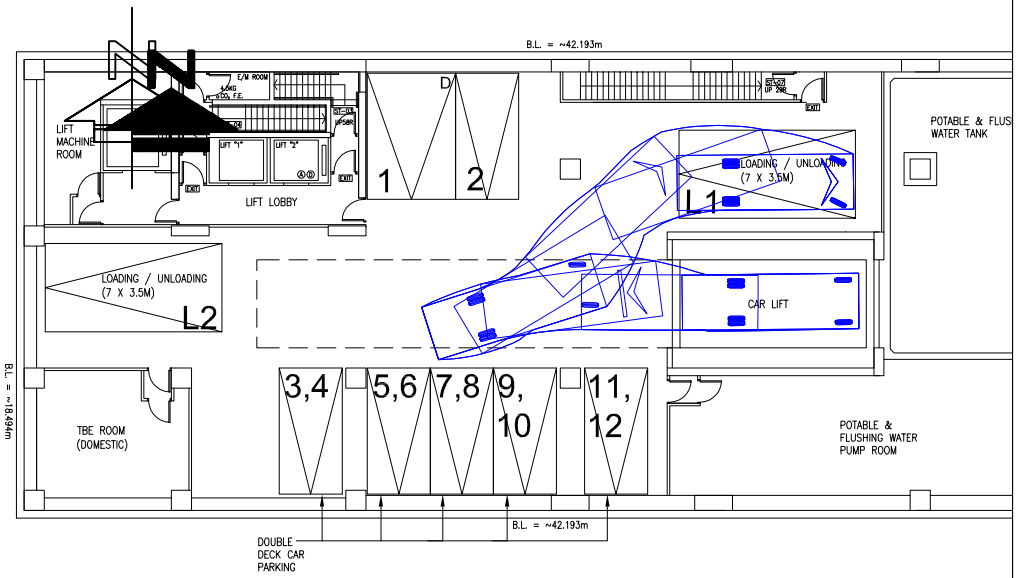
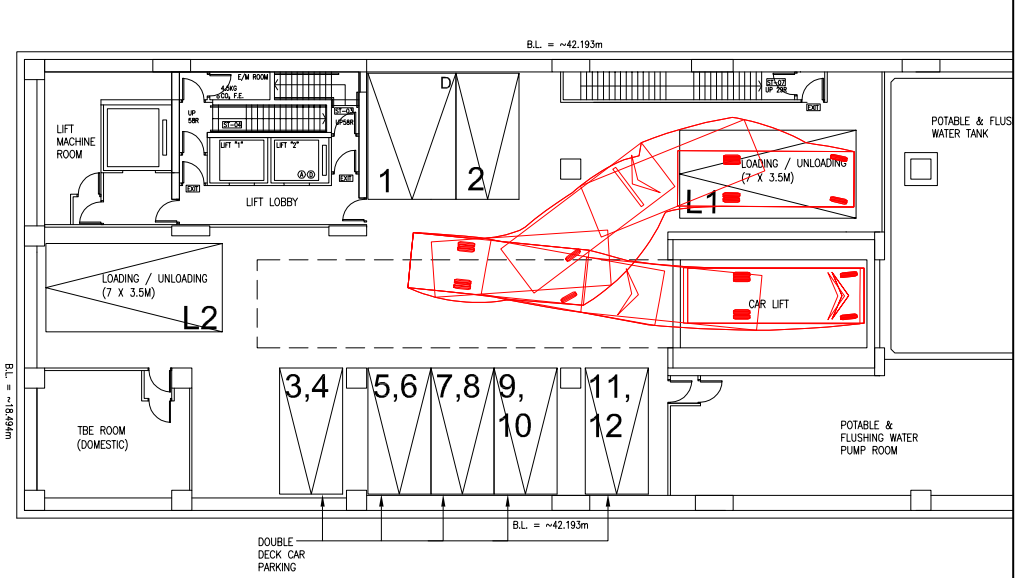
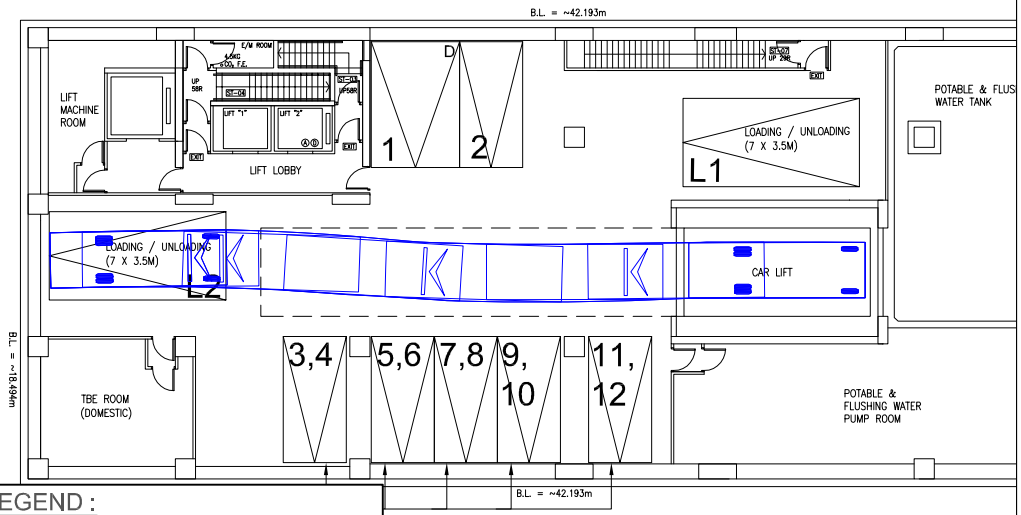
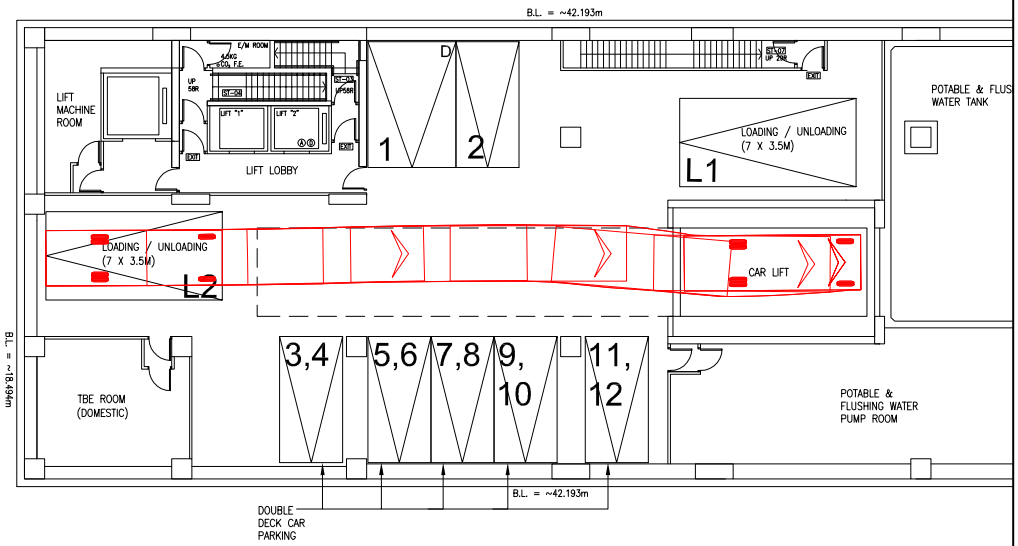


FIGURE NO.: SP-02	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: G/F - SWEPT PATH ANALYSIS OF WAITING SPACE	
SCALE: 1 : 250 @A4 / DATE: 04 DEC 2024		







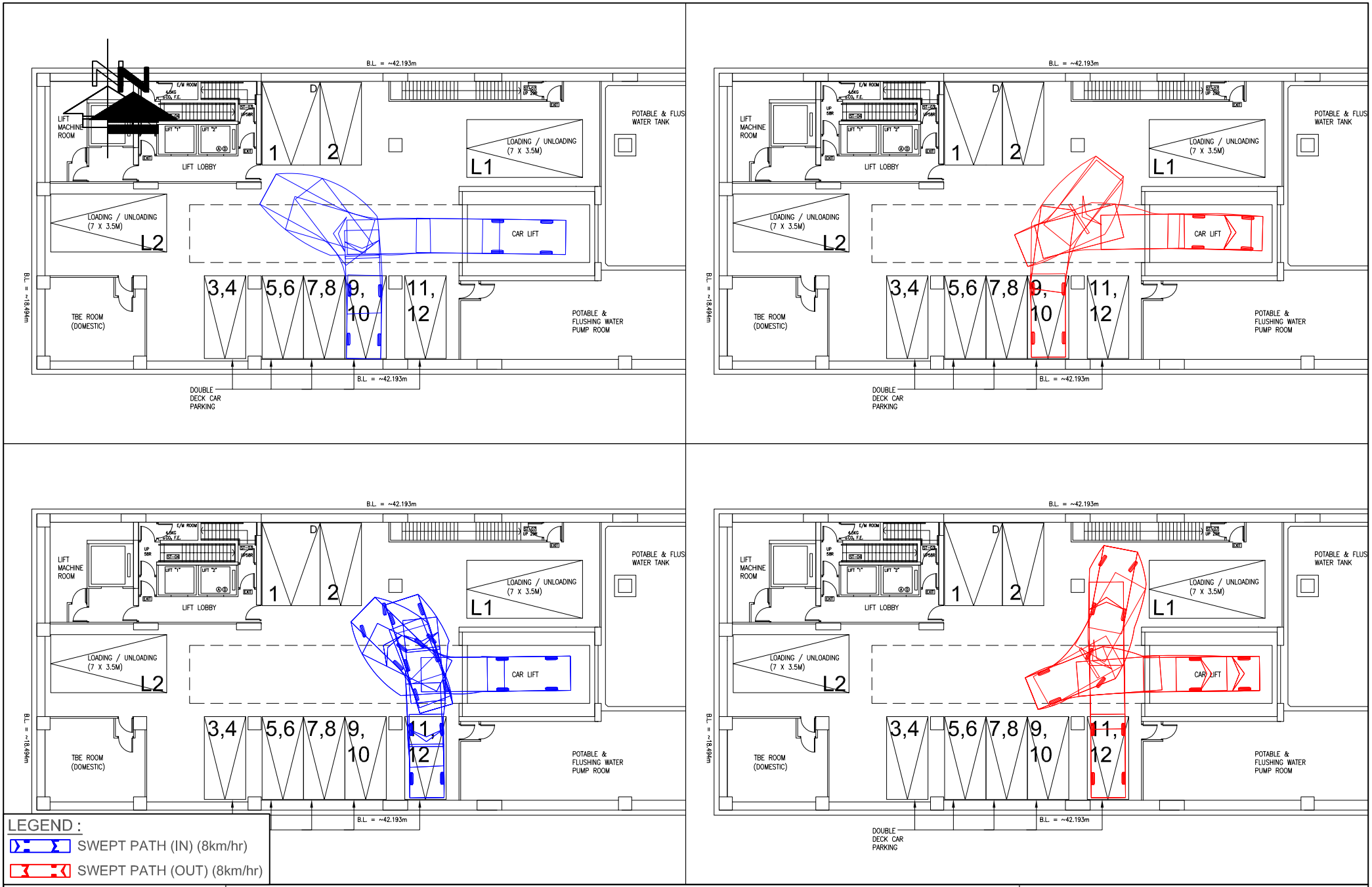


LEGEND :

SWEPT PATH (IN) (8km/hr)

SWEPT PATH (OUT) (8km/hr)

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



LEGEND :

SWEPT PATH (IN) (8km/hr)

SWEPT PATH (OUT) (8km/hr)

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

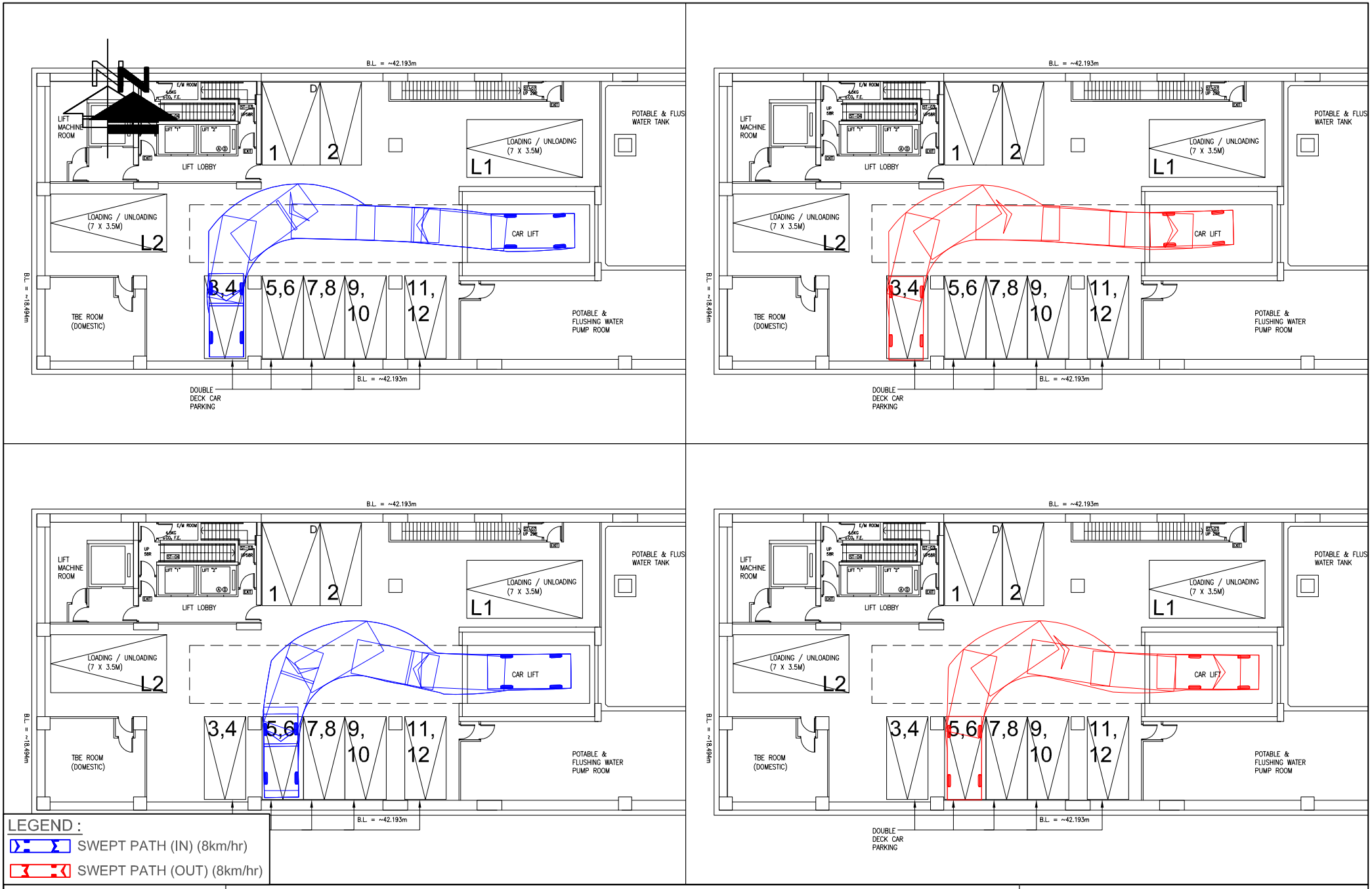
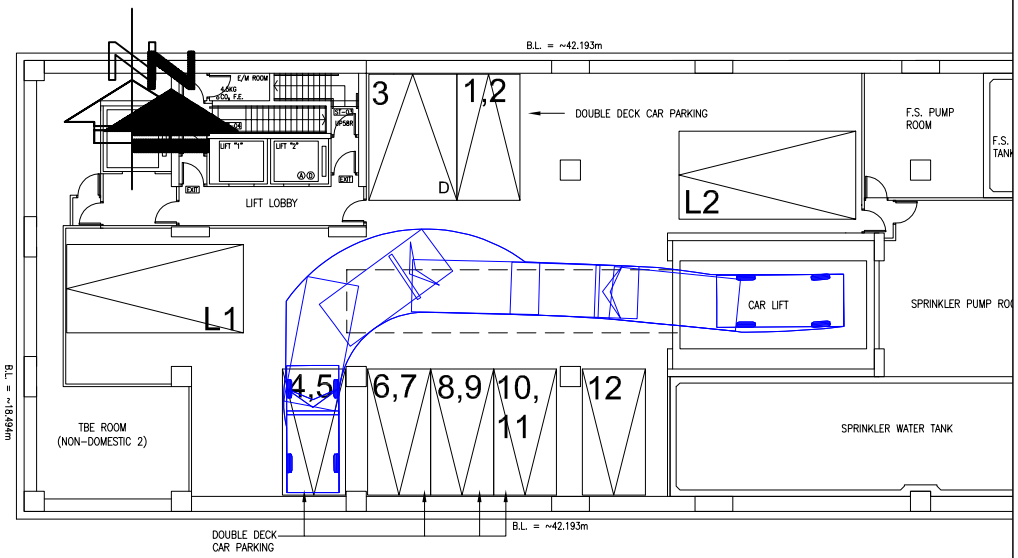
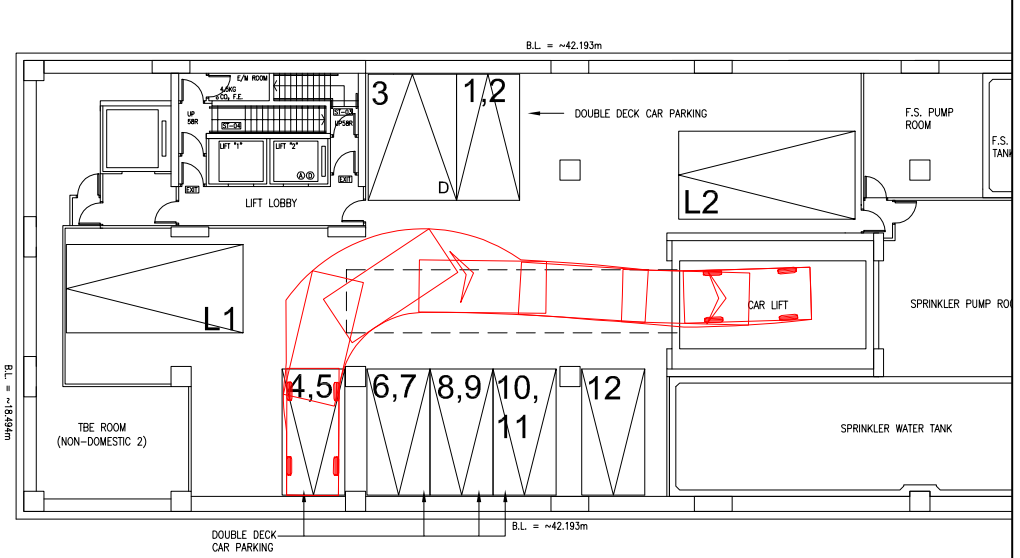
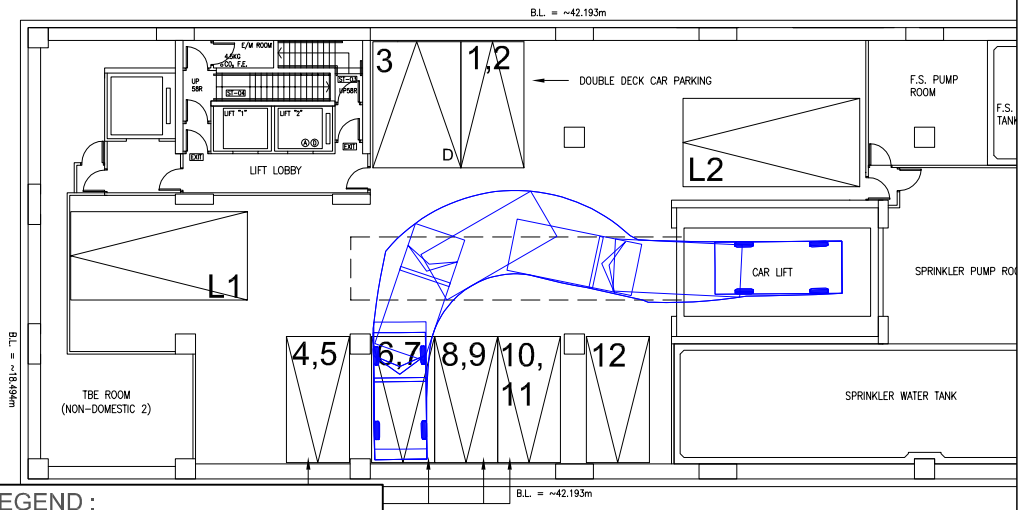
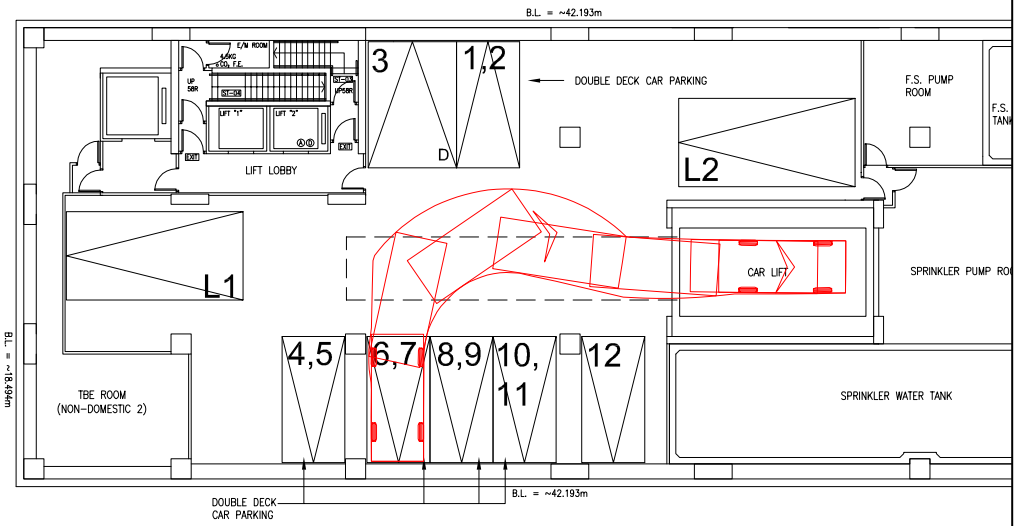


FIGURE NO.: SP-05	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: B1 - SWEPT PATH ANALYSIS OF 5m VEHICLE	
SCALE: 1 : 300 @A4 / DATE: 27 SEP 2024		







