

**S12A AMENDMENT OF PLAN APPLICATION
APPROVED NGAU TAM MEI
OUTLINE ZONING PLAN NO. S/YL-NTM/12**

**PROPOSED REZONING FROM “R(C)” TO “G/IC”
FOR A PROPOSED “SOCIAL WELFARE FACILITIES”
(RESIDENTIAL CARE HOMES FOR THE ELDERLY)
(RCHE)**

**AT LOT 4823 IN D.D.104, 81 SAN TAM ROAD,
SAN TIN, N.T.**

APPENDIX 2

TRAFFIC IMPACT ASSESSMENT

**S12A Amendment of Plan Application,
Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12
Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social
Welfare Facilities"**

(Residential Care Homes for the Elderly) (RCHE)

At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.

Traffic Impact Assessment Report

July 2022



CTA Consultants Limited

志達顧問有限公司

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1. INTRODUCTION

1.1 Background

- 1.1.1 The application site is located at Lot no. 4823 in D.D. 104, San Tin, Yuen Long, New Territories. The site location is shown in **Figure 1.1**.
- 1.1.2 The applicant intends to convert an existing house to proposed Residential Care Home for the Elderly (RCHE). A Section 12A application to the approved Ngau Tam Mei Outline Zoning Plan S/YL-NTM/12 to rezone the site from "R(C)" to "G/IC" is required.
- 1.1.3 In support of the aforesaid application, a traffic impact assessment is required to review and appraise any possible traffic impact induced by the proposed development on the adjacent road network.
- 1.1.4 CTA Consultants Limited (CTA) was therefore commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and provide technical justifications in supporting the application from traffic engineering point of view.

1.2 Study Objectives

- 1.2.1 Main objectives of this study are listed below:
- To assess the existing and proposed traffic arrangement & provision of internal transport facilities at the subject site;
 - To assess the existing traffic condition in the vicinity of the proposed development;
 - To estimate traffic trips related to the proposed development;
 - To carry out forecasts about traffic demand of the adjacent road network in design year 2030;
 - To appraise any possible 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 application site is located at Lots no. 4823 in D.D. 104, San Tin, Yuen Long, New Territories. The site location is shown in **Figure 1.1**.

2.2 Development Proposal

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

Table 2.1 Parameters of the Proposed Development

	Proposed Scheme
Proposed Use	Residential Care Home for the Elderly (RCHE)
Site Area	About 736.3 m ²
Total Accountable GFA	About 5,400 m ²
No. of Storeys	10
No. of Beds	142

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

2.3 Provision of Internal Transport Facilities

2.3.1 It is revealed that there is no parking standard for "Residential Home for Elderly" in HKPSG, therefore, the parking provision of other existing RCHEs has been referenced and are summarized in **Table 2.2** below:



Table 2.2 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 Oi Hospital Jockey Club Care and Attention Home	Lot 1392 & 837 R.P. in D.D. 115, Au Tau, Yuen Long	213	124	Nil	Category 2
Po Leung Kuk Tin Yan Home for the Elderly cum Green Joy Day Care Centre for the Elderly	3/F and 4/F, Ancillary Facilities Block, Tin Yan Estate, Tin Shui Wai	106	74	Nil	Category 2
Yan Oi Tong Tin Ka Ping Care and Attention Home	G/F & 1/F, Wah Ping House, Long Ping Estate, Yuen Long	85	51	Nil	Category 2
T.W.G.Hs. Y. C. Liang Memorial Home for the Elderly	G/F & 1/F, Yiu Yat House, Tin Yiu Estate, Tin Shui Wai	88	47	Nil	Category 1
Caritas Ying Shui Home	3/F, Ying Shui House, Shui Pin Wai Estate, Yuen Long	75	47	Nil	Category 2
Salvation Army Kam Tin Residence for Senior Citizens (The)	103 Kam Tin Road, Yuen Long	150	81	1 car parking space + 1 light bus parking spaces	Category 3
Pok Oi Hospital Yeung Chun Pui Care and Attention Home	58 Sha Chau Lei Tsuen, Ha Tsuen, Yuen Long	143	92	2 car parking spaces + 1 light bus parking spaces	Category 3
Pok Oi Hospital Tai Kwan Care & Attention Home	G/F-3/F & KW307, Shui Kwok House, Tin Shui Estate, Tin Shui Wai, Yuen Long	109	75	Nil	Category 2
Ching Chung Taoist Association of Hong Kong Limited Ching Chung Care and Attention Home for the Aged	57 Sha Chau Lei Chuen, Ping Ha Road, Yuen Long	120	61	1 car parking space + 1 light bus parking spaces	Category 3

Notes:

(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.

Proposed Internal Transport Facilities Provision

2.3.2 With reference to **Table 2.2** above, only one to two private parking spaces are provided by other RCHE. Taking reference to Salvation Army Kam Tin Residence for Senior Citizens, it has 1 car parking space and 1 light bus parking spaces for 150 beds are sufficient for their daily operation needs. Taking into consideration that 142 beds will be provided in our proposed development, the parking provision should be sufficient for the daily operation needs of the proposed development. The internal transport facilities provisions are proposed and summarized as **Table 2.3** below:

Table 2.3 Proposed Provisions of Internal Transport Facilities

Type	Proposed Dimensions	Proposed Number of Spaces
Private Car	5m(L) x 2.5m(W)	1
Private Cars for Disabilities	5m(L) x 3.5m(W)	1
Minibus	8m(L) x 3m(W)	1
Light Goods Vehicle (LGV)	7m(L) x 3.5m(W)	1
Motorcycle	2.4m(L) x 1m(W)	1

Note:

The provision of PV parking space for disabilities is determined by referring to “Parking for persons with disabilities” stipulated in the latest HKPSG that 1 accessible parking space should be provided for 1-50 parking spaces

2.3.3 The ground floor layout plan of the proposed development showing the proposed internal transport provision is shown in **Figures 2.1**.



2.4 Public Transport Services in the Vicinity

2.4.1 Numerous road-based public transport services, for instance, franchised buses and GMB are also provided in vicinity of the proposed development. Details of the current services of franchised buses and GMB routes within the catchment area of 500 meters are listed in **Table 2.4** and shown in **Figure 2.2**.

Table 2.4 Public Transport Services in the Vicinity

Service	Route	Origin - Destination	Frequency (mins)
Franchised Bus	76K	Sheung Shui (Ching Ho) – Long Ping Estate	20 - 30
GMB	76	Yuen Long (Fook Hong Street) – Siu Hom Tsuen	15 - 20
	75	Yuen Long (Fook Hong Street) – Ha Wah Tsuen	15 - 20
	37	Yuen Long (Fook Hong Street) – Yau Tam Mei Village Office	12 - 15



3. EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

3.1.1 The existing road network in the vicinity of the proposed development with critical junctions is illustrated diagrammatically in **Figure 3.1**. The proposed development will be mainly served by San Tam Road.

3.1.2 San Tam Road is an undivided two-lane two-way rural road. It is the major road connecting Castle Peak Road – Mai Po and San and Tin Highway.

3.2 Critical Junctions

3.2.1 Five junctions are identified to be critical for the Traffic Impact Assessment due to the proposed development. Relevant details are listed in **Table 3.1** and shown in **Figure 3.1**. Existing junction layouts are shown in **Figures 3.2** to **Figure 3.6** respectively.

Table 3.1 Identified Critical Junctions

Ref.	Junction	Type	Figure No.
A	San Tam Road / Castle Peak Road – Mai Po	Priority	3.2
B	San Tam Road / Access Road	Priority	3.3
C	San Tam Road / Ngau Tam Mei Road	Priority	3.4
D	San Tam Road / Chun Shin Road	Priority	3.5
E	San Tam Road / Chuk Yau Road	Priority	3.6

3.2.2 In order to study the existing traffic condition of the above critical junctions, traffic survey in the form of manual-classified count was carried out during the Weekday AM and PM peak periods on a typical weekday on 13 June 2022 from 07:30AM to 09:30AM and 17:30PM to 19:30PM respectively. The survey provides most up-to-date details of the traffic condition within the study area. Based on the observed traffic flows, it reveals that Weekday AM peak hour occurred from 08:15AM to 09:15AM, and PM peak hour occurred from 17:30PM to 18:30PM.



3.2.3 The 2022 traffic flows are presented in **Figure 3.7**. The operational performances of the critical junctions are listed in **Table 3.3** below.

Table 3.3 Operational Performances of Critical Junctions in 2022

Ref.	Junction	Method of Control	Year 2022 DFC ⁽¹⁾	
			AM Peak	PM Peak
A	Castle Peak Road - Mai Po / San Tam Road	Priority	0.19	0.20
B	San Tam Road / Access Road	Priority	0.02	0.03
C	San Tam Road / Ngau Tam Mei Road	Priority	0.30	0.35
D	San Tam Road / Chun Shin Road	Priority	0.09	0.06
E	San Tam Road / Chuk Yau Road	Priority	0.51	0.40

Note:

(1) DFC = Design Ratio of Flow to Capacity for Priority Junction/Roundabout

3.3 Road Link Assessment

3.3.1 Apart from junction capacity assessment, road link assessments were also carried out for the identified road links as illustrated in **Figure 3.8**. Performance of these road links were assessed in terms of traffic volume/ capacity (V/C) ratio and the results are presented in **Table 3.4**.

Table 3.4 Road Link Assessment in Observed Year 2022

Road Section	Index	Direction	Capacity (pcu/hr) (C) ⁽¹⁾⁽²⁾	AM Peak		PM Peak	
				Flow (pcu/hr) (V)	Flow / Capacity (V/C)	Flow (pcu/hr) (V)	Flow / Capacity (V/C)
San Tam Road (Between Junction A and Junction B)	LA	Two-way	1,332	190	0.14	215	0.16



San Tam Road (Between Junction B and Junction C)	LB	Two-way	1,332	250	0.19	245	0.18
San Tam Road (Between Junction C and Junction D)	LC	Two-way	1,332	495	0.37	515	0.39
San Tam Road (Between Junction D and Junction E)	LD	Two-way	1,332	555	0.42	545	0.41

Notes:

- (1) Reference has been made to the TPDM Volume 2 Chapter 2.4 for the lane capacity.
- (2) PCU factor of 1.2 has been applied to the calculation of the Lane capacity.

3.3.2 The junction assessment and road link assessment results in **Table 3.3** and **Table 3.4** indicate that all critical junctions and critical links are at present operating with ample capacities during the AM and PM peak hours.



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 completion) has been adopted as the design year for this study.

4.2 Traffic Forecast

4.2.1 To estimate the reference traffic flow in year 2030 (without the proposed development) in the local road network, an appropriate growth factor was identified for the area in the first instance. The following approaches have been adopted to derive the growth factor for the traffic assessment.

Historical Trend

4.2.2 Numerous traffic-count stations are located in the vicinity of the proposed development. The traffic counts reported in the Annual Traffic Census (ATC), which is published by Transport Department, over a period of five years, i.e., 2015 to 2020 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 (2015-2019)
		2015	2016	2017	2018	2019	2020	
5016	San Tin Highway, Castle Peak Rd & San Tam Rd (From Kam Tin Road to Fairview Park Boulevard)	86,180	92,230	90,650	86,230	90,860	81,870	1.33%



5257	Castle Peak Rd - Tam Mi, Mai Po & San Tin (From Fairview Paark Boulevard to Lok Ma Chau Road)	10,510 *	10,940 *	10,770 *	11,980	11,910	11,420 *	3.18%
5297	San Tam Rd (From Castle Peak Road - Mai Po to Fairview Park Boulevard RA)	6,140 *	6,400 *	6,300 *	8,540	7,530	7,220 *	5.23%
5505	San Tam Road (From Fairview Park Boulevard RA to End)	12,090	12,590*	12,390*	12,700*	13,330	13,420	2.47%
5508	San Tin Highway (From Fairview Park Boulevard to Lok Ma Chau Road)	85,910	90760*	90,110*	92,980*	80,460	82,010	-1.63%
Total		200,830	212,920	210,220	212,430	204,090	195,940	<u>0.40%</u>

Notes:

1. *AADT estimated by Growth factor
2. Due to Covid-19, the data for 2020 are considered not accurate and not included.

Planning Data

4.2.3 Reference has also been made to the “Projections of Population Distribution 2019-2029” published by Planning Department’s Working Group on Population Distribution Projections. The annual growth rates of the Tertiary Planning Units in the vicinity are summarized in **Table 4.2**.

Table 4.2 Projected Populations of Selected Tertiary Planning Units

Tertiary Planning Units (TPU)	Projected Population		Annual Average Growth Rate (2019-2025)
	2019	2025	
543&546	4,300	5,000	2.55%
544	3,000	3,000	0.00%
541	19,400	18,200	-1.60%
542	13,800	14,100	0.36%
525	1,400	1,600	2.25%



526	11,200	12,400	1.71%
Total	53,100	54,300	<u>0.37%</u>

4.2.4 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. The average annual growth rates in terms of population and employment from 2019 to 2031 are tabulated in **Table 4.3**.

Table 4.3 2019-Based Planning Data from 2019 to 2031

Yuen Long				
Data	Year			Average Annual Growth Rate (2019-2031)
	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

- 4.2.5 A.A.D.T. of ATC indicates that the traffic flow of the local road network has an average annual growth rate of +0.40% from year 2015 to year 2019.
- 4.2.6 The population projections of selected Tertiary Planning Units show that an annual growth rate of 0.37% is expected in the study area.
- 4.2.7 Whilst, the planning data indicates that the population and employment of the study area are expected to grow with an average annual growth rate of -0.46%.
- 4.2.8 As a conservative approach, annual growth rate **+1% p.a.** is adopted for this traffic impact assessment. It is deemed sufficient to allow for any unexpected future growth as a result of some changes in land use or development in the study area.



4.3 Reference Traffic Flow in Year 2030

4.3.1 The year 2030 reference traffic flow is estimated by applying the adopted growth rate to the year 2022 surveyed traffic flow.

Adjacent New Developments

4.3.2 Additional traffic generation and attraction of major committed development in the vicinity have been estimated and superimposed onto the road network to derive the year 2030 reference traffic flow. The committed development in the vicinity is summarized and illustrated in **Table 4.4** and **Figure 4.1**.

Table 4.4 Adjacent Development in the Vicinity

Development ⁽¹⁾	Type ⁽¹⁾	Assumed Parameters ⁽¹⁾
Proposed Comprehensive Development at Wo Shang Wai, Yuen Long <i>Approved A/YL-MP/291</i>	Residential	268 Houses

Note: (1) Information obtained from submitted TIA report

4.3.3 Based on the TIA report of the adjacent development, the traffic trips generated and attracted by the development in vicinity are summarized in the **Table 4.5**.

Table 4.5 Estimated Traffic Generations & Attractions of the Adjacent Development

Development	Parameter	Trip Generation (pcu/hr) ⁽¹⁾			
		Weekday AM Peak		Weekday PM Peak	
		Gen	Att	Gen	Att
Residential	268 Houses	87	70	76	109

Note: (1) Information obtained from submitted TIA report

4.3.4 The 2030 reference traffic flows are presented in **Figure 4.2**.



$$\begin{array}{l}
 \text{2030} \\
 \text{Reference} \\
 \text{Flows} \\
 \text{(without} \\
 \text{proposed} \\
 \text{development)}
 \end{array}
 =
 \begin{array}{l}
 \text{2022} \\
 \text{Traffic} \\
 \text{Flows}
 \end{array}
 \times
 \begin{array}{l}
 \text{Adopted} \\
 \text{Growth Factor} \\
 \text{i.e. +1 \% p.a.} \\
 \text{for 8 years}
 \end{array}
 +
 \text{Adjacent Development}$$

4.4 Traffic Trips of the Proposed Development

- 4.4.1 It is noted that traffic rates of both generation and attraction for proposed development uses are not specified in the latest Transport Planning & Design Manual (TPDM).
- 4.4.2 The estimation of traffic trips related to the proposed development is based on in-house surveys carried out at Tung Wah Group of Hospitals - Wong Cho Tong Social Service Building and summarized in the **Table 4.6**.

Table 4.6 In-house Traffic Trip Rates of Proposed Development

Use	Units / Parameters	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Traffic Trip Rate					
TWGHs Wong Cho Tong Social Service Building – IN/OUT of Building	(pcu/hr)	14	11	14	11
TWGHs Wong Cho Tong Social Service Building – Loading/Unloading activities of Building	(pcu/hr)	10	8	10	8
Total Trip	(pcu/hr)	24	19	24	19
Adopted Traffic Trip Rates (278 beds)	(pcu/hr/bed)	0.0863	0.0684	0.0432	0.0576

- 4.4.3 Based on the in-house traffic trip rates related to the proposed development, the estimated traffic trips of the proposed development are calculated and shown in below **Table 4.7**.



Table 4.7 Traffic Trips of the Proposed Development

Proposed Development	Parameter	Trip Generation (pcu/hr)			
		Weekday AM Peak		Weekday PM Peak	
		Gen	Att	Gen	Att
RCHE	142 beds	12	10	6	8

4.5 Traffic Forecast for Design Year 2030

4.5.1 The net traffic trips of the proposed development, which is shown in **Figure 4.3**, is then superimposed onto the year 2030 reference traffic flow (without the proposed development) as shown in **Figure 4.2** to derive the year 2030 design traffic flow (with the proposed development).

$$\begin{array}{l}
 \text{Year 2030 Design} \\
 \text{Flow (with the} \\
 \text{Proposed} \\
 \text{Development)}
 \end{array}
 =
 \begin{array}{l}
 \text{Year 2030 Reference} \\
 \text{Flow} \\
 \text{(without the Proposed} \\
 \text{Development)}
 \end{array}
 +
 \begin{array}{l}
 \text{Traffic Trips of the} \\
 \text{Proposed} \\
 \text{Development}
 \end{array}$$

4.5.2 The traffic flow during AM and PM peak periods in the design year 2030 (with the proposed development) are shown in **Figure 4.3**.

4.6 Operational Assessment

4.6.1 To assess traffic impacts due to the proposed development, operational assessment of the critical junctions identified in Chapter 3 are carried out for both reference (without the proposed development) and design (with the proposed development) scenarios in year 2028. The results are summarized in **Table 4.8**.

Table 4.8 Operational Performance of Critical Junctions in Year 2030

Ref.	Junction	Method of Control	Year 2030 DFC ⁽¹⁾			
			Reference Scenario (Without the Proposed Development)		Design Scenario (With the Proposed Development)	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Castle Peak Road - Mai Po / San Tam Road	Priority	0.22	0.23	0.23	0.23



B	San Tam Road / Access Road	Priority	0.03	0.03	0.03	0.03
C	San Tam Road / Ngau Tam Mei Road	Priority	0.33	0.38	0.33	0.38
D	San Tam Road / Chun Shin Road	Priority	0.10	0.08	0.10	0.08
E	San Tam Road / Chuk Yau Road	Priority	0.56	0.43	0.56	0.43

Note:

(1) DFC = Design Ratio of Flow to Capacity for Priority Junction/Roundabout

Table 4.9 Road Link Assessment in Reference Year 2030

Road Section	Index	Direction	Capacity (pcu/hr) (C) ⁽¹⁾⁽²⁾	AM Peak		PM Peak	
				Flow (pcu/hr) (V)	Flow / Capacity (V/C)	Flow (pcu/hr) (V)	Flow / Capacity (V/C)
San Tam Road (Between Junction A and Junction B)	LA	Two-way	1,332	205	0.15	230	0.17
San Tam Road (Between Junction B and Junction C)	LB	Two-way	1,332	270	0.20	270	0.20
San Tam Road (Between Junction C and Junction D)	LC	Two-way	1,332	540	0.41	565	0.42
San Tam Road (Between Junction D and Junction E)	LD	Two-way	1,332	600	0.45	595	0.45

Notes:

- (1) Reference has been made to the TPDM Volume 2 Chapter 2.4 for the lane capacity.
- (2) PCU factor of 1.2 has been applied to the calculation of the Lane capacity.



Table 4.10 Road Link Assessment in Design Year 2030

Road Section	Index	Direction	Capacity (pcu/hr) (C) ⁽¹⁾⁽²⁾	AM Peak		PM Peak	
				Flow (pcu/hr) (V)	Flow / Capacity (V/C)	Flow (pcu/hr) (V)	Flow / Capacity (V/C)
San Tam Road (Between Junction A and Junction B)	LA	Two-way	1,332	210	0.16	235	0.18
San Tam Road (Between Junction B and Junction C)	LB	Two-way	1,332	285	0.21	280	0.21
San Tam Road (Between Junction C and Junction D)	LC	Two-way	1,332	555	0.42	575	0.43
San Tam Road (Between Junction D and Junction E)	LD	Two-way	1,332	615	0.46	600	0.45

Notes:

- (1) Reference has been made to the TPDM Volume 2 Chapter 2.4 for the lane capacity.
- (2) PCU factor of 1.2 has been applied to the calculation of the Lane capacity.

4.6.2 The junction assessment and road link assessment results in **Table 4.8, 4.9** and **4.10** reveal that all the junctions and critical links will operate with ample capacities in both reference and design scenarios in year 2030.