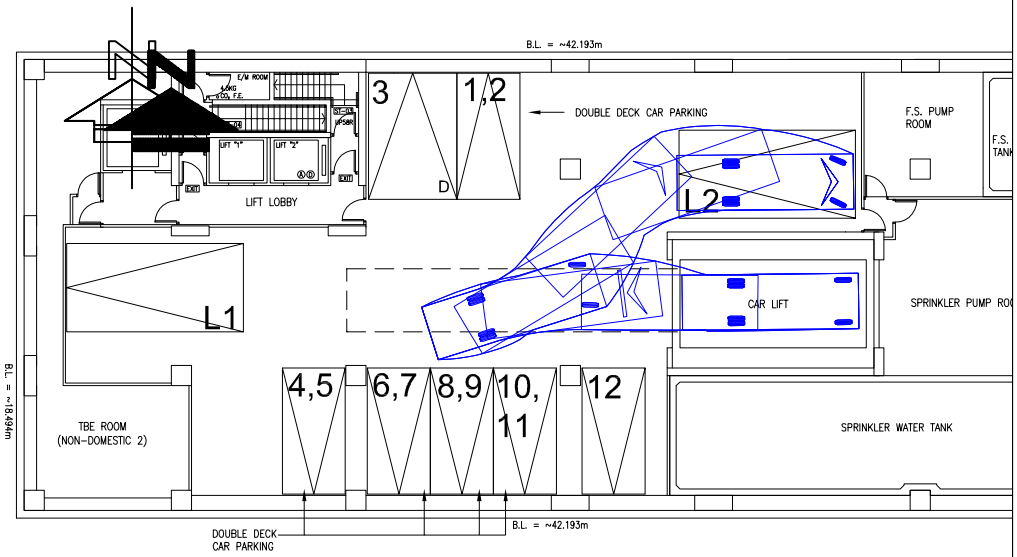


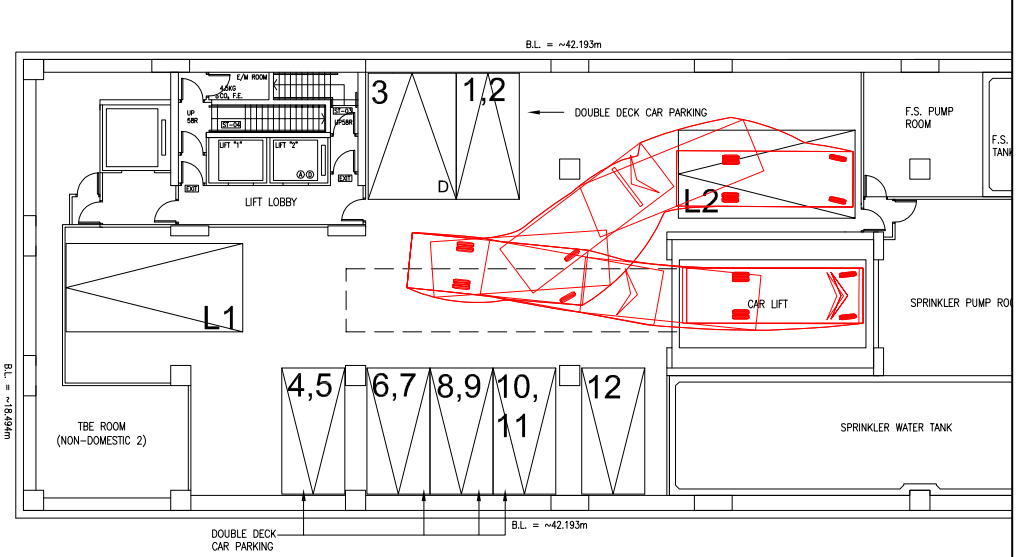
LEGEND :

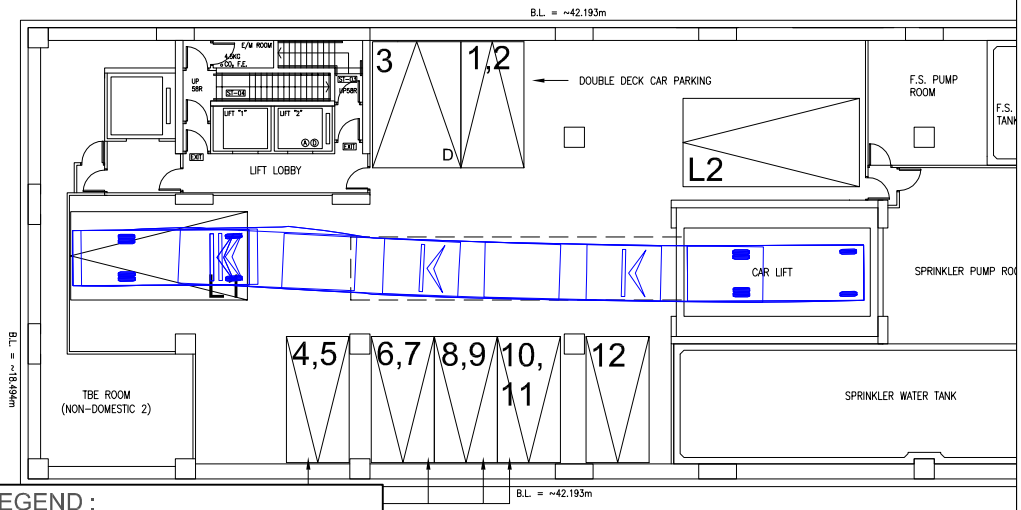
SWEPT PATH (IN) (8km/hr)

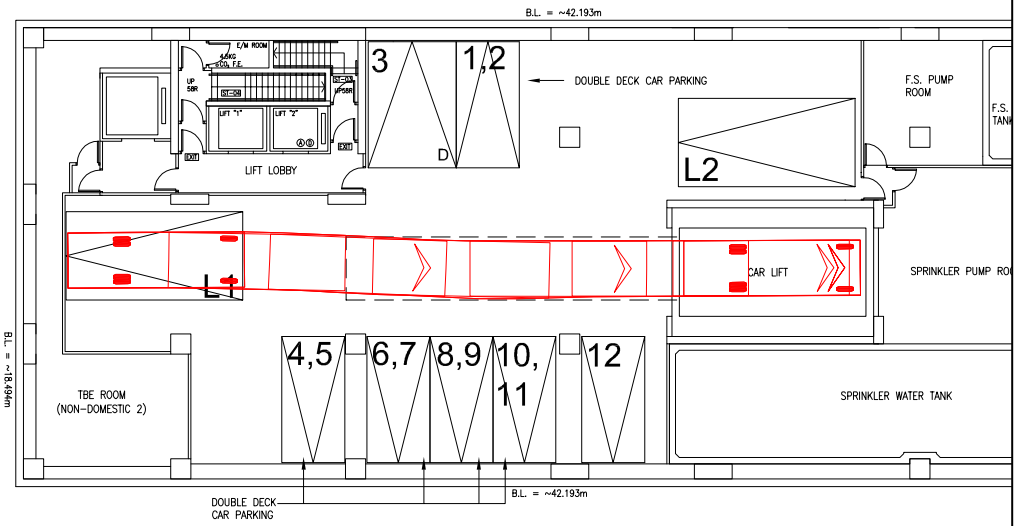
SWEPT PATH (OUT) (8km/hr)

FIGURE NO.: SP-06	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: B2 - SWEPT PATH ANALYSIS OF 5m VEHICLE	
SCALE: 1 : 300 @A4 / DATE: 04 DEC 2024		









LEGEND :

SWEPT PATH (IN) (8km/hr)

SWEPT PATH (OUT) (8km/hr)

FIGURE NO.: SP-07	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: B2 - SWEPT PATH ANALYSIS OF 7m LGV	
SCALE: 1 : 300 @A4 / DATE: 04 DEC 2024		

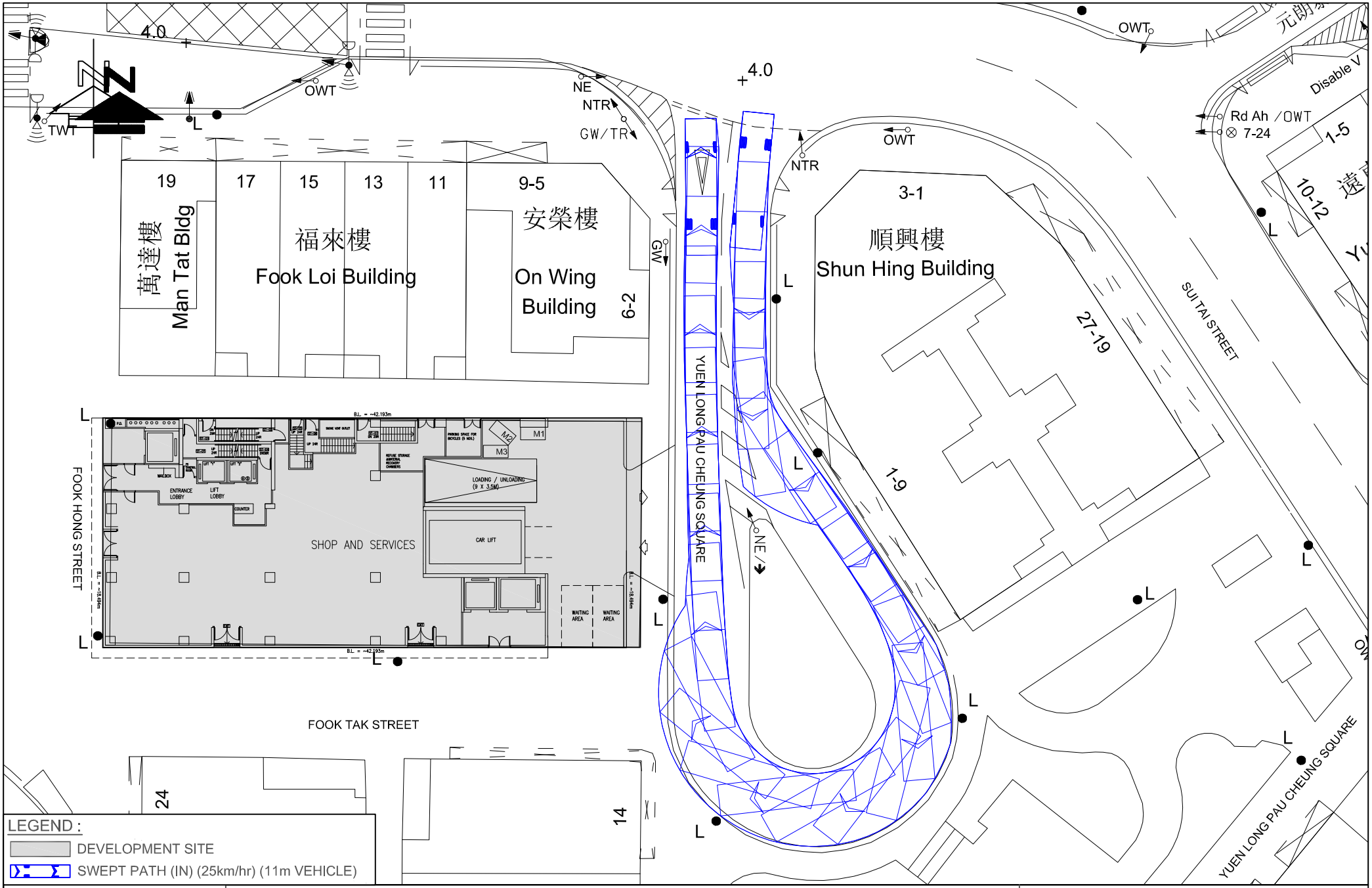
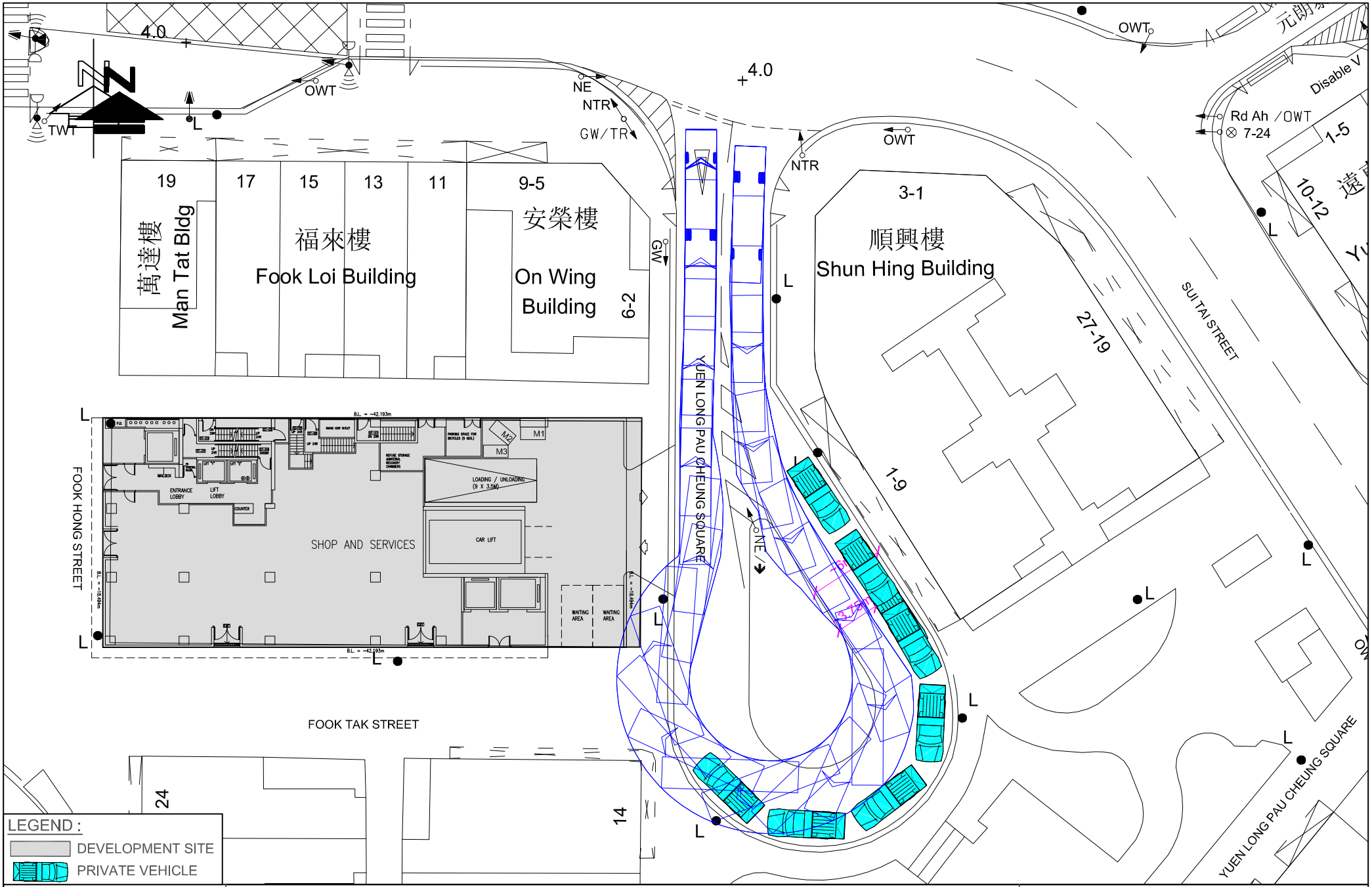


FIGURE NO.: SP-08	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF 11M HGV	
SCALE: 1 : 400 @A4 / DATE: 04 DEC 2024		



LEGEND :

DEVELOPMENT SITE

PRIVATE VEHICLE

FIGURE NO.: SP-09	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF 11M HGV (WITH VEHICLES PARKING ON STREET)	
SCALE: 1 : 400 @A4 / DATE: 04 DEC 2024		

LEGEND

EXISTING TREE

NEW BENCH

NEW BOLLARD

PAVING AREA (208 M^2)

SITE BOUNDARY

ADJOINING BUILDING

ADJOINING BUILDING

ADJOINING BUILDING

BACK LANE (3M WIDE)

EXISTING BENCH WITH CANOPY

FOOK HONG STREET (9.01M WIDE)

EXISTING BENCH WITH CANOPY

FS INLET / SPRINKLER INLET

B.L. = ~42.193m

B.L. = ~18.494m

about 7m

about 3m

EXTENT OF PROPOSED UPGRADE OF FOOTPATH PAVEMENT (SUBJECT TO HyD'S APPROVAL) (11 SQM)

EGRESS

INGRESS

PAU CHEUNG SQUARE (12.64M WIDE)

WAITING AREA

WAITING AREA

B.L. = ~42.193m

GLASS CANOPY OUTLINE ABOVE

about 4m

EXTENT OF PROPOSED UPGRADE OF FOOTPATH PAVEMENT (SUBJECT TO HyD'S APPROVAL) (197 SQM)

FOOK TAK STREET (8.44M WIDE)

EXISTING SURFACE CHANNEL

ADJOINING BUILDING

ADJOINING BUILDING

PROPOSED STREETSCAPE 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:

PROPOSED STREETSCAPE PLAN

Figure 1

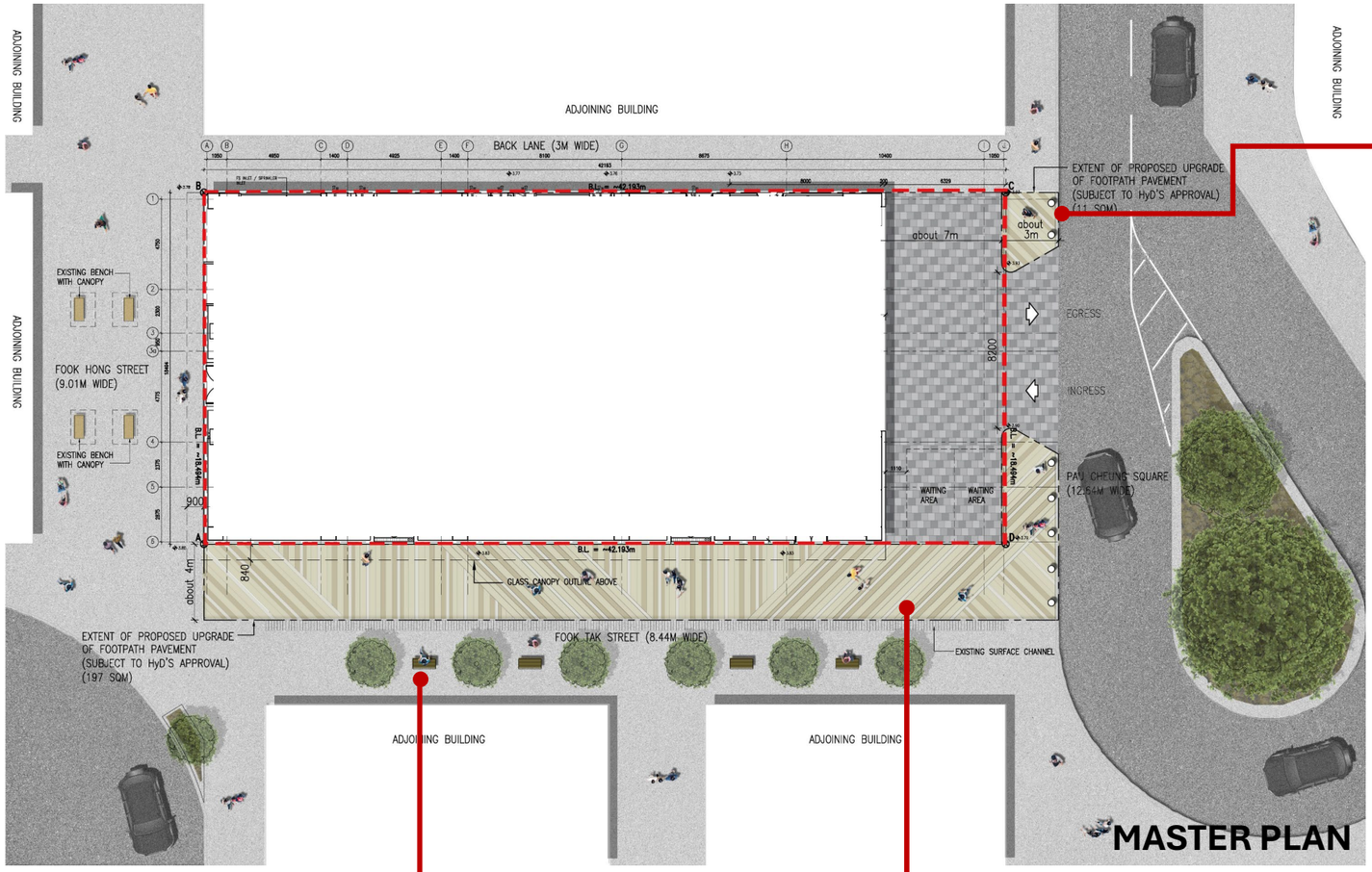
Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

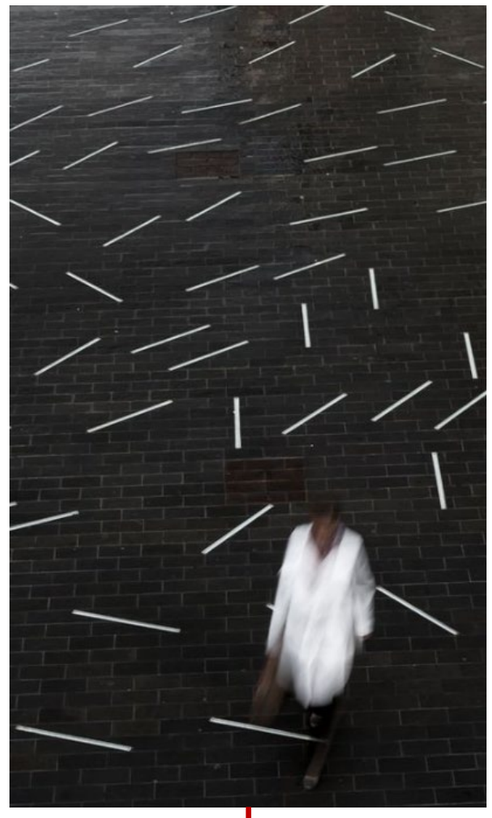
Drawing Number: GBP012

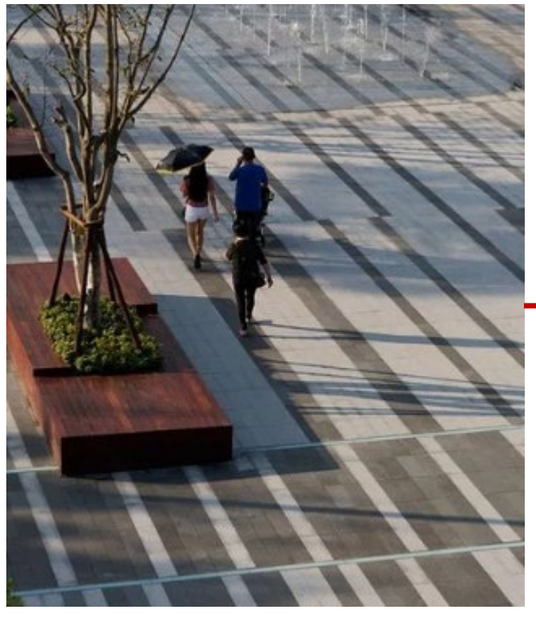
Revision Letter:

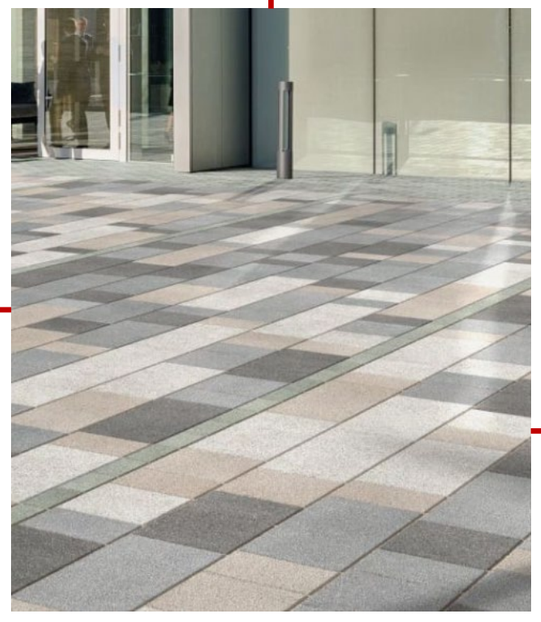
Figure 2

DESIGN REFERENCE PHOTOS









Annex A

Public Transport Assessment

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	122	16	2	9	112
			64K	6	540	144	10	39	425
			68M	4	360	110	0	77	327
			77K	1	90	24	0	6	72
			251C	2	180	60	1	13	132
			968	3	270	72	0	50	248
			68x	2	180	84	7	26	115
			76k	3	270	84	0	42	228
			268C	4	360	168	4	72	260
			268x	2	180	72	5	22	125
			276P	4	360	312	15	67	100
			B2	4	360	219	44	0	97
	B	Bus	A36	2	180	54	17	0	109
			E36	4	360	96	34	2	232
			269D	3	270	163	4	27	130
			276	2	180	75	5	20	120
			968	3	270	75	0	50	245
			B1	9	810	413	3	50	445
	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	122	41	6	0	75
			64K	4	360	168	20	2	174
			68M	9	810	493	153	0	164
			68X	8	720	603	55	12	74
			251C	2	180	24	7	0	149
			265S	1	90	54	4	0	32
			268B	3	270	82	18	0	170
			268X	7	630	534	59	24	61
			276	3	270	228	30	5	17
			276P	7	630	444	82	11	115
			968	10	900	480	148	0	273
			968x	5	450	274	56	2	122
			A36	1	90	54	0	10	46
			B1	11	990	400	133	2	459
			B2	5	450	120	5	14	339
			E36	2	180	55	0	46	171
			E36s	4	360	219	33	0	108

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.