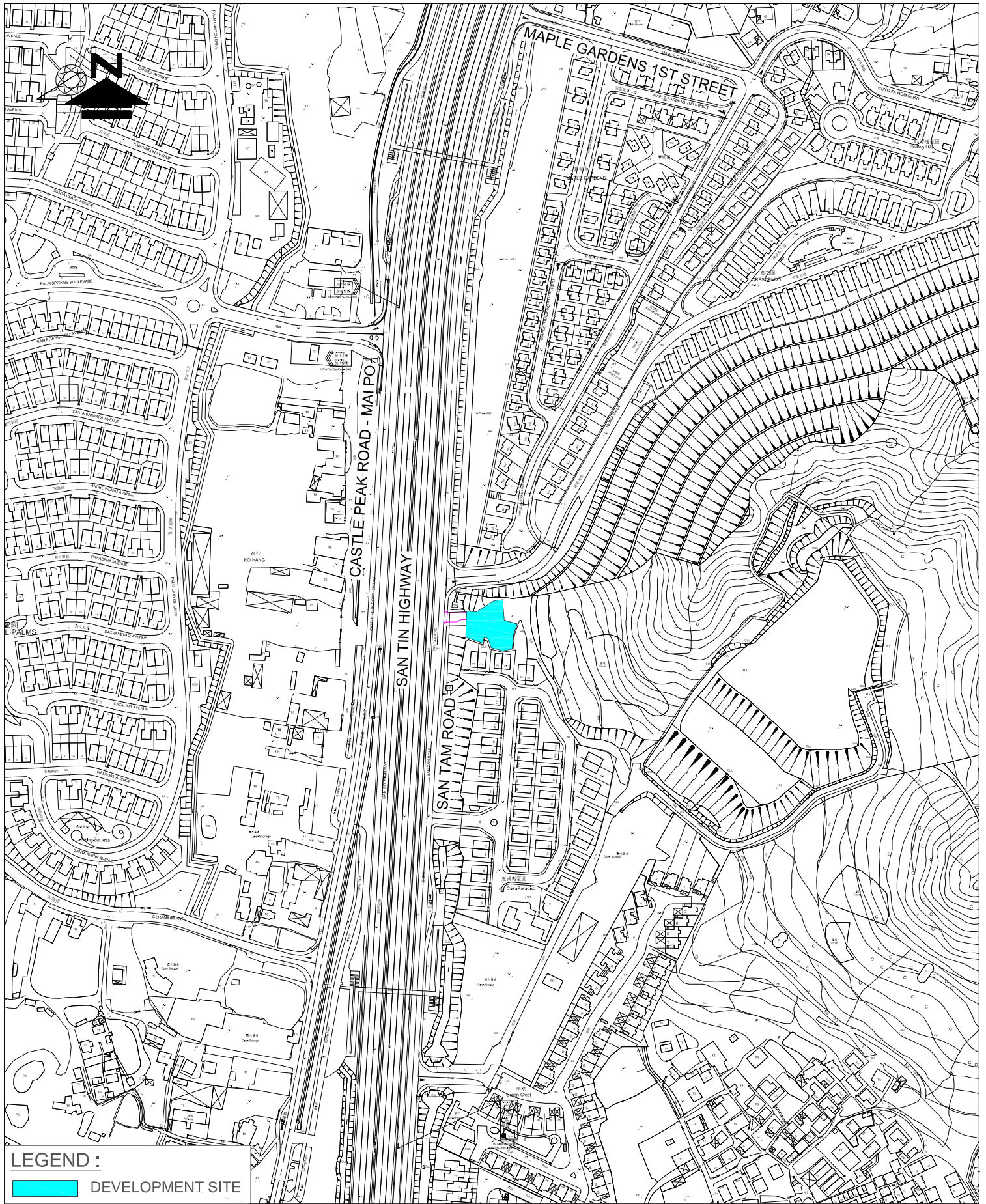
5. SUMMARY AND CONCLUSION

5.1 Summary

- 5.1.1 The application site intends to redevelop to Residential Care Home for the Elderly (RCHE).
- 5.1.2 CTA Consultants Limited (CTA), are therefore commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and provide technical justifications in supporting the application from traffic engineering point of view.
- 5.1.3 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 and critical road links have been assessed with the observed traffic flow. The results reveal that all critical junctions and critical road links are at present operating within its capacities.
- 5.1.4 Assessment of operational performance of the critical junctions and critical road links indicates that all critical junctions and critical road links will still operate within their capacities in both reference and design scenarios in year 2030.
- 5.1.5 The traffic generated by the proposed development would induce insignificant impact on the surrounding road network. Therefore, the application is supported from the traffic points of view.

5.2 Conclusion

- 5.2.1 In conclusion, this Traffic Impact Assessment (TIA) study demonstrated that the related traffic trips related to the proposed development can be absorbed by the nearby road network and no significant traffic impact will be induced.
- 5.2.2 Therefore, the proposed redevelop of RCHE is reckoned feasible from traffic engineering point of view.



LEGEND :
 DEVELOPMENT SITE

FIGURE NO.: <div style="text-align: center; font-size: 24px; font-weight: bold;">1.1</div>	PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.: <div style="text-align: center;">22069HK</div>	DRAWING TITLE: <div style="text-align: center; font-size: 18px; font-weight: bold;">SITE LOCATION PLAN</div>
SCALE: 1 : 3250 @A4	DATE: 05 JUL 2022



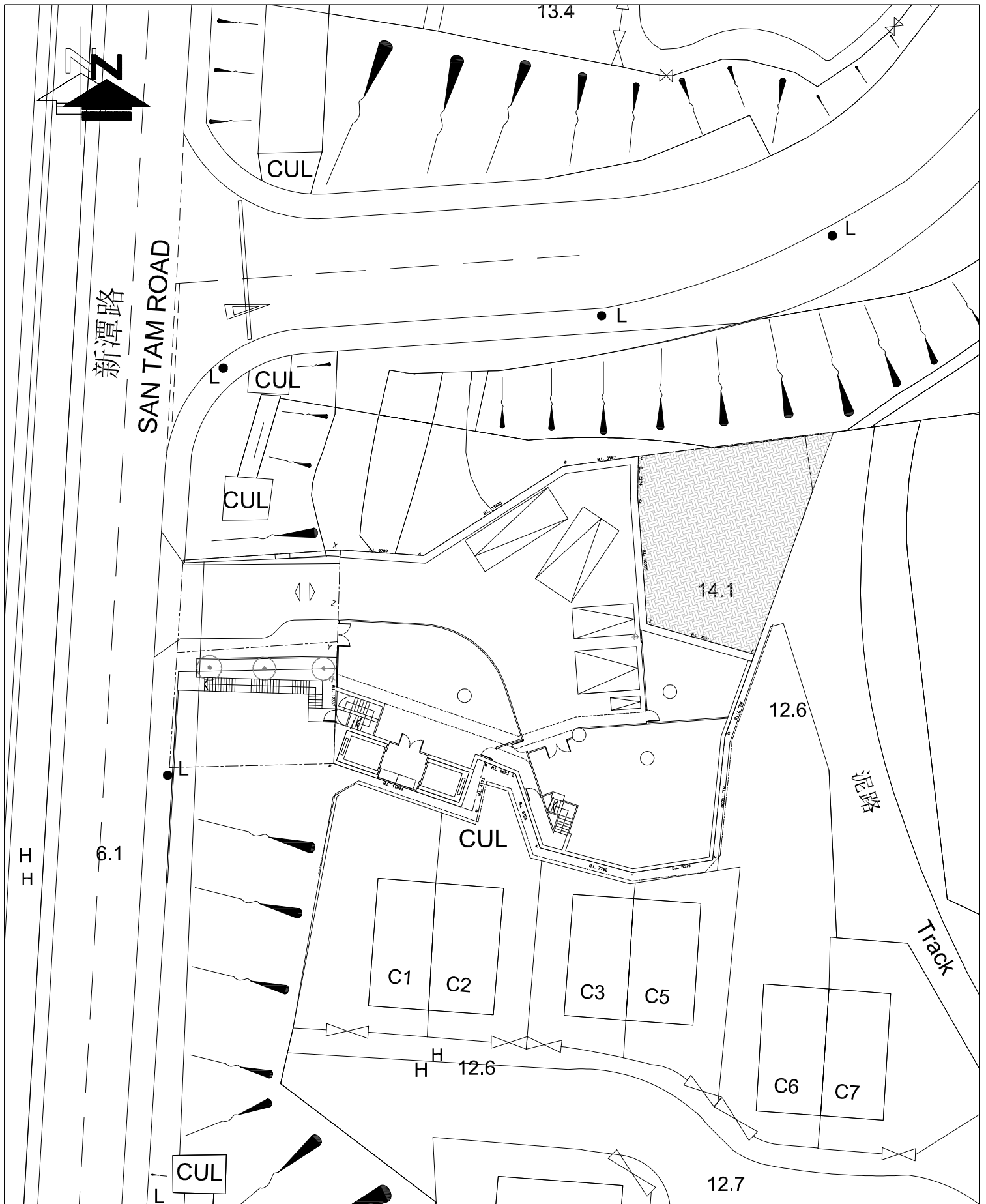

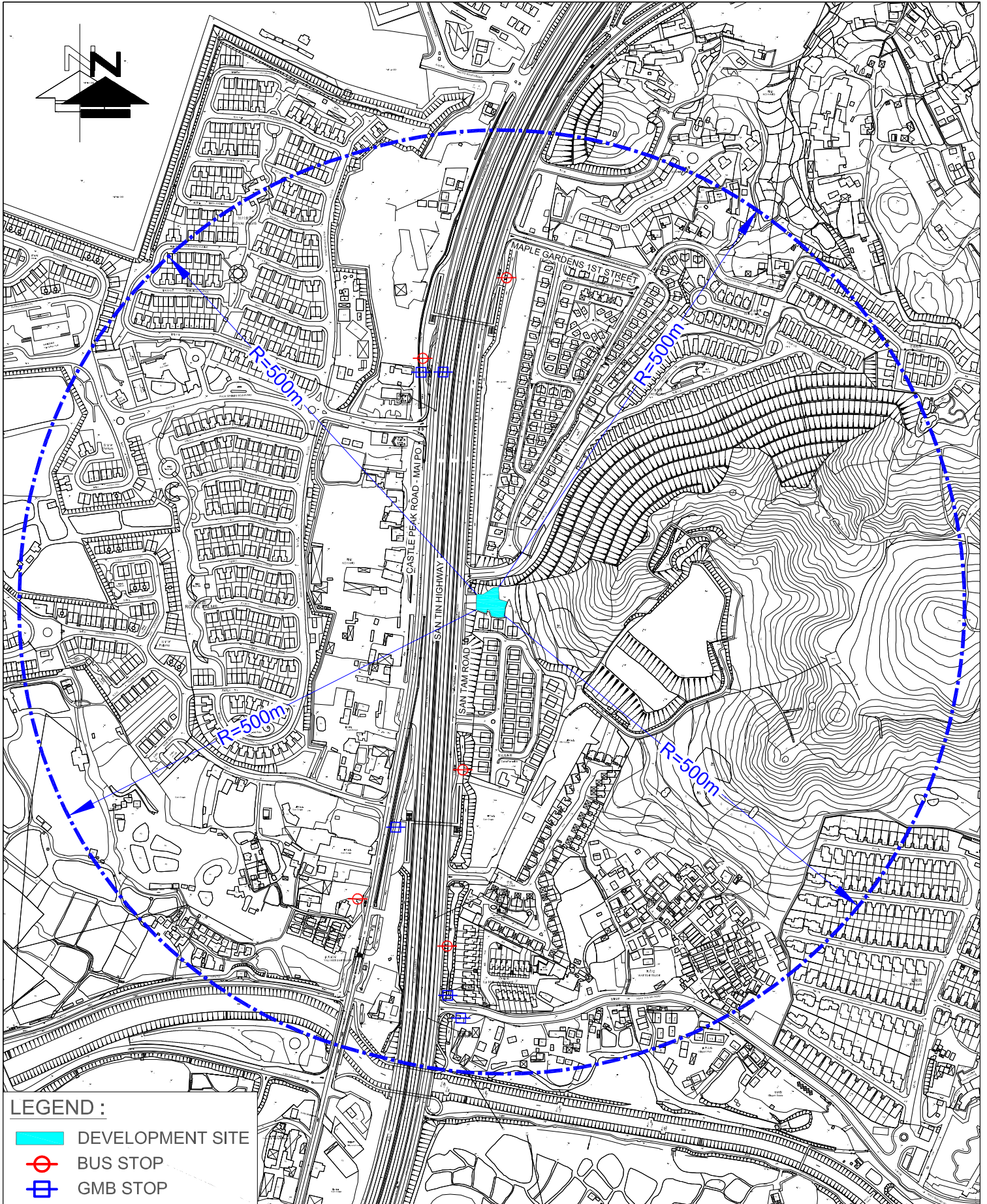


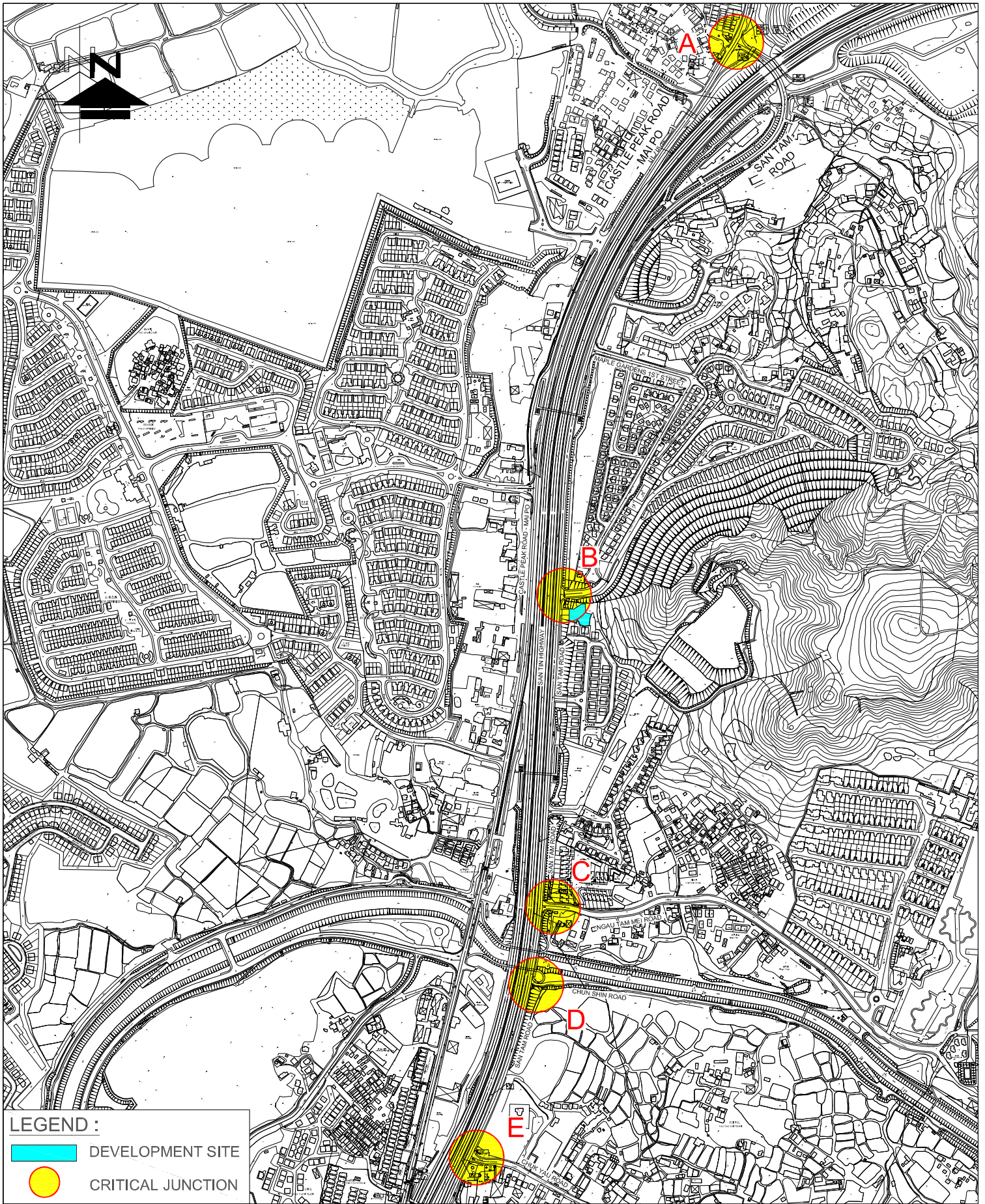
FIGURE NO.: 2.1		PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.: 22069HK		DRAWING TITLE: GROUND FLOOR PLAN
SCALE: 1 : 400 @A4	DATE: 13 July 2022	
		 CTA Consultants Limited 志達顧問有限公司



LEGEND :

- DEVELOPMENT SITE
- BUS STOP
- GMB STOP

FIGURE NO.: <div style="font-size: 24px; font-weight: bold; text-align: center;">2.2</div>	PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.: 22069HK	DRAWING TITLE: <div style="text-align: center; font-weight: bold;">PUBLIC TRANSPORT SERVICES IN THE VICINITY</div>
SCALE: 1 : 5400 @A4	DATE: 06 JUL 2022



LEGEND :

- DEVELOPMENT SITE
- CRITICAL JUNCTION

FIGURE NO.: <b style="font-size: 1.5em;">3.1	PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.: 22069HK	DRAWING TITLE: <b style="font-size: 1.2em;">IDENTIFIED CRITICAL JUNCTIONS
SCALE: 1 : 7500 @A4	DATE: 13 JUL 2022

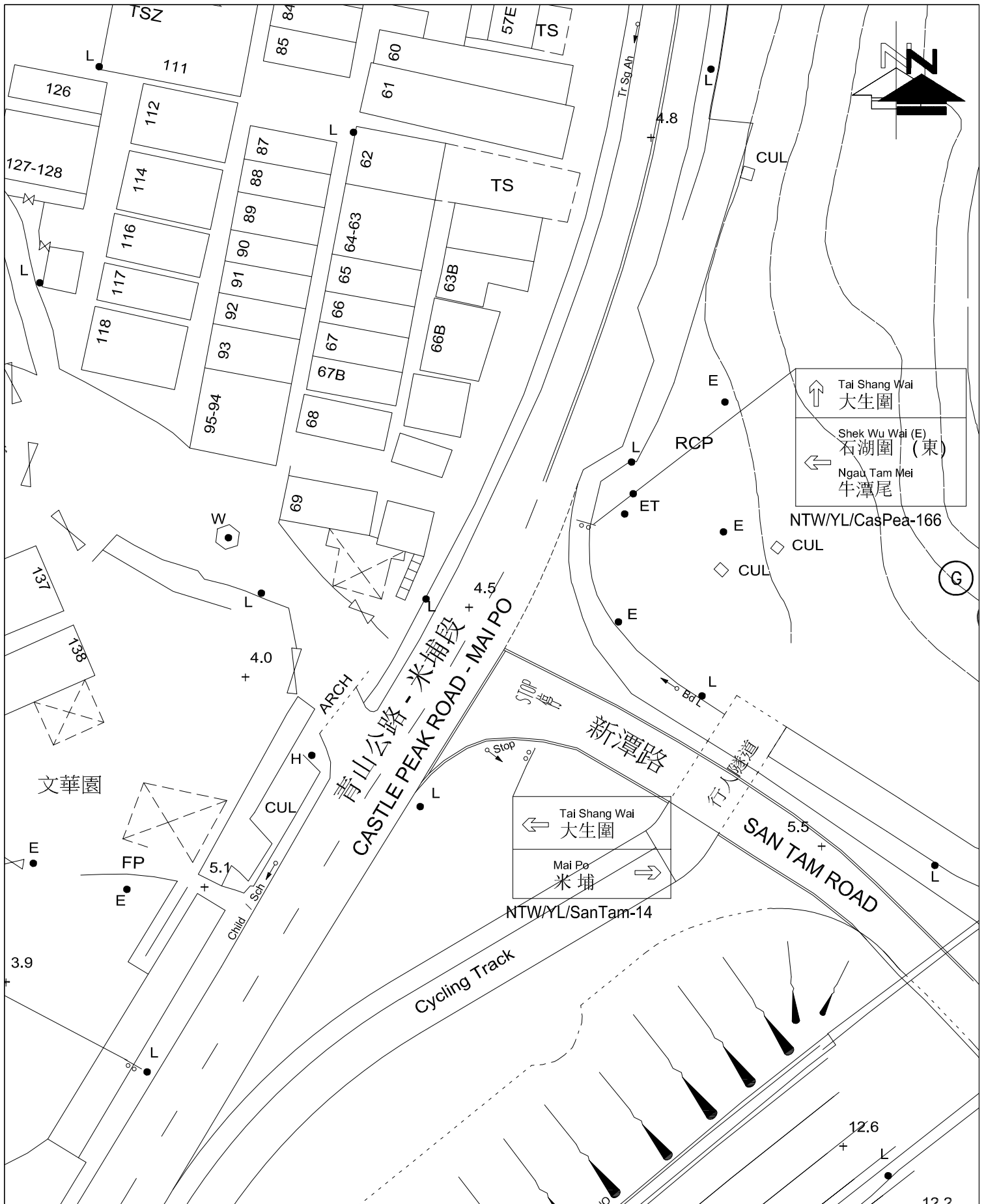

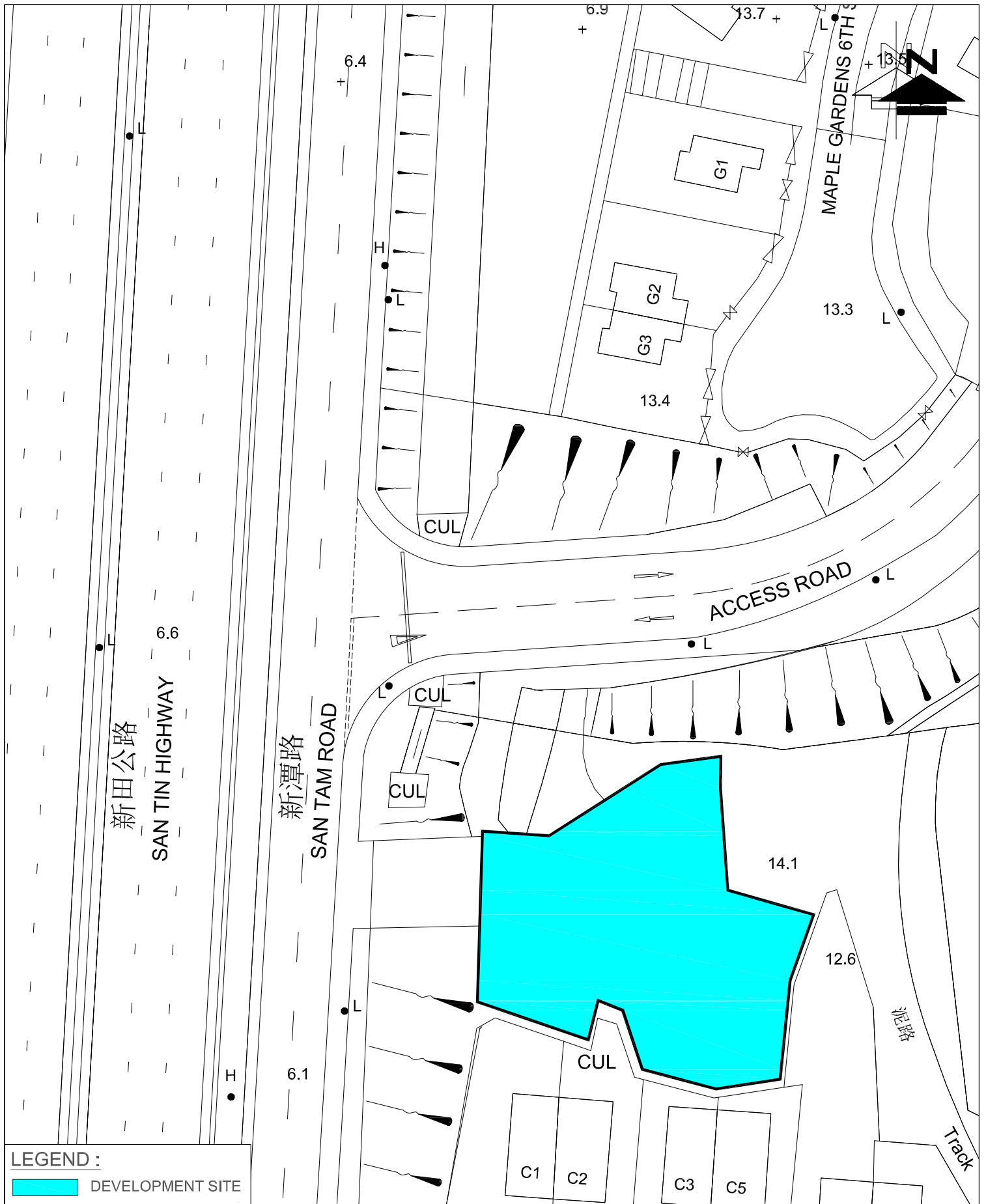


FIGURE NO.: 3.2		PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.: 22069HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SAN TAM ROAD / CASTLE PEAK ROAD - MAI PO (A)
SCALE: 1 : 500 @A4	DATE: 28 JUN 2022	
		 CTA Consultants Limited 志達顧問有限公司



LEGEND :
 DEVELOPMENT SITE

FIGURE NO.:
3.3

PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12
 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities"
 (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.

PROJECT NO.:
 22069HK

DRAWING TITLE:
 EXISTING JUNCTION LAYOUT OF
 SAN TAM ROAD / ACCESS ROAD (B)

SCALE: 1 : 500 @A4
DATE: 28 JUN 2022



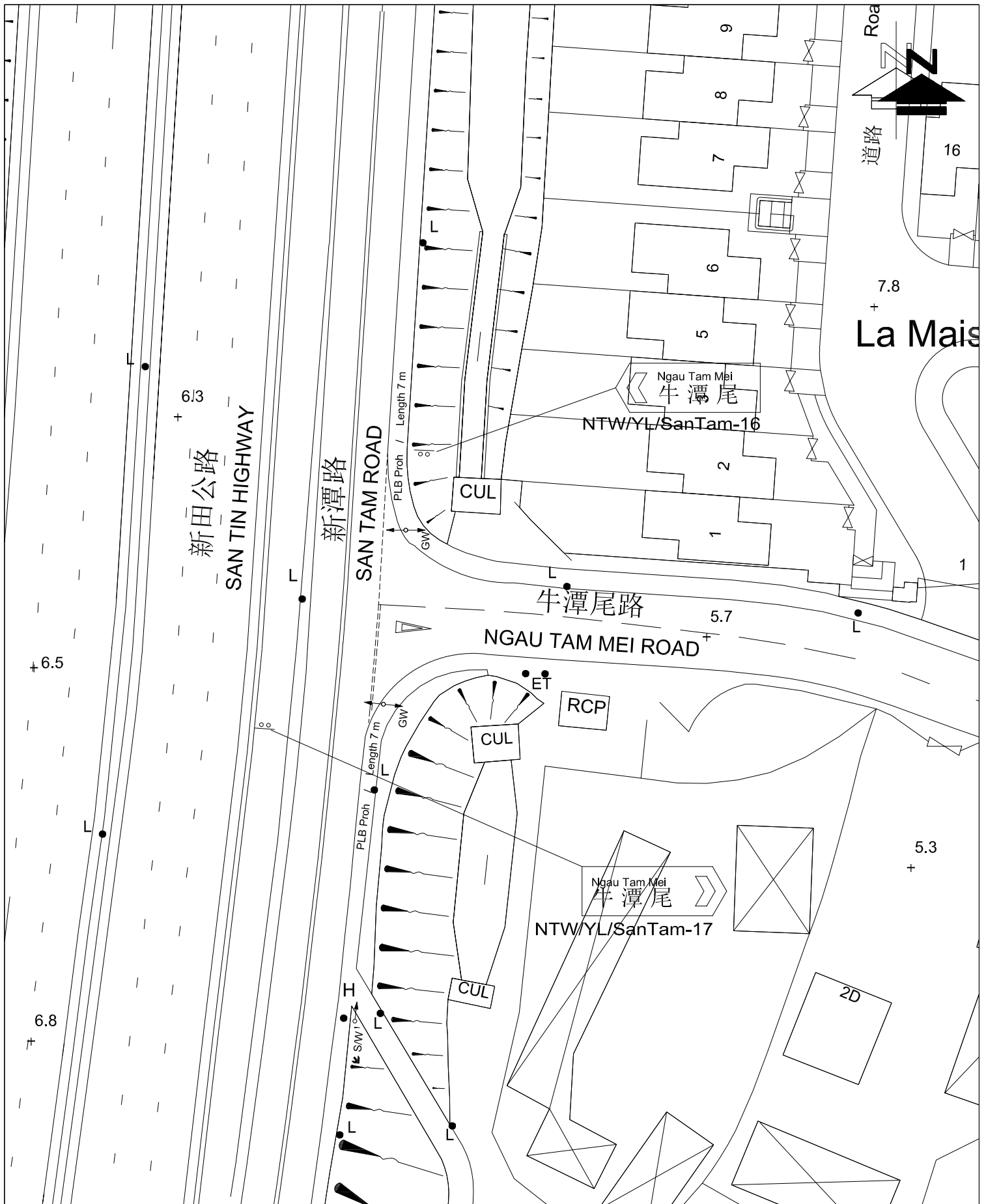



FIGURE NO.: 3.4		PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.: 22069HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SAN TAM ROAD / NGAU TAM MEI ROAD (C)
SCALE: 1 : 500 @A4	DATE: 28 JUN 2022	 CTA Consultants Limited 志達顧問有限公司

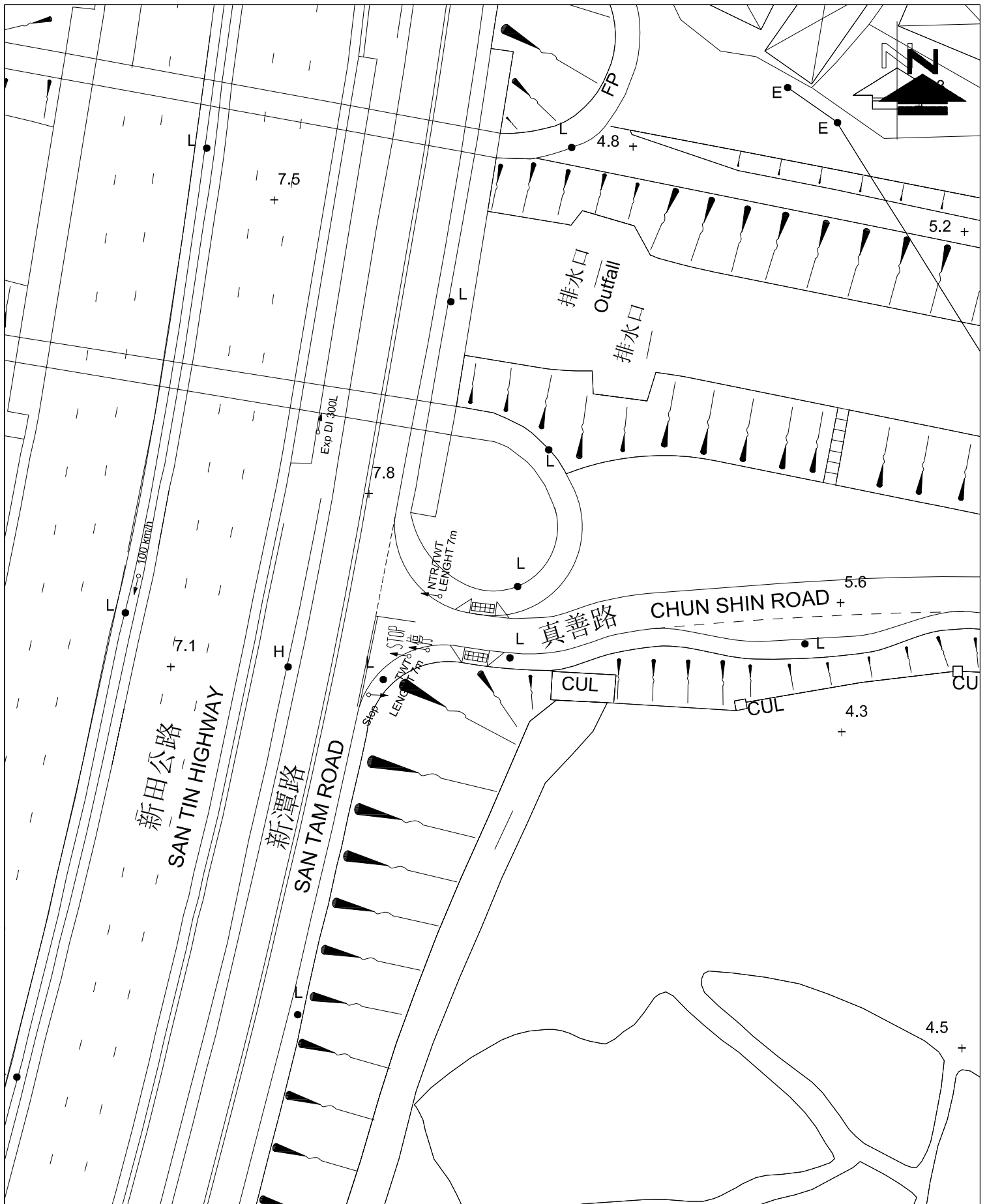



FIGURE NO.: 3.5		PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.: 22069HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SAN TAM ROAD / CHUN SHIN ROAD (D)
SCALE: 1 : 500 @A4	DATE: 28 JUN 2022	
		 CTA Consultants Limited 志達顧問有限公司

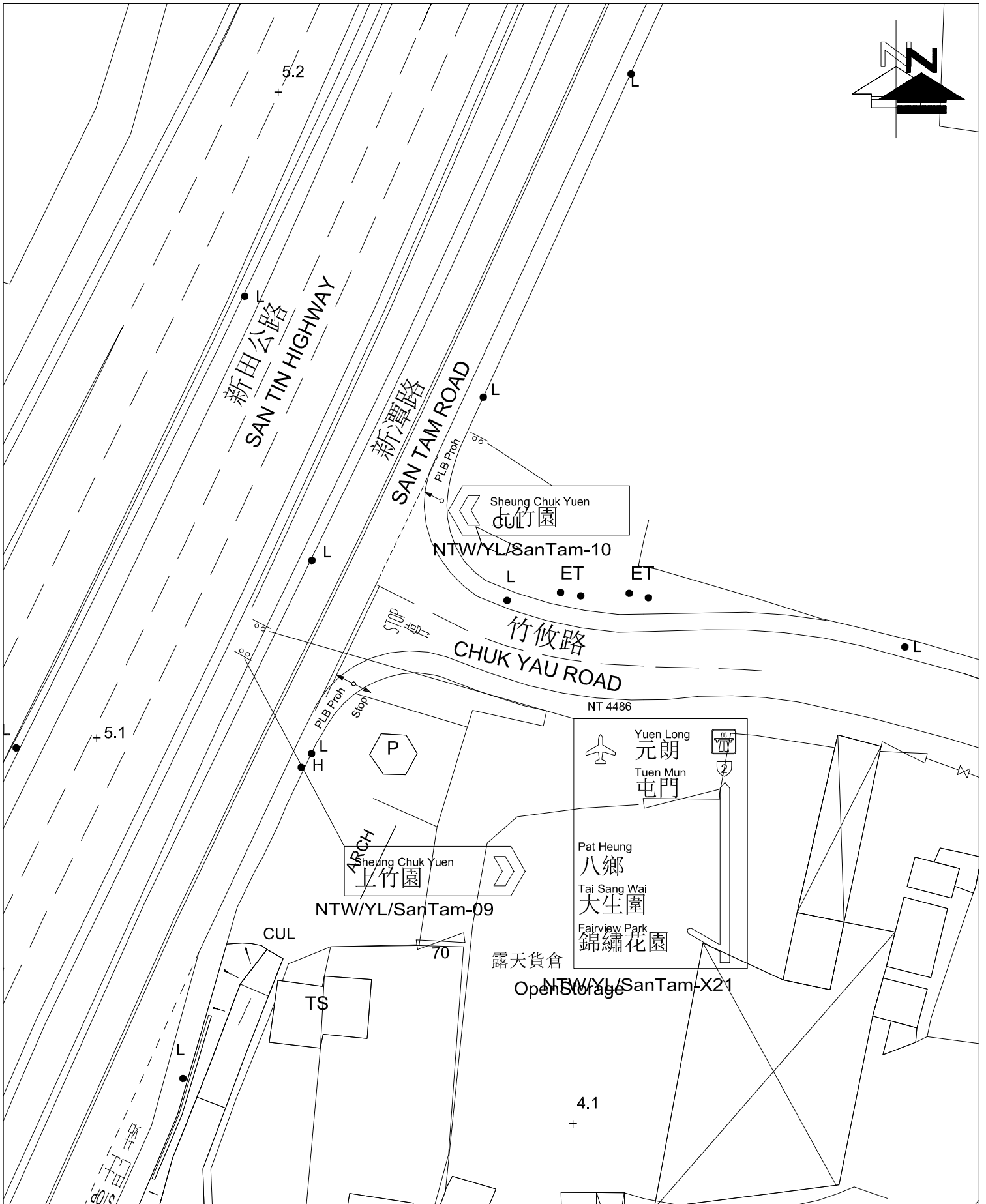

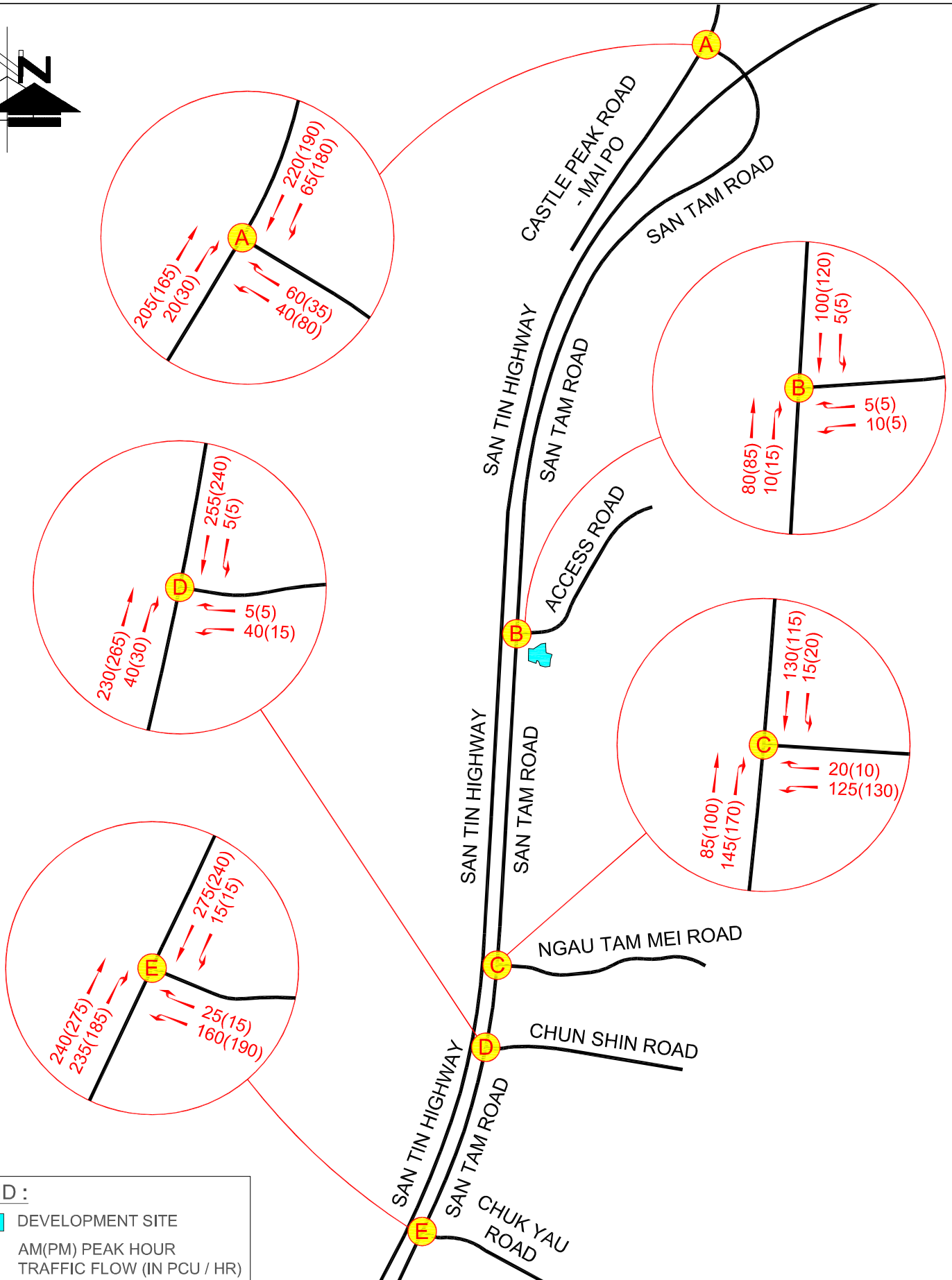
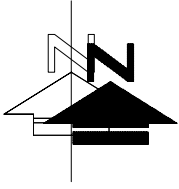


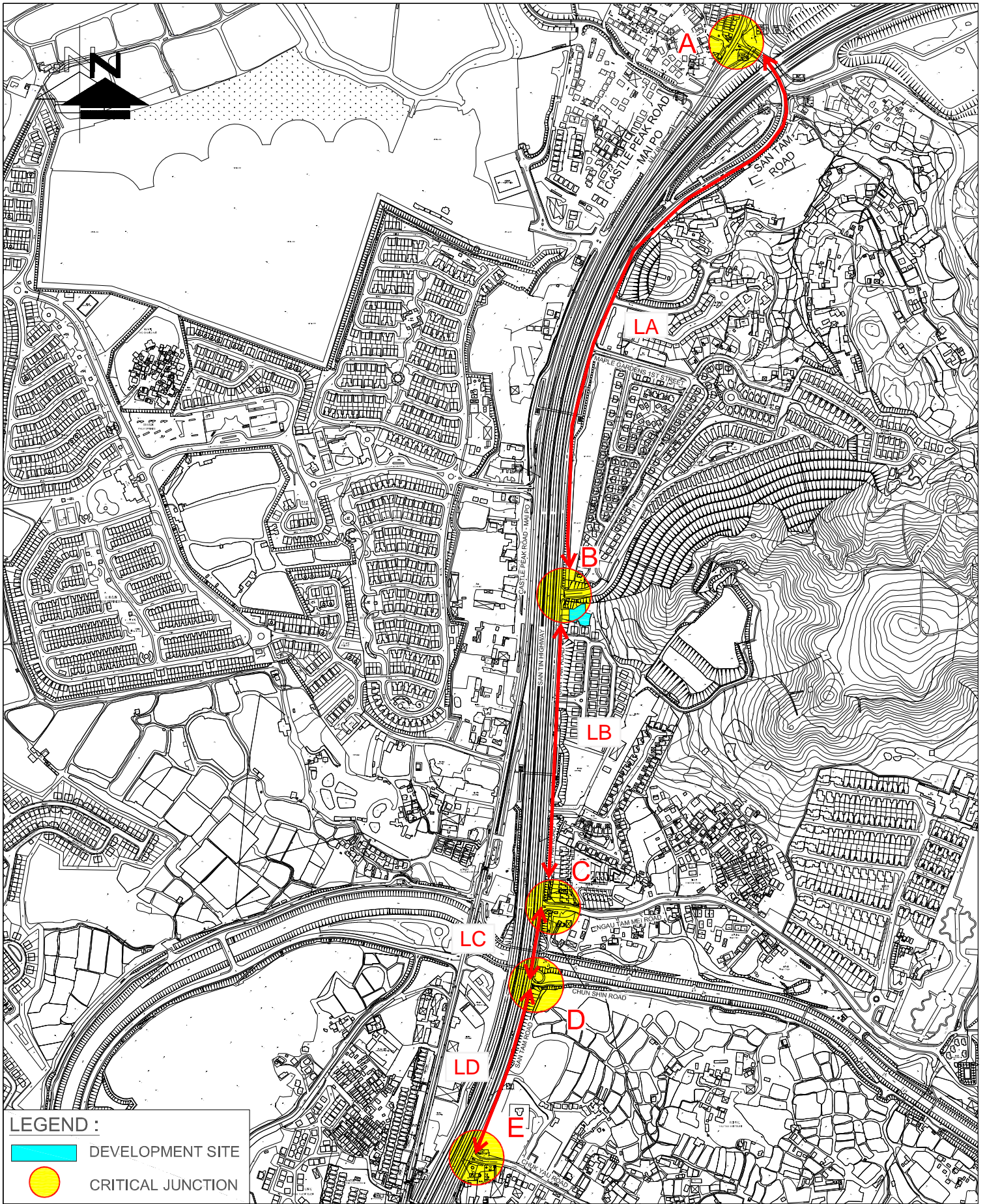
FIGURE NO.: 3.6		PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.: 22069HK		DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SAN TAM ROAD / CHUK YAU ROAD (E)
SCALE: 1 : 500 @A4	DATE: 28 JUN 2022	
		 CTA Consultants Limited 志達顧問有限公司