(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

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	122	16	2	9	112
			64K	6	540	132	1	61	468
			68M	7	630	192	1	111	548
			251C	3	270	59	5	11	217
			968	6	540	180	0	119	479
			68x	4	360	288	23	91	140
			76k	2	180	41	0	19	158
			268C	5	450	199	9	99	341
			268x	5	450	256	5	22	211
			276P	6	540	312	51	80	257
			B2	2	180	24	25	0	131
	B	Bus	A36	3	270	82	34	1	155
			E36	2	180	151	31	19	17
			E36S	3	270	84	0	29	215
			269D	4	360	286	61	56	69
			276	3	270	125	27	34	152
			968	6	540	233	0	119	426
			B1	9	810	513	30	140	408
	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

		Bus	54	2	180	69	21	0	91
			64K	4	360	231	64	3	68
			68M	6	540	315	111	0	114
			68X	3	270	260	59	10	**-39**
			251C	2	180	72	29	0	79
			268X	3	270	233	49	12	0
			276	3	270	204	107	4	**-37**
			276P	6	540	444	127	8	**-23**
			968	4	360	247	61	0	52
			A36	4	360	120	32	63	271
			B1	9	810	507	206	10	107
			B2	3	270	144	2	24	148
			E36	3	270	137	2	54	185
			K65	4	360	144	0	63	279
			k74	3	270	132	0	9	147

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.

(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

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**.

2030 Reference Passenger Flows (Without Proposed Development) = **2024 Passenger Flows** **x** **Adopted Growth Factor (i.e. +1 % p.a. for 6 years)**

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
To Yuen Long										
AM peak (07:45-08:45)	A	Bus	54	2	122	17	2	10	112	-
			64K	6	540	153	11	41	418	-
			68M	4	360	116	0	82	325	-
			77K	1	90	25	0	6	71	-
			251C	2	180	64	1	14	129	-
			968	3	270	76	0	53	247	-
			68x	2	180	89	7	28	111	-
			76k	3	270	89	0	45	225	-
			268C	4	360	178	4	76	254	-
			268x	2	180	76	5	23	122	-
			276P	4	360	331	16	71	84	-
			B2	4	360	232	47	0	80	-
	B	Bus	A36	2	180	57	18	0	103	-
			E36	4	360	102	36	2	221	-
			269D	3	270	173	4	29	117	-
			276	2	180	80	5	21	111	-
			968	3	270	80	0	53	237	-
			B1	9	810	438	3	53	415	-
	C	GMB	36	4	76	24	3	12	52	-
			37	6	114	57	5	28	70	-
			38	6	114	22	4	15	92	-
			72	6	114	54	4	21	66	-
			71	4	76	24	1	15	54	-
			75	10	160	71	6	28	98	-
			76	3	57	21	1	6	28	-
			609	9	171	81	5	25	96	-
	E	GMB	33	2	32	10	1	0	6	-
			35	5	80	8	2	1	54	-
	F	GMB	36	5	95	1	77	4	4	-
			37	8	152	0	73	0	61	-
			38	7	133	0	90	2	26	-
			74	11	209	28	178	28	11	-

			74A	3	48	3	2	3	25	-
			75	10	160	5	104	5	34	-
			76	2	32	0	20	23	**-11**	**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	122	43	6	0	122	-
			64K	4	360	178	21	2	360	-
			68M	9	810	524	162	0	810	-
			68X	8	720	640	58	13	720	-
			251C	2	180	25	7	0	180	-
			265S	1	90	58	4	0	90	-
			268B	3	270	87	19	0	270	-
			268X	7	630	567	63	25	630	-
			276	3	270	242	32	5	270	-
			276P	7	630	471	87	12	630	-
			968	10	900	509	157	0	900	-
			968x	5	450	291	59	2	450	-
			A36	1	90	57	0	11	90	-
			B1	11	990	425	141	2	990	-
			B2	5	450	127	5	15	450	-
			E36	2	180	58	0	49	180	-
			E36s	4	360	233	35	0	360	-

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.

(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

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	122	17	2	10	112	-
			64K	6	540	140	1	65	464	-
			68M	7	630	204	1	118	543	-
			251C	3	270	62	5	12	214	-
			968	6	540	191	0	126	475	-
			68x	4	360	305	24	97	127	-
			76k	2	180	44	0	20	157	-
			268C	5	450	211	10	105	335	-
			268x	5	450	271	5	23	197	-
			276P	6	540	331	54	85	240	-
			B2	2	180	25	27	0	127	-
	B	Bus	A36	3	270	87	36	1	146	-
			E36	2	180	160	33	20	4	-
			E36S	3	270	89	0	31	208	-
			269D	4	360	303	65	59	48	-
			276	3	270	133	29	36	140	-
			968	6	540	247	0	126	413	-
			B1	9	810	544	32	149	376	-
	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	180	73	22	0	85	-
			64K	4	360	245	68	3	50	-
			68M	6	540	334	118	0	88	-
			68X	3	270	276	63	11	**-58**	**1**
			251C	2	180	76	31	0	73	-
			268X	3	270	247	52	13	**-17**	**1**
			276	3	270	217	114	4	**-56**	**1**
			276P	6	540	471	135	8	**-58**	**1**
			968	4	360	262	65	0	33	-
			A36	4	360	127	34	67	265	-
			B1	9	810	538	219	11	63	-
			B2	3	270	153	2	25	140	-
			E36	3	270	145	2	57	180	-
			K65	4	360	153	0	67	274	-
			k74	3	270	140	0	10	139	-

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.
(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

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:

2030 Design Passenger Flows (With Proposed Development) = **2030 Reference Passenger Flows (Without proposed development)** + **Proposed Development Passenger Flows**

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
To Yuen Long									
AM Peak (07:45-08:45)	A	Bus	54	112	-	0%	0	112	-
			64K	418	-	1%	1	417	-
			68M	325	-	0%	0	325	-
			77K	71	-	0%	0	71	-
			251C	129	-	0%	0	129	-
			968	247	-	0%	0	247	-
			68x	111	-	0%	0	111	-
			76k	225	-	0%	0	225	-
			268C	254	-	0%	0	254	-
			268x	122	-	0%	0	122	-
			276P	84	-	1%	1	83	-
			B2	80	-	3%	1	79	-
	B	Bus	A36	103	-	1%	1	102	-
			E36	221	-	2%	1	220	-
			269D	117	-	0%	0	117	-
			276	111	-	0%	0	111	-
			968	237	-	0%	0	237	-
			B1	415	-	0%	0	415	-
	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	0	-	0%	0	0	-
			64K	163	-	1%	1	162	-
			68M	124	-	10%	3	121	-

			68X	34	-	3%	1	33	-
			251C	0	-	0%	0	0	-
			265S	28	-	0%	0	28	-
			268B	164	-	1%	1	163	-
			268X	26	-	4%	1	25	-
			276	1	-	2%	1	0	-
			276P	83	-	5%	2	81	-
			968	234	-	9%	3	231	-
			968x	102	-	4%	1	101	-
			A36	0	-	0%	0	0	-
			B1	426	-	8%	2	424	-
			B2	332	-	0%	0	332	-
			E36	171	-	0%	0	171	-
			E36s	1	-	2%	1	0	-
			P968	110	-	1%	1	109	-
			K65	302	-	0%	0	302	-
			K74	180	-	1%	1	179	-

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.

(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

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
To Yuen Long									
Pm Peak (17:30-18:30)	A	Bus	54	112	-	0%	0	464	-
			64K	464	-	0%	0	543	-
			68M	543	-	0%	0	214	-
			251C	214	-	0%	0	475	-
			968	475	-	0%	0	126	-
			68x	127	-	1%	1	157	-
			76k	157	-	0%	0	334	-
			268C	335	-	0%	0	197	-
			268x	197	-	0%	0	239	-
			276P	240	-	3%	1	126	-
			B2	127	-	1%	1	145	-
	B	Bus	A36	146	-	2%	1	3	-
			E36	4	-	2%	1	208	-
			E36S	208	-	0%	0	47	-
			269D	48	-	3%	1	139	-
			276	140	-	1%	1	413	-
			968	413	-	0%	0	375	-
			B1	376	-	2%	1	464	-
	C	GMB	71	46	-	0%	0	46	-
			72	95	-	0%	0	94	-
			609	90	-	0%	0	90	-
	E	GMB	33	6	-	0%	0	6	-
			35	9	-	0%	0	9	-
	F	GMB	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	**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	85	-	1%	1	84	-
			64K	50	-	3%	1	49	-
			68M	88	-	6%	1	87	-
			68X	**-58**	**1**	3%	1	**-59**	**1**
			251C	73	-	2%	1	72	-
			268X	**-17**	**1**	3%	1	**-18**	**1**
			276	**-56**	**1**	6%	1	**-57**	**1**
			276P	**-58**	**1**	7%	1	**-59**	**1**
			968	33	-	3%	1	32	-
			A36	265	-	2%	1	264	-
			B1	63	-	11%	1	62	-
			B2	140	-	0%	0	140	-
			E36	180	-	0%	0	180	-

			K65	274	-	0%	0	274	-
			k74	139	-	0%	0	139	-

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.
(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

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 routes 36, 37, 38, 73A, 74 and 76 (to Yuen Long direction), bus routes 68X, 268X, 276 and 276P (from 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. The service of public transport services would be adjusted as according to the actual passenger demand at the time and according to TD's decision.

Table 6.10 Recommended Increase in PT Services

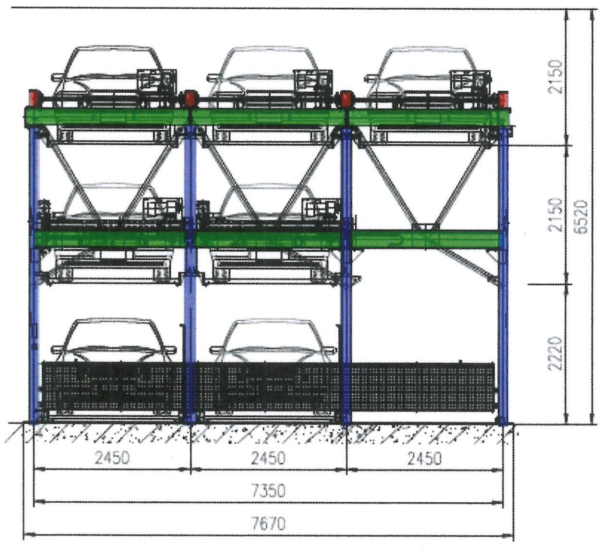
Route	Design Scenario (with the proposed development)	
	AM Peak	**PM Peak**
76	**Increase 1 GMB per hour**	**Increase 2 GMB per hour**
36	**-**	**Increase 2 GMB per hour**
37	**-**	**Increase 1 GMB per hour**
38	**-**	**Increase 1 GMB per hour**
73A	**-**	**Increase 1 GMB per hour**
74	**-**	**Increase 1 GMB per hour**
68X	**-**	**Increase 1 bus per hour**
268X	**-**	**Increase 1 bus per hour**
276	**-**	**Increase 1 bus per hour**
276P	**-**	**Increase 1 bus per hour**

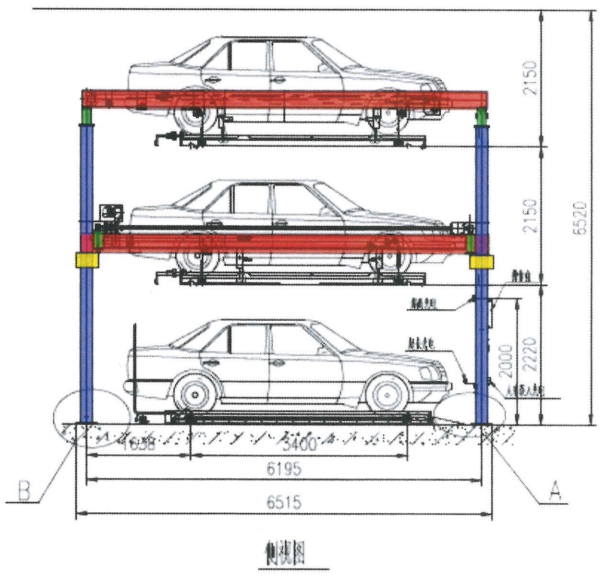
Annex B

Information of the mechanical parking system

Drawing of MARS
MARS 圖示

MARS 3 x 3





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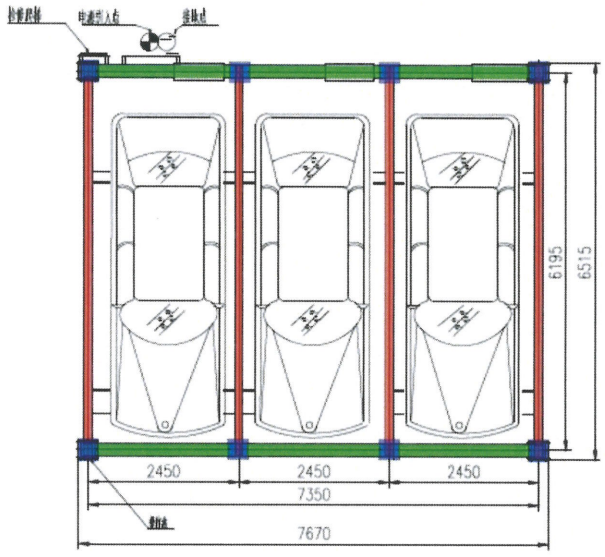
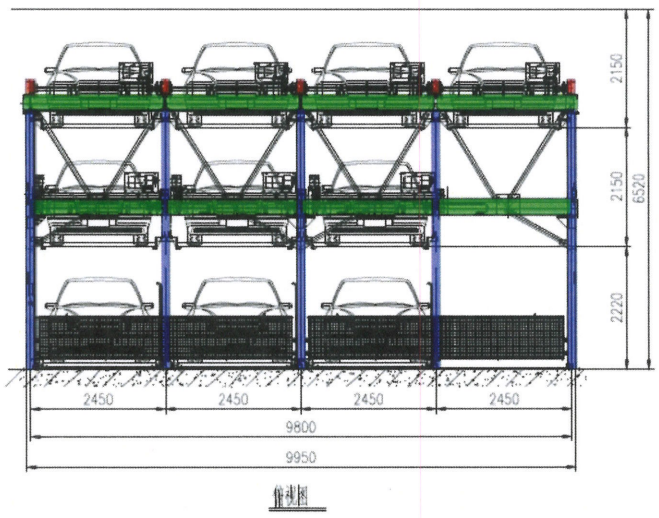
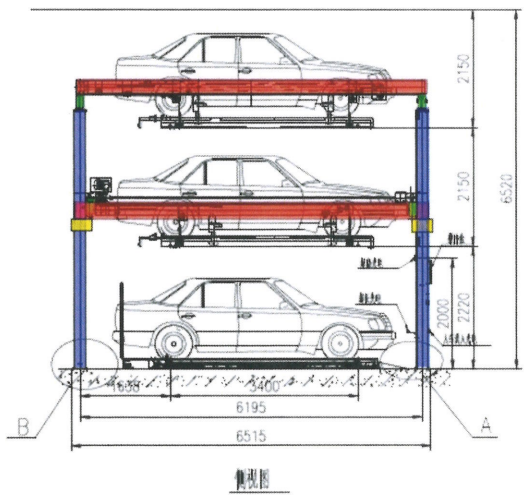
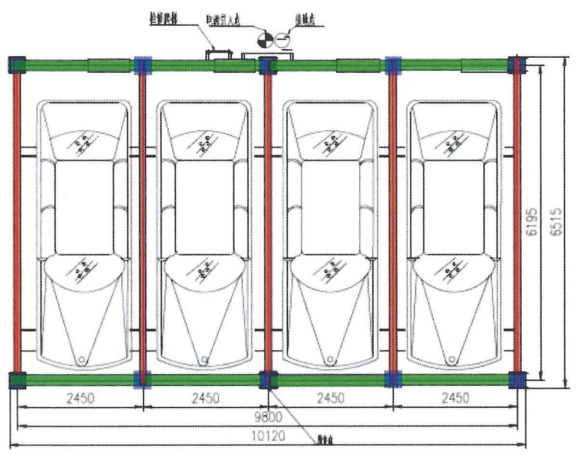


MARS 3 x 4







** Size and specification will be subject to the final proposal*

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:

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

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

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

where:

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

2.4.3 The Derivation of Arrival Rate (λ)

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

Table 2.3 Peak 15 Minutes Arrival Rate for the Proposed Development

GFA: 1546 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 μ =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:

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

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

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

where: $P(n)$ = Probability of n vehicles in the system

λ = Peak 15-minutes arrival rate = 3

μ = Servicing rate = 7.194 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. 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

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	*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*
Total Round Trip Time	*136.46sec*

Servicing 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:

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

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

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

where: $P(n)$ = *Probability of n vehicles in the system*

λ = *Peak 15-minutes arrival rate* = *3*

μ = *Servicing rate* = *6.595 veh/15mins*

N = *Number of car lift* = *1*

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*
				Total	*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*
				Total	*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

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*
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 rad 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 Pie	8-17
	614	Tuen Mun Ferry Pier – Yuen Long/ Yuen Long – Tuen Mun Feery Pier	12-23
	615	Tuen Mun Ferry Pier – Yuen Long/ Yuen Long – Tuen Mun Ferry Pier	13-25
	761P	Tin Yat – Yuen Long	5-15

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

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

4. FUTURE TRAFFIC CONDITION & TRAFFIC IMPACT ASSESSMENT

4.1 Design Year

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

4.2 Traffic Forecast

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

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

II. Territorial planning assumptions prepared by the Planning Department.

Historical Trend

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

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

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

*Note: *AADT estimated by Growth factor*

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

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

Planning Data

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

Table 4.2 2019-Based Planning Data from 2019 to 2031

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

Adopted Growth Rate

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

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

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

4.3 Traffic Generations of Planned Adjacent New Developments

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

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

4.4.2 The traffic flow distribution of the planned adjacent development to the AOI is provided and is shown in the **Figure 4.2 (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
	Total					***Sub-Total***	6	4	3	3
RCHE										
			Trips Rates				**Trips**			
Use	**No of beds**		**Weekday AM Peak (pcu/hr/bed)**		**Weekday PM Peak (pcu/hr/bed)**		**Weekday AM Peak (pcu/hr)**		**Weekday PM Peak (pcu/hr)**	
			Gen.	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**
RCHE	220		0.0267(1)	0.04(1)	0.0666(1)	0.0533(1)	6	9	15	12
						Sub-Total	6	9	15	12
Shops and services										
			Trips Rates				**Trips**			
Use	**Average Size (sq. m.)**		**Weekday AM Peak (pcu/hr/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
						Sub-Total	4	4	5	6
						Total	**16**	**17**	**23**	**21**

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

4.6 Traffic Forecast for Design Year 2030

4.6.1 The net traffic trips of the proposed development, which is shown in the Figure 4.2 (Rev A), is then superimposed onto the year 2030 reference traffic flow (without the proposed development) as:

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

4.6.2 The 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:

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

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

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

5.4 Traffic Generation during Construction

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

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

5.5 Traffic Forecast for Design Year 2027

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

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

5.5.2 The 2027 design traffic flows at the critical junctions are shown in **Figure 5.2 (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	**12%**	21%	**12%**	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

		Bus	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
			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**.

2030 Reference Passenger Flows (Without Proposed Development) = **2024 Passenger Flows** x **Adopted Growth Factor (i.e. +1 % p.a. for 6 years)**

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
To Yuen Long										
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:

2030 Design Passenger Flows (With Proposed Development) = **2030 Reference Passenger Flows (Without proposed development)** + **Proposed Development Passenger Flows**

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
To Yuen Long									
AM Peak (07:45-08:45)	A	Bus	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	-
	B	Bus	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
To Yuen Long									
Pm Peak (17:30-18:30)	A	Bus	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	-
			B1	691	-	2%	1	690	-
	C	GMB	71	46	-	0%	0	46	-
			72	95	-	0%	0	94	-
			609	90	-	0%	0	90	-
	E	GMB	33	6	-	0%	0	6	-
			35	9	-	0%	0	9	-
	F	GMB	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 model 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] = 2 passengers/hr
For Franchised Bus	= 11 trips/hr x 31%[3] = 4 passengers/hr
For Rail	= 11 trips/hr x 33%[3] = 4 passengers/hr
Total	= 2+4+4 = **10 passengers/hr** =10*60%[4] **=6 passengers/ hr (two- way)**

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.