LEGEND :

- DEVELOPMENT SITE
- 230(265)** AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

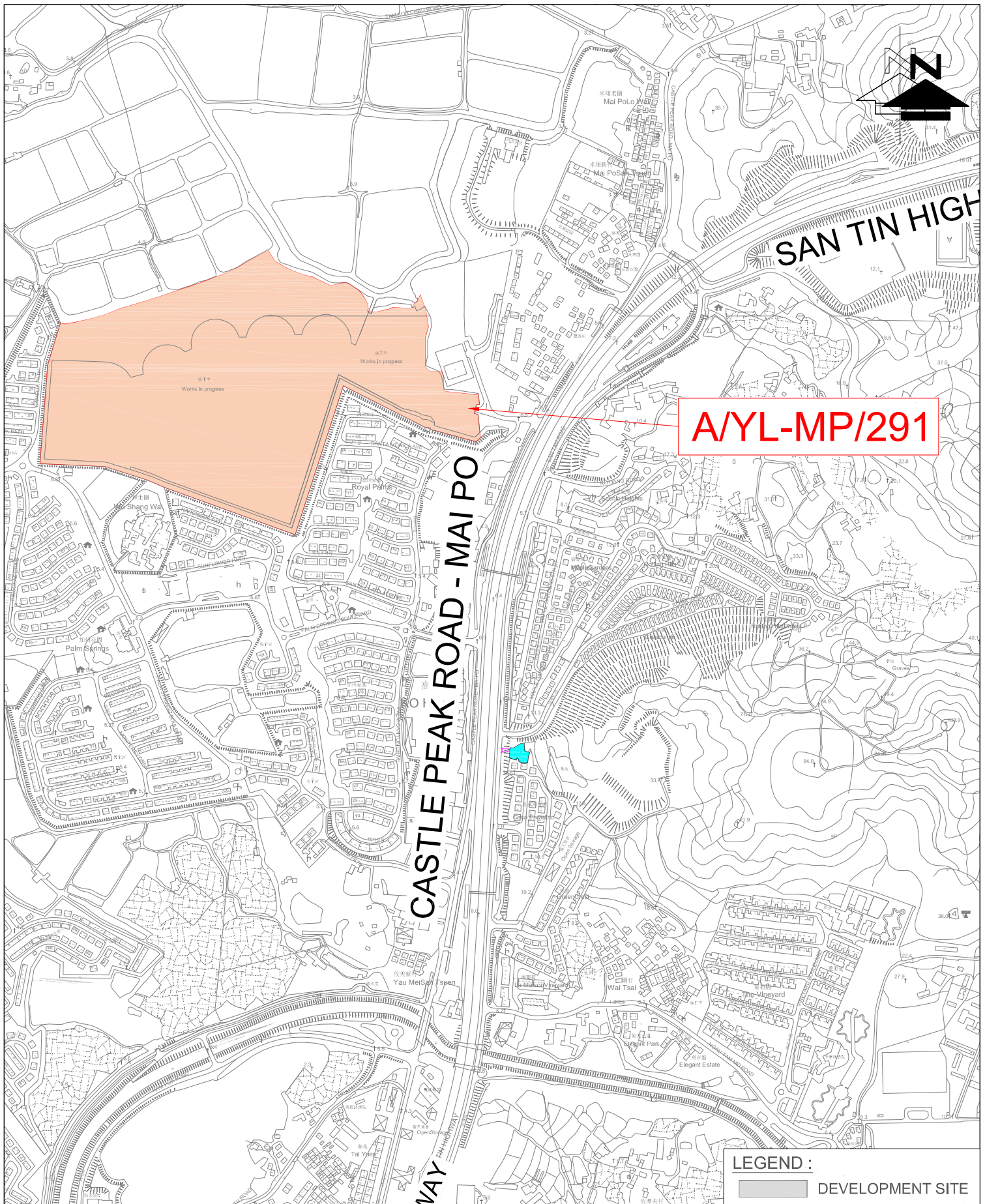
FIGURE NO.:	3.7	PROJECT TITLE:	S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/C" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.:	22069HK	DRAWING TITLE:	2022 OBSERVED TRAFFIC FLOWS
SCALE:	DATE:	CTA Consultants Limited 志達顧問有限公司	
1 : 7500 @A4	28 JUN 2022		



LEGEND :

- DEVELOPMENT SITE
- CRITICAL JUNCTION

FIGURE NO.: 3.8	PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.: 22069HK	DRAWING TITLE: INDEX PLAN FOR LINK FLOW
SCALE: 1 : 7500 @A4	DATE: 13 JUL 2022



LEGEND :
 DEVELOPMENT SITE

FIGURE NO.:
4.1

PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12
 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities"
 (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.

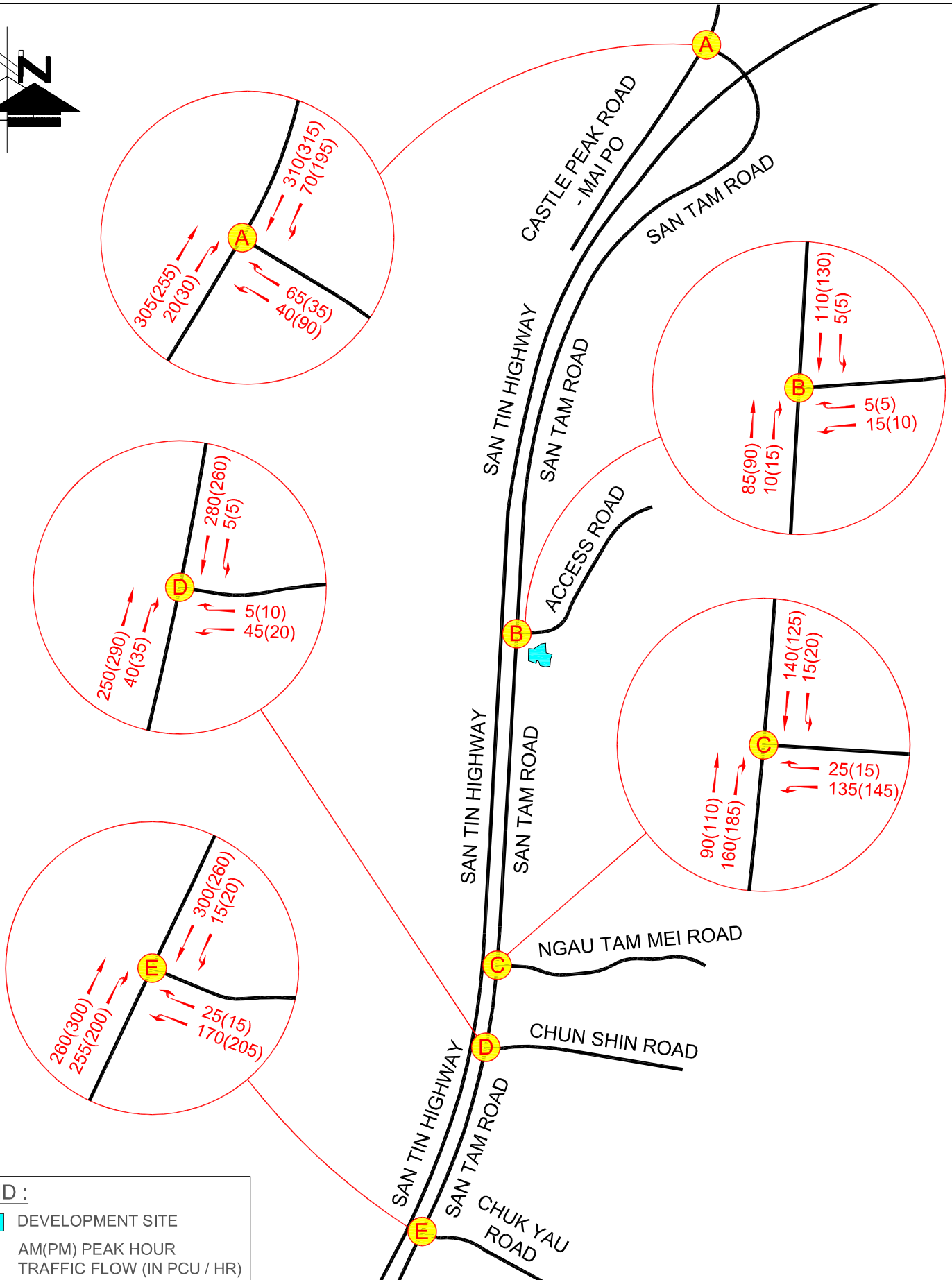
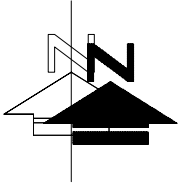
PROJECT NO.:
 22069HK

DRAWING TITLE:
 ADJACENT DEVELOPMENT IN THE VICINITY

SCALE:
 1:8500 @A4

DATE:
 08 JUL 2022







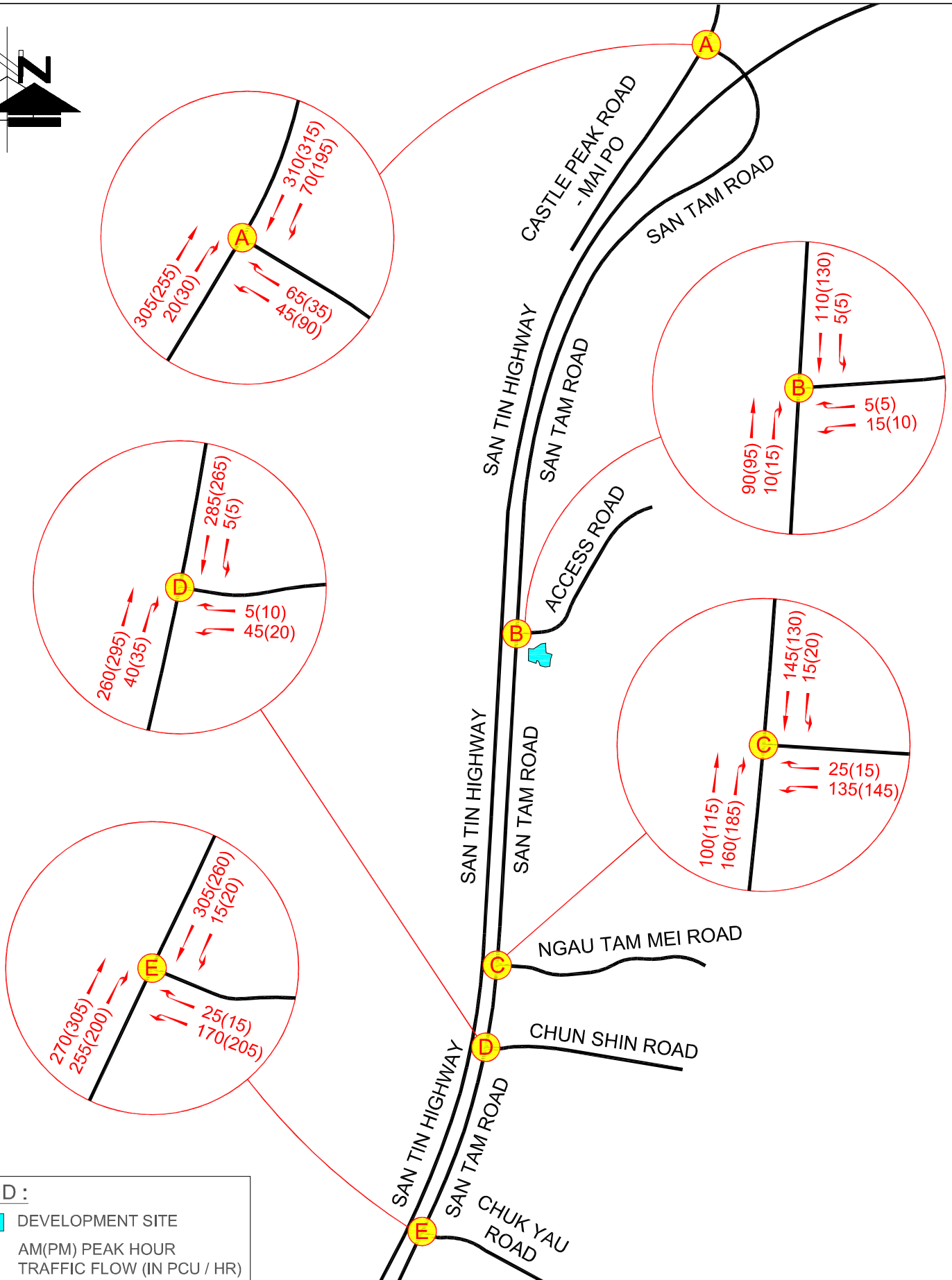
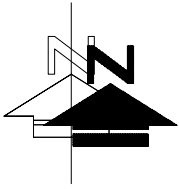
LEGEND :	
	DEVELOPMENT SITE
230(265)	AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 4.2		PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.: 22069HK		DRAWING TITLE: 2030 REFERENCE TRAFFIC FLOWS
SCALE: 1 : 7500 @A4	DATE: 08 JUL 2022	 CTA Consultants Limited 志達顧問有限公司



LEGEND :

- DEVELOPMENT SITE
- 230(265) AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.:	4.3	PROJECT TITLE: S12A Amendment of Plan Application, Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/12 Proposed Rezoning from "R(C)" to "G/IC" for a Proposed "Social Welfare Facilities" (Residential Care Homes for the Elderly) (RCHE) At Lot 4823 in DD 104, 81 San Tam Road, San Tin, N.T.
PROJECT NO.:	22069HK	DRAWING TITLE:
SCALE:	DATE:	2030 DESIGN TRAFFIC FLOWS
1 : 7500 @A4	08 JUL 2022	CTA Consultants Limited 志達顧問有限公司



Appendix 1

Junction Calculation Sheets

<h1>Junctions 8</h1>
<h2>PICADY 8 - Priority Intersection Module</h2>
Version: 8.0.5.523 [19102,19/06/2015] © Copyright TRL Limited, 2022
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Filename: Junction 8.arc8

Path: \\PROJSRV\Project\CTA Consultants Limited\CTA - Project\22069HK (ykl) - Prop Rezoning for Prop RCHE at 81 San Tam Rd, San Tin\Calculation

Report generation date: 8/7/2022 12:24:12

- » (Default Analysis Set) - 2030 Design, AM
- » (Default Analysis Set) - 2030 Design, PM
- » (Default Analysis Set) - 2022 Observed, AM
- » (Default Analysis Set) - 2022 Observed, PM
- » (Default Analysis Set) - 2030 Reference, AM
- » (Default Analysis Set) - 2030 Reference, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2022 Observed								
Junction A - Stream B-AC	0.24	7.77	0.19	A	0.25	7.14	0.20	A
Junction A - Stream C-A	-	-	-	-	-	-	-	-
Junction A - Stream C-B	0.04	7.36	0.04	A	0.07	7.84	0.07	A
Junction A - Stream A-B	-	-	-	-	-	-	-	-
Junction A - Stream A-C	-	-	-	-	-	-	-	-
Junction B - Stream B-AC	0.02	5.41	0.02	A	0.02	5.70	0.02	A
Junction B - Stream C-A	-	-	-	-	-	-	-	-
Junction B - Stream C-B	0.02	6.69	0.02	A	0.03	6.82	0.03	A
Junction B - Stream A-B	-	-	-	-	-	-	-	-
Junction B - Stream A-C	-	-	-	-	-	-	-	-
Junction C - Stream B-AC	0.30	6.71	0.23	A	0.27	6.36	0.21	A
Junction C - Stream C-A	-	-	-	-	-	-	-	-
Junction C - Stream C-B	0.42	9.47	0.30	A	0.52	10.14	0.35	B
Junction C - Stream A-B	-	-	-	-	-	-	-	-
Junction C - Stream A-C	-	-	-	-	-	-	-	-
Junction D - Stream B-AC	0.10	7.00	0.09	A	0.04	7.02	0.04	A
Junction D - Stream C-A	-	-	-	-	-	-	-	-
Junction D - Stream C-B	0.09	7.69	0.09	A	0.07	7.46	0.06	A
Junction D - Stream A-B	-	-	-	-	-	-	-	-
Junction D - Stream A-C	-	-	-	-	-	-	-	-
Junction E - Stream B-AC	0.48	8.63	0.33	A	0.51	8.21	0.34	A
Junction E - Stream C-A	-	-	-	-	-	-	-	-
Junction E - Stream C-B	1.03	14.54	0.51	B	0.65	11.59	0.40	B
Junction E - Stream A-B	-	-	-	-	-	-	-	-
Junction E - Stream A-C	-	-	-	-	-	-	-	-
A1 - 2030 Design								
Junction A - Stream B-AC	0.29	8.73	0.23	A	0.30	7.97	0.23	A

Junction A - Stream C-A	-	-	-	-	-	-	-	-
Junction A - Stream C-B	0.05	7.69	0.04	A	0.08	8.41	0.07	A
Junction A - Stream A-B	-	-	-	-	-	-	-	-
Junction A - Stream A-C	-	-	-	-	-	-	-	-
Junction B - Stream B-AC	0.03	5.35	0.03	A	0.03	5.51	0.02	A
Junction B - Stream C-A	-	-	-	-	-	-	-	-
Junction B - Stream C-B	0.02	6.72	0.02	A	0.03	6.85	0.03	A
Junction B - Stream A-B	-	-	-	-	-	-	-	-
Junction B - Stream A-C	-	-	-	-	-	-	-	-
Junction C - Stream B-AC	0.35	7.10	0.26	A	0.33	6.80	0.25	A
Junction C - Stream C-A	-	-	-	-	-	-	-	-
Junction C - Stream C-B	0.49	10.00	0.33	A	0.60	10.75	0.38	B
Junction C - Stream A-B	-	-	-	-	-	-	-	-
Junction C - Stream A-C	-	-	-	-	-	-	-	-
Junction D - Stream B-AC	0.11	7.17	0.10	A	0.07	7.60	0.07	A
Junction D - Stream C-A	-	-	-	-	-	-	-	-
Junction D - Stream C-B	0.10	7.81	0.09	A	0.08	7.64	0.08	A
Junction D - Stream A-B	-	-	-	-	-	-	-	-
Junction D - Stream A-C	-	-	-	-	-	-	-	-
Junction E - Stream B-AC	0.54	9.13	0.35	A	0.58	8.68	0.37	A
Junction E - Stream C-A	-	-	-	-	-	-	-	-
Junction E - Stream C-B	1.26	16.47	0.56	C	0.76	12.49	0.43	B
Junction E - Stream A-B	-	-	-	-	-	-	-	-
Junction E - Stream A-C	-	-	-	-	-	-	-	-
A1 - 2030 Reference								
Junction A - Stream B-AC	0.28	8.73	0.22	A	0.30	7.97	0.23	A
Junction A - Stream C-A	-	-	-	-	-	-	-	-
Junction A - Stream C-B	0.05	7.69	0.04	A	0.08	8.41	0.07	A
Junction A - Stream A-B	-	-	-	-	-	-	-	-
Junction A - Stream A-C	-	-	-	-	-	-	-	-
Junction B - Stream B-AC	0.03	5.35	0.03	A	0.03	5.51	0.02	A
Junction B - Stream C-A	-	-	-	-	-	-	-	-
Junction B - Stream C-B	0.02	6.72	0.02	A	0.03	6.85	0.03	A
Junction B - Stream A-B	-	-	-	-	-	-	-	-
Junction B - Stream A-C	-	-	-	-	-	-	-	-
Junction C - Stream B-AC	0.34	7.07	0.26	A	0.33	6.78	0.25	A
Junction C - Stream C-A	-	-	-	-	-	-	-	-
Junction C - Stream C-B	0.48	9.97	0.33	A	0.60	10.71	0.38	B
Junction C - Stream A-B	-	-	-	-	-	-	-	-
Junction C - Stream A-C	-	-	-	-	-	-	-	-
Junction D - Stream B-AC	0.11	7.14	0.10	A	0.07	7.57	0.06	A
Junction D - Stream C-A	-	-	-	-	-	-	-	-
Junction D - Stream C-B	0.09	7.79	0.09	A	0.08	7.62	0.08	A
Junction D - Stream A-B	-	-	-	-	-	-	-	-
Junction D - Stream A-C	-	-	-	-	-	-	-	-
Junction E - Stream B-AC	0.54	9.08	0.35	A	0.58	8.68	0.37	A
Junction E - Stream C-A	-	-	-	-	-	-	-	-
Junction E - Stream C-B	1.25	16.38	0.56	C	0.76	12.49	0.43	B
Junction E - Stream A-B	-	-	-	-	-	-	-	-
Junction E - 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 - 2030 Design, AM " model duration: 8:00 - 9:30
 "D9 - 2030 Design, PM" model duration: 8:00 - 9:30
 "D10 - 2022 Observed, AM" model duration: 8:00 - 9:30
 "D11 - 2022 Observed, PM" model duration: 8:00 - 9:30
 "D12 - 2030 Reference, AM" model duration: 8:00 - 9:30
 "D13 - 2030 Reference, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 8/7/2022 12:24:01

File summary

Title	(untitled)
Location	
Site Number	
Date	21/6/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	user
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

(Default Analysis Set) - 2030 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
(Default Analysis Set)	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
2030 Design, AM	2030 Design	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A	A	San Tam Road / Castle Peak Road - Mai Po	T-Junction	Two-way	A,B,C	8.57	A
B	B	San Tam Road / Access Road	T-Junction	Two-way	A,B,C	5.81	A
C	C	San Tam Road / Ngau Tam Mei Road	T-Junction	Two-way	A,B,C	8.55	A
D	D	San Tam Road / Chun Shin Road	T-Junction	Two-way	A,B,C	7.45	A
E	E	San Tam Road / Chuk Yau Road	T-Junction	Two-way	A,B,C	13.29	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Junction	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)
A	C	8.20		0.00		2.20	0.00		
B	C	6.90		0.00		2.20	0.00		
C	C	6.80		0.00		2.20	0.00		
D	C	6.65		0.00		2.20	0.00		
E	C	7.00		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

Junction	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)
A	B	One lane	5.00										50	50
B	B	One lane	5.00										50	50
C	B	One lane	5.00										50	50
D	B	One lane	3.12										50	50
E	B	One lane	4.84										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
A	B-A	622.329	0.102	0.259	0.163	0.370
A	B-C	786.649	0.109	0.276	-	-
A	C-B	573.963	0.201	0.201	-	-

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
B	B-A	622.329	0.109	0.275	0.173	0.393
B	B-C	786.649	0.116	0.293	-	-
B	C-B	573.963	0.214	0.214	-	-

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	622.329	0.109	0.277	0.174	0.395
C	B-C	786.649	0.116	0.294	-	-
C	C-B	573.963	0.215	0.215	-	-

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	614.024	0.107	0.270	0.170	0.386
E	B-C	776.151	0.114	0.288	-	-
E	C-B	573.963	0.213	0.213	-	-

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	524.736	0.093	0.235	0.148	0.335
D	B-C	663.287	0.099	0.250	-	-
D	C-B	573.963	0.216	0.216	-	-

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

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	A	ONE HOUR	✓	380.00	100.000
A	B	ONE HOUR	✓	110.00	100.000
A	C	ONE HOUR	✓	325.00	100.000
B	A	ONE HOUR	✓	115.00	100.000
B	B	ONE HOUR	✓	20.00	100.000
B	C	ONE HOUR	✓	100.00	100.000
C	A	ONE HOUR	✓	160.00	100.000
C	B	ONE HOUR	✓	160.00	100.000
C	C	ONE HOUR	✓	260.00	100.000
D	A	ONE HOUR	✓	290.00	100.000
D	B	ONE HOUR	✓	50.00	100.000
D	C	ONE HOUR	✓	300.00	100.000
E	A	ONE HOUR	✓	320.00	100.000
E	B	ONE HOUR	✓	195.00	100.000
E	C	ONE HOUR	✓	525.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	70.000	310.000
	B	65.000	0.000	45.000
	C	305.000	20.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.59	0.00	0.41
	C	0.94	0.06	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	110.000
	B	5.000	0.000	15.000
	C	90.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.25	0.00	0.75
	C	0.90	0.10	0.00

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

		To		
		A	B	C
From	A	0.000	15.000	145.000
	B	25.000	0.000	135.000
	C	100.000	160.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.16	0.00	0.84
	C	0.38	0.62	0.00

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

		To		
		A	B	C
From	A	0.000	15.000	305.000
	B	25.000	0.000	170.000
	C	270.000	255.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.13	0.00	0.87
	C	0.51	0.49	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	285.000
	B	5.000	0.000	45.000
	C	260.000	40.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.10	0.00	0.90
	C	0.87	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction A (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 A (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

Average PCU Per Vehicle - Junction B (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 B (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

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

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

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

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	B-AC	0.23	8.73	0.29	A
A	C-A	-	-	-	-
A	C-B	0.04	7.69	0.05	A
A	A-B	-	-	-	-
A	A-C	-	-	-	-
B	B-AC	0.03	5.35	0.03	A
B	C-A	-	-	-	-
B	C-B	0.02	6.72	0.02	A
B	A-B	-	-	-	-
B	A-C	-	-	-	-
C	B-AC	0.26	7.10	0.35	A
C	C-A	-	-	-	-
C	C-B	0.33	10.00	0.49	A
C	A-B	-	-	-	-
C	A-C	-	-	-	-
D	B-AC	0.10	7.17	0.11	A
D	C-A	-	-	-	-
D	C-B	0.09	7.81	0.10	A
D	A-B	-	-	-	-
D	A-C	-	-	-	-
E	B-AC	0.35	9.13	0.54	A
E	C-A	-	-	-	-
E	C-B	0.56	16.47	1.26	C
E	A-B	-	-	-	-
E	A-C	-	-	-	-

Main Results for each time segment

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	82.81	82.15	0.00	580.81	0.143	0.16	7.211	A
A	C-A	229.62	229.62	0.00	-	-	-	-	-
A	C-B	15.06	14.94	0.00	516.43	0.029	0.03	7.176	A
A	A-B	52.70	52.70	0.00	-	-	-	-	-
A	A-C	233.38	233.38	0.00	-	-	-	-	-
B	B-AC	15.06	14.97	0.00	708.18	0.021	0.02	5.193	A
B	C-A	67.76	67.76	0.00	-	-	-	-	-
B	C-B	7.53	7.47	0.00	555.46	0.014	0.01	6.569	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	82.81	82.81	0.00	-	-	-	-	-
C	B-AC	120.46	119.64	0.00	706.78	0.170	0.20	6.122	A
C	C-A	75.29	75.29	0.00	-	-	-	-	-
C	C-B	120.46	119.34	0.00	548.11	0.220	0.28	8.375	A
C	A-B	11.29	11.29	0.00	-	-	-	-	-
C	A-C	109.16	109.16	0.00	-	-	-	-	-
D	B-AC	37.64	37.37	0.00	585.86	0.064	0.07	6.560	A
D	C-A	195.74	195.74	0.00	-	-	-	-	-
D	C-B	30.11	29.87	0.00	526.78	0.057	0.06	7.241	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	214.56	214.56	0.00	-	-	-	-	-
E	B-AC	146.81	145.67	0.00	657.90	0.223	0.28	7.012	A
E	C-A	203.27	203.27	0.00	-	-	-	-	-
E	C-B	191.98	189.70	0.00	522.72	0.367	0.57	10.739	B
E	A-B	11.29	11.29	0.00	-	-	-	-	-
E	A-C	229.62	229.62	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	98.89	98.70	0.00	561.08	0.176	0.21	7.782	A
A	C-A	274.19	274.19	0.00	-	-	-	-	-
A	C-B	17.98	17.95	0.00	505.27	0.036	0.04	7.386	A
A	A-B	62.93	62.93	0.00	-	-	-	-	-
A	A-C	278.68	278.68	0.00	-	-	-	-	-
B	B-AC	17.98	17.96	0.00	702.36	0.026	0.03	5.259	A
B	C-A	80.91	80.91	0.00	-	-	-	-	-
B	C-B	8.99	8.98	0.00	551.87	0.016	0.02	6.630	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	98.89	98.89	0.00	-	-	-	-	-
C	B-AC	143.84	143.62	0.00	696.79	0.206	0.26	6.504	A
C	C-A	89.90	89.90	0.00	-	-	-	-	-
C	C-B	143.84	143.53	0.00	543.09	0.265	0.36	9.002	A
C	A-B	13.48	13.48	0.00	-	-	-	-	-
C	A-C	130.35	130.35	0.00	-	-	-	-	-
D	B-AC	44.95	44.88	0.00	573.93	0.078	0.08	6.804	A
D	C-A	233.73	233.73	0.00	-	-	-	-	-
D	C-B	35.96	35.90	0.00	517.63	0.069	0.07	7.473	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	256.21	256.21	0.00	-	-	-	-	-
E	B-AC	175.30	174.94	0.00	637.97	0.275	0.37	7.768	A
E	C-A	242.72	242.72	0.00	-	-	-	-	-
E	C-B	229.24	228.36	0.00	512.77	0.447	0.79	12.616	B
E	A-B	13.48	13.48	0.00	-	-	-	-	-
E	A-C	274.19	274.19	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	121.11	120.80	0.00	533.61	0.227	0.29	8.715	A
A	C-A	335.81	335.81	0.00	-	-	-	-	-
A	C-B	22.02	21.98	0.00	489.83	0.045	0.05	7.695	A
A	A-B	77.07	77.07	0.00	-	-	-	-	-
A	A-C	341.32	341.32	0.00	-	-	-	-	-
B	B-AC	22.02	21.99	0.00	694.30	0.032	0.03	5.354	A
B	C-A	99.09	99.09	0.00	-	-	-	-	-
B	C-B	11.01	10.99	0.00	546.91	0.020	0.02	6.716	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	121.11	121.11	0.00	-	-	-	-	-
C	B-AC	176.16	175.82	0.00	682.85	0.258	0.34	7.095	A
C	C-A	110.10	110.10	0.00	-	-	-	-	-
C	C-B	176.16	175.66	0.00	536.15	0.329	0.48	9.972	A
C	A-B	16.52	16.52	0.00	-	-	-	-	-
C	A-C	159.65	159.65	0.00	-	-	-	-	-
D	B-AC	55.05	54.95	0.00	557.33	0.099	0.11	7.163	A
D	C-A	286.27	286.27	0.00	-	-	-	-	-
D	C-B	44.04	43.96	0.00	504.97	0.087	0.09	7.808	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	313.79	313.79	0.00	-	-	-	-	-
E	B-AC	214.70	214.05	0.00	609.25	0.352	0.54	9.093	A
E	C-A	297.28	297.28	0.00	-	-	-	-	-
E	C-B	280.76	278.97	0.00	499.02	0.563	1.24	16.221	C
E	A-B	16.52	16.52	0.00	-	-	-	-	-
E	A-C	335.81	335.81	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	121.11	121.11	0.00	533.60	0.227	0.29	8.727	A
A	C-A	335.81	335.81	0.00	-	-	-	-	-
A	C-B	22.02	22.02	0.00	489.83	0.045	0.05	7.695	A
A	A-B	77.07	77.07	0.00	-	-	-	-	-
A	A-C	341.32	341.32	0.00	-	-	-	-	-
B	B-AC	22.02	22.02	0.00	694.30	0.032	0.03	5.354	A
B	C-A	99.09	99.09	0.00	-	-	-	-	-
B	C-B	11.01	11.01	0.00	546.91	0.020	0.02	6.716	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	121.11	121.11	0.00	-	-	-	-	-
C	B-AC	176.16	176.16	0.00	682.78	0.258	0.35	7.105	A
C	C-A	110.10	110.10	0.00	-	-	-	-	-
C	C-B	176.16	176.15	0.00	536.15	0.329	0.49	9.999	A
C	A-B	16.52	16.52	0.00	-	-	-	-	-
C	A-C	159.65	159.65	0.00	-	-	-	-	-
D	B-AC	55.05	55.05	0.00	557.32	0.099	0.11	7.166	A
D	C-A	286.27	286.27	0.00	-	-	-	-	-
D	C-B	44.04	44.04	0.00	504.97	0.087	0.10	7.810	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	313.79	313.79	0.00	-	-	-	-	-
E	B-AC	214.70	214.68	0.00	609.00	0.353	0.54	9.129	A
E	C-A	297.28	297.28	0.00	-	-	-	-	-
E	C-B	280.76	280.67	0.00	499.02	0.563	1.26	16.468	C
E	A-B	16.52	16.52	0.00	-	-	-	-	-
E	A-C	335.81	335.81	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	98.89	99.19	0.00	561.06	0.176	0.22	7.800	A
A	C-A	274.19	274.19	0.00	-	-	-	-	-
A	C-B	17.98	18.02	0.00	505.27	0.036	0.04	7.388	A
A	A-B	62.93	62.93	0.00	-	-	-	-	-
A	A-C	278.68	278.68	0.00	-	-	-	-	-
B	B-AC	17.98	18.00	0.00	702.36	0.026	0.03	5.262	A
B	C-A	80.91	80.91	0.00	-	-	-	-	-
B	C-B	8.99	9.00	0.00	551.87	0.016	0.02	6.633	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	98.89	98.89	0.00	-	-	-	-	-
C	B-AC	143.84	144.17	0.00	696.69	0.206	0.26	6.521	A
C	C-A	89.90	89.90	0.00	-	-	-	-	-
C	C-B	143.84	144.32	0.00	543.09	0.265	0.36	9.040	A
C	A-B	13.48	13.48	0.00	-	-	-	-	-
C	A-C	130.35	130.35	0.00	-	-	-	-	-
D	B-AC	44.95	45.04	0.00	573.92	0.078	0.09	6.809	A
D	C-A	233.73	233.73	0.00	-	-	-	-	-
D	C-B	35.96	36.04	0.00	517.63	0.069	0.08	7.475	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	256.21	256.21	0.00	-	-	-	-	-
E	B-AC	175.30	175.93	0.00	637.64	0.275	0.38	7.807	A
E	C-A	242.72	242.72	0.00	-	-	-	-	-
E	C-B	229.24	230.97	0.00	512.77	0.447	0.83	12.852	B
E	A-B	13.48	13.48	0.00	-	-	-	-	-
E	A-C	274.19	274.19	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	82.81	83.01	0.00	580.77	0.143	0.17	7.234	A
A	C-A	229.62	229.62	0.00	-	-	-	-	-
A	C-B	15.06	15.08	0.00	516.43	0.029	0.03	7.182	A
A	A-B	52.70	52.70	0.00	-	-	-	-	-
A	A-C	233.38	233.38	0.00	-	-	-	-	-
B	B-AC	15.06	15.08	0.00	708.17	0.021	0.02	5.195	A
B	C-A	67.76	67.76	0.00	-	-	-	-	-
B	C-B	7.53	7.54	0.00	555.46	0.014	0.01	6.572	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	82.81	82.81	0.00	-	-	-	-	-
C	B-AC	120.46	120.68	0.00	706.62	0.170	0.21	6.145	A
C	C-A	75.29	75.29	0.00	-	-	-	-	-
C	C-B	120.46	120.78	0.00	548.11	0.220	0.28	8.432	A
C	A-B	11.29	11.29	0.00	-	-	-	-	-
C	A-C	109.16	109.16	0.00	-	-	-	-	-
D	B-AC	37.64	37.71	0.00	585.84	0.064	0.07	6.567	A
D	C-A	195.74	195.74	0.00	-	-	-	-	-
D	C-B	30.11	30.17	0.00	526.78	0.057	0.06	7.249	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	214.56	214.56	0.00	-	-	-	-	-
E	B-AC	146.81	147.18	0.00	657.54	0.223	0.29	7.058	A
E	C-A	203.27	203.27	0.00	-	-	-	-	-
E	C-B	191.98	192.93	0.00	522.72	0.367	0.59	10.949	B
E	A-B	11.29	11.29	0.00	-	-	-	-	-
E	A-C	229.62	229.62	0.00	-	-	-	-	-

(Default Analysis Set) - 2030 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
(Default Analysis Set)	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
2030 Design, PM	2030 Design	PM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A	A	San Tam Road / Castle Peak Road - Mai Po	T-Junction	Two-way	A,B,C	8.06	A
B	B	San Tam Road / Access Road	T-Junction	Two-way	A,B,C	6.18	A
C	C	San Tam Road / Ngau Tam Mei Road	T-Junction	Two-way	A,B,C	8.92	A
D	D	San Tam Road / Chun Shin Road	T-Junction	Two-way	A,B,C	7.62	A
E	E	San Tam Road / Chuk Yau Road	T-Junction	Two-way	A,B,C	10.49	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Junction	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)
A	C	8.20		0.00		2.20	0.00		
B	C	6.90		0.00		2.20	0.00		
C	C	6.80		0.00		2.20	0.00		
D	C	6.65		0.00		2.20	0.00		
E	C	7.00		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

Junction	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)
A	B	One lane	5.00										50	50
B	B	One lane	5.00										50	50
C	B	One lane	5.00										50	50
D	B	One lane	3.12										50	50
E	B	One lane	4.84										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
A	B-A	622.329	0.102	0.259	0.163	0.370
A	B-C	786.649	0.109	0.276	-	-
A	C-B	573.963	0.201	0.201	-	-

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
B	B-A	622.329	0.109	0.275	0.173	0.393
B	B-C	786.649	0.116	0.293	-	-
B	C-B	573.963	0.214	0.214	-	-

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	622.329	0.109	0.277	0.174	0.395
C	B-C	786.649	0.116	0.294	-	-
C	C-B	573.963	0.215	0.215	-	-

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	614.024	0.107	0.270	0.170	0.386
E	B-C	776.151	0.114	0.288	-	-
E	C-B	573.963	0.213	0.213	-	-

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	524.736	0.093	0.235	0.148	0.335
D	B-C	663.287	0.099	0.250	-	-
D	C-B	573.963	0.216	0.216	-	-

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

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	A	ONE HOUR	✓	510.00	100.000
A	B	ONE HOUR	✓	125.00	100.000
A	C	ONE HOUR	✓	285.00	100.000
B	A	ONE HOUR	✓	135.00	100.000
B	B	ONE HOUR	✓	15.00	100.000
B	C	ONE HOUR	✓	110.00	100.000
C	A	ONE HOUR	✓	150.00	100.000
C	B	ONE HOUR	✓	160.00	100.000
C	C	ONE HOUR	✓	300.00	100.000
D	A	ONE HOUR	✓	270.00	100.000
D	B	ONE HOUR	✓	30.00	100.000
D	C	ONE HOUR	✓	330.00	100.000
E	A	ONE HOUR	✓	280.00	100.000
E	B	ONE HOUR	✓	220.00	100.000
E	C	ONE HOUR	✓	505.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	195.000	315.000
	B	35.000	0.000	90.000
	C	255.000	30.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.38	0.62
	B	0.28	0.00	0.72
	C	0.89	0.11	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	130.000
	B	5.000	0.000	10.000
	C	95.000	15.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.33	0.00	0.67
	C	0.86	0.14	0.00

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

		To		
		A	B	C
From	A	0.000	20.000	130.000
	B	15.000	0.000	145.000
	C	115.000	185.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.09	0.00	0.91
	C	0.38	0.62	0.00

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

		To		
		A	B	C
From	A	0.000	20.000	260.000
	B	15.000	0.000	205.000
	C	305.000	200.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.07	0.00	0.93
	C	0.60	0.40	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	265.000
	B	10.000	0.000	20.000
	C	295.000	35.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.33	0.00	0.67
	C	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction A (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 A (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

Average PCU Per Vehicle - Junction B (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 B (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

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

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

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

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	B-AC	0.23	7.97	0.30	A
A	C-A	-	-	-	-
A	C-B	0.07	8.41	0.08	A
A	A-B	-	-	-	-
A	A-C	-	-	-	-
B	B-AC	0.02	5.51	0.03	A
B	C-A	-	-	-	-
B	C-B	0.03	6.85	0.03	A
B	A-B	-	-	-	-
B	A-C	-	-	-	-
C	B-AC	0.25	6.80	0.33	A
C	C-A	-	-	-	-
C	C-B	0.38	10.75	0.60	B
C	A-B	-	-	-	-
C	A-C	-	-	-	-
D	B-AC	0.07	7.60	0.07	A
D	C-A	-	-	-	-
D	C-B	0.08	7.64	0.08	A
D	A-B	-	-	-	-
D	A-C	-	-	-	-
E	B-AC	0.37	8.68	0.58	A
E	C-A	-	-	-	-
E	C-B	0.43	12.49	0.76	B
E	A-B	-	-	-	-
E	A-C	-	-	-	-