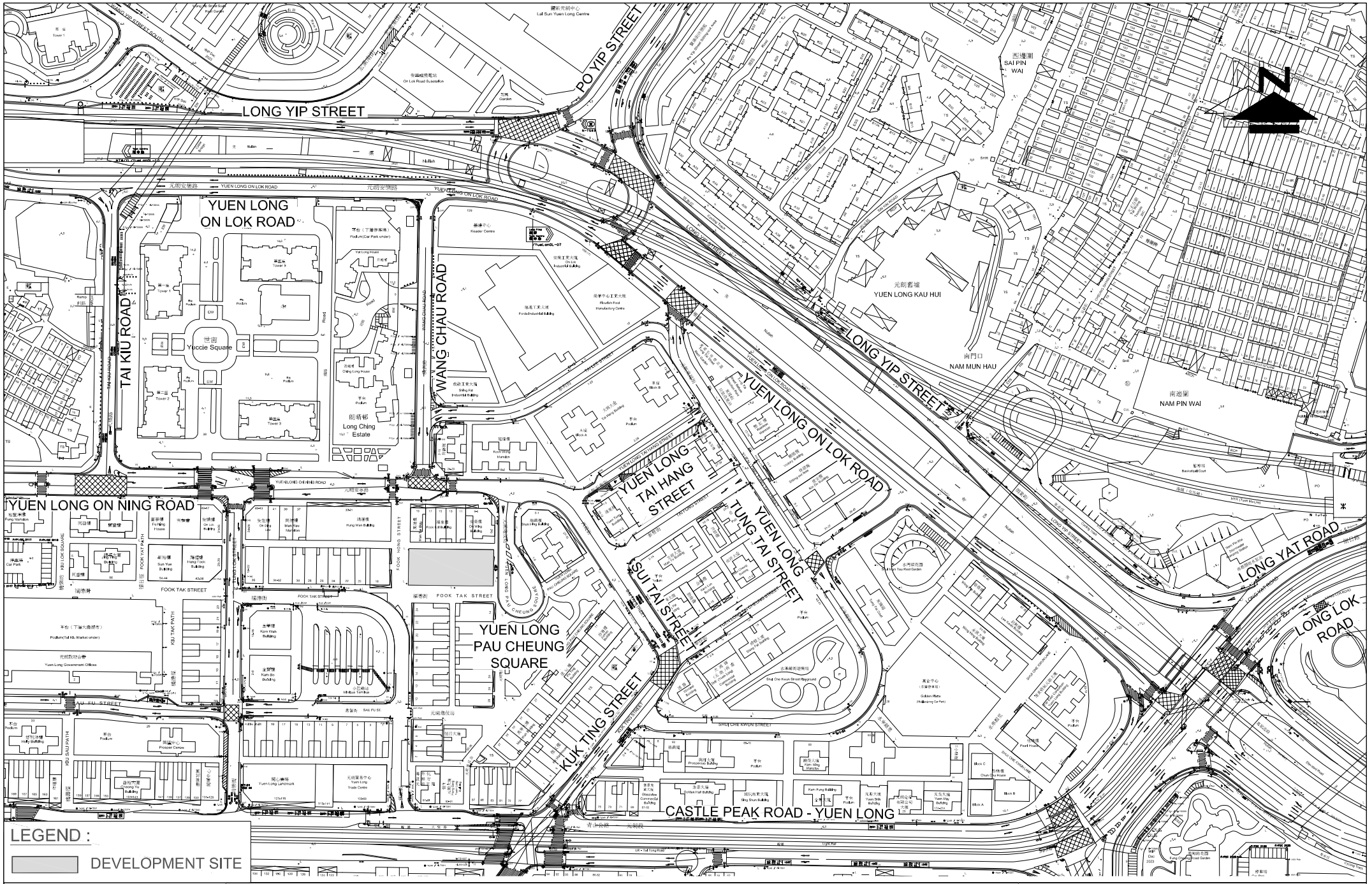


FIGURE NO.: 2.1		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK		DRAWING TITLE: SITE LOCATION PLAN	
SCALE: 1 : 2500 @A4	DATE: 28 MAY 2024		

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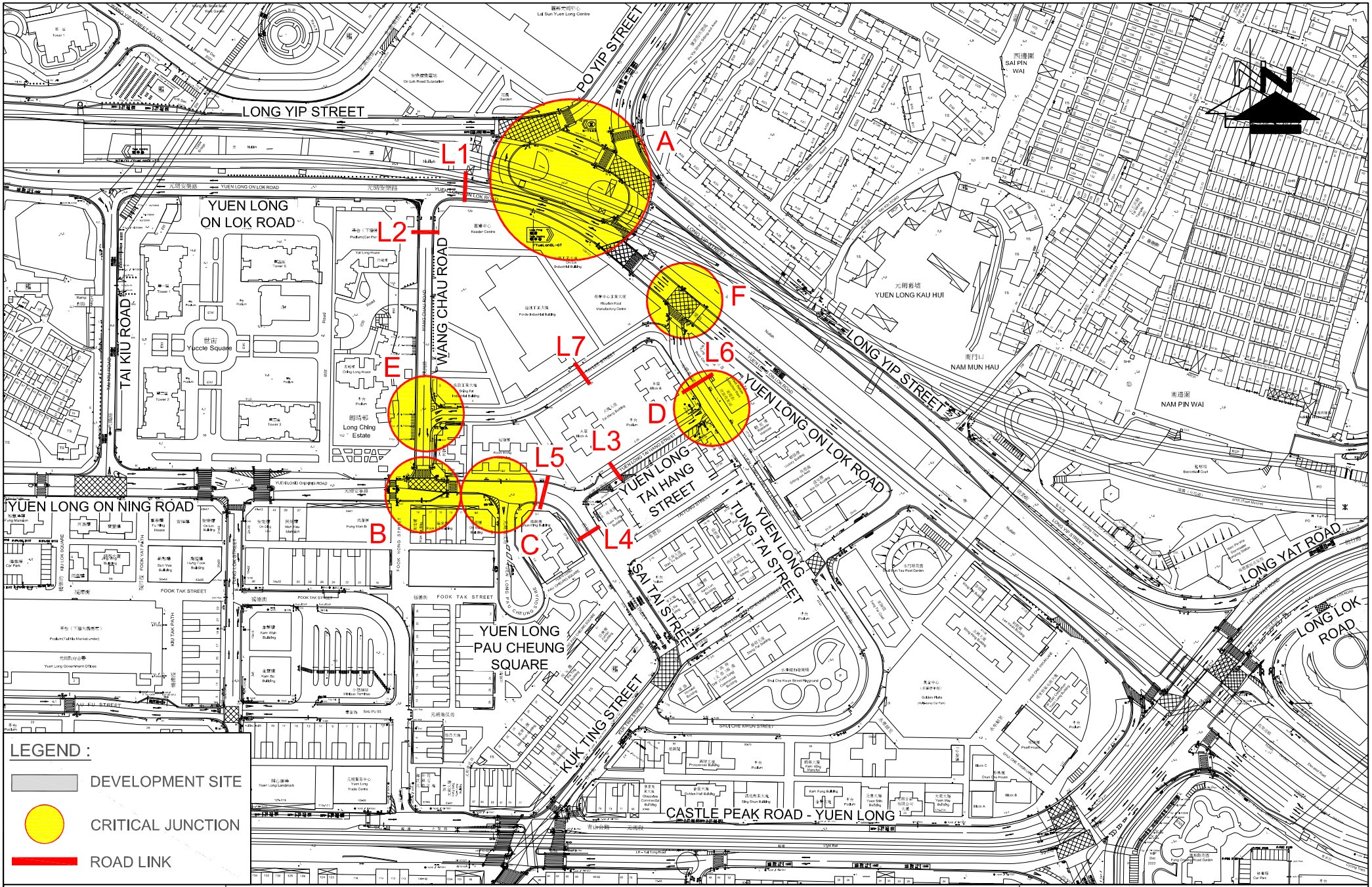
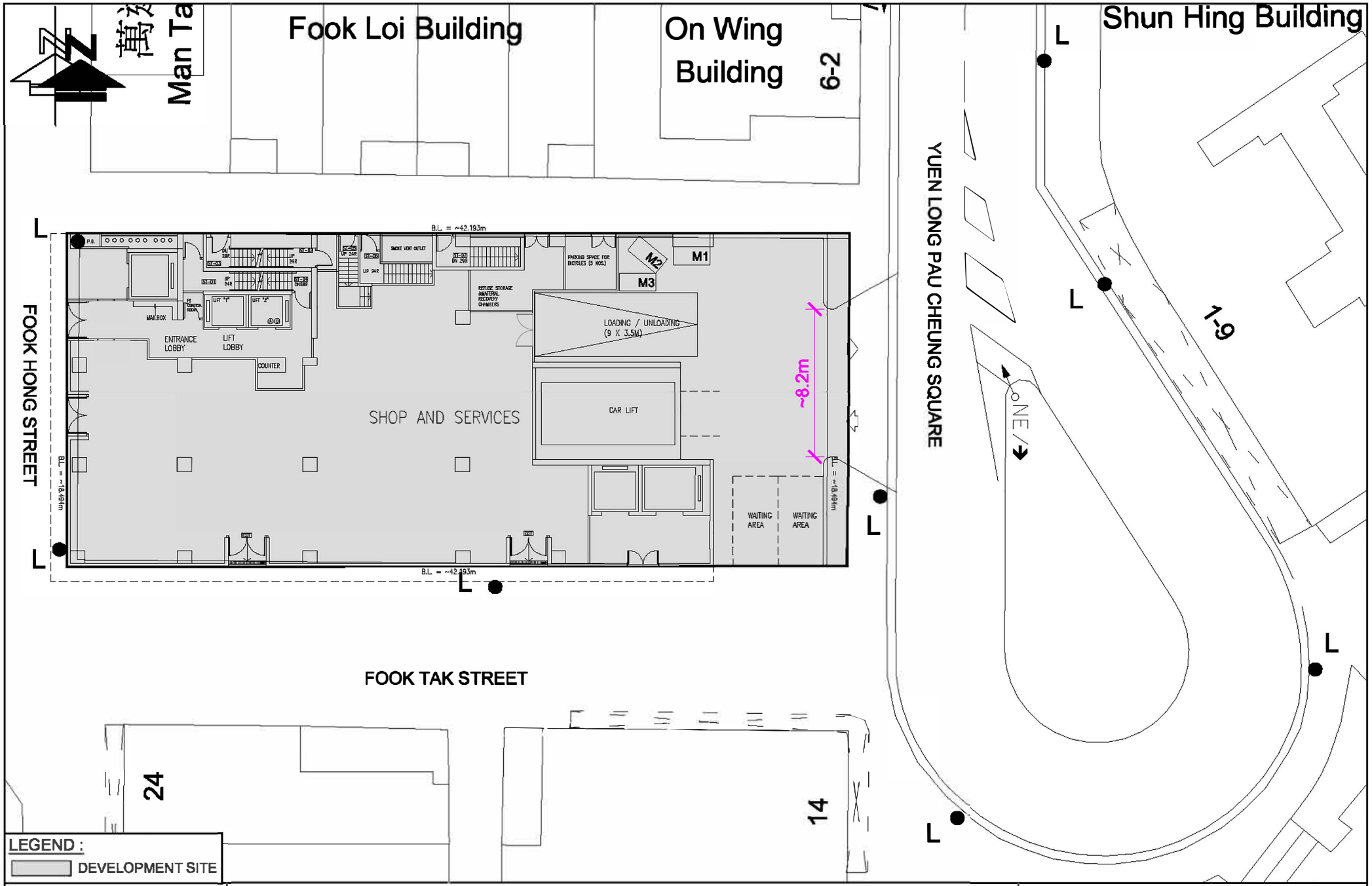


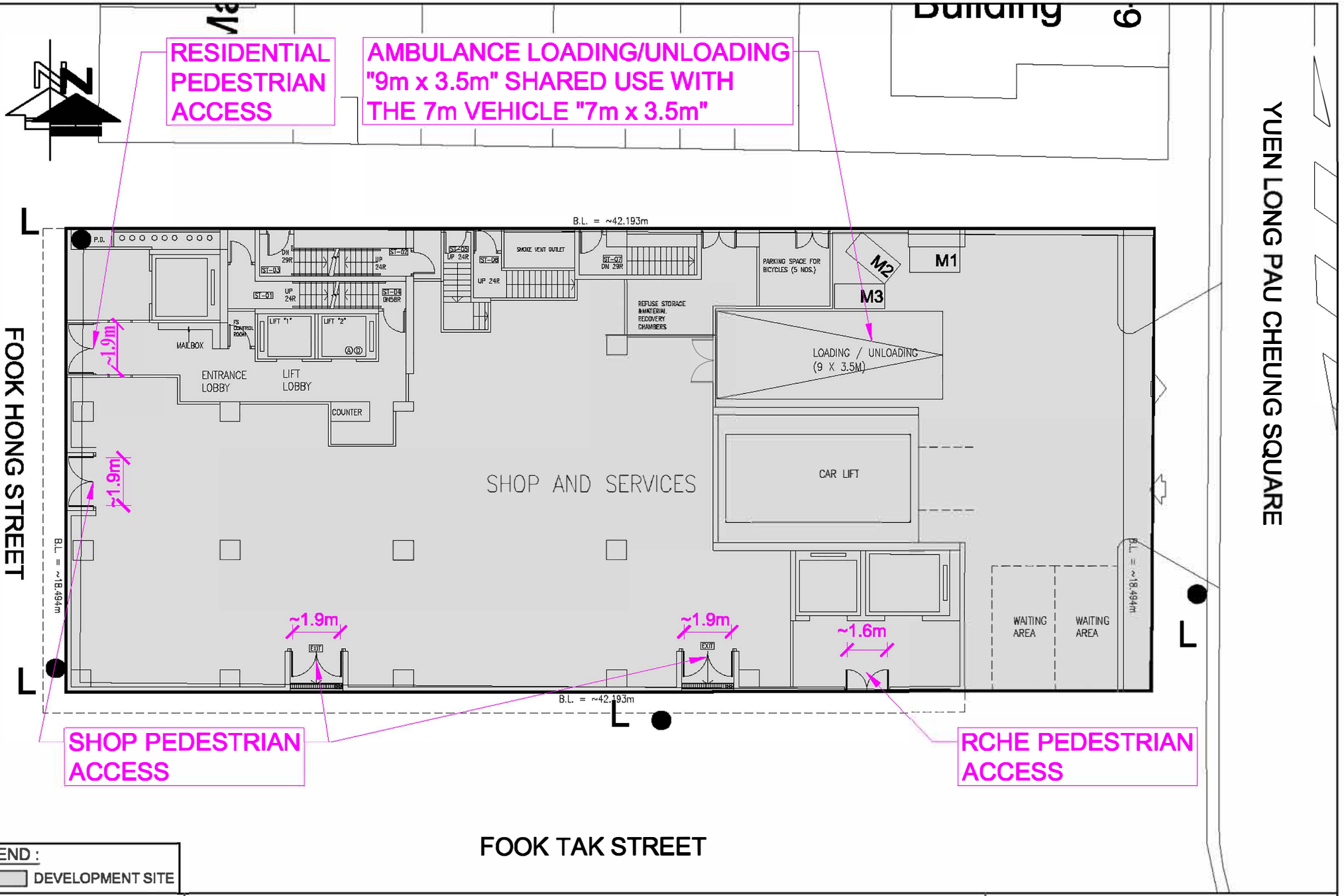
FIGURE NO.: 3.1	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: IDENTIFIED KEY JUNCTIONS AND ROAD LINK INDEX	
SCALE: 1 : 2500 @A4 / DATE: 26 JUL 2024		



LEGEND :

DEVELOPMENT SITE

FIGURE NO.: 2.2	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: THE ACCESS ROAD OF THE PROPOSED DEVELOPMENT	
SCALE: 1 : 275 @A4 / DATE: 30 SEP 2024		



LEGEND :

DEVELOPMENT SITE

FIGURE NO.: 2.3	PROJECT TITLE:	Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE:	G/F LAYOUT PLAN
SCALE: 1 : 200 @A4	DATE: 30 SEP 2024	

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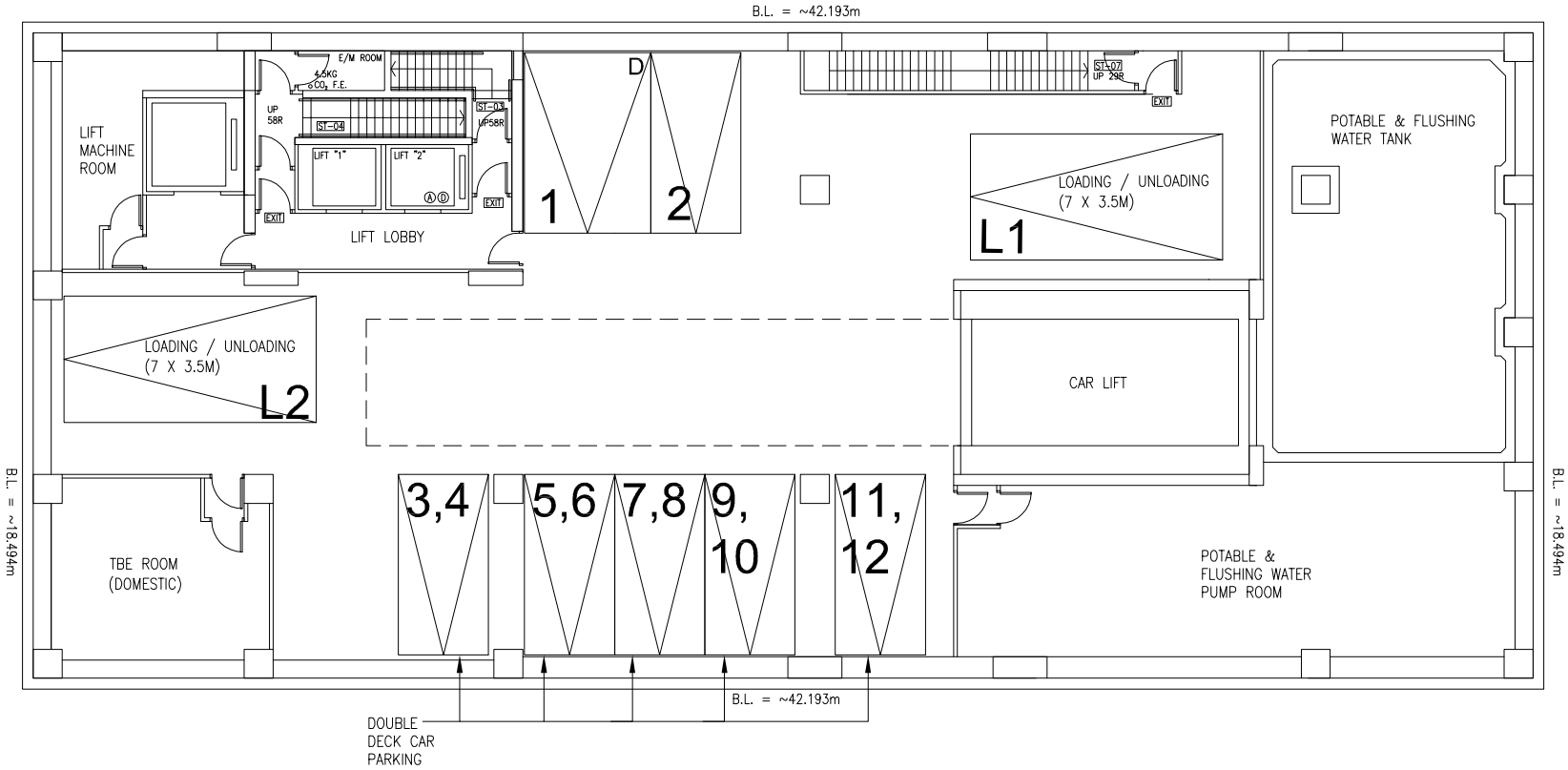

FIGURE NO.: 2.4		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK		DRAWING TITLE: B1/F CARPARK LAYOUT PLAN	
SCALE: 1 : 200 @A4	DATE: 30 SEP 2024		

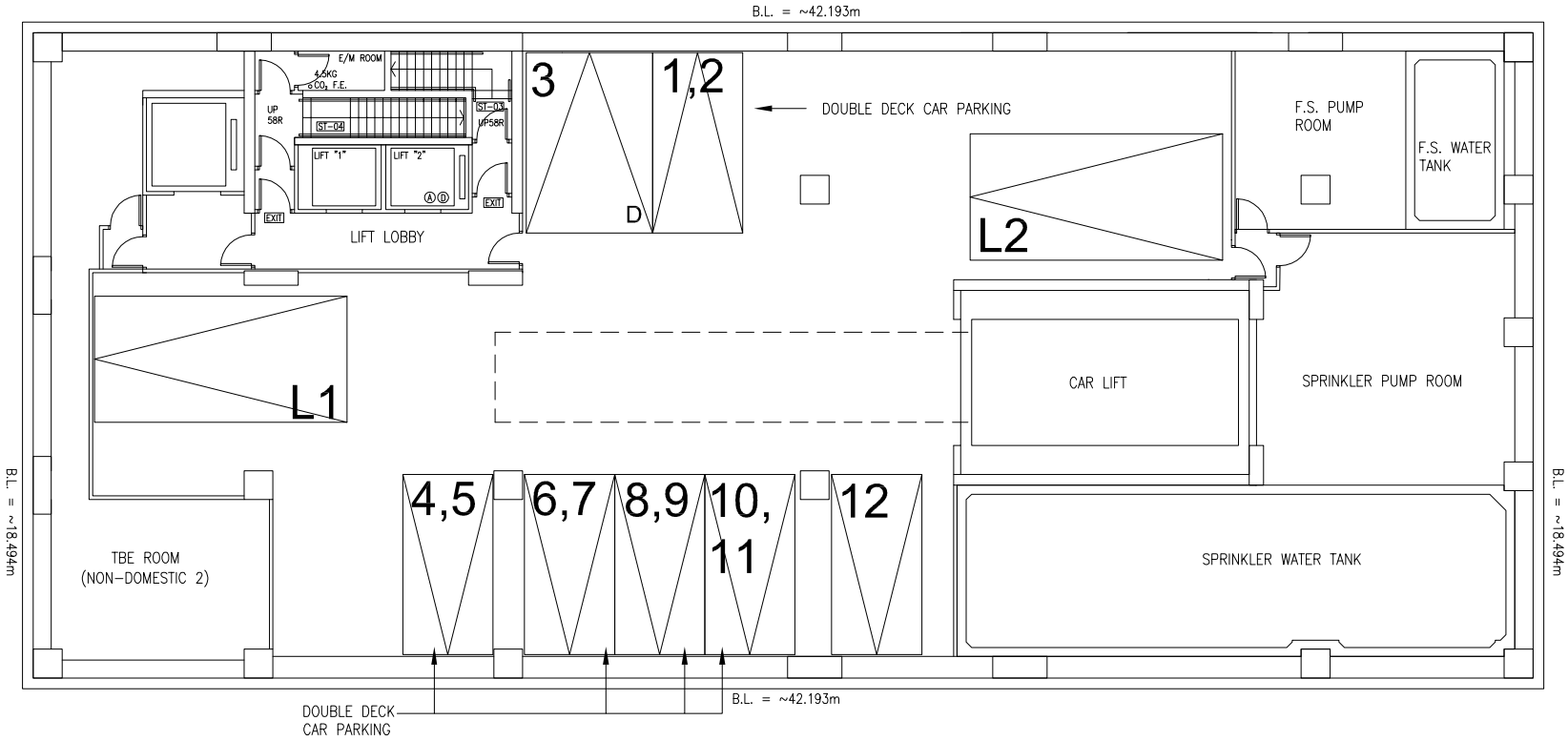

FIGURE NO.: 2.5	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: B2/F CARPARK LAYOUT PLAN	
SCALE: 1 : 200 @A4	DATE: 30 SEP 2024	

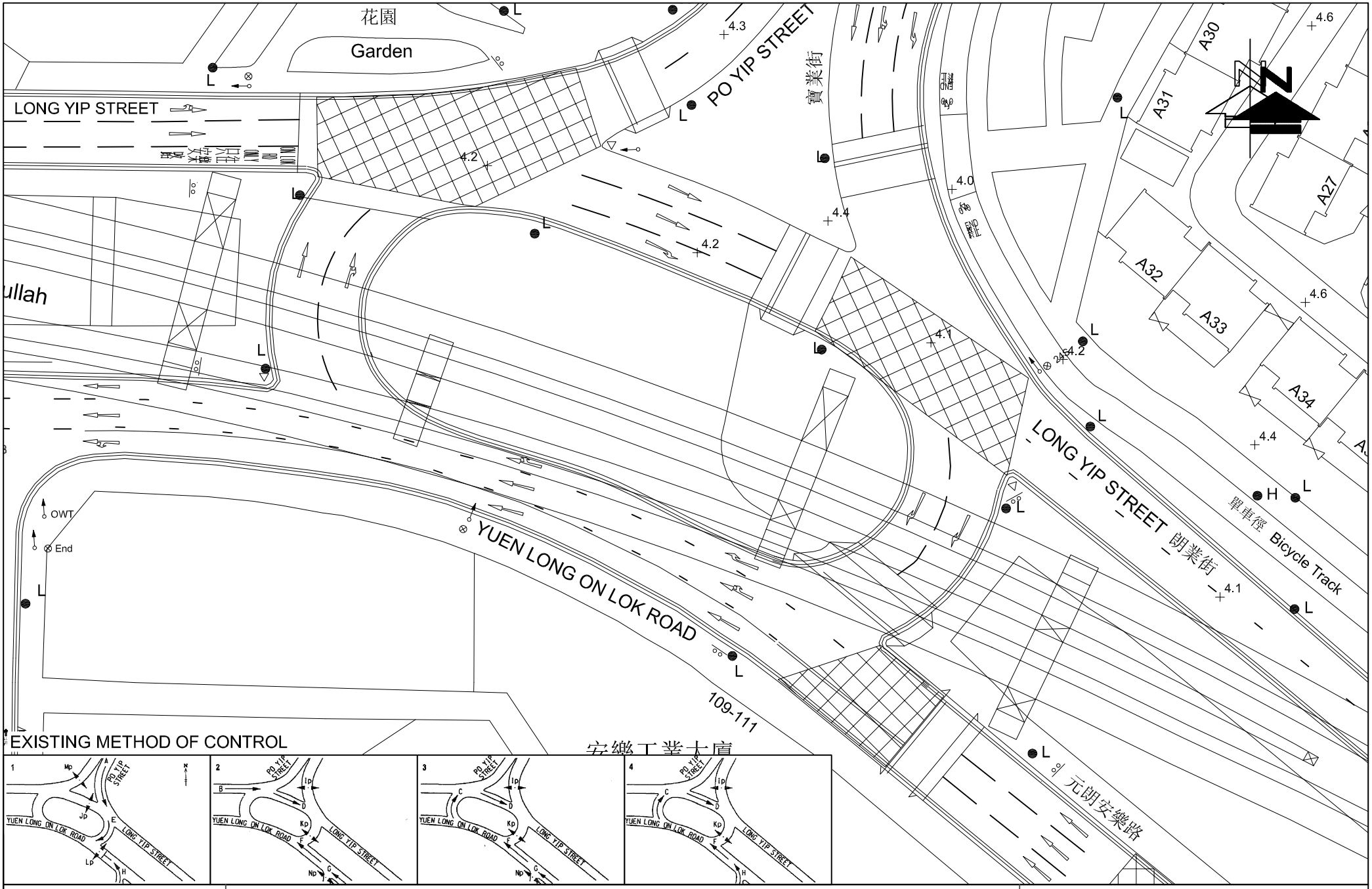

FIGURE NO.: 3.2	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120		
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON LOK ROAD / LONG YIP STREET / PO YIP STREET (A)		
SCALE: 1 : 550 @A4	DATE: 28 MAY 2024		

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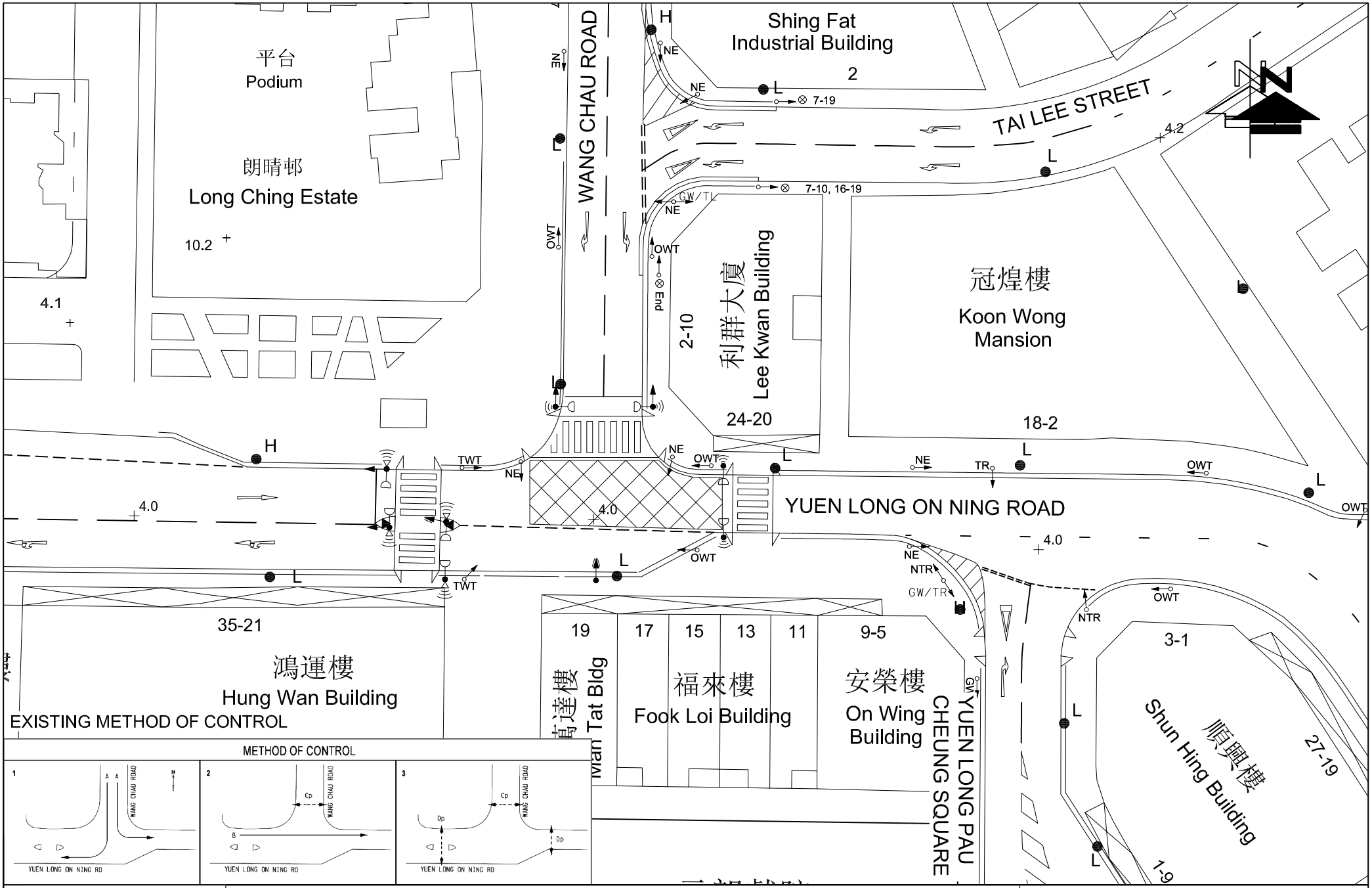

FIGURE NO.: 3.3	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON NING ROAD / WANG CHAU ROAD (B)	
SCALE: 1 : 500 @A4	DATE: 28 MAY 2024	

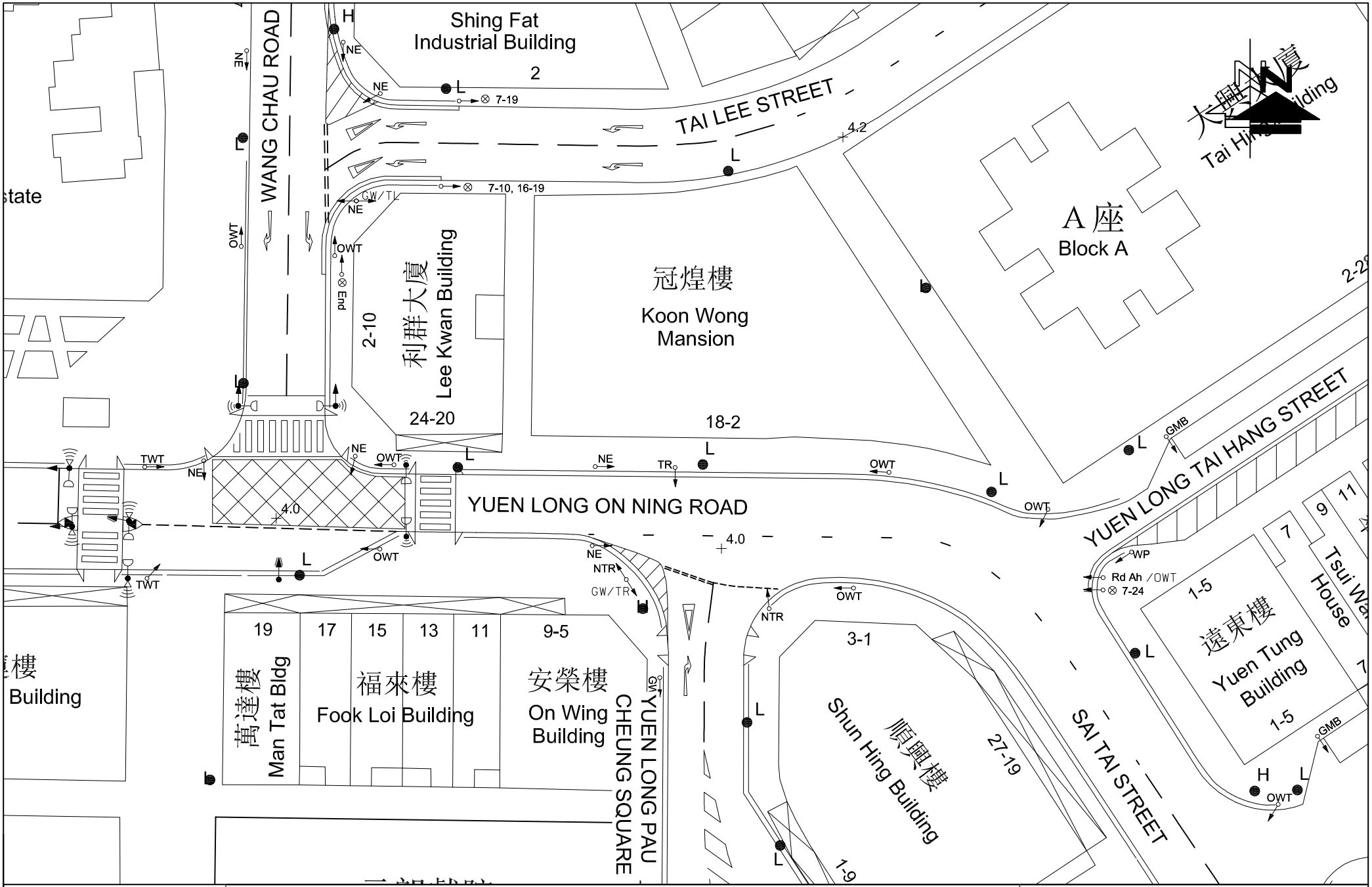

FIGURE NO.: 3.4	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON NING ROAD / YUEN LONG PAU CHEUNG SQUARE (C)	
SCALE: 1 : 500 @A4 / DATE: 28 MAY 2024		

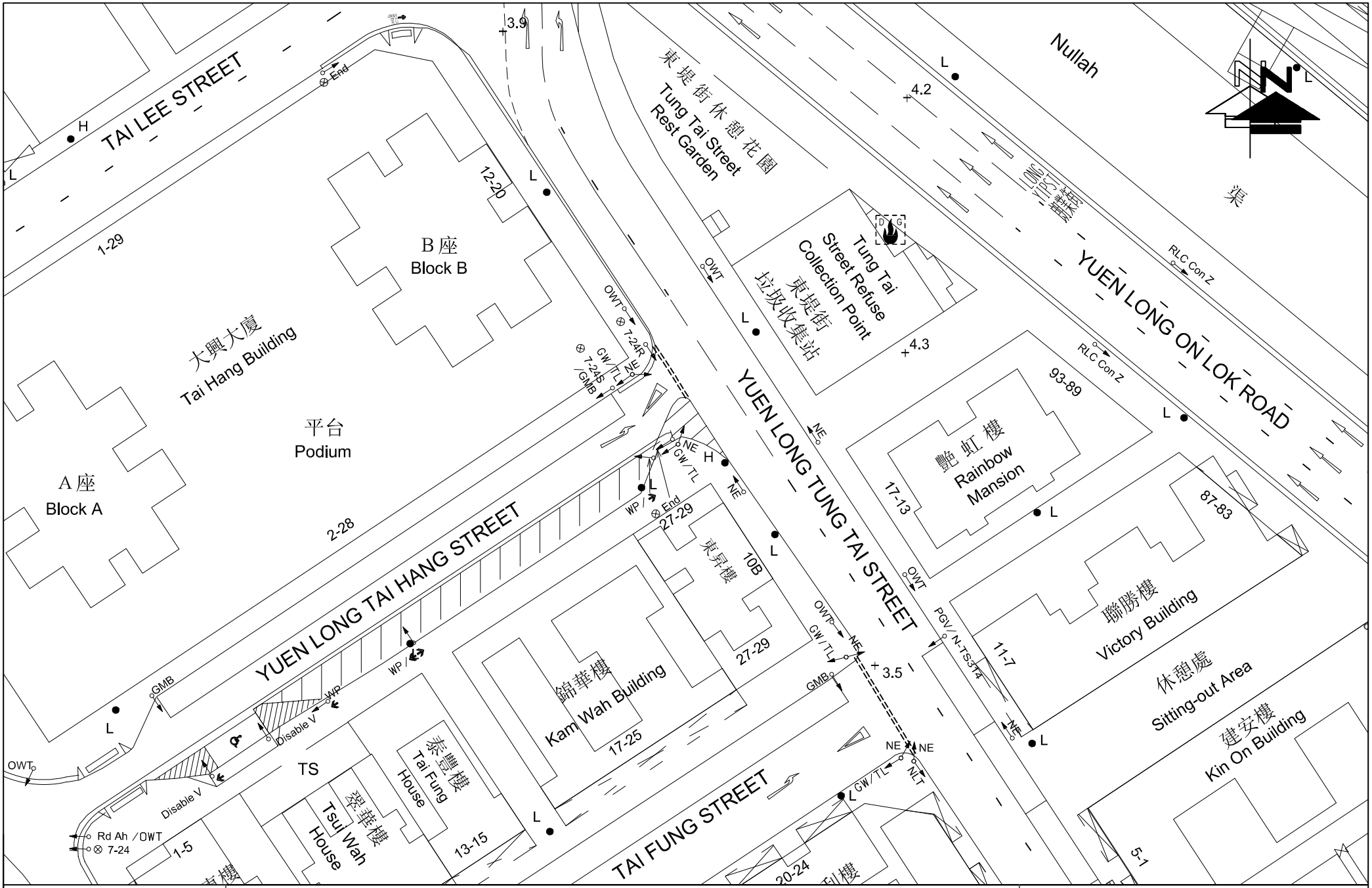

FIGURE NO.: 3.5	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG TAI HANG STREET / YUEN LONG TUNG TAI STREET (D)	
SCALE: 1 : 500 @A4	DATE: 28 MAY 2024	

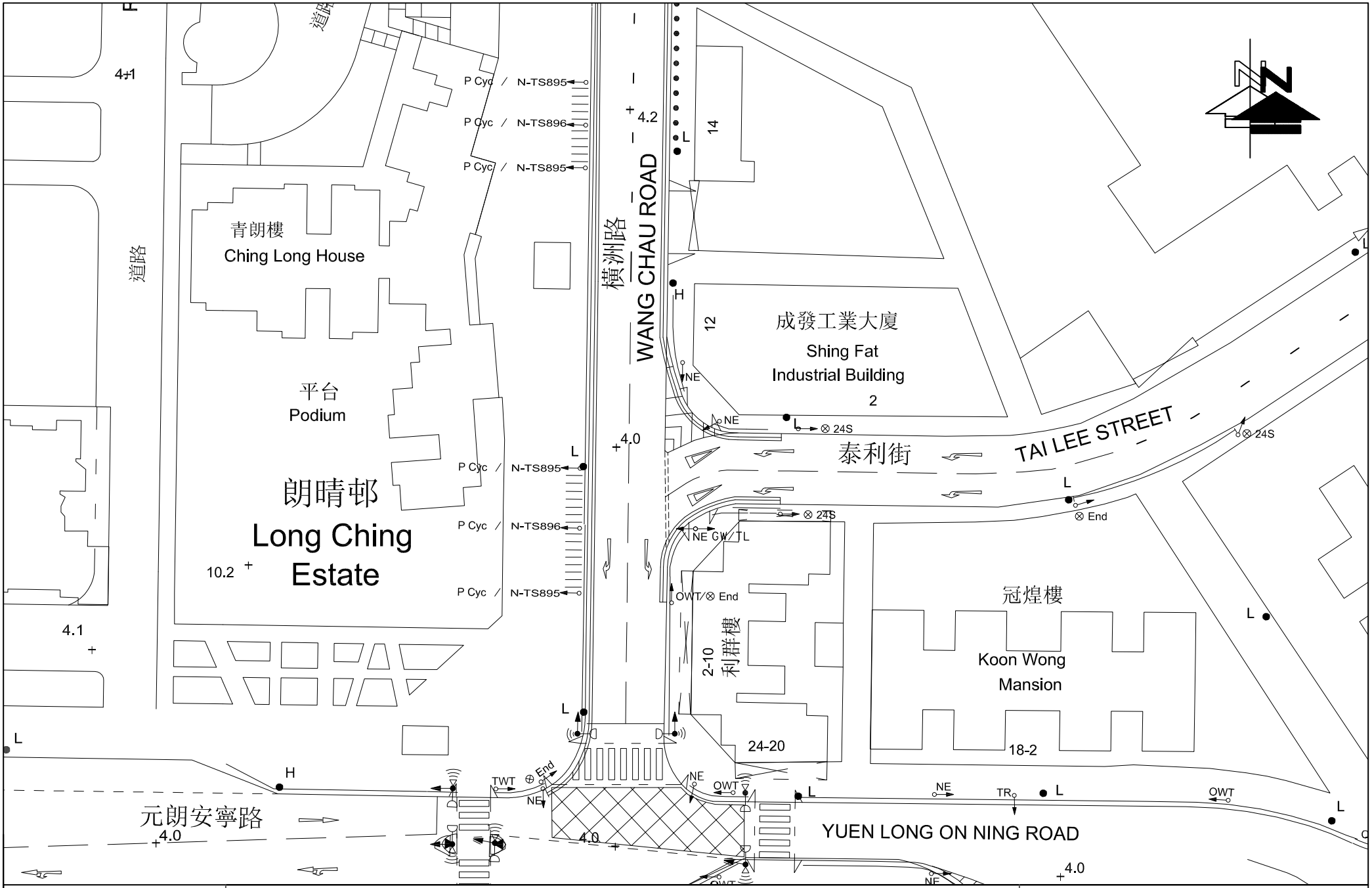

FIGURE NO.: 3.6	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF WANG CHAU ROAD / TAI LEE STREET (E)	
SCALE: 1 : 500 @A4	DATE: 28 MAY 2024	

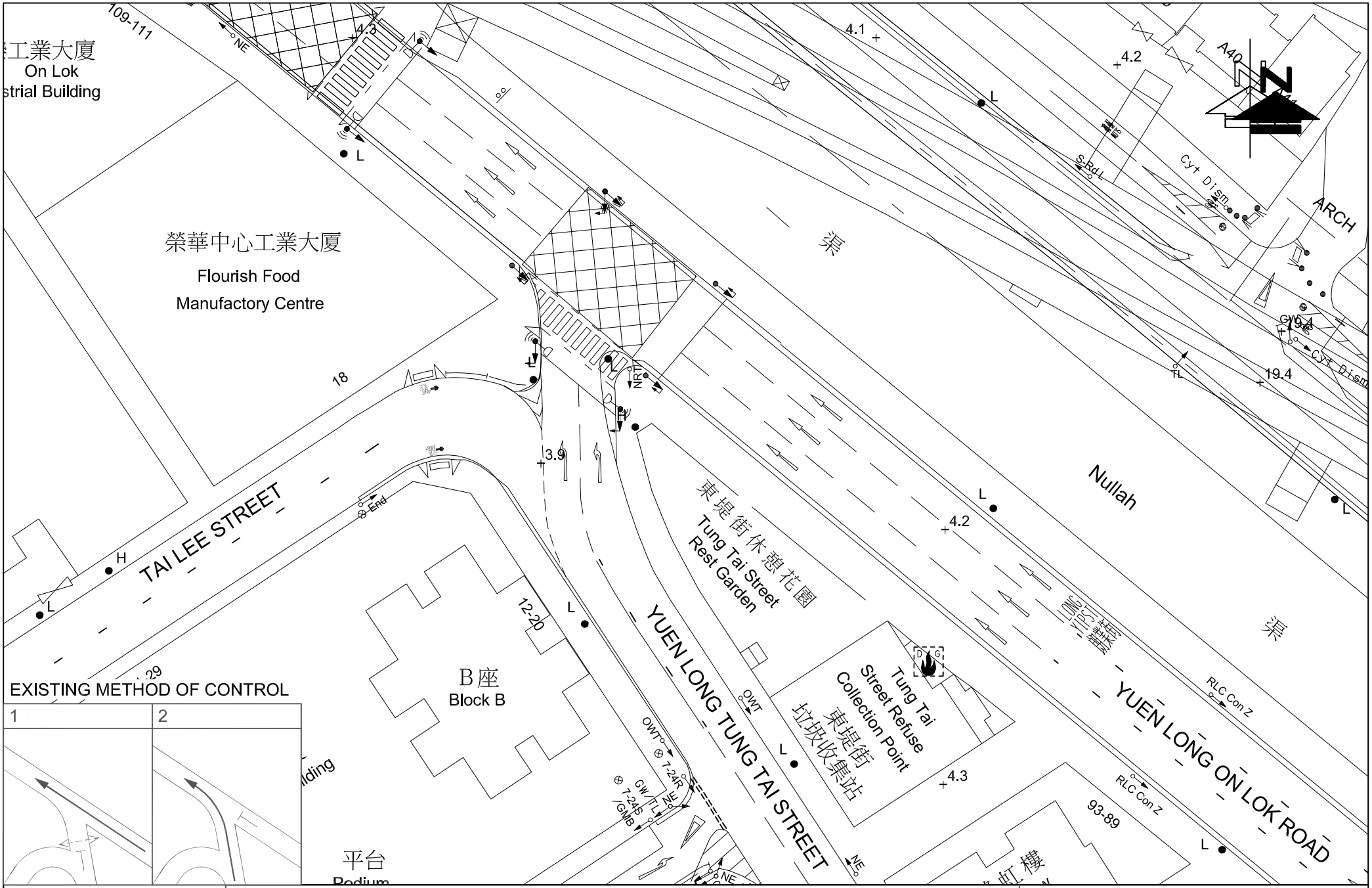

FIGURE NO.: 3.7	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120		
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON LOK ROAD / YUEN LONG TUNG TAI STREET (F)		
SCALE: 1 : 500 @A4	DATE: 23 JUL 2024		