Main Results for each time segment

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	94.11	93.42	0.00	635.32	0.148	0.17	6.635	A
A	C-A	191.98	191.98	0.00	-	-	-	-	-
A	C-B	22.59	22.40	0.00	496.75	0.045	0.05	7.583	A
A	A-B	146.81	146.81	0.00	-	-	-	-	-
A	A-C	237.15	237.15	0.00	-	-	-	-	-
B	B-AC	11.29	11.23	0.00	686.54	0.016	0.02	5.330	A
B	C-A	71.52	71.52	0.00	-	-	-	-	-
B	C-B	11.29	11.21	0.00	552.25	0.020	0.02	6.654	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	97.87	97.87	0.00	-	-	-	-	-
C	B-AC	120.46	119.67	0.00	725.88	0.166	0.20	5.931	A
C	C-A	86.58	86.58	0.00	-	-	-	-	-
C	C-B	139.28	137.94	0.00	549.72	0.253	0.33	8.715	A
C	A-B	15.06	15.06	0.00	-	-	-	-	-
C	A-C	97.87	97.87	0.00	-	-	-	-	-
D	B-AC	22.59	22.41	0.00	539.94	0.042	0.04	6.954	A
D	C-A	222.09	222.09	0.00	-	-	-	-	-
D	C-B	26.35	26.14	0.00	530.04	0.050	0.05	7.140	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	199.51	199.51	0.00	-	-	-	-	-
E	B-AC	165.63	164.38	0.00	692.02	0.239	0.31	6.808	A
E	C-A	229.62	229.62	0.00	-	-	-	-	-
E	C-B	150.57	149.00	0.00	529.12	0.285	0.39	9.433	A
E	A-B	15.06	15.06	0.00	-	-	-	-	-
E	A-C	195.74	195.74	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	112.37	112.18	0.00	616.04	0.182	0.22	7.139	A
A	C-A	229.24	229.24	0.00	-	-	-	-	-
A	C-B	26.97	26.92	0.00	481.76	0.056	0.06	7.913	A
A	A-B	175.30	175.30	0.00	-	-	-	-	-
A	A-C	283.18	283.18	0.00	-	-	-	-	-
B	B-AC	13.48	13.47	0.00	679.39	0.020	0.02	5.405	A
B	C-A	85.40	85.40	0.00	-	-	-	-	-
B	C-B	13.48	13.47	0.00	548.03	0.025	0.03	6.733	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	116.87	116.87	0.00	-	-	-	-	-
C	B-AC	143.84	143.63	0.00	717.30	0.201	0.25	6.274	A
C	C-A	103.38	103.38	0.00	-	-	-	-	-
C	C-B	166.31	165.92	0.00	545.02	0.305	0.43	9.487	A
C	A-B	17.98	17.98	0.00	-	-	-	-	-
C	A-C	116.87	116.87	0.00	-	-	-	-	-
D	B-AC	26.97	26.93	0.00	525.98	0.051	0.05	7.213	A
D	C-A	265.20	265.20	0.00	-	-	-	-	-
D	C-B	31.46	31.42	0.00	521.51	0.060	0.06	7.345	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	238.23	238.23	0.00	-	-	-	-	-
E	B-AC	197.78	197.39	0.00	677.52	0.292	0.41	7.491	A
E	C-A	274.19	274.19	0.00	-	-	-	-	-
E	C-B	179.80	179.29	0.00	520.42	0.345	0.52	10.537	B
E	A-B	17.98	17.98	0.00	-	-	-	-	-
E	A-C	233.73	233.73	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	137.63	137.31	0.00	589.16	0.234	0.30	7.961	A
A	C-A	280.76	280.76	0.00	-	-	-	-	-
A	C-B	33.03	32.96	0.00	461.04	0.072	0.08	8.409	A
A	A-B	214.70	214.70	0.00	-	-	-	-	-
A	A-C	346.82	346.82	0.00	-	-	-	-	-
B	B-AC	16.52	16.50	0.00	669.50	0.025	0.03	5.512	A
B	C-A	104.60	104.60	0.00	-	-	-	-	-
B	C-B	16.52	16.49	0.00	542.20	0.030	0.03	6.847	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	143.13	143.13	0.00	-	-	-	-	-
C	B-AC	176.16	175.84	0.00	705.28	0.250	0.33	6.794	A
C	C-A	126.62	126.62	0.00	-	-	-	-	-
C	C-B	203.69	203.03	0.00	538.51	0.378	0.60	10.709	B
C	A-B	22.02	22.02	0.00	-	-	-	-	-
C	A-C	143.13	143.13	0.00	-	-	-	-	-
D	B-AC	33.03	32.97	0.00	506.44	0.065	0.07	7.603	A
D	C-A	324.80	324.80	0.00	-	-	-	-	-
D	C-B	38.54	38.47	0.00	509.72	0.076	0.08	7.639	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	291.77	291.77	0.00	-	-	-	-	-
E	B-AC	242.22	241.55	0.00	656.96	0.369	0.58	8.652	A
E	C-A	335.81	335.81	0.00	-	-	-	-	-
E	C-B	220.20	219.29	0.00	508.39	0.433	0.75	12.410	B
E	A-B	22.02	22.02	0.00	-	-	-	-	-
E	A-C	286.27	286.27	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	137.63	137.62	0.00	589.15	0.234	0.30	7.972	A
A	C-A	280.76	280.76	0.00	-	-	-	-	-
A	C-B	33.03	33.03	0.00	461.04	0.072	0.08	8.410	A
A	A-B	214.70	214.70	0.00	-	-	-	-	-
A	A-C	346.82	346.82	0.00	-	-	-	-	-
B	B-AC	16.52	16.52	0.00	669.49	0.025	0.03	5.512	A
B	C-A	104.60	104.60	0.00	-	-	-	-	-
B	C-B	16.52	16.51	0.00	542.20	0.030	0.03	6.847	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	143.13	143.13	0.00	-	-	-	-	-
C	B-AC	176.16	176.16	0.00	705.23	0.250	0.33	6.803	A
C	C-A	126.62	126.62	0.00	-	-	-	-	-
C	C-B	203.69	203.67	0.00	538.51	0.378	0.60	10.749	B
C	A-B	22.02	22.02	0.00	-	-	-	-	-
C	A-C	143.13	143.13	0.00	-	-	-	-	-
D	B-AC	33.03	33.03	0.00	506.43	0.065	0.07	7.603	A
D	C-A	324.80	324.80	0.00	-	-	-	-	-
D	C-B	38.54	38.53	0.00	509.72	0.076	0.08	7.639	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	291.77	291.77	0.00	-	-	-	-	-
E	B-AC	242.22	242.21	0.00	656.89	0.369	0.58	8.681	A
E	C-A	335.81	335.81	0.00	-	-	-	-	-
E	C-B	220.20	220.17	0.00	508.39	0.433	0.76	12.486	B
E	A-B	22.02	22.02	0.00	-	-	-	-	-
E	A-C	286.27	286.27	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	112.37	112.68	0.00	616.02	0.182	0.23	7.158	A
A	C-A	229.24	229.24	0.00	-	-	-	-	-
A	C-B	26.97	27.04	0.00	481.76	0.056	0.06	7.919	A
A	A-B	175.30	175.30	0.00	-	-	-	-	-
A	A-C	283.18	283.18	0.00	-	-	-	-	-
B	B-AC	13.48	13.50	0.00	679.38	0.020	0.02	5.405	A
B	C-A	85.40	85.40	0.00	-	-	-	-	-
B	C-B	13.48	13.51	0.00	548.03	0.025	0.03	6.737	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	116.87	116.87	0.00	-	-	-	-	-
C	B-AC	143.84	144.15	0.00	717.22	0.201	0.25	6.287	A
C	C-A	103.38	103.38	0.00	-	-	-	-	-
C	C-B	166.31	166.94	0.00	545.02	0.305	0.45	9.537	A
C	A-B	17.98	17.98	0.00	-	-	-	-	-
C	A-C	116.87	116.87	0.00	-	-	-	-	-
D	B-AC	26.97	27.03	0.00	525.96	0.051	0.05	7.218	A
D	C-A	265.20	265.20	0.00	-	-	-	-	-
D	C-B	31.46	31.53	0.00	521.51	0.060	0.06	7.350	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	238.23	238.23	0.00	-	-	-	-	-
E	B-AC	197.78	198.43	0.00	677.42	0.292	0.42	7.528	A
E	C-A	274.19	274.19	0.00	-	-	-	-	-
E	C-B	179.80	180.67	0.00	520.42	0.345	0.54	10.622	B
E	A-B	17.98	17.98	0.00	-	-	-	-	-
E	A-C	233.73	233.73	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	94.11	94.31	0.00	635.28	0.148	0.18	6.659	A
A	C-A	191.98	191.98	0.00	-	-	-	-	-
A	C-B	22.59	22.63	0.00	496.75	0.045	0.05	7.592	A
A	A-B	146.81	146.81	0.00	-	-	-	-	-
A	A-C	237.15	237.15	0.00	-	-	-	-	-
B	B-AC	11.29	11.31	0.00	686.52	0.016	0.02	5.331	A
B	C-A	71.52	71.52	0.00	-	-	-	-	-
B	C-B	11.29	11.31	0.00	552.25	0.020	0.02	6.654	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	97.87	97.87	0.00	-	-	-	-	-
C	B-AC	120.46	120.67	0.00	725.75	0.166	0.20	5.951	A
C	C-A	86.58	86.58	0.00	-	-	-	-	-
C	C-B	139.28	139.69	0.00	549.72	0.253	0.34	8.790	A
C	A-B	15.06	15.06	0.00	-	-	-	-	-
C	A-C	97.87	97.87	0.00	-	-	-	-	-
D	B-AC	22.59	22.63	0.00	539.90	0.042	0.04	6.959	A
D	C-A	222.09	222.09	0.00	-	-	-	-	-
D	C-B	26.35	26.40	0.00	530.04	0.050	0.05	7.147	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	199.51	199.51	0.00	-	-	-	-	-
E	B-AC	165.63	166.02	0.00	691.89	0.239	0.32	6.850	A
E	C-A	229.62	229.62	0.00	-	-	-	-	-
E	C-B	150.57	151.10	0.00	529.12	0.285	0.40	9.536	A
E	A-B	15.06	15.06	0.00	-	-	-	-	-
E	A-C	195.74	195.74	0.00	-	-	-	-	-

(Default Analysis Set) - 2022 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
(Default Analysis Set)	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
2022 Observed, AM	2022 Observed	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A	A	San Tam Road / Castle Peak Road - Mai Po	T-Junction	Two-way	A,B,C	7.70	A
B	B	San Tam Road / Access Road	T-Junction	Two-way	A,B,C	5.92	A
C	C	San Tam Road / Ngau Tam Mei Road	T-Junction	Two-way	A,B,C	8.09	A
D	D	San Tam Road / Chun Shin Road	T-Junction	Two-way	A,B,C	7.32	A
E	E	San Tam Road / Chuk Yau Road	T-Junction	Two-way	A,B,C	11.94	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Junction	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)
A	C	8.20		0.00		2.20	0.00		
B	C	6.90		0.00		2.20	0.00		
C	C	6.80		0.00		2.20	0.00		
D	C	6.65		0.00		2.20	0.00		
E	C	7.00		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

Junction	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)
A	B	One lane	5.00										50	50
B	B	One lane	5.00										50	50
C	B	One lane	5.00										50	50
D	B	One lane	3.12										50	50
E	B	One lane	4.84										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
A	B-A	622.329	0.102	0.259	0.163	0.370
A	B-C	786.649	0.109	0.276	-	-
A	C-B	573.963	0.201	0.201	-	-

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
B	B-A	622.329	0.109	0.275	0.173	0.393
B	B-C	786.649	0.116	0.293	-	-
B	C-B	573.963	0.214	0.214	-	-

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	622.329	0.109	0.277	0.174	0.395
C	B-C	786.649	0.116	0.294	-	-
C	C-B	573.963	0.215	0.215	-	-

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	614.024	0.107	0.270	0.170	0.386
E	B-C	776.151	0.114	0.288	-	-
E	C-B	573.963	0.213	0.213	-	-

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	524.736	0.093	0.235	0.148	0.335
D	B-C	663.287	0.099	0.250	-	-
D	C-B	573.963	0.216	0.216	-	-

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

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	A	ONE HOUR	✓	285.00	100.000
A	B	ONE HOUR	✓	100.00	100.000
A	C	ONE HOUR	✓	225.00	100.000
B	A	ONE HOUR	✓	105.00	100.000
B	B	ONE HOUR	✓	15.00	100.000
B	C	ONE HOUR	✓	90.00	100.000
C	A	ONE HOUR	✓	145.00	100.000
C	B	ONE HOUR	✓	145.00	100.000
C	C	ONE HOUR	✓	230.00	100.000
D	A	ONE HOUR	✓	260.00	100.000
D	B	ONE HOUR	✓	45.00	100.000
D	C	ONE HOUR	✓	270.00	100.000
E	A	ONE HOUR	✓	290.00	100.000
E	B	ONE HOUR	✓	185.00	100.000
E	C	ONE HOUR	✓	475.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	65.000	220.000
	B	60.000	0.000	40.000
	C	205.000	20.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.23	0.77
	B	0.60	0.00	0.40
	C	0.91	0.09	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	100.000
	B	5.000	0.000	10.000
	C	80.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.33	0.00	0.67
	C	0.89	0.11	0.00

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

		To		
		A	B	C
From	A	0.000	15.000	130.000
	B	20.000	0.000	125.000
	C	85.000	145.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.14	0.00	0.86
	C	0.37	0.63	0.00

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

		To		
		A	B	C
From	A	0.000	15.000	275.000
	B	25.000	0.000	160.000
	C	240.000	235.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.14	0.00	0.86
	C	0.51	0.49	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	255.000
	B	5.000	0.000	40.000
	C	230.000	40.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.11	0.00	0.89
	C	0.85	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction A (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 A (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

Average PCU Per Vehicle - Junction B (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 B (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

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

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

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

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	B-AC	0.19	7.77	0.24	A
A	C-A	-	-	-	-
A	C-B	0.04	7.36	0.04	A
A	A-B	-	-	-	-
A	A-C	-	-	-	-
B	B-AC	0.02	5.41	0.02	A
B	C-A	-	-	-	-
B	C-B	0.02	6.69	0.02	A
B	A-B	-	-	-	-
B	A-C	-	-	-	-
C	B-AC	0.23	6.71	0.30	A
C	C-A	-	-	-	-
C	C-B	0.30	9.47	0.42	A
C	A-B	-	-	-	-
C	A-C	-	-	-	-
D	B-AC	0.09	7.00	0.10	A
D	C-A	-	-	-	-
D	C-B	0.09	7.69	0.09	A
D	A-B	-	-	-	-
D	A-C	-	-	-	-
E	B-AC	0.33	8.63	0.48	A
E	C-A	-	-	-	-
E	C-B	0.51	14.54	1.03	B
E	A-B	-	-	-	-
E	A-C	-	-	-	-

Main Results for each time segment

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	75.29	74.72	0.00	607.04	0.124	0.14	6.755	A
A	C-A	154.33	154.33	0.00	-	-	-	-	-
A	C-B	15.06	14.94	0.00	530.81	0.028	0.03	6.976	A
A	A-B	48.94	48.94	0.00	-	-	-	-	-
A	A-C	165.63	165.63	0.00	-	-	-	-	-
B	B-AC	11.29	11.23	0.00	694.69	0.016	0.02	5.267	A
B	C-A	60.23	60.23	0.00	-	-	-	-	-
B	C-B	7.53	7.47	0.00	557.07	0.014	0.01	6.550	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	75.29	75.29	0.00	-	-	-	-	-
C	B-AC	109.16	108.45	0.00	716.84	0.152	0.18	5.912	A
C	C-A	63.99	63.99	0.00	-	-	-	-	-
C	C-B	109.16	108.19	0.00	550.53	0.198	0.24	8.121	A
C	A-B	11.29	11.29	0.00	-	-	-	-	-
C	A-C	97.87	97.87	0.00	-	-	-	-	-
D	B-AC	33.88	33.64	0.00	589.67	0.057	0.06	6.471	A
D	C-A	173.16	173.16	0.00	-	-	-	-	-
D	C-B	30.11	29.88	0.00	531.66	0.057	0.06	7.171	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	191.98	191.98	0.00	-	-	-	-	-
E	B-AC	139.28	138.23	0.00	664.77	0.210	0.26	6.823	A
E	C-A	180.68	180.68	0.00	-	-	-	-	-
E	C-B	176.92	174.94	0.00	527.52	0.335	0.50	10.155	B
E	A-B	11.29	11.29	0.00	-	-	-	-	-
E	A-C	207.03	207.03	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	89.90	89.75	0.00	592.87	0.152	0.18	7.153	A
A	C-A	184.29	184.29	0.00	-	-	-	-	-
A	C-B	17.98	17.95	0.00	522.44	0.034	0.04	7.135	A
A	A-B	58.43	58.43	0.00	-	-	-	-	-
A	A-C	197.78	197.78	0.00	-	-	-	-	-
B	B-AC	13.48	13.47	0.00	689.15	0.020	0.02	5.327	A
B	C-A	71.92	71.92	0.00	-	-	-	-	-
B	C-B	8.99	8.98	0.00	553.79	0.016	0.02	6.607	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	89.90	89.90	0.00	-	-	-	-	-
C	B-AC	130.35	130.17	0.00	708.26	0.184	0.22	6.226	A
C	C-A	76.41	76.41	0.00	-	-	-	-	-
C	C-B	130.35	130.09	0.00	545.98	0.239	0.31	8.651	A
C	A-B	13.48	13.48	0.00	-	-	-	-	-
C	A-C	116.87	116.87	0.00	-	-	-	-	-
D	B-AC	40.45	40.40	0.00	578.87	0.070	0.07	6.685	A
D	C-A	206.77	206.77	0.00	-	-	-	-	-
D	C-B	35.96	35.90	0.00	523.45	0.069	0.07	7.383	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	229.24	229.24	0.00	-	-	-	-	-
E	B-AC	166.31	165.99	0.00	646.80	0.257	0.34	7.482	A
E	C-A	215.76	215.76	0.00	-	-	-	-	-
E	C-B	211.26	210.55	0.00	518.51	0.407	0.67	11.661	B
E	A-B	13.48	13.48	0.00	-	-	-	-	-
E	A-C	247.22	247.22	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	110.10	109.87	0.00	573.20	0.192	0.24	7.765	A
A	C-A	225.71	225.71	0.00	-	-	-	-	-
A	C-B	22.02	21.98	0.00	510.86	0.043	0.04	7.363	A
A	A-B	71.57	71.57	0.00	-	-	-	-	-
A	A-C	242.22	242.22	0.00	-	-	-	-	-
B	B-AC	16.52	16.50	0.00	681.48	0.024	0.02	5.413	A
B	C-A	88.08	88.08	0.00	-	-	-	-	-
B	C-B	11.01	10.99	0.00	549.26	0.020	0.02	6.687	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	110.10	110.10	0.00	-	-	-	-	-
C	B-AC	159.65	159.36	0.00	696.33	0.229	0.29	6.701	A
C	C-A	93.59	93.59	0.00	-	-	-	-	-
C	C-B	159.65	159.23	0.00	539.70	0.296	0.41	9.451	A
C	A-B	16.52	16.52	0.00	-	-	-	-	-
C	A-C	143.13	143.13	0.00	-	-	-	-	-
D	B-AC	49.55	49.46	0.00	563.84	0.088	0.10	6.998	A
D	C-A	253.23	253.23	0.00	-	-	-	-	-
D	C-B	44.04	43.96	0.00	512.10	0.086	0.09	7.689	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	280.76	280.76	0.00	-	-	-	-	-
E	B-AC	203.69	203.13	0.00	621.09	0.328	0.48	8.602	A
E	C-A	264.24	264.24	0.00	-	-	-	-	-
E	C-B	258.74	257.38	0.00	506.05	0.511	1.01	14.393	B
E	A-B	16.52	16.52	0.00	-	-	-	-	-
E	A-C	302.78	302.78	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	110.10	110.10	0.00	573.19	0.192	0.24	7.773	A
A	C-A	225.71	225.71	0.00	-	-	-	-	-
A	C-B	22.02	22.02	0.00	510.86	0.043	0.04	7.363	A
A	A-B	71.57	71.57	0.00	-	-	-	-	-
A	A-C	242.22	242.22	0.00	-	-	-	-	-
B	B-AC	16.52	16.52	0.00	681.48	0.024	0.02	5.413	A
B	C-A	88.08	88.08	0.00	-	-	-	-	-
B	C-B	11.01	11.01	0.00	549.26	0.020	0.02	6.687	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	110.10	110.10	0.00	-	-	-	-	-
C	B-AC	159.65	159.64	0.00	696.29	0.229	0.30	6.707	A
C	C-A	93.59	93.59	0.00	-	-	-	-	-
C	C-B	159.65	159.64	0.00	539.70	0.296	0.42	9.472	A
C	A-B	16.52	16.52	0.00	-	-	-	-	-
C	A-C	143.13	143.13	0.00	-	-	-	-	-
D	B-AC	49.55	49.54	0.00	563.84	0.088	0.10	6.999	A
D	C-A	253.23	253.23	0.00	-	-	-	-	-
D	C-B	44.04	44.04	0.00	512.10	0.086	0.09	7.691	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	280.76	280.76	0.00	-	-	-	-	-
E	B-AC	203.69	203.68	0.00	620.91	0.328	0.48	8.628	A
E	C-A	264.24	264.24	0.00	-	-	-	-	-
E	C-B	258.74	258.68	0.00	506.05	0.511	1.03	14.544	B
E	A-B	16.52	16.52	0.00	-	-	-	-	-
E	A-C	302.78	302.78	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	89.90	90.12	0.00	592.85	0.152	0.18	7.166	A
A	C-A	184.29	184.29	0.00	-	-	-	-	-
A	C-B	17.98	18.02	0.00	522.44	0.034	0.04	7.136	A
A	A-B	58.43	58.43	0.00	-	-	-	-	-
A	A-C	197.78	197.78	0.00	-	-	-	-	-
B	B-AC	13.48	13.50	0.00	689.14	0.020	0.02	5.327	A
B	C-A	71.92	71.92	0.00	-	-	-	-	-
B	C-B	8.99	9.00	0.00	553.79	0.016	0.02	6.610	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	89.90	89.90	0.00	-	-	-	-	-
C	B-AC	130.35	130.63	0.00	708.20	0.184	0.23	6.235	A
C	C-A	76.41	76.41	0.00	-	-	-	-	-
C	C-B	130.35	130.75	0.00	545.98	0.239	0.32	8.678	A
C	A-B	13.48	13.48	0.00	-	-	-	-	-
C	A-C	116.87	116.87	0.00	-	-	-	-	-
D	B-AC	40.45	40.53	0.00	578.86	0.070	0.08	6.687	A
D	C-A	206.77	206.77	0.00	-	-	-	-	-
D	C-B	35.96	36.04	0.00	523.45	0.069	0.07	7.386	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	229.24	229.24	0.00	-	-	-	-	-
E	B-AC	166.31	166.85	0.00	646.54	0.257	0.35	7.515	A
E	C-A	215.76	215.76	0.00	-	-	-	-	-
E	C-B	211.26	212.57	0.00	518.51	0.407	0.70	11.817	B
E	A-B	13.48	13.48	0.00	-	-	-	-	-
E	A-C	247.22	247.22	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	75.29	75.44	0.00	607.00	0.124	0.14	6.776	A
A	C-A	154.33	154.33	0.00	-	-	-	-	-
A	C-B	15.06	15.08	0.00	530.81	0.028	0.03	6.979	A
A	A-B	48.94	48.94	0.00	-	-	-	-	-
A	A-C	165.63	165.63	0.00	-	-	-	-	-
B	B-AC	11.29	11.31	0.00	694.68	0.016	0.02	5.267	A
B	C-A	60.23	60.23	0.00	-	-	-	-	-
B	C-B	7.53	7.54	0.00	557.07	0.014	0.01	6.552	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	75.29	75.29	0.00	-	-	-	-	-
C	B-AC	109.16	109.35	0.00	716.71	0.152	0.18	5.930	A
C	C-A	63.99	63.99	0.00	-	-	-	-	-
C	C-B	109.16	109.43	0.00	550.53	0.198	0.25	8.167	A
C	A-B	11.29	11.29	0.00	-	-	-	-	-
C	A-C	97.87	97.87	0.00	-	-	-	-	-
D	B-AC	33.88	33.94	0.00	589.65	0.057	0.06	6.478	A
D	C-A	173.16	173.16	0.00	-	-	-	-	-
D	C-B	30.11	30.17	0.00	531.66	0.057	0.06	7.178	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	191.98	191.98	0.00	-	-	-	-	-
E	B-AC	139.28	139.61	0.00	664.46	0.210	0.27	6.862	A
E	C-A	180.68	180.68	0.00	-	-	-	-	-
E	C-B	176.92	177.68	0.00	527.52	0.335	0.51	10.314	B
E	A-B	11.29	11.29	0.00	-	-	-	-	-
E	A-C	207.03	207.03	0.00	-	-	-	-	-

(Default Analysis Set) - 2022 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
(Default Analysis Set)	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
2022 Observed, PM	2022 Observed	PM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A	A	San Tam Road / Castle Peak Road - Mai Po	T-Junction	Two-way	A,B,C	7.28	A
B	B	San Tam Road / Access Road	T-Junction	Two-way	A,B,C	6.37	A
C	C	San Tam Road / Ngau Tam Mei Road	T-Junction	Two-way	A,B,C	8.43	A
D	D	San Tam Road / Chun Shin Road	T-Junction	Two-way	A,B,C	7.28	A
E	E	San Tam Road / Chuk Yau Road	T-Junction	Two-way	A,B,C	9.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Junction	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)
A	C	8.20		0.00		2.20	0.00		
B	C	6.90		0.00		2.20	0.00		
C	C	6.80		0.00		2.20	0.00		
D	C	6.65		0.00		2.20	0.00		
E	C	7.00		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