CTA Consultants Limited
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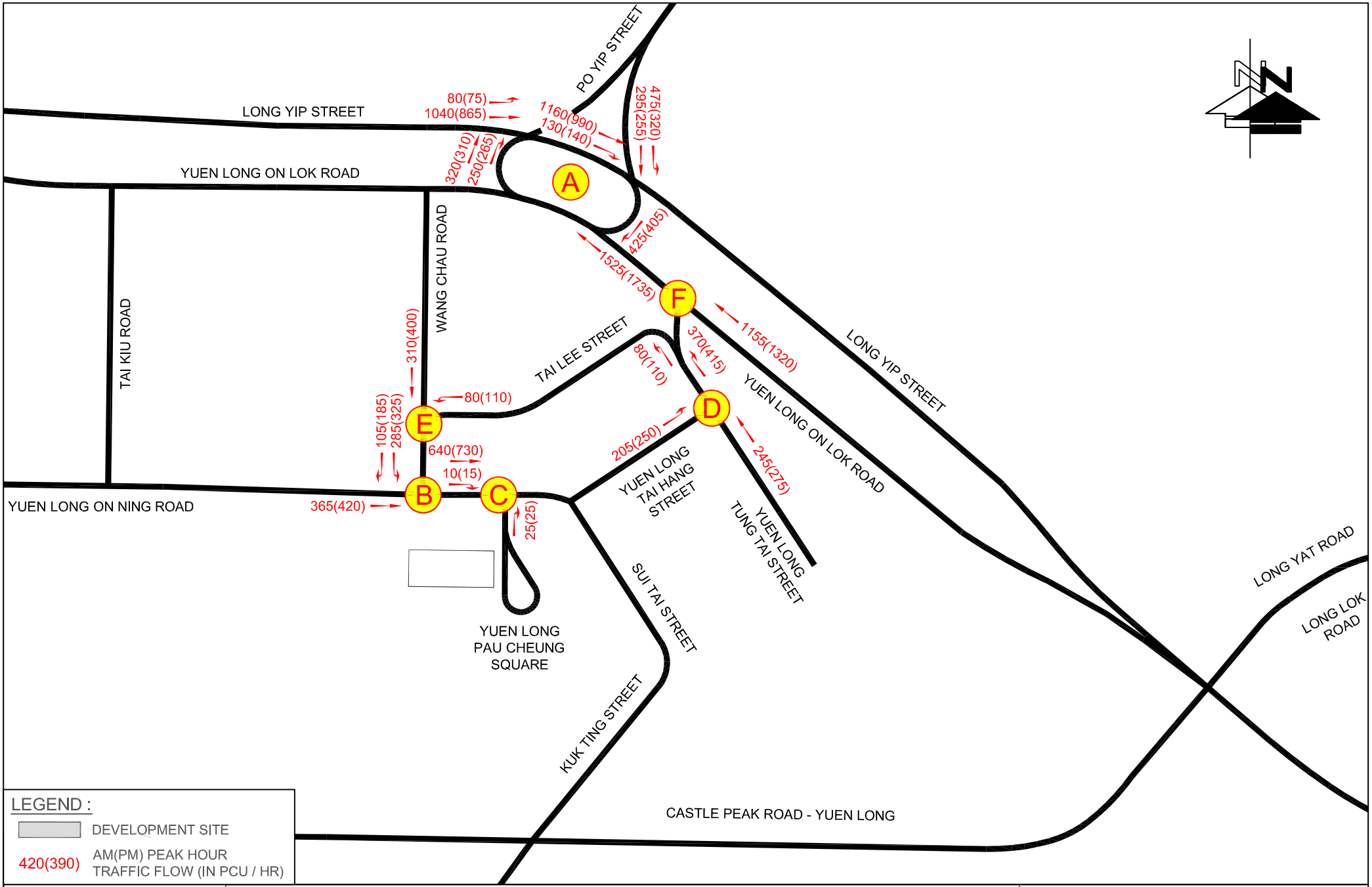

LEGEND :

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	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2024 OBSERVED TRAFFIC FLOWS	
SCALE: N.T.S. @A4 / DATE: 24 JUL 2024		

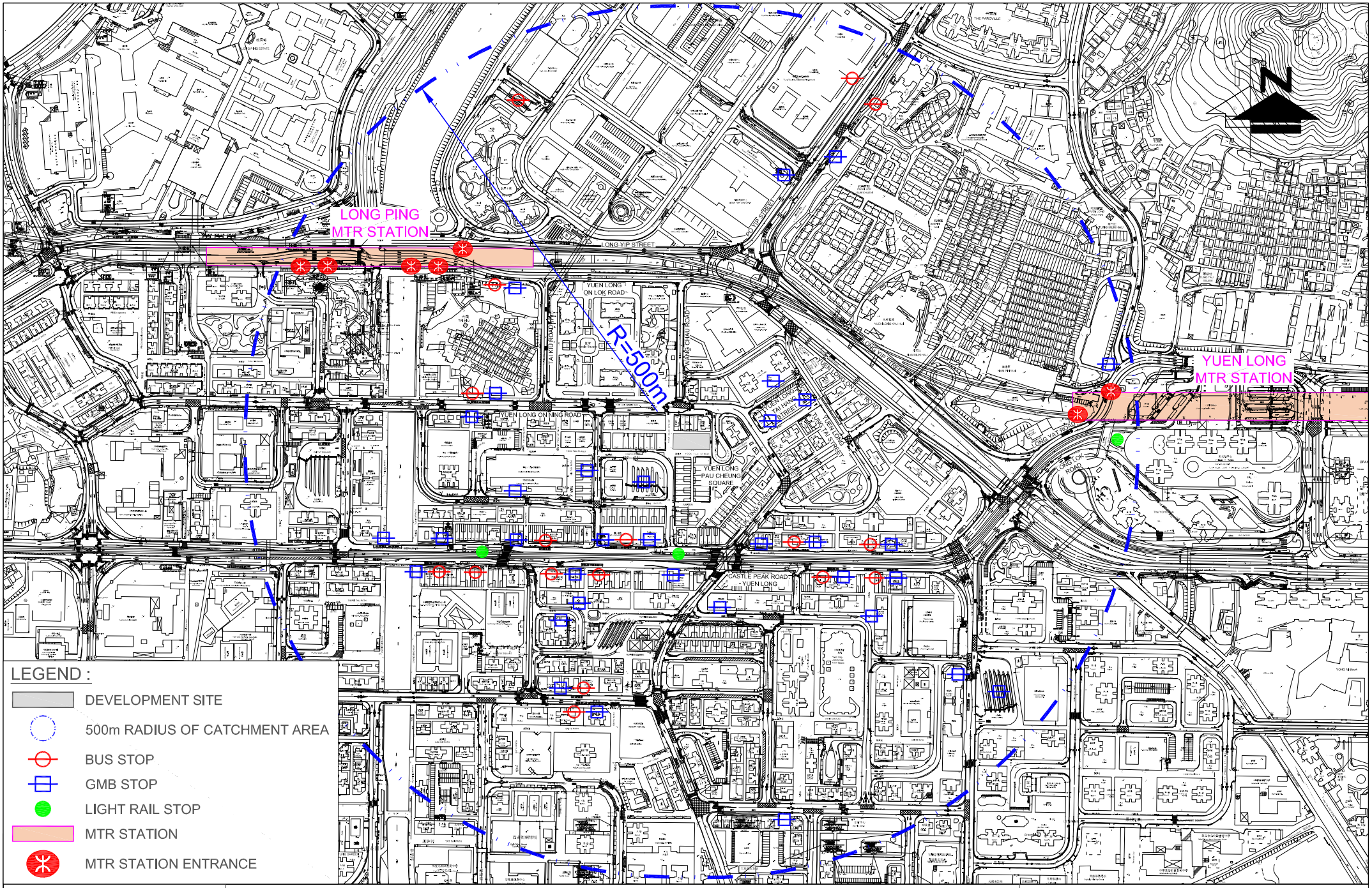

FIGURE NO.: 3.13	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK	DRAWING TITLE: PUBLIC TRANSPORT SERVICES IN THE VICINITY	
SCALE: 1 : 5800 @A4	DATE: 30 JUL 2024	

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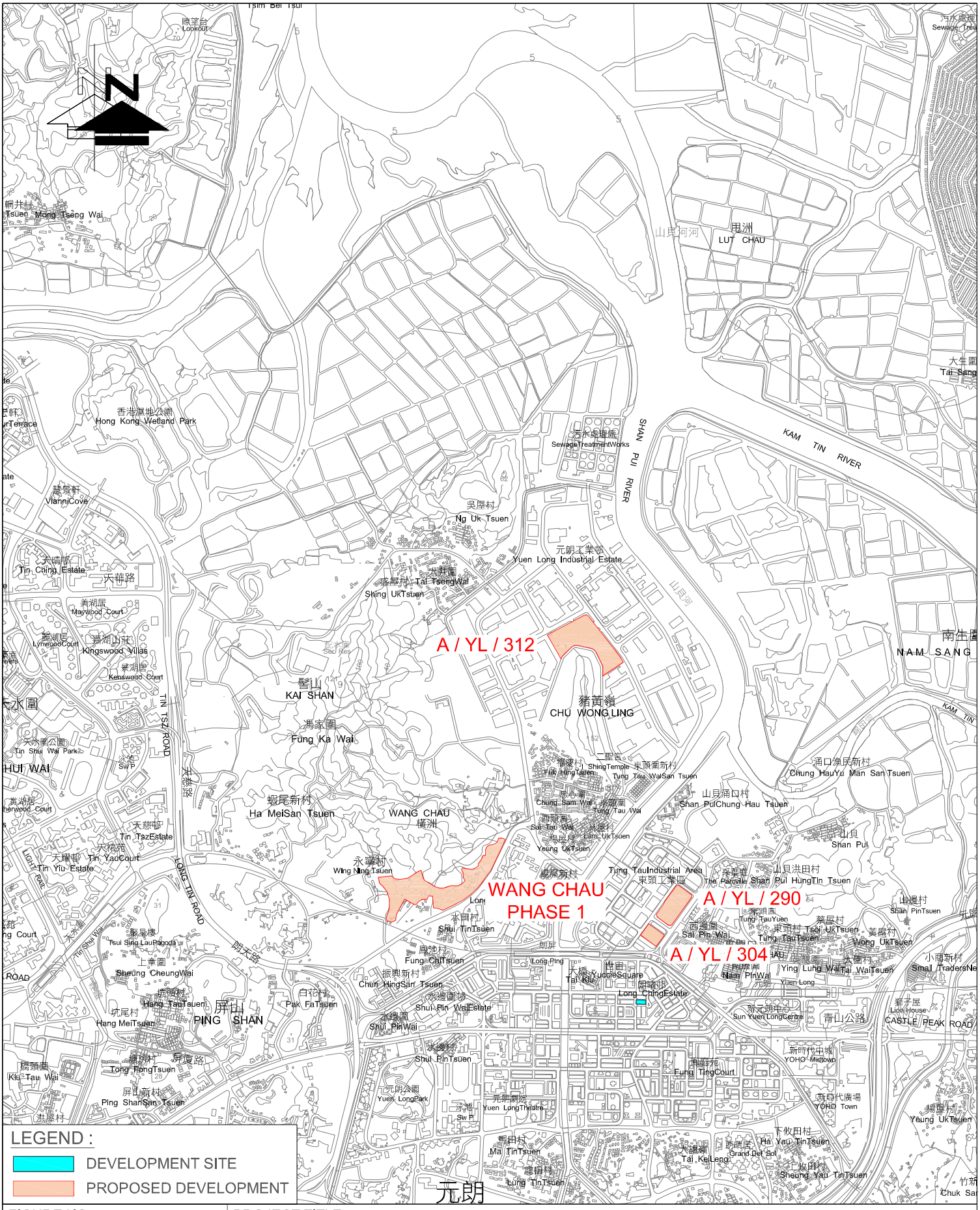

FIGURE NO.: 4.1 (REV A)	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: PLANNED COMMITTED FUTURE DEVELOPMENT IN THE VICINITY
SCALE: 1 : 22000 @A4	DATE: 29 JUL 2024

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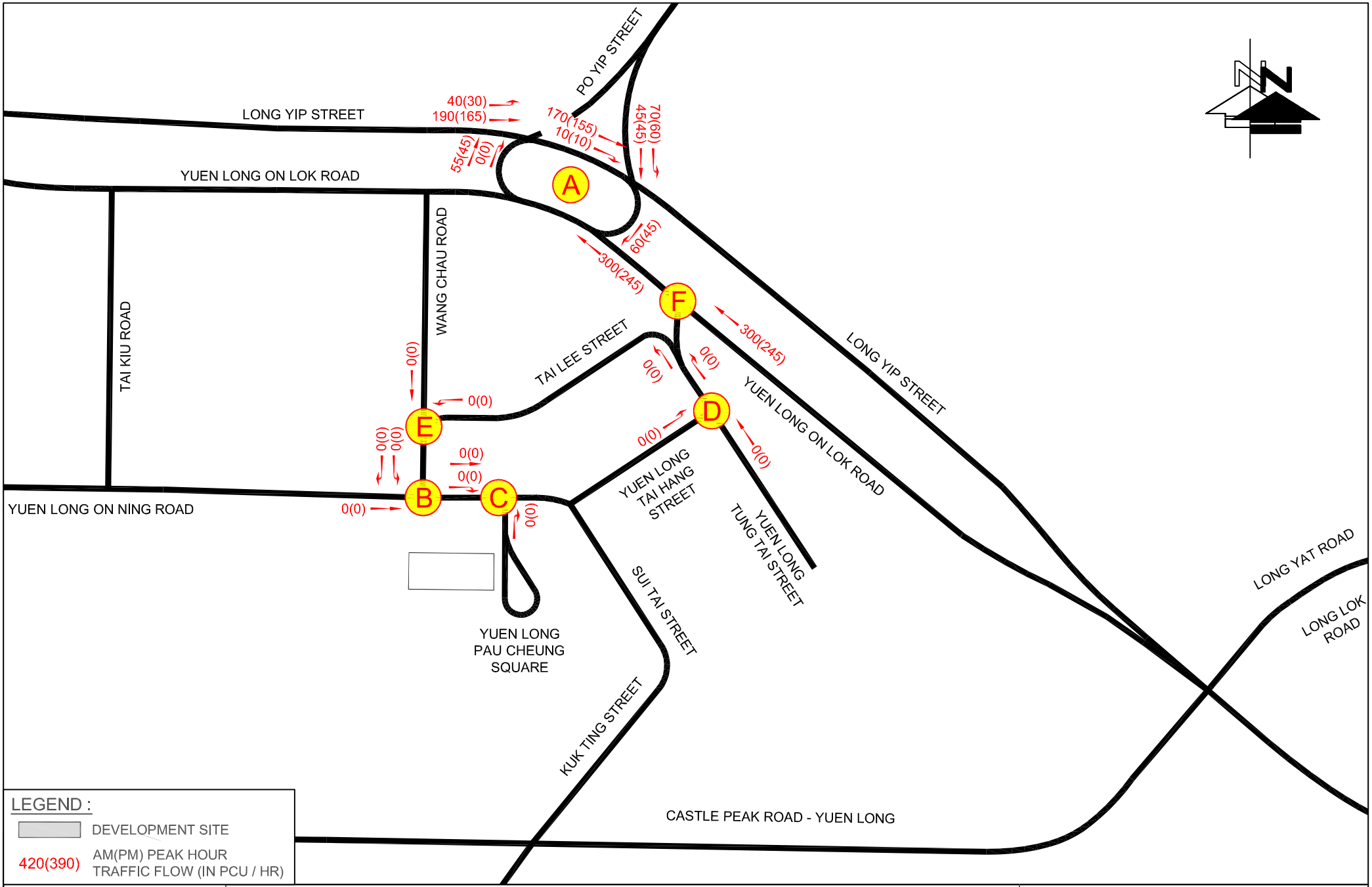


FIGURE NO.: 4.2 (REV A)	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: TRAFFIC FLOW GENERATED AND ATTRACTED BY ADJACENT DEVELOPMENTS	
SCALE: N.T.S. @A4 / DATE: 24 JUL 2024		

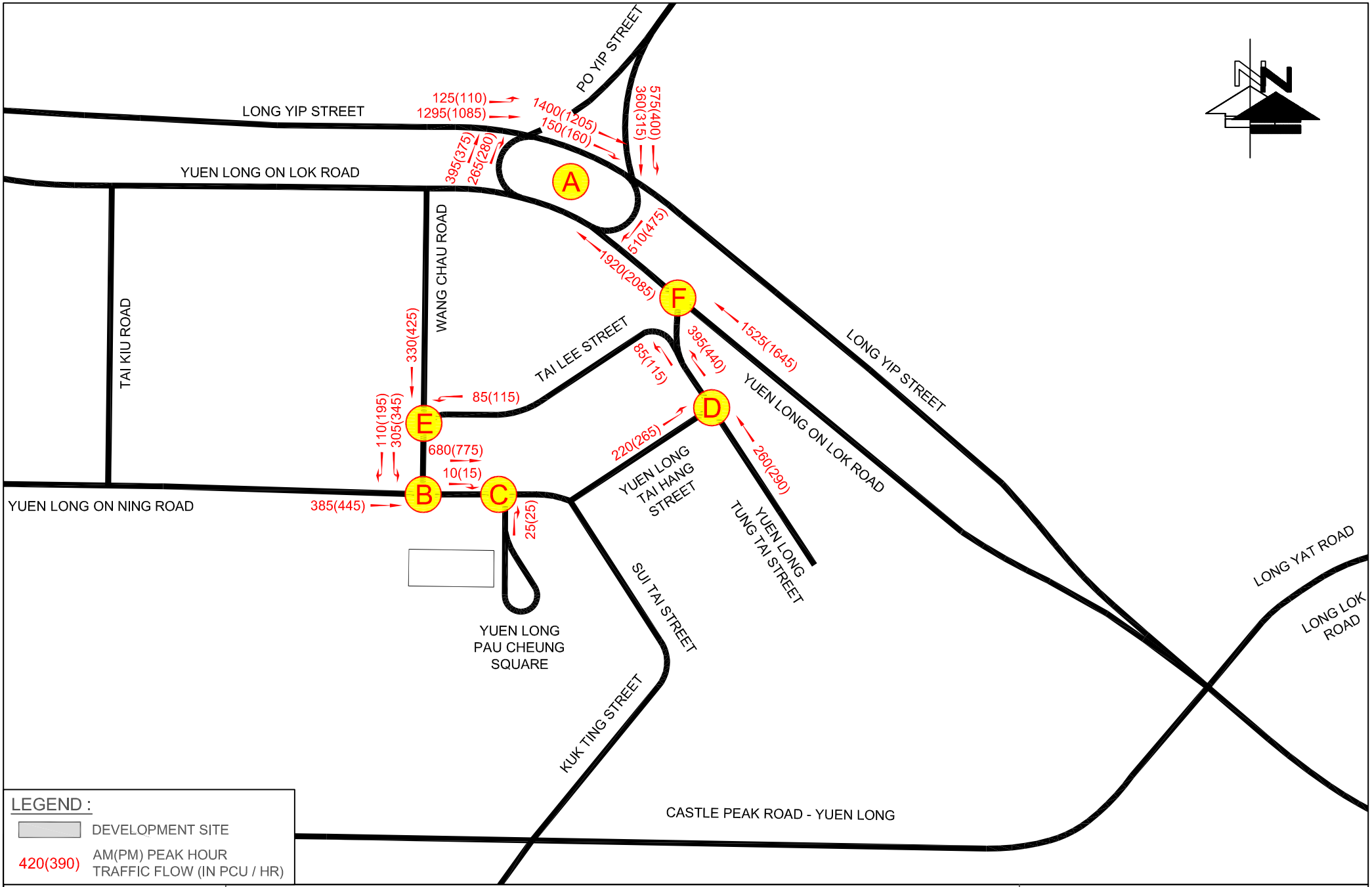


FIGURE NO.: 4.3	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2030 REFERENCE TRAFFIC FLOWS	
SCALE: N.T.S. @A4 / DATE: 25 JUL 2024		

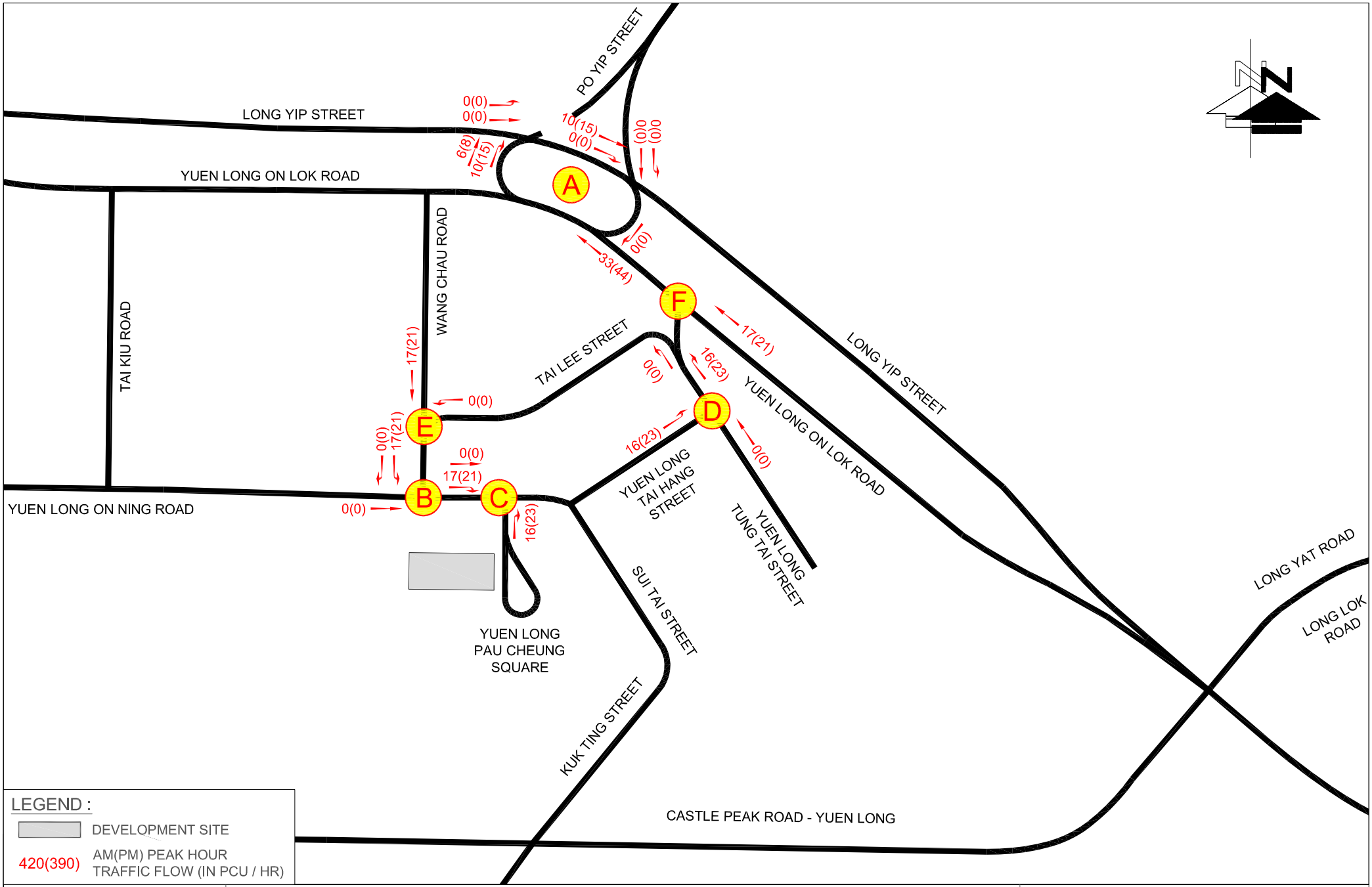


FIGURE NO.: 4.4	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: TRAFFIC FLOW GENERATED AND ATTRACTED BY PROPOSED DEVELOPMENTS	
SCALE: N.T.S. @A4 / DATE: 27 JUL 2024		