Junction	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)
A	B	One lane	5.00										50	50
B	B	One lane	5.00										50	50
C	B	One lane	5.00										50	50
D	B	One lane	3.12										50	50
E	B	One lane	4.84										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
A	B-A	622.329	0.102	0.259	0.163	0.370
A	B-C	786.649	0.109	0.276	-	-
A	C-B	573.963	0.201	0.201	-	-

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
B	B-A	622.329	0.109	0.275	0.173	0.393
B	B-C	786.649	0.116	0.293	-	-
B	C-B	573.963	0.214	0.214	-	-

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	622.329	0.109	0.277	0.174	0.395
C	B-C	786.649	0.116	0.294	-	-
C	C-B	573.963	0.215	0.215	-	-

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	614.024	0.107	0.270	0.170	0.386
E	B-C	776.151	0.114	0.288	-	-
E	C-B	573.963	0.213	0.213	-	-

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	524.736	0.093	0.235	0.148	0.335
D	B-C	663.287	0.099	0.250	-	-
D	C-B	573.963	0.216	0.216	-	-

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

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	A	ONE HOUR	✓	370.00	100.000
A	B	ONE HOUR	✓	115.00	100.000
A	C	ONE HOUR	✓	195.00	100.000
B	A	ONE HOUR	✓	125.00	100.000
B	B	ONE HOUR	✓	10.00	100.000
B	C	ONE HOUR	✓	100.00	100.000
C	A	ONE HOUR	✓	135.00	100.000
C	B	ONE HOUR	✓	140.00	100.000
C	C	ONE HOUR	✓	270.00	100.000
D	A	ONE HOUR	✓	245.00	100.000
D	B	ONE HOUR	✓	20.00	100.000
D	C	ONE HOUR	✓	295.00	100.000
E	A	ONE HOUR	✓	255.00	100.000
E	B	ONE HOUR	✓	205.00	100.000
E	C	ONE HOUR	✓	460.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	180.000	190.000
	B	35.000	0.000	80.000
	C	165.000	30.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.49	0.51
	B	0.30	0.00	0.70
	C	0.85	0.15	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	120.000
	B	5.000	0.000	5.000
	C	85.000	15.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.50	0.00	0.50
	C	0.85	0.15	0.00

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

		To		
		A	B	C
From	A	0.000	20.000	115.000
	B	10.000	0.000	130.000
	C	100.000	170.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.15	0.85
	B	0.07	0.00	0.93
	C	0.37	0.63	0.00

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

		To		
		A	B	C
From	A	0.000	15.000	240.000
	B	15.000	0.000	190.000
	C	275.000	185.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.07	0.00	0.93
	C	0.60	0.40	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	240.000
	B	5.000	0.000	15.000
	C	265.000	30.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.25	0.00	0.75
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction A (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 A (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

Average PCU Per Vehicle - Junction B (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 B (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

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

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

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

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	B-AC	0.20	7.14	0.25	A
A	C-A	-	-	-	-
A	C-B	0.07	7.84	0.07	A
A	A-B	-	-	-	-
A	A-C	-	-	-	-
B	B-AC	0.02	5.70	0.02	A
B	C-A	-	-	-	-
B	C-B	0.03	6.82	0.03	A
B	A-B	-	-	-	-
B	A-C	-	-	-	-
C	B-AC	0.21	6.36	0.27	A
C	C-A	-	-	-	-
C	C-B	0.35	10.14	0.52	B
C	A-B	-	-	-	-
C	A-C	-	-	-	-
D	B-AC	0.04	7.02	0.04	A
D	C-A	-	-	-	-
D	C-B	0.06	7.46	0.07	A
D	A-B	-	-	-	-
D	A-C	-	-	-	-
E	B-AC	0.34	8.21	0.51	A
E	C-A	-	-	-	-
E	C-B	0.40	11.59	0.65	B
E	A-B	-	-	-	-
E	A-C	-	-	-	-

Main Results for each time segment

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	86.58	85.98	0.00	662.04	0.131	0.15	6.242	A
A	C-A	124.22	124.22	0.00	-	-	-	-	-
A	C-B	22.59	22.40	0.00	517.95	0.044	0.05	7.263	A
A	A-B	135.51	135.51	0.00	-	-	-	-	-
A	A-C	143.04	143.04	0.00	-	-	-	-	-
B	B-AC	7.53	7.48	0.00	658.80	0.011	0.01	5.527	A
B	C-A	63.99	63.99	0.00	-	-	-	-	-
B	C-B	11.29	11.21	0.00	553.85	0.020	0.02	6.634	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	90.34	90.34	0.00	-	-	-	-	-
C	B-AC	105.40	104.74	0.00	737.07	0.143	0.17	5.687	A
C	C-A	75.29	75.29	0.00	-	-	-	-	-
C	C-B	127.98	126.79	0.00	552.15	0.232	0.30	8.440	A
C	A-B	15.06	15.06	0.00	-	-	-	-	-
C	A-C	86.58	86.58	0.00	-	-	-	-	-
D	B-AC	15.06	14.95	0.00	563.10	0.027	0.03	6.565	A
D	C-A	199.51	199.51	0.00	-	-	-	-	-
D	C-B	22.59	22.41	0.00	534.10	0.042	0.04	7.034	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	180.68	180.68	0.00	-	-	-	-	-
E	B-AC	154.33	153.21	0.00	696.30	0.222	0.28	6.615	A
E	C-A	207.03	207.03	0.00	-	-	-	-	-
E	C-B	139.28	137.88	0.00	533.13	0.261	0.35	9.077	A
E	A-B	11.29	11.29	0.00	-	-	-	-	-
E	A-C	180.68	180.68	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	103.38	103.23	0.00	649.00	0.159	0.19	6.594	A
A	C-A	148.33	148.33	0.00	-	-	-	-	-
A	C-B	26.97	26.93	0.00	507.07	0.053	0.06	7.497	A
A	A-B	161.82	161.82	0.00	-	-	-	-	-
A	A-C	170.81	170.81	0.00	-	-	-	-	-
B	B-AC	8.99	8.98	0.00	651.73	0.014	0.01	5.600	A
B	C-A	76.41	76.41	0.00	-	-	-	-	-
B	C-B	13.48	13.47	0.00	549.95	0.025	0.02	6.709	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	107.88	107.88	0.00	-	-	-	-	-
C	B-AC	125.86	125.69	0.00	729.97	0.172	0.21	5.956	A
C	C-A	89.90	89.90	0.00	-	-	-	-	-
C	C-B	152.83	152.49	0.00	547.91	0.279	0.38	9.097	A
C	A-B	17.98	17.98	0.00	-	-	-	-	-
C	A-C	103.38	103.38	0.00	-	-	-	-	-
D	B-AC	17.98	17.95	0.00	551.32	0.033	0.03	6.749	A
D	C-A	238.23	238.23	0.00	-	-	-	-	-
D	C-B	26.97	26.93	0.00	526.37	0.051	0.05	7.207	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	215.76	215.76	0.00	-	-	-	-	-
E	B-AC	184.29	183.96	0.00	682.94	0.270	0.37	7.210	A
E	C-A	247.22	247.22	0.00	-	-	-	-	-
E	C-B	166.31	165.88	0.00	525.20	0.317	0.46	10.006	B
E	A-B	13.48	13.48	0.00	-	-	-	-	-
E	A-C	215.76	215.76	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	126.62	126.37	0.00	630.91	0.201	0.25	7.132	A
A	C-A	181.67	181.67	0.00	-	-	-	-	-
A	C-B	33.03	32.97	0.00	492.04	0.067	0.07	7.841	A
A	A-B	198.18	198.18	0.00	-	-	-	-	-
A	A-C	209.19	209.19	0.00	-	-	-	-	-
B	B-AC	11.01	11.00	0.00	641.95	0.017	0.02	5.705	A
B	C-A	93.59	93.59	0.00	-	-	-	-	-
B	C-B	16.52	16.49	0.00	544.56	0.030	0.03	6.816	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	132.12	132.12	0.00	-	-	-	-	-
C	B-AC	154.14	153.89	0.00	720.07	0.214	0.27	6.355	A
C	C-A	110.10	110.10	0.00	-	-	-	-	-
C	C-B	187.17	186.62	0.00	542.06	0.345	0.52	10.111	B
C	A-B	22.02	22.02	0.00	-	-	-	-	-
C	A-C	126.62	126.62	0.00	-	-	-	-	-
D	B-AC	22.02	21.98	0.00	534.87	0.041	0.04	7.018	A
D	C-A	291.77	291.77	0.00	-	-	-	-	-
D	C-B	33.03	32.97	0.00	515.67	0.064	0.07	7.458	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	264.24	264.24	0.00	-	-	-	-	-
E	B-AC	225.71	225.14	0.00	664.09	0.340	0.51	8.190	A
E	C-A	302.78	302.78	0.00	-	-	-	-	-
E	C-B	203.69	202.94	0.00	514.24	0.396	0.64	11.534	B
E	A-B	16.52	16.52	0.00	-	-	-	-	-
E	A-C	264.24	264.24	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	126.62	126.61	0.00	630.90	0.201	0.25	7.137	A
A	C-A	181.67	181.67	0.00	-	-	-	-	-
A	C-B	33.03	33.03	0.00	492.04	0.067	0.07	7.842	A
A	A-B	198.18	198.18	0.00	-	-	-	-	-
A	A-C	209.19	209.19	0.00	-	-	-	-	-
B	B-AC	11.01	11.01	0.00	641.94	0.017	0.02	5.705	A
B	C-A	93.59	93.59	0.00	-	-	-	-	-
B	C-B	16.52	16.51	0.00	544.56	0.030	0.03	6.816	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	132.12	132.12	0.00	-	-	-	-	-
C	B-AC	154.14	154.14	0.00	720.04	0.214	0.27	6.360	A
C	C-A	110.10	110.10	0.00	-	-	-	-	-
C	C-B	187.17	187.16	0.00	542.06	0.345	0.52	10.143	B
C	A-B	22.02	22.02	0.00	-	-	-	-	-
C	A-C	126.62	126.62	0.00	-	-	-	-	-
D	B-AC	22.02	22.02	0.00	534.86	0.041	0.04	7.018	A
D	C-A	291.77	291.77	0.00	-	-	-	-	-
D	C-B	33.03	33.03	0.00	515.67	0.064	0.07	7.458	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	264.24	264.24	0.00	-	-	-	-	-
E	B-AC	225.71	225.70	0.00	664.03	0.340	0.51	8.212	A
E	C-A	302.78	302.78	0.00	-	-	-	-	-
E	C-B	203.69	203.66	0.00	514.24	0.396	0.65	11.589	B
E	A-B	16.52	16.52	0.00	-	-	-	-	-
E	A-C	264.24	264.24	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	103.38	103.62	0.00	648.99	0.159	0.19	6.605	A
A	C-A	148.33	148.33	0.00	-	-	-	-	-
A	C-B	26.97	27.03	0.00	507.07	0.053	0.06	7.499	A
A	A-B	161.82	161.82	0.00	-	-	-	-	-
A	A-C	170.81	170.81	0.00	-	-	-	-	-
B	B-AC	8.99	9.00	0.00	651.72	0.014	0.01	5.602	A
B	C-A	76.41	76.41	0.00	-	-	-	-	-
B	C-B	13.48	13.51	0.00	549.95	0.025	0.03	6.710	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	107.88	107.88	0.00	-	-	-	-	-
C	B-AC	125.86	126.10	0.00	729.92	0.172	0.21	5.963	A
C	C-A	89.90	89.90	0.00	-	-	-	-	-
C	C-B	152.83	153.35	0.00	547.91	0.279	0.39	9.137	A
C	A-B	17.98	17.98	0.00	-	-	-	-	-
C	A-C	103.38	103.38	0.00	-	-	-	-	-
D	B-AC	17.98	18.01	0.00	551.31	0.033	0.03	6.750	A
D	C-A	238.23	238.23	0.00	-	-	-	-	-
D	C-B	26.97	27.02	0.00	526.37	0.051	0.05	7.209	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	215.76	215.76	0.00	-	-	-	-	-
E	B-AC	184.29	184.84	0.00	682.86	0.270	0.37	7.238	A
E	C-A	247.22	247.22	0.00	-	-	-	-	-
E	C-B	166.31	167.03	0.00	525.20	0.317	0.47	10.072	B
E	A-B	13.48	13.48	0.00	-	-	-	-	-
E	A-C	215.76	215.76	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	86.58	86.74	0.00	662.00	0.131	0.15	6.259	A
A	C-A	124.22	124.22	0.00	-	-	-	-	-
A	C-B	22.59	22.63	0.00	517.95	0.044	0.05	7.267	A
A	A-B	135.51	135.51	0.00	-	-	-	-	-
A	A-C	143.04	143.04	0.00	-	-	-	-	-
B	B-AC	7.53	7.54	0.00	658.77	0.011	0.01	5.527	A
B	C-A	63.99	63.99	0.00	-	-	-	-	-
B	C-B	11.29	11.31	0.00	553.85	0.020	0.02	6.634	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	90.34	90.34	0.00	-	-	-	-	-
C	B-AC	105.40	105.57	0.00	736.99	0.143	0.17	5.702	A
C	C-A	75.29	75.29	0.00	-	-	-	-	-
C	C-B	127.98	128.33	0.00	552.15	0.232	0.31	8.502	A
C	A-B	15.06	15.06	0.00	-	-	-	-	-
C	A-C	86.58	86.58	0.00	-	-	-	-	-
D	B-AC	15.06	15.08	0.00	563.07	0.027	0.03	6.568	A
D	C-A	199.51	199.51	0.00	-	-	-	-	-
D	C-B	22.59	22.63	0.00	534.10	0.042	0.04	7.038	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	180.68	180.68	0.00	-	-	-	-	-
E	B-AC	154.33	154.68	0.00	696.18	0.222	0.29	6.651	A
E	C-A	207.03	207.03	0.00	-	-	-	-	-
E	C-B	139.28	139.73	0.00	533.13	0.261	0.36	9.163	A
E	A-B	11.29	11.29	0.00	-	-	-	-	-
E	A-C	180.68	180.68	0.00	-	-	-	-	-

(Default Analysis Set) - 2030 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
(Default Analysis Set)	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
2030 Reference, AM	2030 Reference	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A	A	San Tam Road / Castle Peak Road - Mai Po	T-Junction	Two-way	A,B,C	8.56	A
B	B	San Tam Road / Access Road	T-Junction	Two-way	A,B,C	5.81	A
C	C	San Tam Road / Ngau Tam Mei Road	T-Junction	Two-way	A,B,C	8.52	A
D	D	San Tam Road / Chun Shin Road	T-Junction	Two-way	A,B,C	7.43	A
E	E	San Tam Road / Chuk Yau Road	T-Junction	Two-way	A,B,C	13.21	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Junction	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)
A	C	8.20		0.00		2.20	0.00		
B	C	6.90		0.00		2.20	0.00		
C	C	6.80		0.00		2.20	0.00		
D	C	6.65		0.00		2.20	0.00		
E	C	7.00		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

Junction	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)
A	B	One lane	5.00										50	50
B	B	One lane	5.00										50	50
C	B	One lane	5.00										50	50
D	B	One lane	3.12										50	50
E	B	One lane	4.84										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
A	B-A	622.329	0.102	0.259	0.163	0.370
A	B-C	786.649	0.109	0.276	-	-
A	C-B	573.963	0.201	0.201	-	-

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
B	B-A	622.329	0.109	0.275	0.173	0.393
B	B-C	786.649	0.116	0.293	-	-
B	C-B	573.963	0.214	0.214	-	-

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	622.329	0.109	0.277	0.174	0.395
C	B-C	786.649	0.116	0.294	-	-
C	C-B	573.963	0.215	0.215	-	-

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	614.024	0.107	0.270	0.170	0.386
E	B-C	776.151	0.114	0.288	-	-
E	C-B	573.963	0.213	0.213	-	-

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	524.736	0.093	0.235	0.148	0.335
D	B-C	663.287	0.099	0.250	-	-
D	C-B	573.963	0.216	0.216	-	-

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

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	A	ONE HOUR	✓	380.00	100.000
A	B	ONE HOUR	✓	105.00	100.000
A	C	ONE HOUR	✓	325.00	100.000
B	A	ONE HOUR	✓	115.00	100.000
B	B	ONE HOUR	✓	20.00	100.000
B	C	ONE HOUR	✓	95.00	100.000
C	A	ONE HOUR	✓	155.00	100.000
C	B	ONE HOUR	✓	160.00	100.000
C	C	ONE HOUR	✓	250.00	100.000
D	A	ONE HOUR	✓	285.00	100.000
D	B	ONE HOUR	✓	50.00	100.000
D	C	ONE HOUR	✓	290.00	100.000
E	A	ONE HOUR	✓	315.00	100.000
E	B	ONE HOUR	✓	195.00	100.000
E	C	ONE HOUR	✓	515.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	70.000	310.000
	B	65.000	0.000	40.000
	C	305.000	20.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.62	0.00	0.38
	C	0.94	0.06	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	110.000
	B	5.000	0.000	15.000
	C	85.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.25	0.00	0.75
	C	0.89	0.11	0.00

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

		To		
		A	B	C
From	A	0.000	15.000	140.000
	B	25.000	0.000	135.000
	C	90.000	160.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.16	0.00	0.84
	C	0.36	0.64	0.00

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

		To		
		A	B	C
From	A	0.000	15.000	300.000
	B	25.000	0.000	170.000
	C	260.000	255.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.13	0.00	0.87
	C	0.50	0.50	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	280.000
	B	5.000	0.000	45.000
	C	250.000	40.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.10	0.00	0.90
	C	0.86	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction A (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 A (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

Average PCU Per Vehicle - Junction B (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 B (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

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

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

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

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	B-AC	0.22	8.73	0.28	A
A	C-A	-	-	-	-
A	C-B	0.04	7.69	0.05	A
A	A-B	-	-	-	-
A	A-C	-	-	-	-
B	B-AC	0.03	5.35	0.03	A
B	C-A	-	-	-	-
B	C-B	0.02	6.72	0.02	A
B	A-B	-	-	-	-
B	A-C	-	-	-	-
C	B-AC	0.26	7.07	0.34	A
C	C-A	-	-	-	-
C	C-B	0.33	9.97	0.48	A
C	A-B	-	-	-	-
C	A-C	-	-	-	-
D	B-AC	0.10	7.14	0.11	A
D	C-A	-	-	-	-
D	C-B	0.09	7.79	0.09	A
D	A-B	-	-	-	-
D	A-C	-	-	-	-
E	B-AC	0.35	9.08	0.54	A
E	C-A	-	-	-	-
E	C-B	0.56	16.38	1.25	C
E	A-B	-	-	-	-
E	A-C	-	-	-	-

Main Results for each time segment

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	79.05	78.42	0.00	575.62	0.137	0.16	7.231	A
A	C-A	229.62	229.62	0.00	-	-	-	-	-
A	C-B	15.06	14.94	0.00	516.43	0.029	0.03	7.176	A
A	A-B	52.70	52.70	0.00	-	-	-	-	-
A	A-C	233.38	233.38	0.00	-	-	-	-	-
B	B-AC	15.06	14.97	0.00	708.42	0.021	0.02	5.191	A
B	C-A	63.99	63.99	0.00	-	-	-	-	-
B	C-B	7.53	7.47	0.00	555.46	0.014	0.01	6.569	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	82.81	82.81	0.00	-	-	-	-	-
C	B-AC	120.46	119.64	0.00	708.25	0.170	0.20	6.107	A
C	C-A	67.76	67.76	0.00	-	-	-	-	-
C	C-B	120.46	119.35	0.00	548.92	0.219	0.28	8.359	A
C	A-B	11.29	11.29	0.00	-	-	-	-	-
C	A-C	105.40	105.40	0.00	-	-	-	-	-
D	B-AC	37.64	37.37	0.00	587.00	0.064	0.07	6.547	A
D	C-A	188.21	188.21	0.00	-	-	-	-	-
D	C-B	30.11	29.87	0.00	527.60	0.057	0.06	7.229	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	210.80	210.80	0.00	-	-	-	-	-
E	B-AC	146.81	145.67	0.00	659.37	0.223	0.28	6.992	A
E	C-A	195.74	195.74	0.00	-	-	-	-	-
E	C-B	191.98	189.70	0.00	523.52	0.367	0.57	10.710	B
E	A-B	11.29	11.29	0.00	-	-	-	-	-
E	A-C	225.86	225.86	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	94.39	94.21	0.00	555.74	0.170	0.20	7.794	A
A	C-A	274.19	274.19	0.00	-	-	-	-	-
A	C-B	17.98	17.95	0.00	505.27	0.036	0.04	7.386	A
A	A-B	62.93	62.93	0.00	-	-	-	-	-
A	A-C	278.68	278.68	0.00	-	-	-	-	-
B	B-AC	17.98	17.96	0.00	702.65	0.026	0.03	5.257	A
B	C-A	76.41	76.41	0.00	-	-	-	-	-
B	C-B	8.99	8.98	0.00	551.87	0.016	0.02	6.630	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	98.89	98.89	0.00	-	-	-	-	-
C	B-AC	143.84	143.62	0.00	698.57	0.206	0.26	6.482	A
C	C-A	80.91	80.91	0.00	-	-	-	-	-
C	C-B	143.84	143.53	0.00	544.05	0.264	0.35	8.980	A
C	A-B	13.48	13.48	0.00	-	-	-	-	-
C	A-C	125.86	125.86	0.00	-	-	-	-	-
D	B-AC	44.95	44.88	0.00	575.31	0.078	0.08	6.786	A
D	C-A	224.74	224.74	0.00	-	-	-	-	-
D	C-B	35.96	35.90	0.00	518.60	0.069	0.07	7.458	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	251.71	251.71	0.00	-	-	-	-	-
E	B-AC	175.30	174.94	0.00	639.78	0.274	0.37	7.732	A
E	C-A	233.73	233.73	0.00	-	-	-	-	-
E	C-B	229.24	228.36	0.00	513.73	0.446	0.79	12.574	B
E	A-B	13.48	13.48	0.00	-	-	-	-	-
E	A-C	269.69	269.69	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	115.61	115.31	0.00	528.08	0.219	0.28	8.715	A
A	C-A	335.81	335.81	0.00	-	-	-	-	-
A	C-B	22.02	21.98	0.00	489.83	0.045	0.05	7.695	A
A	A-B	77.07	77.07	0.00	-	-	-	-	-
A	A-C	341.32	341.32	0.00	-	-	-	-	-
B	B-AC	22.02	21.99	0.00	694.66	0.032	0.03	5.351	A
B	C-A	93.59	93.59	0.00	-	-	-	-	-
B	C-B	11.01	10.99	0.00	546.91	0.020	0.02	6.716	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	121.11	121.11	0.00	-	-	-	-	-
C	B-AC	176.16	175.82	0.00	685.07	0.257	0.34	7.064	A
C	C-A	99.09	99.09	0.00	-	-	-	-	-
C	C-B	176.16	175.66	0.00	537.33	0.328	0.48	9.939	A
C	A-B	16.52	16.52	0.00	-	-	-	-	-
C	A-C	154.14	154.14	0.00	-	-	-	-	-
D	B-AC	55.05	54.95	0.00	559.04	0.098	0.11	7.139	A
D	C-A	275.26	275.26	0.00	-	-	-	-	-
D	C-B	44.04	43.96	0.00	506.15	0.087	0.09	7.788	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	308.29	308.29	0.00	-	-	-	-	-
E	B-AC	214.70	214.06	0.00	611.59	0.351	0.53	9.041	A
E	C-A	286.27	286.27	0.00	-	-	-	-	-
E	C-B	280.76	278.98	0.00	500.19	0.561	1.23	16.138	C
E	A-B	16.52	16.52	0.00	-	-	-	-	-
E	A-C	330.31	330.31	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	115.61	115.60	0.00	528.07	0.219	0.28	8.727	A
A	C-A	335.81	335.81	0.00	-	-	-	-	-
A	C-B	22.02	22.02	0.00	489.83	0.045	0.05	7.695	A
A	A-B	77.07	77.07	0.00	-	-	-	-	-
A	A-C	341.32	341.32	0.00	-	-	-	-	-
B	B-AC	22.02	22.02	0.00	694.66	0.032	0.03	5.351	A
B	C-A	93.59	93.59	0.00	-	-	-	-	-
B	C-B	11.01	11.01	0.00	546.91	0.020	0.02	6.716	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	121.11	121.11	0.00	-	-	-	-	-
C	B-AC	176.16	176.16	0.00	685.01	0.257	0.34	7.073	A
C	C-A	99.09	99.09	0.00	-	-	-	-	-
C	C-B	176.16	176.15	0.00	537.33	0.328	0.48	9.967	A
C	A-B	16.52	16.52	0.00	-	-	-	-	-
C	A-C	154.14	154.14	0.00	-	-	-	-	-
D	B-AC	55.05	55.05	0.00	559.03	0.098	0.11	7.142	A
D	C-A	275.26	275.26	0.00	-	-	-	-	-
D	C-B	44.04	44.04	0.00	506.15	0.087	0.09	7.790	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	308.29	308.29	0.00	-	-	-	-	-
E	B-AC	214.70	214.68	0.00	611.34	0.351	0.54	9.075	A
E	C-A	286.27	286.27	0.00	-	-	-	-	-
E	C-B	280.76	280.67	0.00	500.19	0.561	1.25	16.380	C
E	A-B	16.52	16.52	0.00	-	-	-	-	-
E	A-C	330.31	330.31	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	94.39	94.68	0.00	555.72	0.170	0.21	7.814	A
A	C-A	274.19	274.19	0.00	-	-	-	-	-
A	C-B	17.98	18.02	0.00	505.27	0.036	0.04	7.388	A
A	A-B	62.93	62.93	0.00	-	-	-	-	-
A	A-C	278.68	278.68	0.00	-	-	-	-	-
B	B-AC	17.98	18.00	0.00	702.64	0.026	0.03	5.259	A
B	C-A	76.41	76.41	0.00	-	-	-	-	-
B	C-B	8.99	9.00	0.00	551.87	0.016	0.02	6.633	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	98.89	98.89	0.00	-	-	-	-	-
C	B-AC	143.84	144.17	0.00	698.48	0.206	0.26	6.497	A
C	C-A	80.91	80.91	0.00	-	-	-	-	-
C	C-B	143.84	144.32	0.00	544.05	0.264	0.36	9.016	A
C	A-B	13.48	13.48	0.00	-	-	-	-	-
C	A-C	125.86	125.86	0.00	-	-	-	-	-
D	B-AC	44.95	45.04	0.00	575.30	0.078	0.09	6.789	A
D	C-A	224.74	224.74	0.00	-	-	-	-	-
D	C-B	35.96	36.04	0.00	518.60	0.069	0.08	7.463	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	251.71	251.71	0.00	-	-	-	-	-
E	B-AC	175.30	175.92	0.00	639.45	0.274	0.38	7.776	A
E	C-A	233.73	233.73	0.00	-	-	-	-	-
E	C-B	229.24	230.96	0.00	513.73	0.446	0.83	12.807	B
E	A-B	13.48	13.48	0.00	-	-	-	-	-
E	A-C	269.69	269.69	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	79.05	79.23	0.00	575.58	0.137	0.16	7.254	A
A	C-A	229.62	229.62	0.00	-	-	-	-	-
A	C-B	15.06	15.08	0.00	516.43	0.029	0.03	7.182	A
A	A-B	52.70	52.70	0.00	-	-	-	-	-
A	A-C	233.38	233.38	0.00	-	-	-	-	-
B	B-AC	15.06	15.08	0.00	708.41	0.021	0.02	5.193	A
B	C-A	63.99	63.99	0.00	-	-	-	-	-
B	C-B	7.53	7.54	0.00	555.46	0.014	0.01	6.569	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	82.81	82.81	0.00	-	-	-	-	-
C	B-AC	120.46	120.68	0.00	708.09	0.170	0.21	6.130	A
C	C-A	67.76	67.76	0.00	-	-	-	-	-
C	C-B	120.46	120.78	0.00	548.92	0.219	0.28	8.414	A
C	A-B	11.29	11.29	0.00	-	-	-	-	-
C	A-C	105.40	105.40	0.00	-	-	-	-	-
D	B-AC	37.64	37.71	0.00	586.98	0.064	0.07	6.554	A
D	C-A	188.21	188.21	0.00	-	-	-	-	-
D	C-B	30.11	30.17	0.00	527.60	0.057	0.06	7.240	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	210.80	210.80	0.00	-	-	-	-	-
E	B-AC	146.81	147.18	0.00	659.01	0.223	0.29	7.037	A
E	C-A	195.74	195.74	0.00	-	-	-	-	-
E	C-B	191.98	192.92	0.00	523.52	0.367	0.59	10.922	B
E	A-B	11.29	11.29	0.00	-	-	-	-	-
E	A-C	225.86	225.86	0.00	-	-	-	-	-

(Default Analysis Set) - 2030 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
(Default Analysis Set)	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
2030 Reference, PM	2030 Reference	PM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
A	A	San Tam Road / Castle Peak Road - Mai Po	T-Junction	Two-way	A,B,C	8.06	A
B	B	San Tam Road / Access Road	T-Junction	Two-way	A,B,C	6.18	A
C	C	San Tam Road / Ngau Tam Mei Road	T-Junction	Two-way	A,B,C	8.89	A
D	D	San Tam Road / Chun Shin Road	T-Junction	Two-way	A,B,C	7.60	A
E	E	San Tam Road / Chuk Yau Road	T-Junction	Two-way	A,B,C	10.49	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Junction	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)
A	C	8.20		0.00		2.20	0.00		
B	C	6.90		0.00		2.20	0.00		
C	C	6.80		0.00		2.20	0.00		
D	C	6.65		0.00		2.20	0.00		
E	C	7.00		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

Junction	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)
A	B	One lane	5.00										50	50
B	B	One lane	5.00										50	50
C	B	One lane	5.00										50	50
D	B	One lane	3.12										50	50
E	B	One lane	4.84										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
A	B-A	622.329	0.102	0.259	0.163	0.370
A	B-C	786.649	0.109	0.276	-	-
A	C-B	573.963	0.201	0.201	-	-

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
B	B-A	622.329	0.109	0.275	0.173	0.393
B	B-C	786.649	0.116	0.293	-	-
B	C-B	573.963	0.214	0.214	-	-

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	622.329	0.109	0.277	0.174	0.395
C	B-C	786.649	0.116	0.294	-	-
C	C-B	573.963	0.215	0.215	-	-

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	614.024	0.107	0.270	0.170	0.386
E	B-C	776.151	0.114	0.288	-	-
E	C-B	573.963	0.213	0.213	-	-

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	524.736	0.093	0.235	0.148	0.335
D	B-C	663.287	0.099	0.250	-	-
D	C-B	573.963	0.216	0.216	-	-

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

Junction	Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	A	ONE HOUR	✓	510.00	100.000
A	B	ONE HOUR	✓	125.00	100.000
A	C	ONE HOUR	✓	285.00	100.000
B	A	ONE HOUR	✓	135.00	100.000
B	B	ONE HOUR	✓	15.00	100.000
B	C	ONE HOUR	✓	105.00	100.000
C	A	ONE HOUR	✓	145.00	100.000
C	B	ONE HOUR	✓	160.00	100.000
C	C	ONE HOUR	✓	295.00	100.000
D	A	ONE HOUR	✓	265.00	100.000
D	B	ONE HOUR	✓	30.00	100.000
D	C	ONE HOUR	✓	325.00	100.000
E	A	ONE HOUR	✓	280.00	100.000
E	B	ONE HOUR	✓	220.00	100.000
E	C	ONE HOUR	✓	500.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	195.000	315.000
	B	35.000	0.000	90.000
	C	255.000	30.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.38	0.62
	B	0.28	0.00	0.72
	C	0.89	0.11	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	130.000
	B	5.000	0.000	10.000
	C	90.000	15.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.33	0.00	0.67
	C	0.86	0.14	0.00

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

		To		
		A	B	C
From	A	0.000	20.000	125.000
	B	15.000	0.000	145.000
	C	110.000	185.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.09	0.00	0.91
	C	0.37	0.63	0.00

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

		To		
		A	B	C
From	A	0.000	20.000	260.000
	B	15.000	0.000	205.000
	C	300.000	200.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.07	0.00	0.93
	C	0.60	0.40	0.00

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

		To		
		A	B	C
From	A	0.000	5.000	260.000
	B	10.000	0.000	20.000
	C	290.000	35.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.33	0.00	0.67
	C	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction A (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 A (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

Average PCU Per Vehicle - Junction B (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 B (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

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

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

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

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	B-AC	0.23	7.97	0.30	A
A	C-A	-	-	-	-
A	C-B	0.07	8.41	0.08	A
A	A-B	-	-	-	-
A	A-C	-	-	-	-
B	B-AC	0.02	5.51	0.03	A
B	C-A	-	-	-	-
B	C-B	0.03	6.85	0.03	A
B	A-B	-	-	-	-
B	A-C	-	-	-	-
C	B-AC	0.25	6.78	0.33	A
C	C-A	-	-	-	-
C	C-B	0.38	10.71	0.60	B
C	A-B	-	-	-	-
C	A-C	-	-	-	-
D	B-AC	0.06	7.57	0.07	A
D	C-A	-	-	-	-
D	C-B	0.08	7.62	0.08	A
D	A-B	-	-	-	-
D	A-C	-	-	-	-
E	B-AC	0.37	8.68	0.58	A
E	C-A	-	-	-	-
E	C-B	0.43	12.49	0.76	B
E	A-B	-	-	-	-
E	A-C	-	-	-	-

Main Results for each time segment

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	94.11	93.42	0.00	635.32	0.148	0.17	6.635	A
A	C-A	191.98	191.98	0.00	-	-	-	-	-
A	C-B	22.59	22.40	0.00	496.75	0.045	0.05	7.583	A
A	A-B	146.81	146.81	0.00	-	-	-	-	-
A	A-C	237.15	237.15	0.00	-	-	-	-	-
B	B-AC	11.29	11.23	0.00	686.85	0.016	0.02	5.328	A
B	C-A	67.76	67.76	0.00	-	-	-	-	-
B	C-B	11.29	11.21	0.00	552.25	0.020	0.02	6.654	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	97.87	97.87	0.00	-	-	-	-	-
C	B-AC	120.46	119.67	0.00	727.11	0.166	0.20	5.919	A
C	C-A	82.81	82.81	0.00	-	-	-	-	-
C	C-B	139.28	137.94	0.00	550.53	0.253	0.33	8.698	A
C	A-B	15.06	15.06	0.00	-	-	-	-	-
C	A-C	94.11	94.11	0.00	-	-	-	-	-
D	B-AC	22.59	22.41	0.00	541.16	0.042	0.04	6.938	A
D	C-A	218.33	218.33	0.00	-	-	-	-	-
D	C-B	26.35	26.14	0.00	530.85	0.050	0.05	7.129	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	195.74	195.74	0.00	-	-	-	-	-
E	B-AC	165.63	164.38	0.00	692.12	0.239	0.31	6.807	A
E	C-A	225.86	225.86	0.00	-	-	-	-	-
E	C-B	150.57	149.00	0.00	529.12	0.285	0.39	9.433	A
E	A-B	15.06	15.06	0.00	-	-	-	-	-
E	A-C	195.74	195.74	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	112.37	112.18	0.00	616.04	0.182	0.22	7.139	A
A	C-A	229.24	229.24	0.00	-	-	-	-	-
A	C-B	26.97	26.92	0.00	481.76	0.056	0.06	7.913	A
A	A-B	175.30	175.30	0.00	-	-	-	-	-
A	A-C	283.18	283.18	0.00	-	-	-	-	-
B	B-AC	13.48	13.47	0.00	679.76	0.020	0.02	5.402	A
B	C-A	80.91	80.91	0.00	-	-	-	-	-
B	C-B	13.48	13.47	0.00	548.03	0.025	0.03	6.733	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	116.87	116.87	0.00	-	-	-	-	-
C	B-AC	143.84	143.63	0.00	718.78	0.200	0.25	6.258	A
C	C-A	98.89	98.89	0.00	-	-	-	-	-
C	C-B	166.31	165.92	0.00	545.98	0.305	0.43	9.462	A
C	A-B	17.98	17.98	0.00	-	-	-	-	-
C	A-C	112.37	112.37	0.00	-	-	-	-	-
D	B-AC	26.97	26.93	0.00	527.45	0.051	0.05	7.192	A
D	C-A	260.70	260.70	0.00	-	-	-	-	-
D	C-B	31.46	31.42	0.00	522.48	0.060	0.06	7.330	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	233.73	233.73	0.00	-	-	-	-	-
E	B-AC	197.78	197.39	0.00	677.65	0.292	0.41	7.489	A
E	C-A	269.69	269.69	0.00	-	-	-	-	-
E	C-B	179.80	179.29	0.00	520.42	0.345	0.52	10.537	B
E	A-B	17.98	17.98	0.00	-	-	-	-	-
E	A-C	233.73	233.73	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	137.63	137.31	0.00	589.16	0.234	0.30	7.961	A
A	C-A	280.76	280.76	0.00	-	-	-	-	-
A	C-B	33.03	32.96	0.00	461.04	0.072	0.08	8.409	A
A	A-B	214.70	214.70	0.00	-	-	-	-	-
A	A-C	346.82	346.82	0.00	-	-	-	-	-
B	B-AC	16.52	16.50	0.00	669.95	0.025	0.03	5.508	A
B	C-A	99.09	99.09	0.00	-	-	-	-	-
B	C-B	16.52	16.49	0.00	542.20	0.030	0.03	6.847	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	143.13	143.13	0.00	-	-	-	-	-
C	B-AC	176.16	175.84	0.00	707.12	0.249	0.33	6.771	A
C	C-A	121.11	121.11	0.00	-	-	-	-	-
C	C-B	203.69	203.03	0.00	539.70	0.377	0.60	10.671	B
C	A-B	22.02	22.02	0.00	-	-	-	-	-
C	A-C	137.63	137.63	0.00	-	-	-	-	-
D	B-AC	33.03	32.97	0.00	508.27	0.065	0.07	7.574	A
D	C-A	319.30	319.30	0.00	-	-	-	-	-
D	C-B	38.54	38.47	0.00	510.91	0.075	0.08	7.620	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	286.27	286.27	0.00	-	-	-	-	-
E	B-AC	242.22	241.55	0.00	657.14	0.369	0.58	8.649	A
E	C-A	330.31	330.31	0.00	-	-	-	-	-
E	C-B	220.20	219.29	0.00	508.39	0.433	0.75	12.410	B
E	A-B	22.02	22.02	0.00	-	-	-	-	-
E	A-C	286.27	286.27	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	137.63	137.62	0.00	589.15	0.234	0.30	7.972	A
A	C-A	280.76	280.76	0.00	-	-	-	-	-
A	C-B	33.03	33.03	0.00	461.04	0.072	0.08	8.410	A
A	A-B	214.70	214.70	0.00	-	-	-	-	-
A	A-C	346.82	346.82	0.00	-	-	-	-	-
B	B-AC	16.52	16.52	0.00	669.95	0.025	0.03	5.508	A
B	C-A	99.09	99.09	0.00	-	-	-	-	-
B	C-B	16.52	16.51	0.00	542.20	0.030	0.03	6.847	A
B	A-B	5.51	5.51	0.00	-	-	-	-	-
B	A-C	143.13	143.13	0.00	-	-	-	-	-
C	B-AC	176.16	176.16	0.00	707.06	0.249	0.33	6.780	A
C	C-A	121.11	121.11	0.00	-	-	-	-	-
C	C-B	203.69	203.67	0.00	539.70	0.377	0.60	10.711	B
C	A-B	22.02	22.02	0.00	-	-	-	-	-
C	A-C	137.63	137.63	0.00	-	-	-	-	-
D	B-AC	33.03	33.03	0.00	508.26	0.065	0.07	7.574	A
D	C-A	319.30	319.30	0.00	-	-	-	-	-
D	C-B	38.54	38.53	0.00	510.91	0.075	0.08	7.620	A
D	A-B	5.51	5.51	0.00	-	-	-	-	-
D	A-C	286.27	286.27	0.00	-	-	-	-	-
E	B-AC	242.22	242.21	0.00	657.07	0.369	0.58	8.677	A
E	C-A	330.31	330.31	0.00	-	-	-	-	-
E	C-B	220.20	220.17	0.00	508.39	0.433	0.76	12.486	B
E	A-B	22.02	22.02	0.00	-	-	-	-	-
E	A-C	286.27	286.27	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	112.37	112.68	0.00	616.02	0.182	0.23	7.158	A
A	C-A	229.24	229.24	0.00	-	-	-	-	-
A	C-B	26.97	27.04	0.00	481.76	0.056	0.06	7.919	A
A	A-B	175.30	175.30	0.00	-	-	-	-	-
A	A-C	283.18	283.18	0.00	-	-	-	-	-
B	B-AC	13.48	13.50	0.00	679.75	0.020	0.02	5.405	A
B	C-A	80.91	80.91	0.00	-	-	-	-	-
B	C-B	13.48	13.51	0.00	548.03	0.025	0.03	6.737	A
B	A-B	4.49	4.49	0.00	-	-	-	-	-
B	A-C	116.87	116.87	0.00	-	-	-	-	-
C	B-AC	143.84	144.15	0.00	718.70	0.200	0.25	6.270	A
C	C-A	98.89	98.89	0.00	-	-	-	-	-
C	C-B	166.31	166.94	0.00	545.98	0.305	0.44	9.513	A
C	A-B	17.98	17.98	0.00	-	-	-	-	-
C	A-C	112.37	112.37	0.00	-	-	-	-	-
D	B-AC	26.97	27.03	0.00	527.43	0.051	0.05	7.197	A
D	C-A	260.70	260.70	0.00	-	-	-	-	-
D	C-B	31.46	31.53	0.00	522.48	0.060	0.06	7.335	A
D	A-B	4.49	4.49	0.00	-	-	-	-	-
D	A-C	233.73	233.73	0.00	-	-	-	-	-
E	B-AC	197.78	198.43	0.00	677.55	0.292	0.42	7.523	A
E	C-A	269.69	269.69	0.00	-	-	-	-	-
E	C-B	179.80	180.67	0.00	520.42	0.345	0.54	10.622	B
E	A-B	17.98	17.98	0.00	-	-	-	-	-
E	A-C	233.73	233.73	0.00	-	-	-	-	-

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

Junction	Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	B-AC	94.11	94.31	0.00	635.28	0.148	0.18	6.659	A
A	C-A	191.98	191.98	0.00	-	-	-	-	-
A	C-B	22.59	22.63	0.00	496.75	0.045	0.05	7.592	A
A	A-B	146.81	146.81	0.00	-	-	-	-	-
A	A-C	237.15	237.15	0.00	-	-	-	-	-
B	B-AC	11.29	11.31	0.00	686.83	0.016	0.02	5.328	A
B	C-A	67.76	67.76	0.00	-	-	-	-	-
B	C-B	11.29	11.31	0.00	552.25	0.020	0.02	6.654	A
B	A-B	3.76	3.76	0.00	-	-	-	-	-
B	A-C	97.87	97.87	0.00	-	-	-	-	-
C	B-AC	120.46	120.67	0.00	726.98	0.166	0.20	5.941	A
C	C-A	82.81	82.81	0.00	-	-	-	-	-
C	C-B	139.28	139.68	0.00	550.53	0.253	0.34	8.770	A
C	A-B	15.06	15.06	0.00	-	-	-	-	-
C	A-C	94.11	94.11	0.00	-	-	-	-	-
D	B-AC	22.59	22.63	0.00	541.12	0.042	0.04	6.942	A
D	C-A	218.33	218.33	0.00	-	-	-	-	-
D	C-B	26.35	26.40	0.00	530.85	0.050	0.05	7.136	A
D	A-B	3.76	3.76	0.00	-	-	-	-	-
D	A-C	195.74	195.74	0.00	-	-	-	-	-
E	B-AC	165.63	166.02	0.00	691.99	0.239	0.32	6.851	A
E	C-A	225.86	225.86	0.00	-	-	-	-	-
E	C-B	150.57	151.10	0.00	529.12	0.285	0.40	9.536	A
E	A-B	15.06	15.06	0.00	-	-	-	-	-
E	A-C	195.74	195.74	0.00	-	-	-	-	-