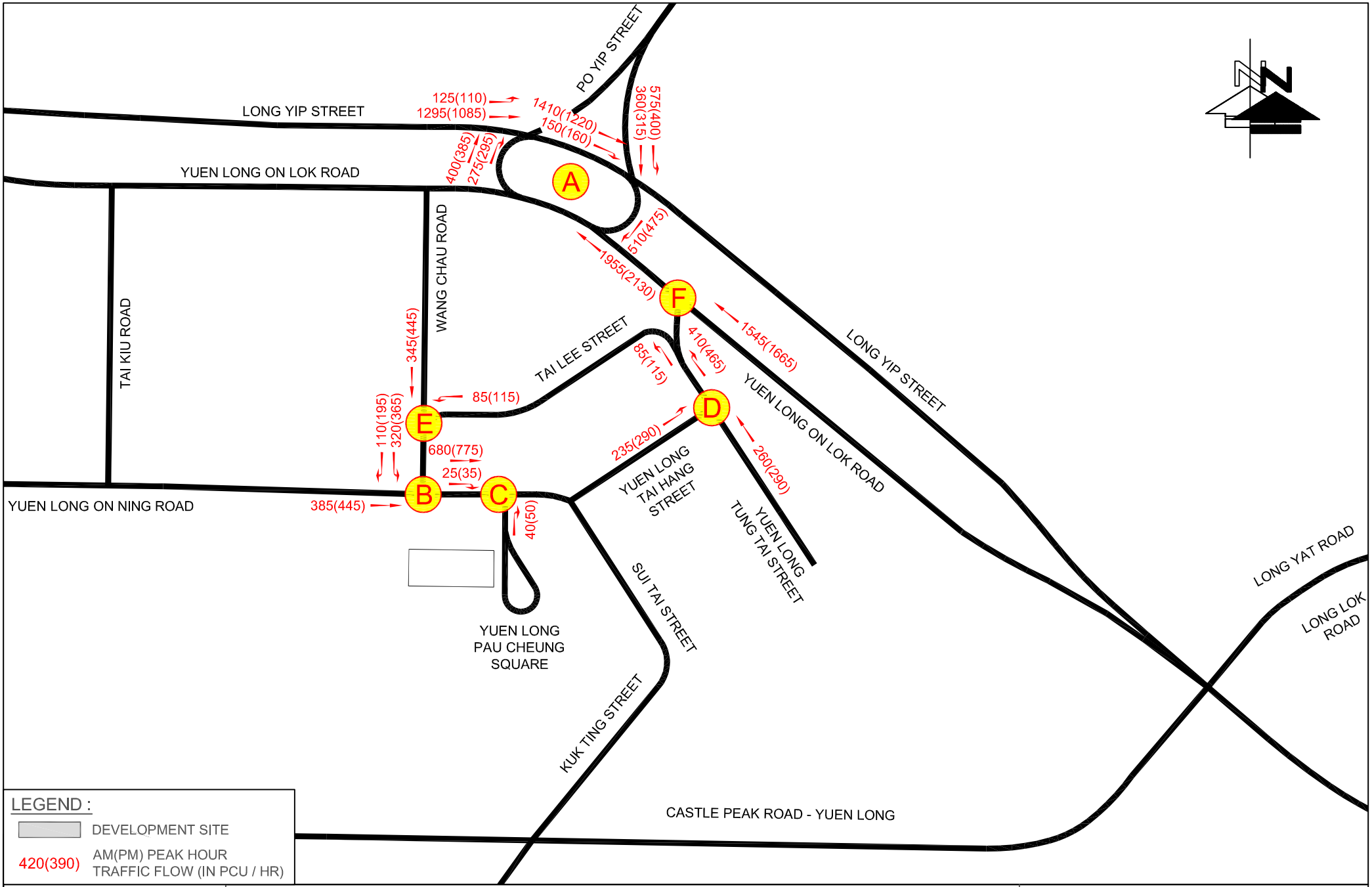


FIGURE NO.: 4.5	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2030 DESIGN TRAFFIC FLOWS	
SCALE: N.T.S. @A4 / DATE: 24 JUL 2024		

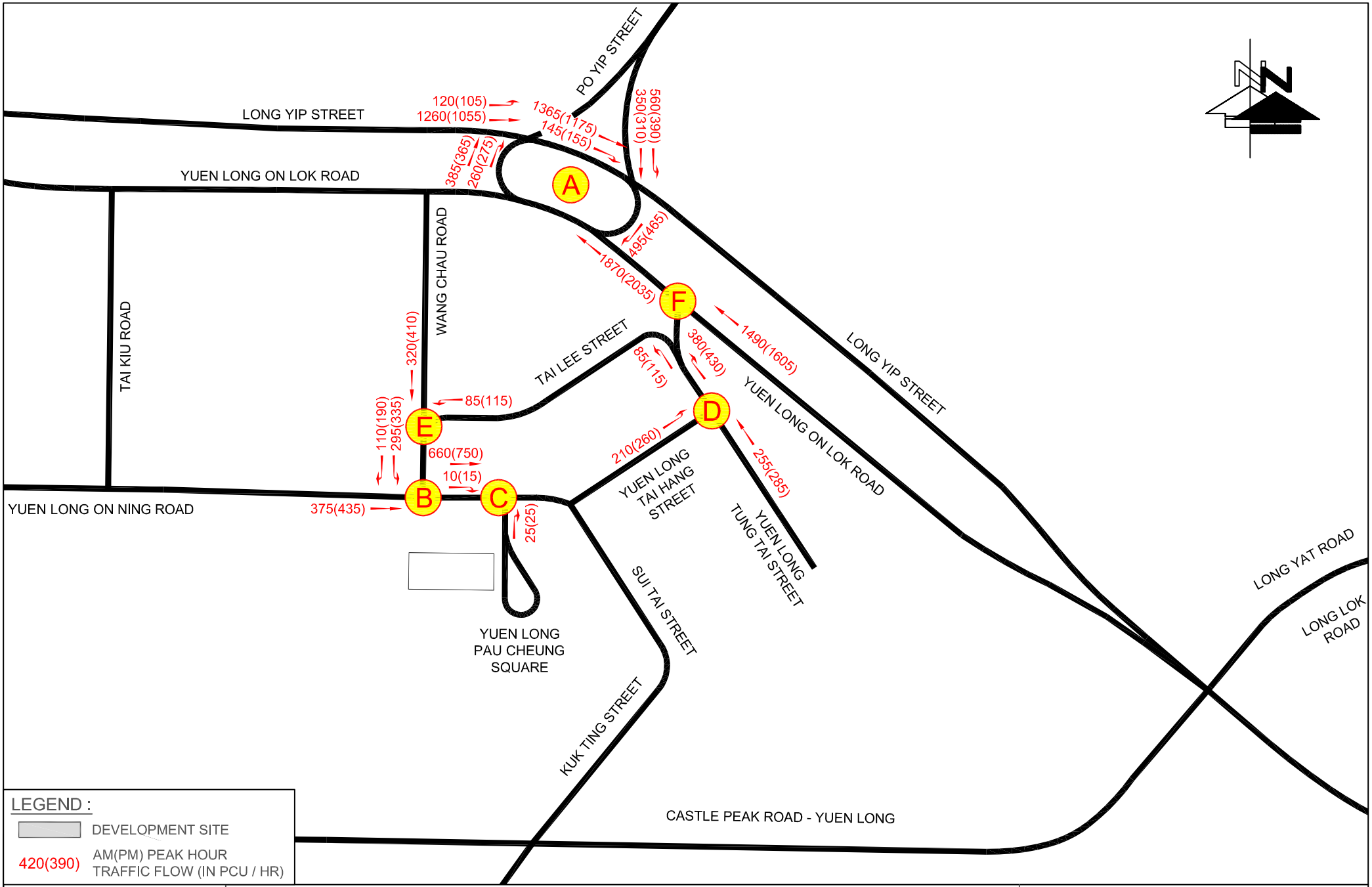


FIGURE NO.: 5.1 (REV A)	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2027 REFERENCE TRAFFIC FLOWS DURING THE CONSTRUCTION PERIOD	
SCALE: N.T.S. @A4	DATE: 24 JUL 2024	

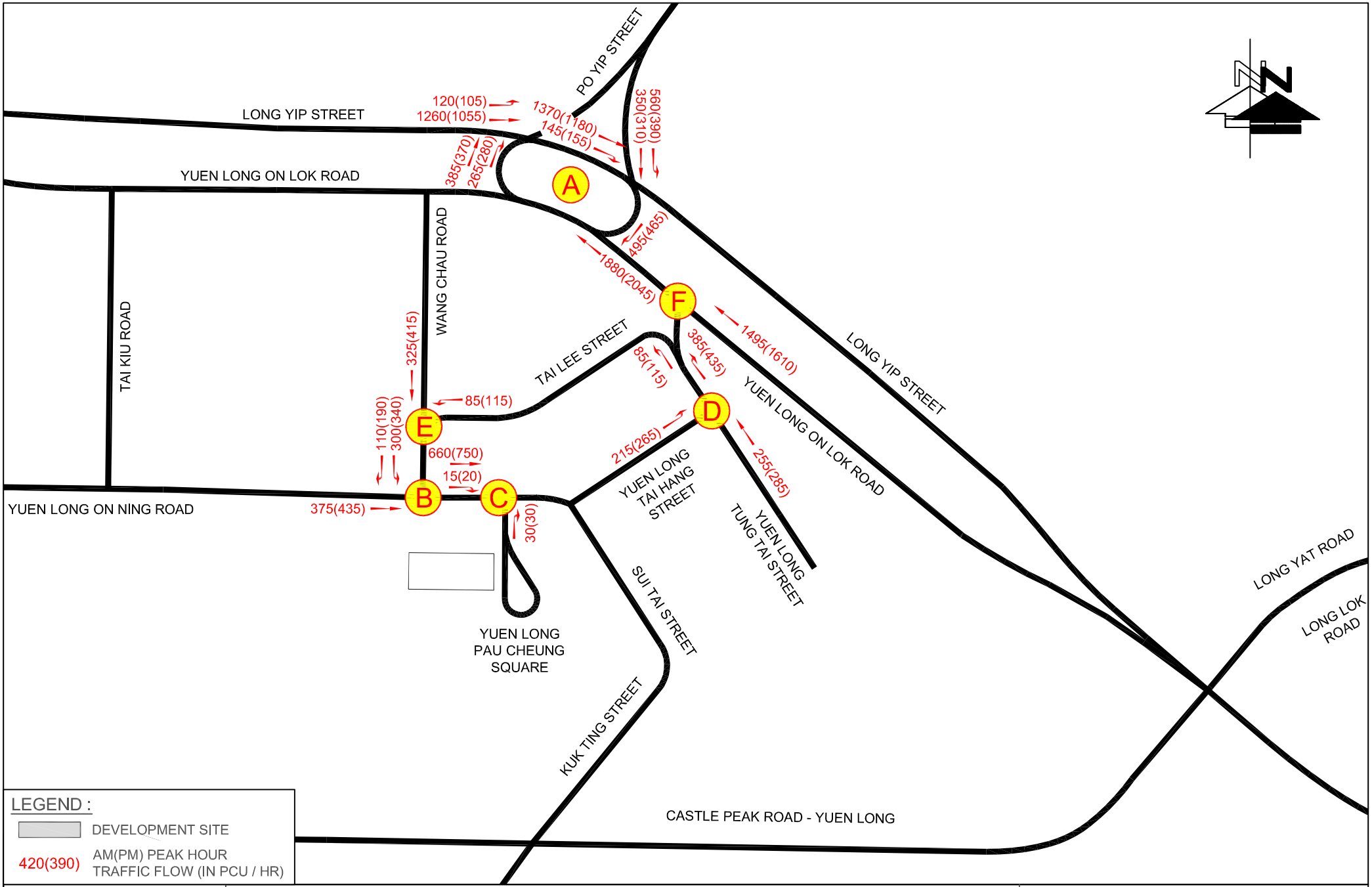


FIGURE NO.: 5.2 (REV A)	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2027 DESIGN TRAFFIC FLOWS DURING THE CONSTRUCTION PERIOD	
SCALE: N.T.S. @A4 / DATE: 25 JUL 2024		

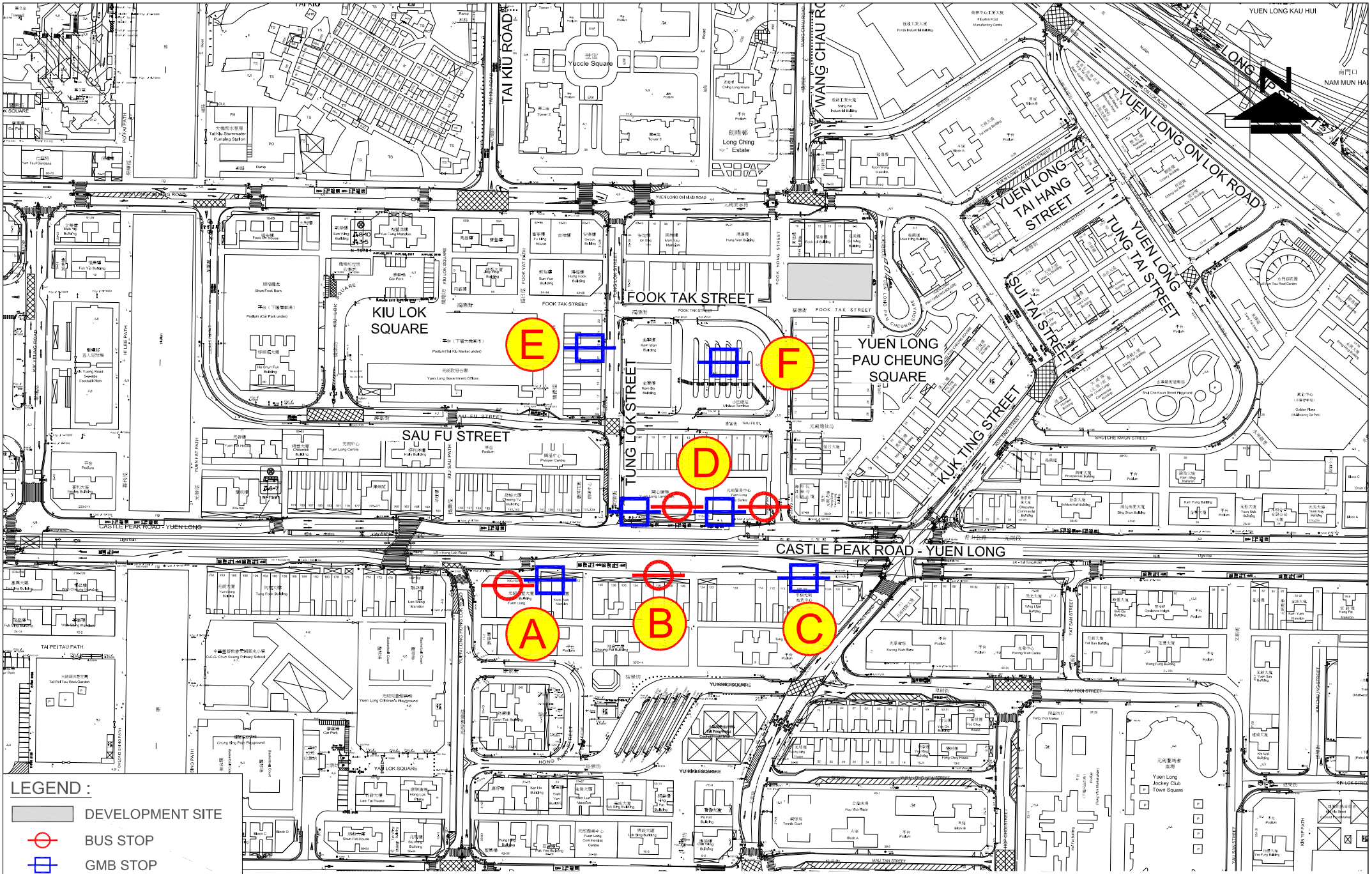


FIGURE NO.: 6.1	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: PUBLIC TRANSPORT SERVICES SURVEY LOCATION	
SCALE: 1 : 250 @A4 / DATE: 27 SEP 2024		

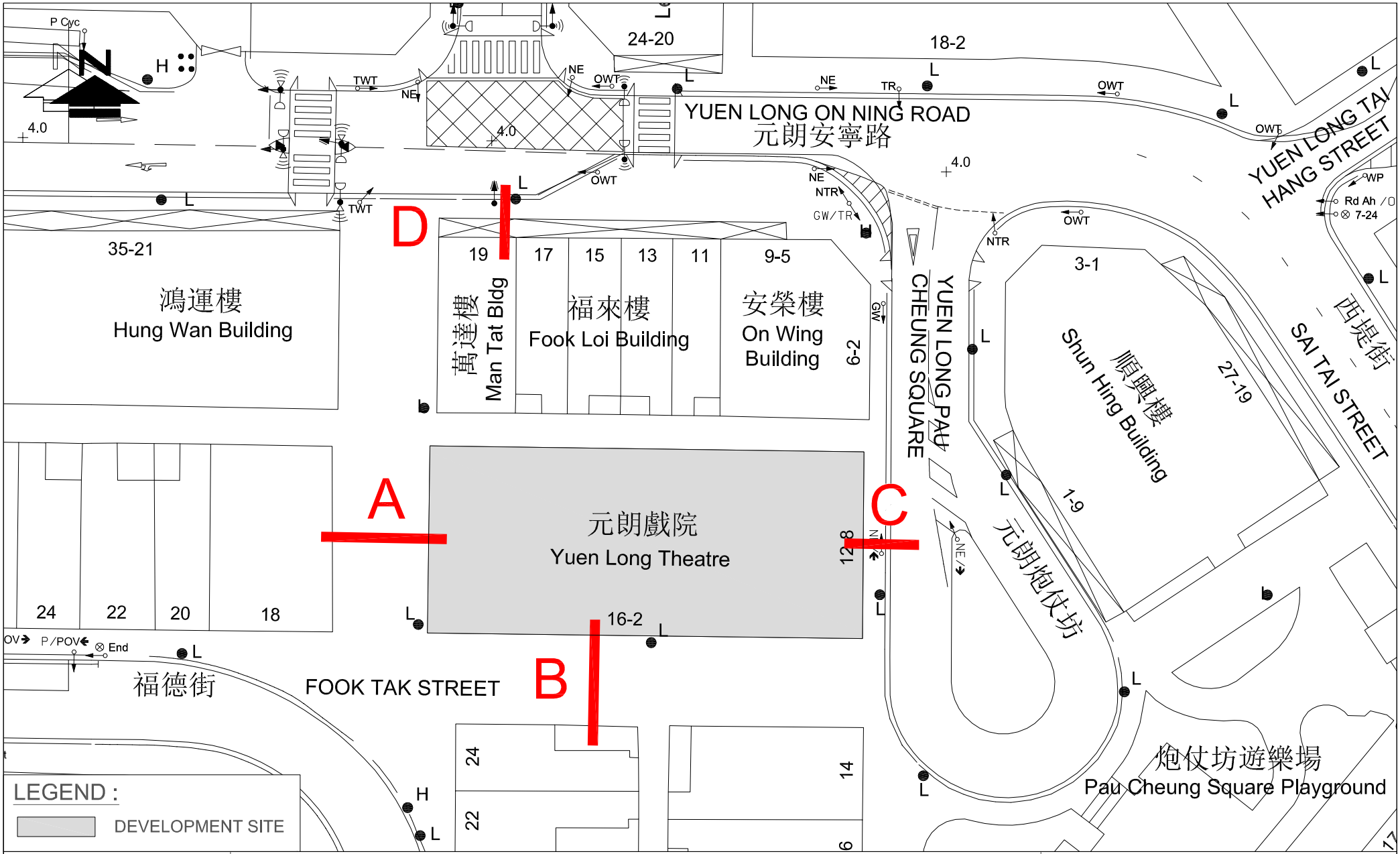


FIGURE NO.: 7.1	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: INDEX PLAN FOR PEDESTRIAN ASSESSMENT
SCALE: 1 : 500 @ A4	DATE: 27 SEP 2024

CTA Consultants Limited
志達顧問有限公司

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	

CTA Consultants Limited
志達顧問有限公司

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		

CTA Consultants Limited
志達顧問有限公司

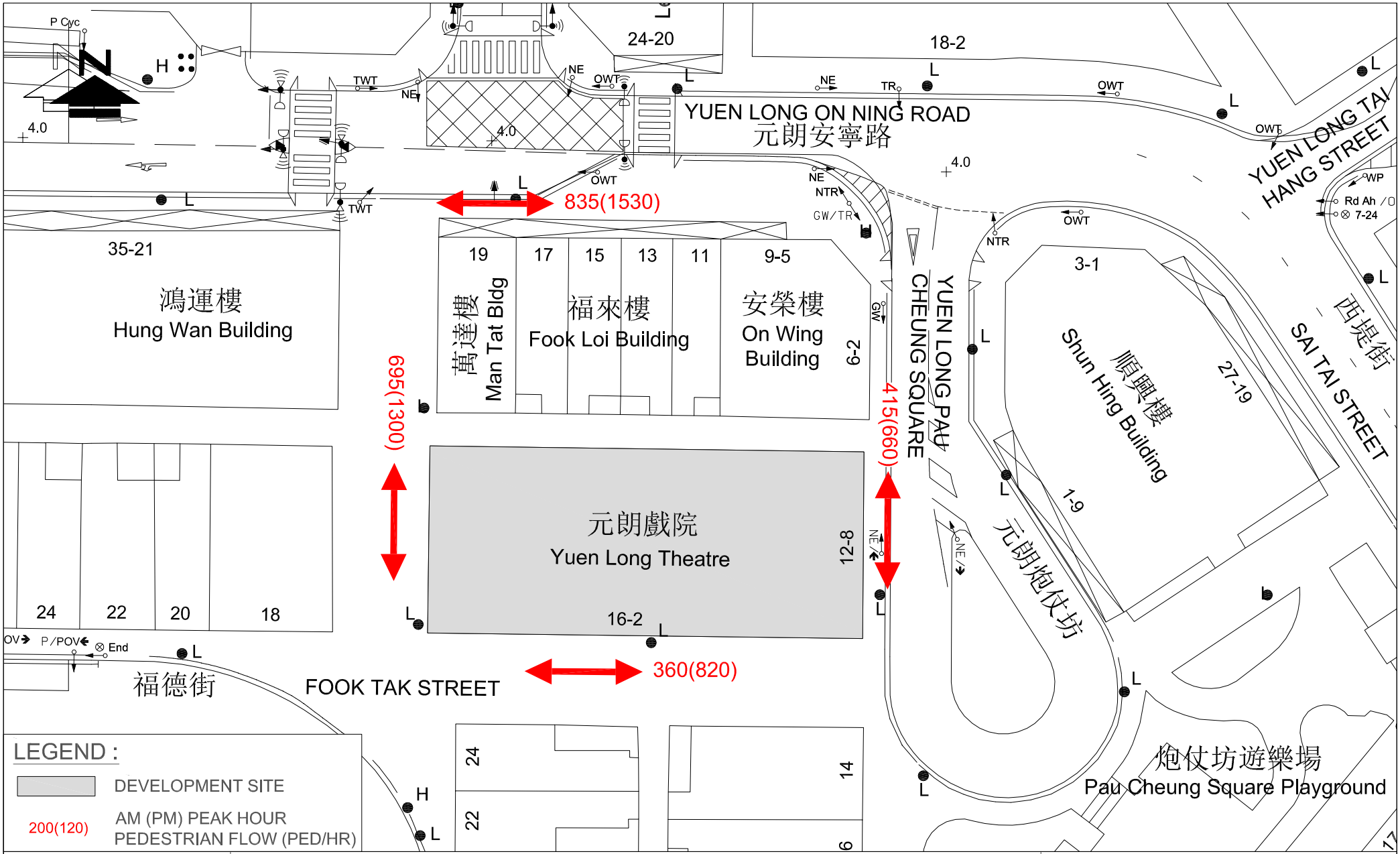


FIGURE NO.: 7.4	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120		
PROJECT NO.: 23122HK	DRAWING TITLE: 2030 DESIGN PEDESTRIAN FLOW		
SCALE: 1 : 500 @ A4	DATE: 27 SEP 2024		

CTA Consultants Limited
志達顧問有限公司

APPENDIX 1

JUNCTION CALCULATION SHEETS

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

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

Description: **2024 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	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	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	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	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	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	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	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	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	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	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	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	

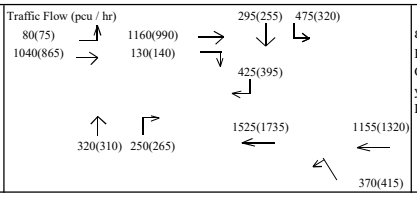
Pedestrian Crossing

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)

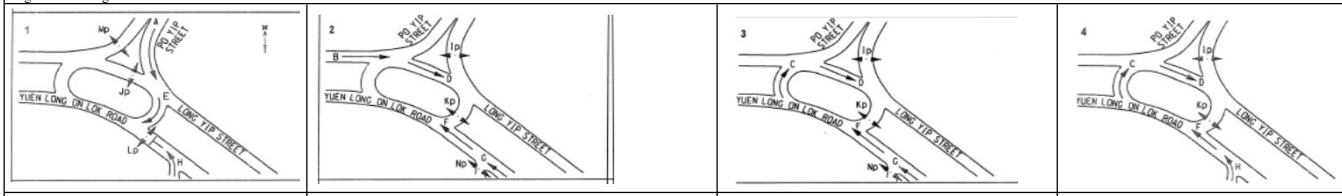
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.581
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	32%

PM Peak Check Phase	
εy	0.542
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	41%

Stage / Phase Diagrams



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

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

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

Description: **2030 Reference Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	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	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	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	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	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	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	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	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	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	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	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	

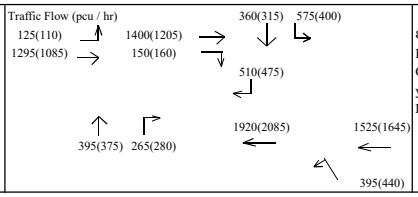
Pedestrian Crossing

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)

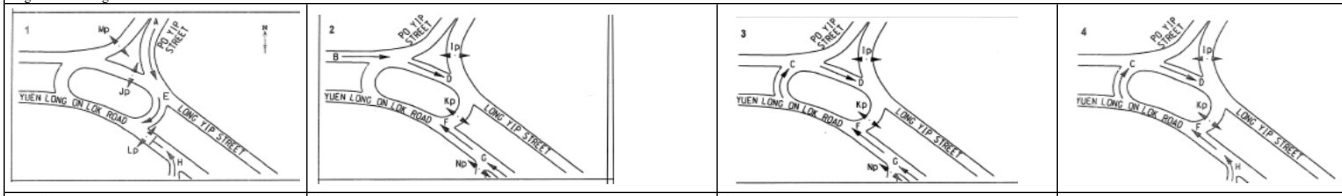
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.700
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	9%

PM Peak Check Phase	
εy	0.648
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	18%

Stage / Phase Diagrams



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

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

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

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Site Factor	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
On Lok Road	NW	←	G	2,3	2.8	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	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	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	

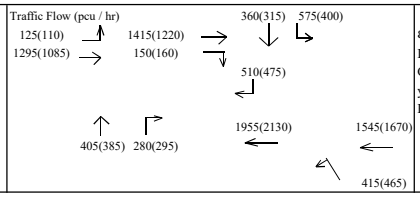
Pedestrian Crossing

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

Notes:

(Nil)

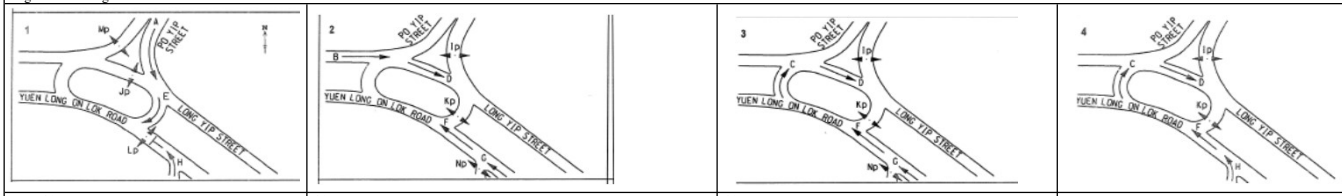
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.710
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	8%

PM Peak Check Phase	
εy	0.658
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	16%

Stage / Phase Diagrams



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

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

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

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

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	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	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	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	

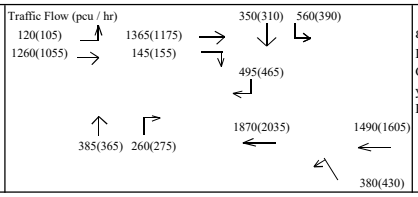
Pedestrian Crossing

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)

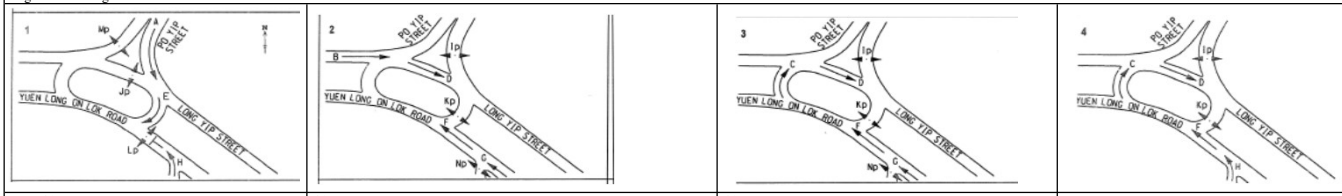
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.681
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	12%

PM Peak Check Phase	
εy	0.632
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	21%

Stage / Phase Diagrams



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

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

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

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

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	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	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	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	

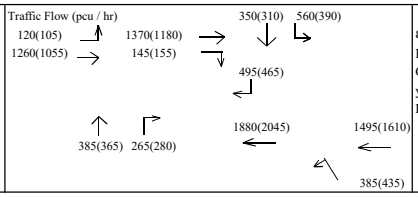
Pedestrian Crossing

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

Notes:

(Nil)

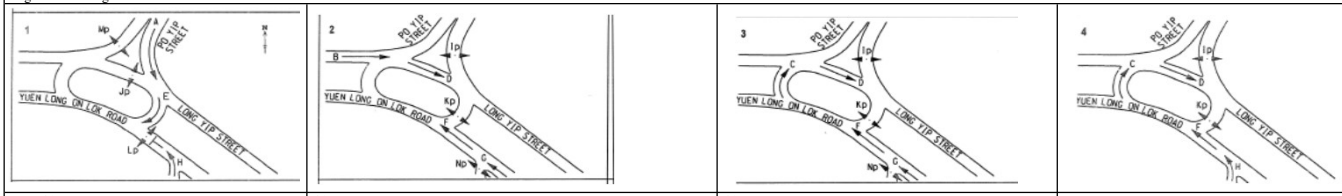
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.683
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	12%

PM Peak Check Phase	
εy	0.634
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	21%

Stage / Phase Diagrams



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

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

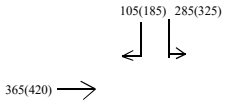
Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
Description: **2024 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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

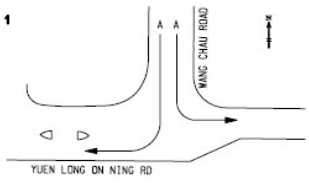
Notes:
(Nil)

Traffic Flow (pcu / hr)

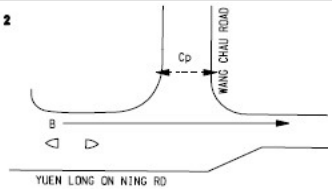


AM Peak Check Phase		PM Peak Check Phase	
εy	0.334	εy	0.382
L (sec)	32	L (sec)	32
C (sec)	108	C (sec)	108
y pract.	0.633	y pract.	0.633
R.C. (%)	90%	R.C. (%)	66%

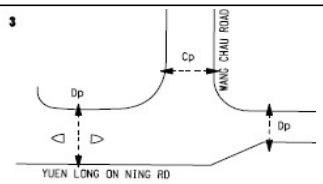
Stage / Phase Diagrams



I/G = 5



I/G = 7



I/G = 22

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

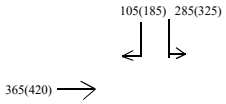
Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
Description: **2030 Reference Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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

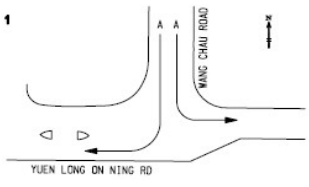
Notes:
(Nil)

Traffic Flow (pcu / hr)



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

Stage / Phase Diagrams



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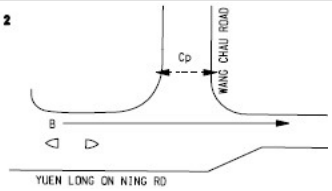

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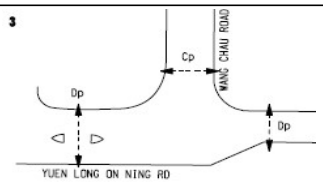

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TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

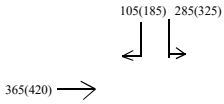
Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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

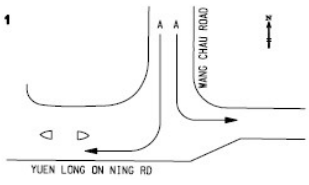
Notes:
(Nil)

Traffic Flow (pcu / hr)



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

Stage / Phase Diagrams



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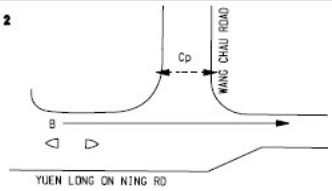

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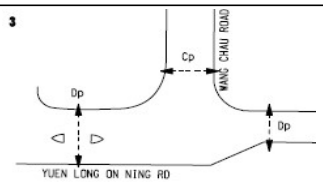

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TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

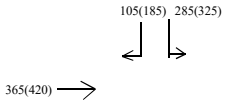
Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
Description: **2027 Reference Traffic Flow (Construction)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak 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

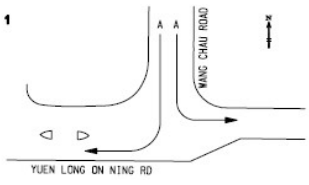
Notes:
(Nil)

Traffic Flow (pcu / hr)



AM Peak Check Phase		PM Peak Check Phase	
εy	0.344	εy	0.395
L (sec)	32	L (sec)	32
C (sec)	108	C (sec)	108
y pract.	0.633	y pract.	0.633
R.C. (%)	84%	R.C. (%)	60%

Stage / Phase Diagrams



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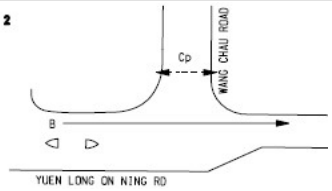

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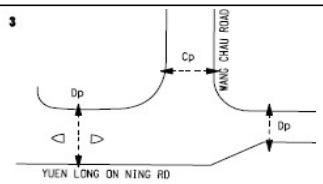


I/G = 22

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

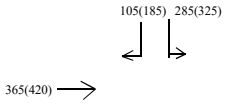
Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
Description: **2027 Design Traffic Flow (Construction)**

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

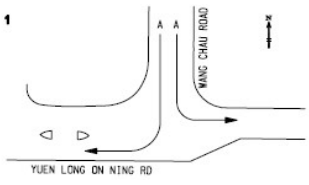
Notes:
(Nil)

Traffic Flow (pcu / hr)



AM Peak Check Phase		PM Peak Check Phase	
εy	0.347	εy	0.398
L (sec)	32	L (sec)	32
C (sec)	108	C (sec)	108
y pract.	0.633	y pract.	0.633
R.C. (%)	82%	R.C. (%)	59%

Stage / Phase Diagrams



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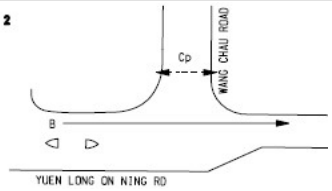

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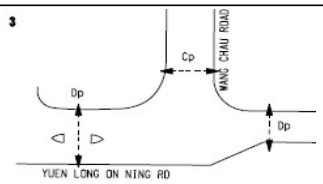


I/G = 22

Junctions 8

PICADY 8 - Priority Intersection Module

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

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

Filename: 23122HK_Junction C.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\23122HK (mwy) - Yuen Long Theatre DD120 Lot 3678 \Cal\Junction\2024-09-27
Report generation date: 30/9/2024 15:25:14

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

Heavy Vehicle Percentages - Junction C (for whole period)

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

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

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

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

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

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

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

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

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

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

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

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

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

JUNCTION C - REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

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

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

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

Turning Proportions

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

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

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction C (for whole period)

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

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

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

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

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

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

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

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

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

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

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

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

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

JUNCTION C - DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.30	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		
		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	0.09	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		
		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	0.10	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		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

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

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

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

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

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

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

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

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

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

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

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

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

JUNCTION C - CONSTRUCTION REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

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

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

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

Turning Proportions

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

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

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction C (for whole period)

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

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

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

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

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

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

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

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

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

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

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

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

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

JUNCTION C - CONSTRUCTION DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

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

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

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

Turning Proportions

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

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

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction C (for whole period)

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

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

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

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

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

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

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

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

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

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

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

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

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

JUNCTION C - CONSTRUCTION DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

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

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

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

Turning Proportions

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

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

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction C (for whole period)

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

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

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

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

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

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

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

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

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

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

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

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

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

Junctions 8

PICADY 8 - Priority Intersection Module

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

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

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

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-AC	0.28	6.67	0.38	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

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

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

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

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

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

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

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

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

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

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

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

JUNCTION D - OBSERVED, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

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

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	275.00	100.000
B	FLAT	✓	250.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	275.000
	B	0.000	0.000	250.000
	C	0.000	0.000	0.000

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction D (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	7.36	0.51	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	247.98	0.00	739.30	0.338	0.50	7.299	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	249.99	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

JUNCTION D - REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	6.90	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	260.00	100.000
B	FLAT	✓	220.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	260.000
	B	0.000	0.000	220.000
	C	0.000	0.000	0.000

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction D (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	6.90	0.42	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	218.33	0.00	741.88	0.297	0.42	6.854	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	219.99	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

JUNCTION D - REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.63	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	290.00	100.000
B	FLAT	✓	265.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	290.000
	B	0.000	0.000	265.000
	C	0.000	0.000	0.000

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction D (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	7.63	0.56	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	262.78	0.00	736.71	0.360	0.55	7.562	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	264.99	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

JUNCTION D - DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.17	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-AC	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		
		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	0.39	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		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	6.76	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-AC	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		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	7.62	0.56	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	262.79	0.00	737.58	0.359	0.55	7.548	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	264.99	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

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

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

Filename: 23122HK_Junction E.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\23122HK (mwy) - Yuen Long Theatre DD120 Lot 3678 \Cal\Junction\2024-09-27
Report generation date: 30/9/2024 15:25:00

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

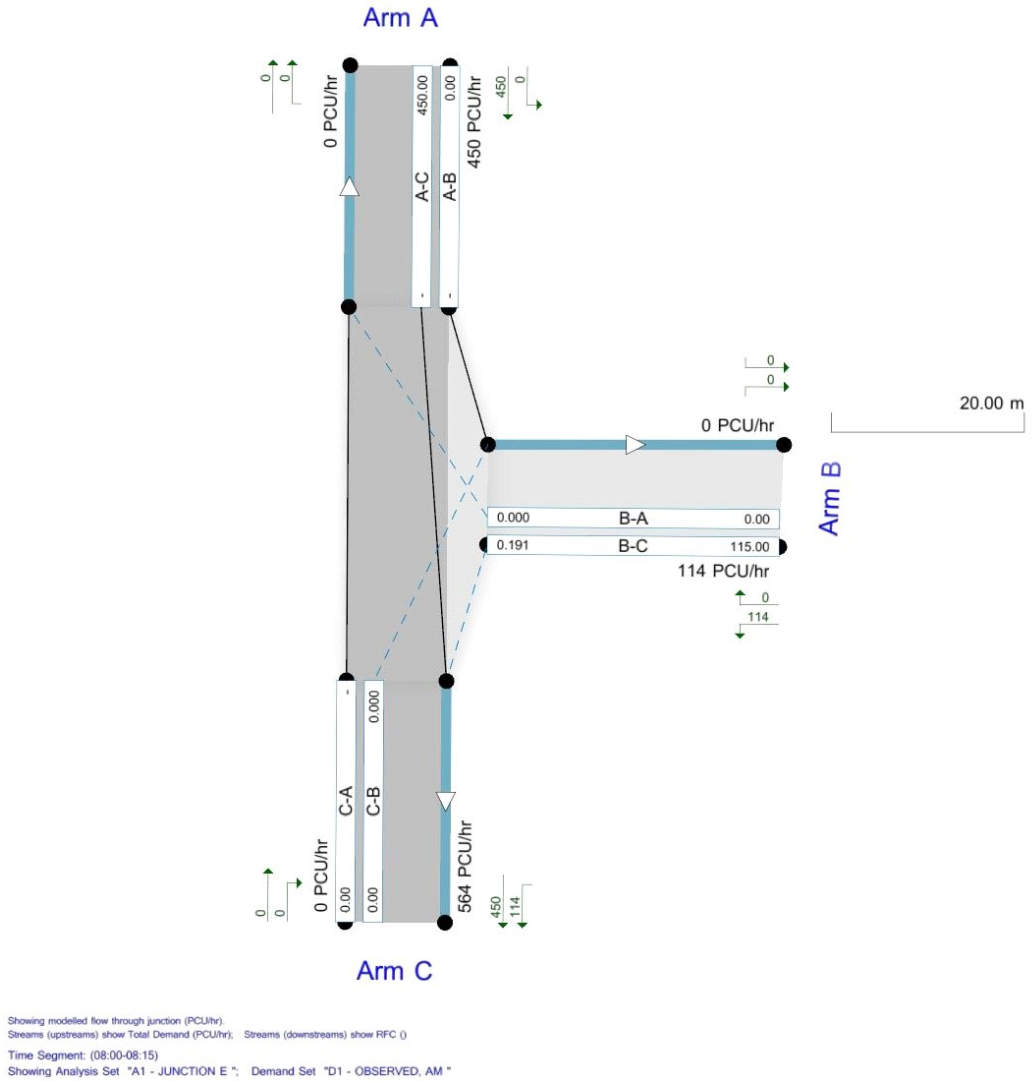
Title	JUNCTION B
Location	
Site Number	
Date	18/1/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

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



The junction diagram reflects the last run of ARCADY.

JUNCTION E - OBSERVED, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.62	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	310.00	100.000
B	FLAT	✓	80.00	100.000
C	FLAT	✓	10.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	310.000
	B	0.000	0.000	80.000
	C	0.000	10.000	0.000

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction E (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	6.58	0.15	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.02	6.95	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	79.42	0.00	627.34	0.128	0.14	6.563	A
B-A	0.00	0.00	0.00	476.10	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	9.92	0.00	528.42	0.019	0.02	6.943	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.943	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.943	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.946	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.946	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.946	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

JUNCTION E - OBSERVED, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.18	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	400.00	100.000
B	FLAT	✓	110.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	400.000
	B	0.000	0.000	110.000
	C	0.000	0.000	0.000

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction E (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	7.18	0.22	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	109.13	0.00	611.64	0.180	0.22	7.153	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

JUNCTION E - REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.68	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	330.00	100.000
B	FLAT	✓	85.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	330.000
	B	0.000	0.000	85.000
	C	0.000	0.000	0.000

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction E (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.68	0.16	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	84.37	0.00	623.85	0.136	0.16	6.667	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

JUNCTION E - REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.31	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	425.00	100.000
B	FLAT	✓	115.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	425.000
	B	0.000	0.000	115.000
	C	0.000	0.000	0.000

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction E (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.31	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.07	0.00	607.28	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

JUNCTION E - DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.72	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	-	-	-	-	-

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

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

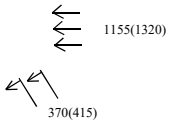
Description: **2024 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 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
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)

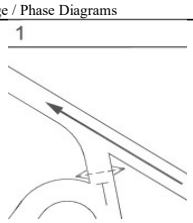
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.283
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	165%

PM Peak Check Phase	
εy	0.322
L (sec)	15
C (sec)	60
y pract.	0.675
R.C. (%)	110%

Stage / Phase Diagrams



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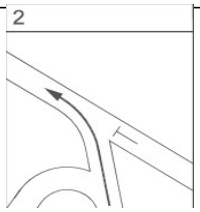


I/G = 10

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

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

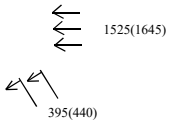
Description: **2030 Reference Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	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
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)

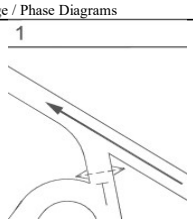
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.350
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	115%

PM Peak Check Phase	
εy	0.381
L (sec)	15
C (sec)	60
y pract.	0.675
R.C. (%)	77%

Stage / Phase Diagrams



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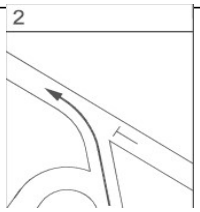


I/G = 10

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

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

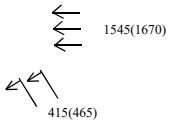
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	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
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)

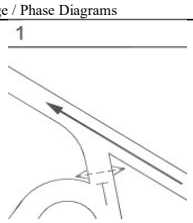
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.358
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	110%

PM Peak Check Phase	
εy	0.391
L (sec)	15
C (sec)	60
y pract.	0.675
R.C. (%)	73%

Stage / Phase Diagrams



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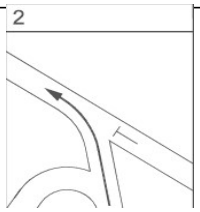


I/G = 10

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

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

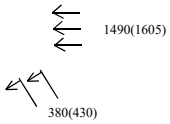
Description: **2030 Reference Traffic Flow - Construction**

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
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)

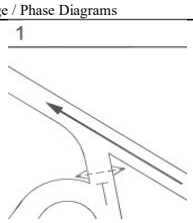
Traffic Flow (pcu / hr)

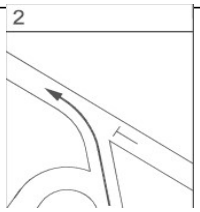


AM Peak Check Phase	
εy	0.340
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	121%

PM Peak Check Phase	
εy	0.372
L (sec)	15
C (sec)	60
y pract.	0.675
R.C. (%)	82%

Stage / Phase Diagrams





I/G = 7 I/G = 10

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

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

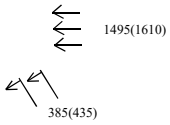
Description: **2030 Design Traffic Flow - Construction**

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
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)

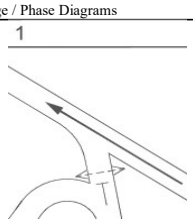
Traffic Flow (pcu / hr)

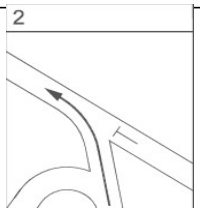


AM Peak Check Phase	
εy	0.342
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	119%

PM Peak Check Phase	
εy	0.374
L (sec)	15
C (sec)	60
y pract.	0.675
R.C. (%)	81%

Stage / Phase Diagrams





I/G = 7 I/G = 10